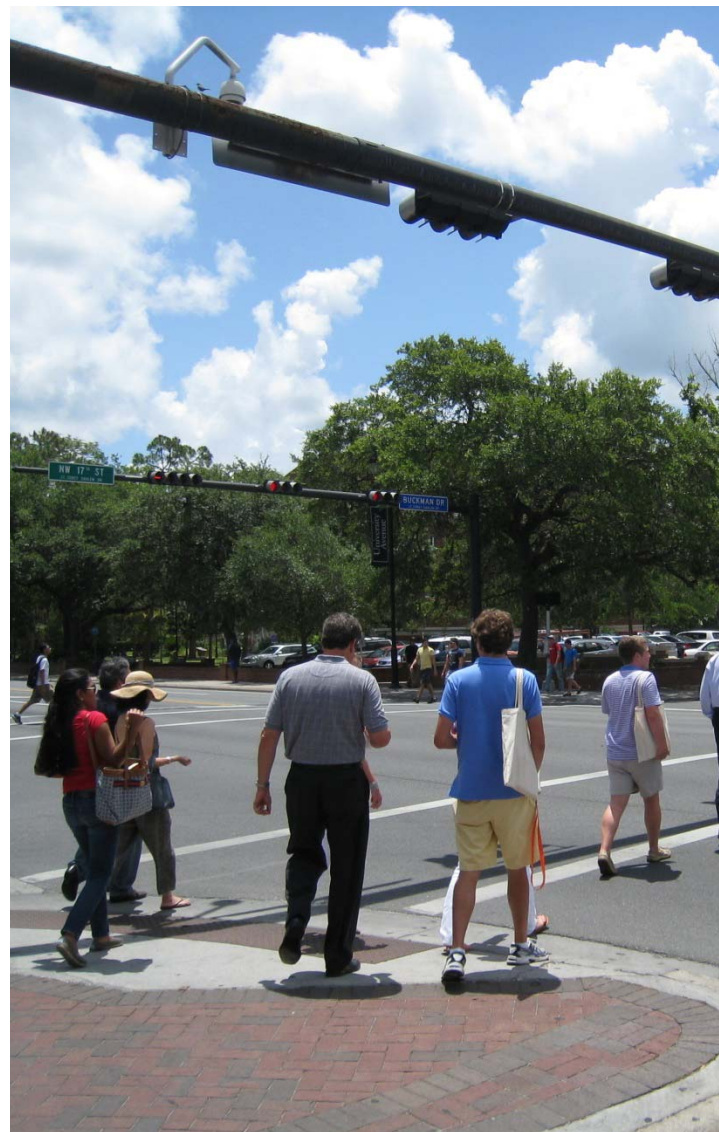


# Meeting Packet

## February 22, 2021

### 3:00 p.m.



Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area





Serving Alachua  
Bradford • Columbia  
Dixie • Gilchrist • Hamilton  
Lafayette • Levy • Madison  
Suwannee • Taylor • Union Counties

---

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

February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: David Arreola, Chair  
SUBJECT: **Meeting Announcement**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **February 22, 2021 at 3:00 p.m.** This meeting will be held in the **John R. "Jack" Durrance Auditorium, Alachua County Administration Building**, Gainesville, Florida and via communications media technology.

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  
 Serving Alachua  
 Bradford • Columbia  
 Dixie • Gilchrist • Hamilton  
 Lafayette • Levy • Madison  
 Suwannee • Taylor • Union Counties

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

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

John R. “Jack” Durrance Auditorium  
 Alachua County Administration Building  
 Gainesville, Florida and  
 Via Communications Media Technology

3:00 p.m.  
 February 22, 2021

**Declaration of Extraordinary Circumstance**

**STAFF RECOMMENDATION**

**DECLARE EXTRAORDINARY CIRCUMSTANCE  
 DUE TO COVID-19 PANDEMIC**

**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 #193

**II. Bicycle/Pedestrian Advisory Board - Vacant Positions**

**SOLICIT APPLICANTS**

The Metropolitan Transportation Planning Organization needs to fill two vacant positions.

Page #199

**III. Citizens Advisory Committee- Vacant Positions**

**FILL VACANT POSITIONS**

The Metropolitan Transportation Planning Organization needs to fill seven vacant positions.

Page #217

**IV. Election of Officers**

**ELECT OFFICERS**

In December 2019, the Metropolitan Transportation Planning Organization elected David Arreola as Chair, Charles Chestnut IV as Vice-Chair and Adrian Hayes-Santos as Secretary/Treasurer.

Page #219

**V. Florida Metropolitan Planning Organization Advisory Council**

**APPOINT  
 SECONDARY ALTERNATE REPRESENTATIVE**

The Metropolitan Transportation Planning Organization needs to replace former Commissioner Robert Hutchinson as the secondary alternate on the Metropolitan Planning Organization Advisory Council.

Page #221      **VL. Audit Review Committee**      **APPOINT MEMBERS**

Each year, the Metropolitan Transportation Planning Organization appoints the Secretary/Treasurer and one other member to the Audit Review Committee.

Page #223      **VII. Rural Advisor Selection**      **SELECT RURAL ADVISOR**

The term of non-voting Rural Advisor Doug Jones ended on December 31, 2020 and the Metropolitan Transportation Planning Organization needs to select a new Rural Advisor.

Page #233      **VIII. State Road 26 (University Avenue) Pedestrian Safety**      **NO ACTION REQUIRED**

The Florida Department of Transportation will discuss planned short-term, mid-term and long-term pedestrian safety modifications on State Road 26 (University Avenue).

**IX. Metropolitan Transportation Planning Organization Transportation Issues**      **NO ACTION REQUIRED**

At its October 26, 2020 meeting, the Metropolitan Transportation Planning Organization requested to have discussion of the following transportation issues:

Page #247      A. Regional Transit System fare structure;

Page #251      B. First mile and last mile study;

Page #269      C. Lighted signal crossings on the State Highway System;

Page #271      D. West 13th Street as a complete street and University Avenue, South 2nd Avenue and South 4th Avenue from the University of Florida to East 25th Street;

Page #305      E. Transportation equity in the planning process.

Page #325      **X. Florida Department of Transportation Report\***      **RECEIVE REPORT**

The Florida Department of Transportation will provide an update on Department activities.

Back Cover      **XI. Next Meeting**      **NO ACTION REQUIRED**

The next Metropolitan Transportation Planning Organization meeting is scheduled for April 26, 2021 at 3:00 p.m.

**XII. Comments**

- A. Metropolitan Transportation Planning Organization Members\*
- B. Citizens Comments\*
- C. 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 and  
Via Communications Media Technology**

**3:00 p.m.  
February 22, 2021**

**STAFF RECOMMENDATION**

- |                 |  |   |
|-----------------|--|---|
| <b>Page #7</b>  | <b>CA. 1 Minutes - October 26, 2020</b><br><u>This set of Metropolitan Transportation Planning Organization minutes is ready for review.</u>   | <b>APPROVE MINUTES</b>                  |
| <b>Page #15</b> | <b>CA. 2 Continuity of Operations Plan</b><br><u>This plan is reviewed each year and revisions are made as needed.</u>   | <b>APPROVE STAFF<br/>RECOMMENDATION</b> |
| <b>Page #17</b> | <b>CA. 3 Section 5305(d) Grant Application Revision and<br/>Public Transportation Grant Agreement</b><br><u>The Florida Department of Transportation has determined the actual Section 5305(d) grant<br/>award amount and provided the Public Transportation Grant Agreement.</u>  | <b>APPROVE STAFF<br/>RECOMMENDATION</b> |
| <b>Page #55</b> | <b>CA. 4 Unified Planning Work Program Amendment</b><br><u>The Unified Planning Work Program needs to be amended to account for modifications to<br/>the Section 5305(d) grant award and changes to State matching funds.</u>  | <b>APPROVE STAFF<br/>RECOMMENDATION</b> |
| <b>Page #69</b> | <b>CA. 5 Draft Fiscal Years 2021-22 to 2025-26 Five-Year<br/>Tentative Work Program,<br/>Metropolitan Transportation Planning Organization Comments, and<br/>Florida Department of Transportation Response</b><br><u>The Florida Department of Transportation has not provided a response to the Metropolitan<br/>Transportation Planning Organization comments on the draft Tentative Work Program.</u>   | <b>NO ACTION REQUIRED</b>               |
| <b>Page #87</b> | <b>CA. 6 Florida Department of Transportation Fiscal Years<br/>2020-21 to 2024-25 Adopted Work Program Amendment -<br/>Interstate 75 at State Road 121 (Williston Road) Interchange Modification Project</b><br><u>The Florida Department of Transportation has provided information concerning an<br/>Adopted Work Program amendment for the purchase of right-of-way for the Interstate 75<br/>interchange modification at State Road 121 (Williston Roads).</u> | <b>NO ACTION REQUIRED</b>               |

Page #99	CA. 7	<b>Alachua Countywide Bicycle-Pedestrian Master Plan</b> <u>Toole Design Group, Inc. has been selected to assist in development of the plan.</u>	<b>NO ACTION REQUIRED</b>
Page #101	CA. 8	<b>Transportation Alternatives Program Status Report City of Gainesville Application Submission</b> <u>The Metropolitan Transportation Planning Organization has submitted the City of Gainesville application for pedestrian modifications at the State Roads 24/26 (East University Avenue) at State Roads 24/331 (SE 11th Street/Waldo Road) intersection.</u>	<b>NO ACTION REQUIRED</b>
Page #133	CA. 9	<b>Florida Transportation Plan Policy Element and Performance Element</b> <u>The Florida Department of Transportation released the Florida Transportation Plan Policy Element and Performance Element.</u>	<b>NO ACTION REQUIRED</b>
Page #135	CA. 10	<b>Gainesville Metropolitan Transportation Planning Organization Mobility Profile</b> <u>The Florida Department of Transportation has published a performance measures mobility profile.</u>	<b>NO ACTION REQUIRED</b>
Page #145	CA. 11	<b>Multi-use Corridors of Regional Economic Significance Suncoast Connector Status Report</b> <u>The Suncoast Connector Task Force has completed its final report.</u>	<b>NO ACTION REQUIRED</b>
Page #153	CA. 12	<b>Florida Metropolitan Planning Organization Advisory Council - 2021 Virtual Weekend Institute</b> <u>The Florida Metropolitan Planning Organization Advisory Council has announced meeting dates for its virtual Weekend Institute and provided application forms.</u>	<b>NO ACTION REQUIRED</b>
Page #161	CA. 13	<b>Florida Metropolitan Planning Organization Advisory Council - Legislative Newsletter</b> <u>The Florida Metropolitan Planning Organization Advisory Council has issued its February 13, 2021 legislative newsletter.</u>	<b>NO ACTION REQUIRED</b>
Page #175	CA. 14	<b>Transportation Disadvantaged Program - Fiscal Year 2019-20 Planning Grant Program Agreement Resolution</b> <u>The Metropolitan Transportation Planning Organization needs to annually adopt a resolution authorizing the Chair to sign the Transportation Disadvantaged Program Planning Grant Agreement.</u>	<b>APPROVE RESOLUTION</b>
Page #181	CA. 15	<b>Transportation Disadvantaged Program - Alachua County Transportation Disadvantaged Board Appointment</b> <u>Sheryl Dick-Stanford has applied for appointment as the voting Florida Agency for Persons with Disabilities Representative.</u>	<b>APPOINT MS. DICK-STANFORD</b>
Page #185	CA. 16	<b>Transportation Disadvantaged Program - Status Report</b> <u>The Metropolitan Transportation Planning Organization has requested regular status reports concerning this program.</u>	<b>NO ACTION REQUIRED</b>

***Consent***

***Agenda***

***Enclosures***





MINUTES  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

Virtual Public Meeting  
Via Communications Media Technology  
Gainesville, Florida

October 26, 2020  
3:00 p.m.

MEMBERS PRESENT

David Arreola, Chair  
Mike Byerly  
Charles Chestnut IV  
Linda Dixon/Curtis Reynolds  
Adrian Hayes-Santos  
Robert Hutchinson  
Gail Johnson  
Lauren Poe  
Reina Saco  
Karen Taulbee/Greg Evans  
Harvey Ward  
Marihelen Wheeler

MEMBERS ABSENT

Ken Cornell  
Doug Jones  
Gigi Simmons

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Michael Escalante  
Scott Koons

CALL TO ORDER

After recognizing a quorum was present, Chair David Arreola called the meeting to order at 3:08 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

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

**MOTION: Commissioner Ward moved to approve the Consent Agenda and Meeting Agenda. Commissioner Hayes-Santos seconded the motion; Chair Arreola asked for and received no public comment; motion passed unanimously.**

II. MOBILITY WORKSHOP

Scott Koons, Executive Director, stated that the Metropolitan Transportation Planning Organization, at its August 24, 2020 meeting, requested a workshop to discuss transportation issues. He introduced Jeffrey Kramer, University of South Florida Center for Urban Transportation Research Senior Research Associate.

Mr. Kramer presented a historical overview of the federal metropolitan planning process. He discussed metropolitan planning organization role and responsibilities as part of the federal metropolitan planning process and answered questions.

Mr. Koons reviewed the Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies. He discussed the Year 2045 Long-Range Transportation Plan Cost Feasible Plan roadway projects. He noted that the Year 2045 Long-Range Transportation Plan Cost Feasible Plan transit projects are derived from the City of Gainesville 2019 Transit Development Plan. He said Year 2045 Long-Range Transportation Plan Cost Feasible Plan bicycle and pedestrian “box-fund” projects would be developed in the forthcoming Alachua Countywide Bicycle-Pedestrian Master Plan.

Mr. Koons also reviewed the City of Gainesville East Gainesville Capital Improvement Projects table, which was a topic of discussion at the August 24, 2020 meeting. He stated that the transit projects would be addressed as part of the implementation of the Transit Development Plan and bicycle and pedestrian projects could be addressed as part of the development of the Alachua Countywide Bicycle-Pedestrian Master Plan.

Several members discussed transit issues, including fare-free transit service and paratransit service and first-mile and last-mile access to transit.

Phil Mann, interim City of Gainesville Assistant City Manager, and Jesus Gomez, Regional Transit System Director, discussed the fiscal impacts of fare-free services. Mr. Mann noted an ongoing first-mile and last-mile study.

Several members discussed midblock crossings on the State Highway System.

A member discussed incorporating protected bikelanes in the forthcoming Alachua Countywide Bicycle-Pedestrian Master Plan.

Several members discussed east-west mobility and mobility equity.

Chair Arreola opened the workshop for public comment.

Linda Dixon, University of Florida Planning Director, stated that the University of Florida needs to be included in discussions of transit funding and east-west connectors. She noted the SW 13th Street workshop.

Mary Alford spoke in support of member comments concerning fare-free transit and paratransit services, midblock crossings on the State Highway System, east-west mobility and mobility equity. She noted that copies of the presentations were not available.

Mr. Koons stated that the staff presentation and the Center for Urban Transportation Research presentation would be posted on the Metropolitan Transportation Planning Organization website.

After being notified that there were no more comments from the public, Chair Arreola closed the workshop.

### III. FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

Mr. Koons asked the Metropolitan Transportation Planning Organization to appoint a voting representative and two alternate representatives to the Metropolitan Planning Organization Advisory Council for 2021. He noted that currently Commissioner Johnson serves as the voting representative and Commissioner Ward and Commissioner Wheeler serve as the alternate representatives.

Commissioner Gail Johnson noted that she was not receiving Metropolitan Planning Organization Advisory Council meeting notices.

**MOTION: Mayor Poe moved to appoint Commissioner Ward as the voting representative and Commissioner Wheeler and Commissioner Hutchinson as the alternate representatives to the Florida Metropolitan Planning Organization Advisory Council. Commissioner Byerly seconded; Chair Arreola asked for and received no public comment; motion passed unanimously.**

### IV. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Chair Arreola announced that the next Metropolitan Transportation Planning Organization meeting is scheduled for December 14, 2020 at 5:00 p.m. He and Mr. Koons discussed the expiration of the Governor's order concerning exclusive virtual meetings and its impact on Metropolitan Transportation Planning Organization in-person meetings.

V. COMMENTS

A. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

Several member thanked Commissioners Byerly and Hutchinson for their contributions to the transportation planning process.

Commissioners Byerly and Hutchinson spoke concerning their tenures on the Metropolitan Transportation Planning Organization.

**MOTION: Commissioner Ward moved to place on the next agenda discussion of:**

1. **Regional Transit System fare structure;**
2. **First-mile and last mile study;**
3. **Lighted signal crossing on the State Highway System;**
4. **West 13th Street as a complete street and University Avenue, South 2nd Avenue and South 4th Avenue for the University of Florida to East 25 Street; and**
5. **Transportation equity in the planning process.**

**Commissioner Byerly seconded and requested that previous Regional Transit System fare reports be provided to the members; Commissioner Ward accepted the friendly amendment.**

**MOTION AS AMENDED**

**Commissioner Ward moved to place on the next agenda discussion of:**

1. **Regional Transit System fare structure and that members be provided previous Regional Transit System fare reports;**
2. **First-mile and last mile study;**
3. **Lighted signal crossing on the State Highway System;**
4. **West 13th Street as a complete street and University Avenue, South 2nd Avenue and South 4th Avenue for the University of Florida to East 25 Street; and**
5. **Transportation equity in the planning process.**

**Commissioner Byerly seconded; Chair Arreola asked for and received no public comment; motion passed unanimously.**

B. CITIZENS

There were no citizen comments.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

The meeting was adjourned at 5:07 p.m.

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Date

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Adrian Hayes-Santos, Secretary/Treasurer

**EXHIBIT A**

**Interested Citizens**

\*Mary Alford  
Brenda Anderson  
Daniela Gomez  
Jeff Kramer  
Loresa Krinos  
Pamela Marshal  
Trevor Poole

**Alachua County**

Chris Dawson  
Corbin Hanson  
Joshua Massre  
Takumi Sullivan  
Sylvia Torres

**City of Gainesville**

Lee Feldman  
Jesus Gomez  
Deborah Leistner  
Phil Mann  
Melisa McCreedy

**Florida Department  
of Transportation**

Mari Schwabacher

\* Via telephone  
# Spoke and provided written comments

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

**Virtual Public Meeting  
Via Communications Media Technology  
Gainesville, Florida**

**3:00 p.m.  
October 26, 2020**

**STAFF RECOMMENDATION**

**Page #7 CA. 1 Minutes - August 24, 2020 APPROVE MINUTES**

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

**Page #21 CA. 2 2021 Meeting Schedule APPROVE STAFF RECOMMENDATION**

The Metropolitan Transportation Planning Organization 2021 Meeting Schedule needs to be approved.

**Page #25 CA. 3 Florida Department of Transportation Tentative Five-Year Work Program 2021-22 to 2025-26 APPROVE STAFF RECOMMENDATION**

Authorize staff to provide comments to the Florida Department of Transportation concerning its Tentative Work Program.

**Page #27 CA. 4 Resolution 2020-08 - Revised Section 5305(d) Grant Application Revised Section 5305(d) Grant Resolution and Public Transportation Agreement APPROVE RESOLUTION AND AUTHORIZE SIGNATURES**

The Metropolitan Transportation Planning Organization will need to submit a revised grant application to account for an anticipated adjustment in its Federal Transit Administration Section 5305(d) funding allocation and needs to approve a resolution for and authorize the Chair to sign the Public Transportation Agreement in order to receive the funds.

**Page #29 CA. 5 Resolution 2020-09 - Unified Planning Work Program Amendment - Revised Section 5305(d) Grant Funding APPROVE RESOLUTION AND AUTHORIZE SIGNATURES**

The Metropolitan Transportation Planning Organization is anticipated to be awarded an adjusted amount in its allocation of Federal Transit Administration Section 5305(d) funds and needs to amend its Unified Planning Work program in order to receive the funds.

**Page #57 CA. 6 Transportation Alternatives Program/  
Safe Routes to School/Shared-Use Nonmotorized Trail  
Application Notices APPROVE STAFF  
RECOMMENDATION**

The Florida Department of Transportation has notified agencies concerning the Transportation Alternatives Program/Safe Routes to School/Shared-Use Nonmotorized Trail grant application cycles.

**Page #59 CA. 7 Safety Performance Measures and Targets APPROVE STAFF  
RECOMMENDATION**

The Metropolitan Transportation Planning Organization needs to set safety performance measures and targets (see Exhibit I).

**Page #61 CA. 8 Proposed Amended Budget for Fiscal Year 2019-20 APPROVE STAFF  
RECOMMENDATION**

This amended budget will allow staff to monitor Metropolitan Transportation Planning Organization expenditures and make appropriate adjustments as needed.

**Page #63 CA. 9 Alachua Countywide Bicycle-Pedestrian Master Plan APPROVE CONTRACT AND  
Consultant Contract Authorization AUTHORIZE SIGNATURES**

Alachua County, City of Gainesville and University of Florida are jointly funding the development of this master plan which will be used, in part, to identify "box-funded" prioritized projects for the Year 2045 Long-Range Transportation Plan.

**Page #69 CA. 10 Partnering with Florida Department of Transportation FOR INFORMATION ONLY  
A Resource Guide for Local Governments**

The Florida Department of Transportation has recently published a resource guide for local governments.

**Page #109 CA. 11 Transportation Disadvantaged Program - NO ACTION REQUIRED  
Status Report**

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

**EXHIBIT 1**

**Safety Performance Measures and Targets**

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
Approved October 26, 2020**

<b>Safety Topic</b>	<b>Performance Measure</b>	<b>Target</b>
1	Fatalities	Zero
2	Serious Injuries	Zero
3	Non-Motorized Fatalities and Serious Injuries	Zero
4	Fatalities Per 100 Million Vehicle Miles Travelled	Zero
5	Serious Injuries Per 100 Million Vehicle Miles Travelled	Zero





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

February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Continuity of Operations Plan

STAFF RECOMMENDATION

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

BACKGROUND

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

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

[http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/COOPreport\\_2021dft.pdf](http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/COOPreport_2021dft.pdf)

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

Attachment








February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Resolution 2021-01 - Revised Section 5305(d) Grant Application and Public Transportation Agreement

STAFF RECOMMENDATION

**Approve Resolution 2021-01 and authorize the Chair to sign the Public Transportation Agreement.**

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area submits a grant application for Federal Transit Administration Section 5305(d) funds. These funds are used by Metropolitan Transportation Planning Organization staff to conduct bicycle, pedestrian and transit planning activities.

At its April 20, 2020 meeting, the Metropolitan Transportation Planning Organization approved submittal of a grant application for Federal Transit Administration Section 5305(d) funds. This application was for an estimated amount of funding.

On December 21, 2020, the Metropolitan Transportation Planning Organization received notification from the Florida Department of Transportation (see Exhibit 1) concerning the actual amount of Federal Transit Administration Section 5305(d) funds available.

Attached, as Exhibit 2, is a copy of the revised grant application for Federal Transit Administration Section 5305(d) funds submitted to the Florida Department of Transportation. Exhibit 3 is a draft copy of Resolution 2021-01 that authorizes the Chair to sign the Public Transportation Agreement between the Metropolitan Transportation Planning Organization and the Florida Department of Transportation concerning the Federal Transit Administration Section 5305(d) grant funds (Exhibit 4).

Attachments

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**From:** Scott Koons  
**Sent:** Tuesday, December 22, 2020 11:06 AM  
**To:** Mike Escalante (escalante@ncfrpc.org)  
**Subject:** FW: 5305(d) Allocation and Soft Match

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**From:** Schwabacher, Mari [<mailto:Mari.Schwabacher@dot.state.fl.us>]  
**Sent:** Monday, December 21, 2020 4:30 PM  
**To:** Scott Koons  
**Subject:** 5305(d) Allocation and Soft Match

Scott,

The programming for FTA 5305(d) for Fed Fiscal Year (FFY) 20 with the soft match by toll revenue credits (TRC) is complete.

FFY 20:  
Gainesville MTPO allocation is \$ 200,744. The Soft Match is \$ 50,186.

The steps to **amend** the UPWP/tasks and budget and the TIPs are based on the allocation amounts. The FFY '20 UPWP task tables will need to be adjusted to match the allocation and change the State and Local match columns to "soft match" column. The UPWP **amendment** and TIP **modification** updates are to be completed NO LATER THAN 30 days after the new PTGA contract is received by the MPO. The MPOs can amend their UPWPS and TIPs any time before then, if desired.

**Please send your revised UPWP tables and/or TIP document pages to me and/or Karen before you send them out for signature or agendas.** If you have any questions please feel free to call me, Karen or CO for clarification.

Thanks,

**Mari Schwabacher**  
Gainesville MTPO Liaison  
D2 Complete Streets Coordinator  
Jacksonville Urban Office  
904.360.5647

*Florida Department of Transportation, District 2  
2198 Edison Avenue MS 2806  
Jacksonville, FL 32204*





**EXHIBIT 2**

OMB Number: 4040-0004  
Expiration Date: 12/31/2019

<b>Application for Federal Assistance SF-424</b>		
<p><b>* 1. Type of Submission:</b></p> <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	<p><b>* 2. Type of Application:</b></p> <input type="checkbox"/> New <input type="checkbox"/> Continuation <input checked="" type="checkbox"/> Revision	<p><b>* If Revision, select appropriate letter(s):</b></p> <div style="border: 1px solid black; padding: 2px; text-align: center;">A: Increase Award</div> <p><b>* Other (Specify):</b></p> <div style="border: 1px solid black; height: 20px;"></div>
<p><b>* 3. Date Received:</b></p> <div style="border: 1px solid black; background-color: yellow; height: 20px;"></div>	<p><b>4. Applicant Identifier:</b></p> <div style="border: 1px solid black; padding: 2px;">Not Applicable</div>	
<p><b>5a. Federal Entity Identifier:</b></p> <div style="border: 1px solid black; padding: 2px;">Not Applicable</div>	<p><b>5b. Federal Award Identifier:</b></p> <div style="border: 1px solid black; padding: 2px;">FL- 80-009</div>	
<b>State Use Only:</b>		
<p><b>6. Date Received by State:</b></p> <div style="border: 1px solid black; width: 100px; height: 20px;"></div>	<p><b>7. State Application Identifier:</b> <div style="border: 1px solid black; padding: 2px;">1001</div></p>	
<b>8. APPLICANT INFORMATION:</b>		
<p><b>* a. Legal Name:</b> <div style="border: 1px solid black; padding: 2px;">MTPO for the Gainesville Urbanized Area</div></p>		
<p><b>* b. Employer/Taxpayer Identification Number (EIN/TIN):</b></p> <div style="border: 1px solid black; padding: 2px;">59- 1834302</div>	<p><b>* c. Organizational DUNS:</b></p> <div style="border: 1px solid black; padding: 2px;">0442335900000</div>	
<b>d. Address:</b>		
<p><b>* Street1:</b> <div style="border: 1px solid black; padding: 2px;">2009 NW 67th Place</div></p> <p><b>Street2:</b> <div style="border: 1px solid black; height: 20px;"></div></p> <p><b>* City:</b> <div style="border: 1px solid black; padding: 2px;">Gainesville</div></p> <p><b>County/Parish:</b> <div style="border: 1px solid black; padding: 2px;">Alachua</div></p> <p><b>* State:</b> <div style="border: 1px solid black; padding: 2px;">FL: Florida</div></p> <p><b>Province:</b> <div style="border: 1px solid black; height: 20px;"></div></p> <p><b>* Country:</b> <div style="border: 1px solid black; padding: 2px;">USA: UNITED STATES</div></p> <p><b>* Zip / Postal Code:</b> <div style="border: 1px solid black; padding: 2px;">32653-1063</div></p>		
<b>e. Organizational Unit:</b>		
<p><b>Department Name:</b></p> <div style="border: 1px solid black; padding: 2px;">Transportation Planning</div>	<p><b>Division Name:</b></p> <div style="border: 1px solid black; height: 20px;"></div>	
<b>f. Name and contact information of person to be contacted on matters involving this application:</b>		
<p><b>Prefix:</b> <div style="border: 1px solid black; padding: 2px;">Mr.</div></p> <p><b>Middle Name:</b> <div style="border: 1px solid black; padding: 2px;">R.</div></p> <p><b>* Last Name:</b> <div style="border: 1px solid black; padding: 2px;">Koons</div></p> <p><b>Suffix:</b> <div style="border: 1px solid black; height: 20px;"></div></p>	<p><b>* First Name:</b> <div style="border: 1px solid black; padding: 2px;">Scott</div></p>	
<p><b>Title:</b> <div style="border: 1px solid black; padding: 2px;">Executive Director</div></p>		
<p><b>Organizational Affiliation:</b></p> <div style="border: 1px solid black; padding: 2px;">North Central Florida Regional Planning Council</div>		
<p><b>* Telephone Number:</b> <div style="border: 1px solid black; padding: 2px;">352.955.2200</div></p>	<p><b>Fax Number:</b> <div style="border: 1px solid black; padding: 2px;">352.955.2209</div></p>	
<p><b>* Email:</b> <div style="border: 1px solid black; padding: 2px;">koons@ncfrpc.org</div></p>		

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

E: Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

Federal Transit Administration

**11. Catalog of Federal Domestic Assistance Number:**

20.505

CFDA Title:

Section 5305(d)

**\* 12. Funding Opportunity Number:**

FL-80-0009

\* Title:

Metropolitan Transportation Planning

**13. Competition Identification Number:**

Not Applicable

Title:

Not Applicable

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

Technical Studies in Support of Fiscal Year 2020-21 Unified Planning Work Program

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="200,744.00"/>
* b. Applicant	<input type="text" value=""/>
* c. State	<input type="text" value="50,186.00"/>
* d. Local	<input type="text" value=""/>
* e. Other	<input type="text" value=""/>
* f. Program Income	<input type="text" value=""/>
* g. TOTAL	<input type="text" value="250,930.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

- Yes
- No

If "Yes", provide explanation and attach

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:   
Middle Name:   
\* Last Name:   
Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:

\* Date Signed:



**Section 5305(d)**  
**Grant Management Information System**  
**Planning Line Item Codes - Federal Fiscal Year 2020-21**  
(Federal Transit Administration Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	\$65,800
44.22.00	General Development and Comprehensive Planning	
44.23.01	Long Range Transportation Planning: System Level	25,000
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	40,800
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	69,144
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	
Total Net Projects Cost		\$200,744

Accounting Classifications

44.30.01	Personnel	
44.30.02	Fringe Benefits	
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	\$200,744
44.30.07	Other	
44.30.08	Indirect Charges	
Total Net Projects Cost		\$200,744

Fund Allocations

44.40.01	MPO Activities	\$200,744
44.04.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
Total Net Projects Cost		\$200,744

**Section 5305(d)**  
**Approved Project Budget for Federal Fiscal Year 2020-21**  
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	\$82,250
44.22.00	General Development and Comprehensive Planning	
44.23.01	Long Range Transportation Planning: System Level	31,250
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	51,000
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	86,430
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	
<b>Total Net Projects Cost</b>		<b>\$250,930</b>

Accounting Classifications

44.30.01	Personnel	
44.30.02	Fringe Benefits	
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	\$250,930
44.30.07	Other	
44.30.08	Indirect Charges	
<b>Total Net Projects Cost</b>		<b>\$250,930</b>

Fund Allocations

44.40.01	MPO Activities	\$250,930
44.04.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
<b>Total Net Projects Cost</b>		<b>\$250,930</b>
Federal Share (80%)		\$200,744
Local Share (20%)*		\$50,186

Accounting Classification	FPC	Description	
91.37.08.8P-2	02	Technical Studies - Planning	\$250,930

\*Florida Department of Transportation Toll Credits Soft Match

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EXHIBIT 3

RESOLUTION NO. 2021-01

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING THE CHAIR TO ENTER INTO A PUBLIC TRANSPORTATION GRANT AGREEMENT BETWEEN THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA REGARDING FISCAL YEAR 2020-21 FEDERAL TRANSIT ADMINISTRATION SECTION 5305(d) PUBLIC TRANSIT OFFICE PLANNING FUNDS IN ALACHUA COUNTY, FLORIDA; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has decided to seek Fiscal Year 2020-21 Federal Transit Administration Section 5305(d) Public Transit Office planning funds in Alachua County in order to examine transportation system management and transportation demand management techniques which are designed to improve the transportation system through low-cost measures to reduce traffic congestion and obtain greater capacity out of the existing highway system;

WHEREAS, the Florida Department of Transportation requires that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area execute an Amendment to the Public Transportation Agreement, Financial Project Number 411762-3-14-20, in order to be able to expend Fiscal Year 2020-21 Federal Transit Administration Section 5305(d) Public Transit Office planning funds in Alachua County;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has the authority to enter into said Amendment to the Public Transportation Agreement and to undertake the project hereinafter described, as authorized under Section 339.175(10)(b), Florida Statutes; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will prepare these studies and then seek reimbursement of funds from the Florida Department of Transportation.

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 in a Public Transportation Grant Agreement.
2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to execute a Public Transportation Grant Agreement on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the Florida Department of Transportation for planning to facilitate Public Transit Office planning activities in Alachua County, Florida.
3. That the total project cost is two hundred fifty thousand nine hundred and thirty dollars and no cents (\$250,930.00) which represents two hundred thousand seven hundred and forty-four dollars and no cents (\$200,744.00) federal funds (at 80 percent), fifty thousand one hundred and eighty-six dollars and zero cents (\$50,186.00) state toll credit soft match funds (local and state match at 20 percent).

4. That the amount of reimbursement is not to exceed two hundred thousand seven hundred and forty-four dollars and zero cents (\$200,744.00) which represents the federal portion of the project cost.

5. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to act in connection with the Public Transportation Grant Agreement to provide such additional information as may be required by the Florida Department of Transportation.

6. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to execute any Supplemental Amendments to the Public Transportation Grant Agreement, for the purpose of Scope Changes and/or funding adjustments, as well as execute Assurances, Certifications, and all other documents as may be required in support of the project.

7. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign requests for Contract Time Extension(s), as may be required in support of the project.

8. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any and all reimbursement invoices and warranties that may be required in connection with the Public Transportation Grant Agreement or subsequent Supplemental Amendments to the Public Transportation Grant Agreement.

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

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

DULY ADOPTED in accordance with Resolution 2020-08 and Resolution 2020-09 authorizations approved in Regular Session October 24, 2020, this \_\_\_\_\_ day of \_\_\_\_\_ A.D., 2021.

METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION FOR THE  
GAINESVILLE URBANIZED AREA

\_\_\_\_\_  
David Arreola, Chair

ATTEST:

\_\_\_\_\_  
Adrian Hayes-Santos, Secretary

APPROVED AS TO FORM

\_\_\_\_\_  
Sylvia Torres, Attorney  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

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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. 2021-01, which was adopted \_\_\_\_\_ day of \_\_\_\_\_, A.D., 2021, in accordance with Resolution 2020-08 and Resolution 2020-09 authorizations that were adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that was held on the 22nd day of February, A.D., 2021.

WITNESS my hand this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 2021.

\_\_\_\_\_  
Adrian Hayes-Santos, Secretary



**EXHIBIT 4**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
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Financial Project Number(s): <small>(Item-segment-phase-sequence)</small> 411762-3-14-21	Fund(s): Work Activity Code/Function: 215	DU	FLAIR Category: 088774
	Federal Number/Federal Award Identification Number (FAIN) – Transit only: 1001-2019-12		Object Code: 780000 Org. Code: 55022020229
Contract Number:	Federal Award Date: 2/11/2020		Vendor Number: F591834302002
CFDA Number: 20.505	Agency DUNS Number: 044233590		
CFDA Title: Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research			
CSFA Number: N/A			
CSFA Title: N/A			

THIS PUBLIC TRANSPORTATION GRANT AGREEMENT ("Agreement") is entered into \_\_\_\_\_, by and between the State of Florida, Department of Transportation, ("Department"), and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, ("Agency"). The Department and the Agency are sometimes referred to in this Agreement as a "Party" and collectively as the "Parties."

NOW, THEREFORE, in consideration of the mutual benefits to be derived from joint participation on the Project, the Parties agree to the following:

- 1. Authority.** The Agency, by Resolution or other form of official authorization, a copy of which is attached as **Exhibit "D", Agency Resolution** and made a part of this Agreement, has authorized its officers to execute this Agreement on its behalf. The Department has the authority pursuant to Section(s) 341.000, Florida Statutes, to enter into this Agreement.
- 2. Purpose of Agreement.** The purpose of this Agreement is to provide for the Department's participation in Metropolitan Planning - Program Support Administration, as further described in **Exhibit "A", Project Description and Responsibilities**, attached and incorporated into this Agreement ("Project"), to provide Department financial assistance to the Agency, state the terms and conditions upon which Department funds will be provided, and to set forth the manner in which the Project will be undertaken and completed.
- 3. Program Area.** For identification purposes only, this Agreement is implemented as part of the Department program area selected below (select all programs that apply):

- Aviation
- Seaports
- Transit
- Intermodal
- Rail Crossing Closure
- Match to Direct Federal Funding (Aviation or Transit)
- (Note: Section 15 and Exhibit G do not apply to federally matched funding)
- Other

- 4. Exhibits.** The following Exhibits are attached and incorporated into this Agreement:

- Exhibit A: Project Description and Responsibilities
- Exhibit B: Schedule of Financial Assistance
- \*Exhibit B1: Deferred Reimbursement Financial Provisions
- \*Exhibit B2: Advance Payment Financial Provisions
- \*Exhibit C: Terms and Conditions of Construction
- Exhibit D: Agency Resolution
- Exhibit E: Program Specific Terms and Conditions

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- Exhibit F: Contract Payment Requirements  
 \*Exhibit G: Audit Requirements for Awards of State Financial Assistance  
 \*Exhibit H: Audit Requirements for Awards of Federal Financial Assistance  
 \*Additional Exhibit(s): Application

\*Indicates that the Exhibit is only attached and incorporated if applicable box is selected.

5. **Time.** Unless specified otherwise, all references to "days" within this Agreement refer to calendar days.
6. **Term of Agreement.** This Agreement shall commence upon full execution by both Parties ("Effective Date") and continue through January 31, 2022. If the Agency does not complete the Project within this time period, this Agreement will expire unless an extension of the time period is requested by the Agency and granted in writing by the Department prior to the expiration of this Agreement. Expiration of this Agreement will be considered termination of the Project. The cost of any work performed prior to the Effective Date or after the expiration date of this Agreement will not be reimbursed by the Department.
- a.  If this box is checked the following provision applies:
- Unless terminated earlier, work on the Project shall commence no later than the  day of , or within  days of the issuance of the Notice to Proceed for the construction phase of the Project (if the Project involves construction), whichever date is earlier. The Department shall have the option to immediately terminate this Agreement should the Agency fail to meet the above-required dates.
7. **Amendments, Extensions, and Assignment.** This Agreement may be amended or extended upon mutual written agreement of the Parties. This Agreement shall not be renewed. This Agreement shall not be assigned, transferred, or otherwise encumbered by the Agency under any circumstances without the prior written consent of the Department.
8. **Termination or Suspension of Project.** The Department may, by written notice to the Agency, suspend any or all of the Department's obligations under this Agreement for the Agency's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected.
- a. Notwithstanding any other provision of this Agreement, if the Department intends to terminate the Agreement, the Department shall notify the Agency of such termination in writing at least thirty (30) days prior to the termination of the Agreement, with instructions to the effective date of termination or specify the stage of work at which the Agreement is to be terminated.
- b. The Parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the Parties shall agree upon the termination conditions.
- c. If the Agreement is terminated before performance is completed, the Agency shall be paid only for that work satisfactorily performed for which costs can be substantiated. Such payment, however, may not exceed the equivalent percentage of the Department's maximum financial assistance. If any portion of the Project is located on the Department's right-of-way, then all work in progress on the Department right-of-way will become the property of the Department and will be turned over promptly by the Agency.
- d. In the event the Agency fails to perform or honor the requirements and provisions of this Agreement, the Agency shall promptly refund in full to the Department within thirty (30) days of the termination of the Agreement any funds that were determined by the Department to have been expended in violation of the Agreement.

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- e. The Department reserves the right to unilaterally cancel this Agreement for failure by the Agency to comply with the Public Records provisions of Chapter 119, Florida Statutes.

**9. Project Cost:**

- a. The estimated total cost of the Project is \$200,744. This amount is based upon **Exhibit "B", Schedule of Financial Assistance**. The timeline for deliverables and distribution of estimated amounts between deliverables within a grant phase, as outlined in **Exhibit "B", Schedule of Financial Assistance**, may be modified by mutual written agreement of the Parties and does not require execution of an **Amendment to the Public Transportation Grant Agreement**. The timeline for deliverables and distribution of estimated amounts between grant phases requires an amendment executed by both Parties in the same form as this Agreement.
- b. The Department agrees to participate in the Project cost up to the maximum amount of \$200,744 and, the Department's participation in the Project shall not exceed 100.00% of the total eligible cost of the Project, and as more fully described in **Exhibit "B", Schedule of Financial Assistance**. The Agency agrees to bear all expenses in excess of the amount of the Department's participation and any cost overruns or deficits involved.

**10. Compensation and Payment:**

- a. **Eligible Cost.** The Department shall reimburse the Agency for allowable costs incurred as described in **Exhibit "A", Project Description and Responsibilities**, and as set forth in **Exhibit "B", Schedule of Financial Assistance**.
- b. **Deliverables.** The Agency shall provide quantifiable, measurable, and verifiable units of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The Project and the quantifiable, measurable, and verifiable units of deliverables are described more fully in **Exhibit "A", Project Description and Responsibilities**. Modifications to the deliverables in **Exhibit "A", Project Description and Responsibilities** requires a formal written amendment.
- c. **Invoicing.** Invoices shall be submitted no more often than monthly by the Agency in detail sufficient for a proper pre-audit and post-audit, based on the quantifiable, measurable, and verifiable deliverables as established in **Exhibit "A", Project Description and Responsibilities**. Deliverables and costs incurred must be received and approved by the Department prior to reimbursement. Requests for reimbursement by the Agency shall include an invoice, progress report, and supporting documentation for the deliverables being billed that are acceptable to the Department. The Agency shall use the format for the invoice and progress report that is approved by the Department.
- d. **Supporting Documentation.** Supporting documentation must establish that the deliverables were received and accepted in writing by the Agency and must also establish that the required minimum standards or level of service to be performed based on the criteria for evaluating successful completion as specified in **Exhibit "A", Project Description and Responsibilities** has been met. All costs invoiced shall be supported by properly executed payrolls, time records, invoices, contracts, or vouchers evidencing in proper detail the nature and propriety of charges as described in **Exhibit "F", Contract Payment Requirements**.
- e. **Travel Expenses.** The selected provision below is controlling regarding travel expenses:
  - Travel expenses are NOT eligible for reimbursement under this Agreement.
  - Travel expenses ARE eligible for reimbursement under this Agreement. Bills for travel expenses specifically authorized in this Agreement shall be submitted on the Department's

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Contractor Travel Form No. 300-000-06 and will be paid in accordance with Section 112.061, Florida Statutes, and the most current version of the Department's Disbursement Handbook for Employees and Managers.

- f. **Financial Consequences.** Payment shall be made only after receipt and approval of deliverables and costs incurred unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes, or the Department's Comptroller under Section 334.044(29), Florida Statutes. If the Department determines that the performance of the Agency is unsatisfactory, the Department shall notify the Agency of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The Agency shall, within thirty (30) days after notice from the Department, provide the Department with a corrective action plan describing how the Agency will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the Agency will not be reimbursed. If the deficiency is subsequently resolved, the Agency may bill the Department for the amount that was previously not reimbursed during the next billing period. If the Agency is unable to resolve the deficiency, the funds shall be forfeited at the end of the Agreement's term.
- g. **Invoice Processing.** An Agency receiving financial assistance from the Department should be aware of the following time frames. Inspection or verification and approval of deliverables shall take no longer than 20 days from the Department's receipt of the invoice. The Department has 20 days to deliver a request for payment (voucher) to the Department of Financial Services. The 20 days are measured from the latter of the date the invoice is received or the deliverables are received, inspected or verified, and approved.

If a payment is not available within 40 days, a separate interest penalty at a rate as established pursuant to Section 55.03(1), Florida Statutes, will be due and payable, in addition to the invoice amount, to the Agency. Interest penalties of less than one (1) dollar will not be enforced unless the Agency requests payment. Invoices that have to be returned to an Agency because of Agency preparation errors will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to the Department.

A Vendor Ombudsman has been established within the Department of Financial Services. The duties of this individual include acting as an advocate for Agency who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor Ombudsman may be contacted at (850) 413-5516.

- h. **Records Retention.** The Agency shall maintain an accounting system or separate accounts to ensure funds and projects are tracked separately. Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for five years after final payment is made. Copies of these records shall be furnished to the Department upon request. Records of costs incurred include the Agency's general accounting records and the Project records, together with supporting documents and records, of the Contractor and all subcontractors performing work on the Project, and all other records of the Contractor and subcontractors considered necessary by the Department for a proper audit of costs.
- i. **Progress Reports.** Upon request, the Agency agrees to provide progress reports to the Department in the standard format used by the Department and at intervals established by the Department. The Department will be entitled at all times to be advised, at its request, as to the status of the Project and of details thereof.

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- j. **Submission of Other Documents.** The Agency shall submit to the Department such data, reports, records, contracts, and other documents relating to the Project as the Department may require as listed in **Exhibit "E", Program Specific Terms and Conditions** attached to and incorporated into this Agreement.
- k. **Offsets for Claims.** If, after Project completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement that it has with the Agency owing such amount if, upon written demand, payment of the amount is not made within 60 days to the Department. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by the Department.
- l. **Final Invoice.** The Agency must submit the final invoice on the Project to the Department within 120 days after the completion of the Project. Invoices submitted after the 120-day time period may not be paid.
- m. **Department's Performance and Payment Contingent Upon Annual Appropriation by the Legislature.** The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. If the Department's funding for this Project is in multiple fiscal years, a notice of availability of funds from the Department's project manager must be received prior to costs being incurred by the Agency. See **Exhibit "B", Schedule of Financial Assistance** for funding levels by fiscal year. Project costs utilizing any fiscal year funds are not eligible for reimbursement if incurred prior to funds approval being received. The Department will notify the Agency, in writing, when funds are available.
- n. **Limits on Contracts Exceeding \$25,000 and Term more than 1 Year.** In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:
- "The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years; and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and which have a term for a period of more than 1 year."
- o. **Agency Obligation to Refund Department.** Any Project funds made available by the Department pursuant to this Agreement that are determined by the Department to have been expended by the Agency in violation of this Agreement or any other applicable law or regulation shall be promptly refunded in full to the Department. Acceptance by the Department of any documentation or certifications, mandatory or otherwise permitted, that the Agency files shall not constitute a waiver of the Department's rights as the funding agency to verify all information at a later date by audit or investigation.
- p. **Non-Eligible Costs.** In determining the amount of the payment, the Department will exclude all Project costs incurred by the Agency prior to the execution of this Agreement, costs incurred after the expiration of the Agreement, costs that are not provided for in **Exhibit "A", Project**

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**Description and Responsibilities**, and as set forth in **Exhibit "B", Schedule of Financial Assistance**, costs agreed to be borne by the Agency or its contractors and subcontractors for not meeting the Project commencement and final invoice time lines, and costs attributable to goods or services received under a contract or other arrangement that has not been approved in writing by the Department. Specific unallowable costs may be listed in **Exhibit "A", Project Description and Responsibilities**.

- 11. General Requirements.** The Agency shall complete the Project with all practical dispatch in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement and all applicable laws.
- a. **Necessary Permits Certification.** The Agency shall certify to the Department that the Agency's design consultant and/or construction contractor has secured the necessary permits.
  - b. **Right-of-Way Certification.** If the Project involves construction, then the Agency shall provide to the Department certification and a copy of appropriate documentation substantiating that all required right-of-way necessary for the Project has been obtained. Certification is required prior to authorization for advertisement for or solicitation of bids for construction of the Project, even if no right-of-way is required.
  - c. **Notification Requirements When Performing Construction on Department's Right-of-Way.** In the event the cost of the Project is greater than \$250,000.00, and the Project involves construction on the Department's right-of-way, the Agency shall provide the Department with written notification of either its intent to:
    - i. Require the construction work of the Project that is on the Department's right-of-way to be performed by a Department prequalified contractor, or
    - ii. Construct the Project utilizing existing Agency employees, if the Agency can complete said Project within the time frame set forth in this Agreement.
  - d.  If this box is checked, then the Agency is permitted to utilize its own forces and the following provision applies: **Use of Agency Workforce.** In the event the Agency proceeds with any phase of the Project utilizing its own forces, the Agency will only be reimbursed for direct costs (this excludes general overhead).
  - e.  If this box is checked, then the Agency is permitted to utilize **Indirect Costs: Reimbursement for Indirect Program Expenses** (select one):
    - i.  Agency has selected to seek reimbursement from the Department for actual indirect expenses (no rate).
    - ii.  Agency has selected to apply a de minimus rate of 10% to modified total direct costs. Note: The de minimus rate is available only to entities that have never had a negotiated indirect cost rate. When selected, the de minimus rate must be used consistently for all federal awards until such time the agency chooses to negotiate a rate. A cost policy statement and de minimis certification form must be submitted to the Department for review and approval.
    - iii.  Agency has selected to apply a state or federally approved indirect cost rate. A federally approved rate agreement or indirect cost allocation plan (ICAP) must be submitted annually.
  - f. **Agency Compliance with Laws, Rules, and Regulations, Guidelines, and Standards.** The Agency shall comply and require its contractors and subcontractors to comply with all terms



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and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this Project.

- g. Claims and Requests for Additional Work.** The Agency shall have the sole responsibility for resolving claims and requests for additional work for the Project. The Agency will make best efforts to obtain the Department's input in its decisions. The Department is not obligated to reimburse for claims or requests for additional work.

**12. Contracts of the Agency:**

- a. Approval of Third Party Contracts.** The Department specifically reserves the right to review and approve any and all third party contracts with respect to the Project before the Agency executes or obligates itself in any manner requiring the disbursement of Department funds, including consultant and purchase of commodities contracts, or amendments thereto. If the Department chooses to review and approve third party contracts for this Project and the Agency fails to obtain such approval, that shall be sufficient cause for nonpayment by the Department. The Department specifically reserves unto itself the right to review the qualifications of any consultant or contractor and to approve or disapprove the employment of the same. If Federal Transit Administration (FTA) funds are used in the Project, the Department must exercise the right to third party contract review.
- b. Procurement of Commodities or Contractual Services.** It is understood and agreed by the Parties hereto that participation by the Department in a project with the Agency, where said project involves the purchase of commodities or contractual services where purchases or costs exceed the Threshold Amount for CATEGORY TWO per Section 287.017, Florida Statutes, is contingent on the Agency complying in full with the provisions of Section 287.057, Florida Statutes. The Agency's Authorized Official shall certify to the Department that the Agency's purchase of commodities or contractual services has been accomplished in compliance with Section 287.057, Florida Statutes. It shall be the sole responsibility of the Agency to ensure that any obligations made in accordance with this Section comply with the current threshold limits. Contracts, purchase orders, task orders, construction change orders, or any other agreement that would result in exceeding the current budget contained in **Exhibit "B", Schedule of Financial Assistance**, or that is not consistent with the Project description and scope of services contained in **Exhibit "A", Project Description and Responsibilities** must be approved by the Department prior to Agency execution. Failure to obtain such approval, and subsequent execution of an amendment to the Agreement if required, shall be sufficient cause for nonpayment by the Department, in accordance with this Agreement.
- c. Consultants' Competitive Negotiation Act.** It is understood and agreed by the Parties to this Agreement that participation by the Department in a project with the Agency, where said project involves a consultant contract for professional services, is contingent on the Agency's full compliance with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act. In all cases, the Agency's Authorized Official shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act.
- d. Disadvantaged Business Enterprise (DBE) Policy and Obligation.** It is the policy of the Department that DBEs, as defined in 49 C.F.R. Part 26, as amended, shall have the opportunity to participate in the performance of contracts financed in whole or in part with Department funds under this Agreement. The DBE requirements of applicable federal and state laws and regulations apply to this Agreement. The Agency and its contractors agree to ensure that DBEs have the opportunity to participate in the performance of this Agreement. In this regard, all recipients and contractors shall take all necessary and reasonable steps in accordance with applicable federal and state laws and regulations to ensure that the DBEs have the opportunity to compete for and perform contracts. The Agency and its contractors

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and subcontractors shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts, entered pursuant to this Agreement.

**13. Maintenance Obligations.** In the event the Project includes construction or the acquisition of commodities then the following provisions are incorporated into this Agreement:

- a. The Agency agrees to accept all future maintenance and other attendant costs occurring after completion of the Project for all improvements constructed or commodities acquired as part of the Project. The terms of this provision shall survive the termination of this Agreement.

**14. Sale, Transfer, or Disposal of Department-funded Property:**

- a. The Agency will not sell or otherwise transfer or dispose of any part of its title or other interests in real property, facilities, or equipment funded in any part by the Department under this Agreement without prior written approval by the Department.
- b. If a sale, transfer, or disposal by the Agency of all or a portion of Department-funded real property, facilities, or equipment is approved by the Department, the following provisions will apply:
  - i. The Agency shall reimburse the Department a proportional amount of the proceeds of the sale of any Department-funded property.
  - ii. The proportional amount shall be determined on the basis of the ratio of the Department funding of the development or acquisition of the property multiplied against the sale amount, and shall be remitted to the Department within ninety (90) days of closing of sale.
  - iii. Sale of property developed or acquired with Department funds shall be at market value as determined by appraisal or public bidding process, and the contract and process for sale must be approved in advance by the Department.
  - iv. If any portion of the proceeds from the sale to the Agency are non-cash considerations, reimbursement to the Department shall include a proportional amount based on the value of the non-cash considerations.
- c. The terms of provisions "a" and "b" above shall survive the termination of this Agreement.
  - i. The terms shall remain in full force and effect throughout the useful life of facilities developed, equipment acquired, or Project items installed within a facility, but shall not exceed twenty (20) years from the effective date of this Agreement.
  - ii. There shall be no limit on the duration of the terms with respect to real property acquired with Department funds.

**15. Single Audit.** The administration of Federal or State resources awarded through the Department to the Agency by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of Federal awards or State financial assistance or limit the authority of any state agency inspector general, the State of Florida Auditor General, or any other state official. The Agency shall comply with all audit and audit reporting requirements as specified below.

**Federal Funded:**

- a. In addition to reviews of audits conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, monitoring procedures may include but not be limited to on-site visits by

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Department staff and/or other procedures, including reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to Federal awards provided through the Department by this Agreement. By entering into this Agreement, the Agency agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The Agency further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the Department, State of Florida Chief Financial Officer (CFO), or State of Florida Auditor General.

- b. The Agency, a non-Federal entity as defined by 2 CFR Part 200, Subpart F – Audit Requirements, as a subrecipient of a Federal award awarded by the Department through this Agreement, is subject to the following requirements:
- i. In the event the Agency expends a total amount of Federal awards equal to or in excess of the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, the Agency must have a Federal single or program-specific audit conducted for such fiscal year in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements. **Exhibit “H”, Audit Requirements for Awards of Federal Financial Assistance**, to this Agreement provides the required Federal award identification information needed by the Agency to further comply with the requirements of 2 CFR Part 200, Subpart F – Audit Requirements. In determining Federal awards expended in a fiscal year, the Agency must consider all sources of Federal awards based on when the activity related to the Federal award occurs, including the Federal award provided through the Department by this Agreement. The determination of amounts of Federal awards expended should be in accordance with the guidelines established by 2 CFR Part 200, Subpart F – Audit Requirements. An audit conducted by the State of Florida Auditor General in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, will meet the requirements of this part.
  - ii. In connection with the audit requirements, the Agency shall fulfill the requirements relative to the auditee responsibilities as provided in 2 CFR Part 200, Subpart F – Audit Requirements.
  - iii. In the event the Agency expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards, the Agency is exempt from Federal audit requirements for that fiscal year. However, the Agency must provide a single audit exemption statement to the Department at [FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us) no later than nine months after the end of the Agency’s audit period for each applicable audit year. In the event the Agency expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, the cost of the audit must be paid from non-Federal resources (*i.e.*, the cost of such an audit must be paid from the Agency’s resources obtained from other than Federal entities).
  - iv. The Agency must electronically submit to the Federal Audit Clearinghouse (FAC) at <https://harvester.census.gov/facweb/> the audit reporting package as required by 2 CFR Part 200, Subpart F – Audit Requirements, within the earlier of 30 calendar days after receipt of the auditor’s report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by 2 CFR Part 200, Subpart F – Audit Requirements. However, the Department requires a copy of the audit reporting package also be submitted to [FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us) within the earlier of 30 calendar days after receipt of the auditor’s report(s) or nine months after the end of the audit period as required by 2 CFR Part 200, Subpart F – Audit Requirements.

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- v. Within six months of acceptance of the audit report by the FAC, the Department will review the Agency's audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the Federal award provided through the Department by this Agreement. If the Agency fails to have an audit conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance, which actions may include but not be limited to the following:
1. Temporarily withhold cash payments pending correction of the deficiency by the Agency or more severe enforcement action by the Department;
  2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
  3. Wholly or partly suspend or terminate the Federal award;
  4. Initiate suspension or debarment proceedings as authorized under 2 C.F.R. Part 180 and Federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the Federal awarding agency);
  5. Withhold further Federal awards for the Project or program;
  6. Take other remedies that may be legally available.
- vi. As a condition of receiving this Federal award, the Agency shall permit the Department or its designee, the CFO, or State of Florida Auditor General access to the Agency's records, including financial statements, the independent auditor's working papers, and project records as necessary. Records related to unresolved audit findings, appeals, or litigation shall be retained until the action is complete or the dispute is resolved.
- vii. The Department's contact information for requirements under this part is as follows:

Office of Comptroller, MS 24  
605 Suwannee Street  
Tallahassee, Florida 32399-0450  
[FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us)

**State Funded:**

- a. In addition to reviews of audits conducted in accordance with Section 215.97, Florida Statutes, monitoring procedures to monitor the Agency's use of state financial assistance may include but not be limited to on-site visits by Department staff and/or other procedures, including reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to state financial assistance awarded through the Department by this Agreement. By entering into this Agreement, the Agency agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The Agency further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the Department, the Department of Financial Services (DFS), or State of Florida Auditor General.
- b. The Agency, a "nonstate entity" as defined by Section 215.97, Florida Statutes, as a recipient of state financial assistance awarded by the Department through this Agreement, is subject to the following requirements:

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- i. In the event the Agency meets the audit threshold requirements established by Section 215.97, Florida Statutes, the Agency must have a State single or project-specific audit conducted for such fiscal year in accordance with Section 215.97, Florida Statutes; applicable rules of the Department of Financial Services; and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General. **Exhibit "G", Audit Requirements for Awards of State Financial Assistance**, to this Agreement indicates state financial assistance awarded through the Department by this Agreement needed by the Agency to further comply with the requirements of Section 215.97, Florida Statutes. In determining the state financial assistance expended in a fiscal year, the Agency shall consider all sources of state financial assistance, including state financial assistance received from the Department by this Agreement, other state agencies, and other nonstate entities. State financial assistance does not include Federal direct or pass-through awards and resources received by a nonstate entity for Federal program matching requirements.
- ii. In connection with the audit requirements, the Agency shall ensure that the audit complies with the requirements of Section 215.97(8), Florida Statutes. This includes submission of a financial reporting package as defined by Section 215.97(2)(e), Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General.
- iii. In the event the Agency does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, the Agency is exempt for such fiscal year from the state single audit requirements of Section 215.97, Florida Statutes. However, the Agency must provide a single audit exemption statement to the Department at [FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us) no later than nine months after the end of the Agency's audit period for each applicable audit year. In the event the Agency does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, in a fiscal year and elects to have an audit conducted in accordance with the provisions of Section 215.97, Florida Statutes, the cost of the audit must be paid from the Agency's resources (*i.e.*, the cost of such an audit must be paid from the Agency's resources obtained from other than State entities).
- iv. In accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, copies of financial reporting packages required by this Agreement shall be submitted to:

Florida Department of Transportation  
Office of Comptroller, MS 24  
605 Suwannee Street  
Tallahassee, Florida 32399-0405  
[FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us)

And

State of Florida Auditor General  
Local Government Audits/342  
111 West Madison Street, Room 401  
Tallahassee, FL 32399-1450  
Email: [flaudgen\\_localgovt@aud.state.fl.us](mailto:flaudgen_localgovt@aud.state.fl.us)

- v. Any copies of financial reporting packages, reports, or other information required to be submitted to the Department shall be submitted timely in accordance with Section 215.97, Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, as

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applicable.

- vi. The Agency, when submitting financial reporting packages to the Department for audits done in accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, should indicate the date the reporting package was delivered to the Agency in correspondence accompanying the reporting package.
  - vii. Upon receipt, and within six months, the Department will review the Agency's financial reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate corrective action on all deficiencies has been taken pertaining to the state financial assistance provided through the Department by this Agreement. If the Agency fails to have an audit conducted consistent with Section 215.97, Florida Statutes, the Department may take appropriate corrective action to enforce compliance.
  - viii. As a condition of receiving state financial assistance, the Agency shall permit the Department or its designee, DFS, or the Auditor General access to the Agency's records, including financial statements, the independent auditor's working papers, and project records as necessary. Records related to unresolved audit findings, appeals, or litigation shall be retained until the action is complete or the dispute is resolved.
- c. The Agency shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department or its designee, DFS, or State of Florida Auditor General access to such records upon request. The Agency shall ensure that the audit working papers are made available to the Department or its designee, DFS, or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued, unless extended in writing by the Department.

**16. Notices and Approvals.** Notices and approvals referenced in this Agreement must be obtained in writing from the Parties' respective Administrators or their designees.

**17. Restrictions, Prohibitions, Controls and Labor Provisions:**

- a. **Convicted Vendor List.** A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.
- b. **Discriminatory Vendor List.** In accordance with Section 287.134, Florida Statutes, an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity.

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- c. **Non-Responsible Contractors.** An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied, or have further been determined by the Department to be a non-responsible contractor, may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the Agency.
- d. **Prohibition on Using Funds for Lobbying.** No funds received pursuant to this Agreement may be expended for lobbying the Florida Legislature, judicial branch, or any state agency, in accordance with Section 216.347, Florida Statutes.
- e. **Unauthorized Aliens.** The Department shall consider the employment by any contractor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the contractor knowingly employs unauthorized aliens, such violation will be cause for unilateral cancellation of this Agreement.
- f. **Procurement of Construction Services.** If the Project is procured pursuant to Chapter 255, Florida Statutes, for construction services and at the time of the competitive solicitation for the Project, 50 percent or more of the cost of the Project is to be paid from state-appropriated funds, then the Agency must comply with the requirements of Section 255.0991, Florida Statutes.
- g. **E-Verify.** The Agency shall:
  - i. Utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Agency during the term of the contract; and
  - ii. Expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.
- h. **Design Services and Construction Engineering and Inspection Services.** If the Project is wholly or partially funded by the Department and administered by a local governmental entity, except for a seaport listed in Section 311.09, Florida Statutes, the entity performing design and construction engineering and inspection services may not be the same entity.

**18. Indemnification and Insurance:**

- a. It is specifically agreed between the Parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof, a third party beneficiary under this Agreement, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement. The Agency guarantees the payment of all just claims for materials, supplies, tools, or labor and other just claims against the Agency or any subcontractor, in connection with this Agreement. Additionally, the Agency shall indemnify and hold harmless the State of Florida, Department of Transportation, including the Department's officers and employees, from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorney's fees, to the extent caused by the negligence, recklessness, or intentional wrongful misconduct of the Agency and persons employed or utilized by the Agency in the performance of this Agreement. This indemnification shall survive the termination of this Agreement. Additionally, the Agency agrees to include the following indemnification in all contracts with contractors/subcontractors and consultants/subconsultants who perform work in connection with this Agreement:

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"To the fullest extent permitted by law, the Agency's contractor/consultant shall indemnify and hold harmless the Agency and the State of Florida, Department of Transportation, including the Department's officers and employees, from liabilities, damages, losses and costs, including, but not limited to, reasonable attorney's fees, to the extent caused by the negligence, recklessness or intentional wrongful misconduct of the contractor/consultant and persons employed or utilized by the contractor/consultant in the performance of this Agreement.

This indemnification shall survive the termination of this Agreement."

- b. The Agency shall provide Workers' Compensation Insurance in accordance with Florida's Workers' Compensation law for all employees. If subletting any of the work, ensure that the subcontractor(s) and subconsultant(s) have Workers' Compensation Insurance for their employees in accordance with Florida's Workers' Compensation law. If using "leased employees" or employees obtained through professional employer organizations ("PEO's"), ensure that such employees are covered by Workers' Compensation Insurance through the PEO's or other leasing entities. Ensure that any equipment rental agreements that include operators or other personnel who are employees of independent contractors, sole proprietorships, or partners are covered by insurance required under Florida's Workers' Compensation law.
- c. If the Agency elects to self-perform the Project, then the Agency may self-insure. If the Agency elects to hire a contractor or consultant to perform the Project, then the Agency shall carry, or cause its contractor or consultant to carry, Commercial General Liability insurance providing continuous coverage for all work or operations performed under this Agreement. Such insurance shall be no more restrictive than that provided by the latest occurrence form edition of the standard Commercial General Liability Coverage Form (ISO Form CG 00 01) as filed for use in the State of Florida. The Agency shall cause, or cause its contractor or consultant to cause, the Department to be made an Additional Insured as to such insurance. Such coverage shall be on an "occurrence" basis and shall include Products/Completed Operations coverage. The coverage afforded to the Department as an Additional Insured shall be primary as to any other available insurance and shall not be more restrictive than the coverage afforded to the Named Insured. The limits of coverage shall not be less than \$1,000,000 for each occurrence and not less than a \$5,000,000 annual general aggregate, inclusive of amounts provided by an umbrella or excess policy. The limits of coverage described herein shall apply fully to the work or operations performed under the Agreement, and may not be shared with or diminished by claims unrelated to the Agreement. The policy/ies and coverage described herein may be subject to a deductible and such deductibles shall be paid by the Named Insured. No policy/ies or coverage described herein may contain or be subject to a Retention or a Self-Insured Retention unless the Agency is a state agency or subdivision of the State of Florida that elects to self-perform the Project. Prior to the execution of the Agreement, and at all renewal periods which occur prior to final acceptance of the work, the Department shall be provided with an ACORD Certificate of Liability Insurance reflecting the coverage described herein. The Department shall be notified in writing within ten days of any cancellation, notice of cancellation, lapse, renewal, or proposed change to any policy or coverage described herein. The Department's approval or failure to disapprove any policy/ies, coverage, or ACORD Certificates shall not relieve or excuse any obligation to procure and maintain the insurance required herein, nor serve as a waiver of any rights or defenses the Department may have.
- d. When the Agreement includes the construction of a railroad grade crossing, railroad overpass or underpass structure, or any other work or operations within the limits of the railroad right-of-way, including any encroachments thereon from work or operations in the vicinity of the railroad right-of-way, the Agency shall, or cause its contractor to, in addition to the insurance coverage required above, procure and maintain Railroad Protective Liability Coverage (ISO Form CG 00 35) where the railroad is the Named Insured and where the limits are not less



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than \$2,000,000 combined single limit for bodily injury and/or property damage per occurrence, and with an annual aggregate limit of not less than \$6,000,000. The railroad shall also be added along with the Department as an Additional Insured on the policy/ies procured pursuant to the paragraph above. Prior to the execution of the Agreement, and at all renewal periods which occur prior to final acceptance of the work, both the Department and the railroad shall be provided with an ACORD Certificate of Liability Insurance reflecting the coverage described herein. The insurance described herein shall be maintained through final acceptance of the work. Both the Department and the railroad shall be notified in writing within ten days of any cancellation, notice of cancellation, renewal, or proposed change to any policy or coverage described herein. The Department's approval or failure to disapprove any policy/ies, coverage, or ACORD Certificates shall not relieve or excuse any obligation to procure and maintain the insurance required herein, nor serve as a waiver of any rights the Department may have.

- e. When the Agreement involves work on or in the vicinity of utility-owned property or facilities, the utility shall be added along with the Department as an Additional Insured on the Commercial General Liability policy/ies procured above.

**19. Miscellaneous:**

- a. **Environmental Regulations.** The Agency will be solely responsible for compliance with all applicable environmental regulations and for any liability arising from non-compliance with these regulations, and will reimburse the Department for any loss incurred in connection therewith.
- b. **Non-Admission of Liability.** In no event shall the making by the Department of any payment to the Agency constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the Agency and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.
- c. **Severability.** If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.
- d. **Agency not an agent of Department.** The Agency and the Department agree that the Agency, its employees, contractors, subcontractors, consultants, and subconsultants are not agents of the Department as a result of this Agreement.
- e. **Bonus or Commission.** By execution of the Agreement, the Agency represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.
- f. **Non-Contravention of State Law.** Nothing in the Agreement shall require the Agency to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the Agency will at once notify the Department in writing so that appropriate changes and modifications may be made by the Department and the Agency to the end that the Agency may proceed as soon as possible with the Project.
- g. **Execution of Agreement.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of this Agreement with a signature on behalf of a party will be legal and binding on such party.

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- h. Federal Award Identification Number (FAIN).** If the FAIN is not available prior to execution of the Agreement, the Department may unilaterally add the FAIN to the Agreement without approval of the Agency and without an amendment to the Agreement. If this occurs, an updated Agreement that includes the FAIN will be provided to the Agency and uploaded to the Department of Financial Services' Florida Accountability Contract Tracking System (FACTS).
- i. Inspector General Cooperation.** The Agency agrees to comply with Section 20.055(5), Florida Statutes, and to incorporate in all subcontracts the obligation to comply with Section 20.055(5), Florida Statutes.
- j. Law, Forum, and Venue.** This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. In the event of a conflict between any portion of the contract and Florida law, the laws of Florida shall prevail. The Agency agrees to waive forum and venue and that the Department shall determine the forum and venue in which any dispute under this Agreement is decided.

IN WITNESS WHEREOF, the Parties have executed this Agreement on the day and year written above.

AGENCY Metropolitan Transportation  
Planning Organization for the Gainesville  
Urbanized Area

By: \_\_\_\_\_

Name: David Arreola

Title: Chair, Metropolitan  
Transportation Planning  
Organization

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_

Name: James Knight

Title: Urban Planning and Modal Administrator

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION  
Legal Review:

Melissa Blackwell

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PUBLIC TRANSPORTATION GRANT AGREEMENT**  
**EXHIBITS**

Form 725-000-02  
STRATEGIC  
DEVELOPMENT  
OGC 02/20

**EXHIBIT A**

**Project Description and Responsibilities**

**Refer to Attached UPWP Task Tables and Budget**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PUBLIC TRANSPORTATION**  
**GRANT AGREEMENT EXHIBITS**

Form 725-000-02  
STRATEGIC  
DEVELOPMENT  
OGC 02/20

**EXHIBIT B**

**Schedule of Financial Assistance**

**Refer to Attached UPWP Task Tables and Budget**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PUBLIC TRANSPORTATION  
GRANT AGREEMENT EXHIBITS**

Form 725-000-02  
STRATEGIC  
DEVELOPMENT  
OGC 02/20

**EXHIBIT D**

**AGENCY RESOLUTION**

***PLEASE SEE ATTACHED***

**EXHIBIT E  
PROGRAM SPECIFIC TERMS AND CONDITIONS - TRANSIT**

**(Section 5305(d): Metropolitan Transportation Planning Program)**

This exhibit forms an integral part of the Agreement between the Department and the Agency.

1. **Conformance with Enabling Legislation.** This Agreement is in conformance with Section 5305(d) of the Federal Transit Act (49 U.S.C. 5305(d)) and Chapter 341, F.S.
2. **Adherence to Certifications and Assurances.** The Agency shall ensure adherence to the various Federal requirements documented in FTA (formerly UMTA) Circular 8100.1a, including Title VI of the Civil Rights Act of 1964, Disadvantaged Business Enterprise requirements, and the Americans with Disabilities Act of 1990, and all other federally required certifications and assurances made in its application to the Department for Section 5305(d) funds.
3. **Adherence to Federal Planning Requirements.** The Agency shall adhere to all applicable planning requirements established and set forth by the U.S. Department of Transportation, including development and timely submission of its Transportation Improvement Program (TIP) and annual/biennial element and Unified Planning Work Program (UPWP).
4. **FTA Compliance.** The Agency shall comply with any special conditions imposed by the Federal Transit Administration (FTA) as a condition of grant approval. Costs incurred prior to execution of this Agreement cannot be charged to the grant. Costs incurred by the Agency to prepare and file an application are not eligible Project costs.
5. **Formula Information.** This program is authorized under 49 U.S.C., Sections 5305, and USDOT, FTA Circular C 8100.1C, *Program Guidance and Application Instructions for Metropolitan Planning Program Grants*, dated September 1, 2008, as amended. The Intermodal Surface Transportation Efficiency Act of 1991, as amended (ISTEA) has divided Metropolitan Planning Program (MPP) authorizations into two categories: 80 percent is designated for basic MPP work, with the remaining 20 percent designated for supplemental assistance. FTA combines both the basic and supplemental MPP assistance for each state when FTA publishes its annual apportionment notice in the Federal Register. The ISTEA also prescribes different formulas for apportioning and allocating basic and supplemental MPP assistance, as described below:

**a) Basic MPP Assistance.**

- 1) FTA apportions 80 percent of the available MPP assistance to the states, based on the ratio equal to the population in each state's urbanized areas divided by the total population in urbanized areas in all the states, as shown by the latest available decennial census prepared by the U.S. Bureau of the Census. If necessary, FTA is required to make adjustments to that formula to assure that each state is apportioned a minimum amount of .5 percent of this 80 percent basic assistance.
- 2) Each state must then allocate its MPP assistance to its MPOs consistent with the FTA-approved formula the state has developed with its MPOs.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
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b) Supplemental MPP Assistance.

- 1) FTA then apportions the remaining 20 percent of the MPP assistance to the states to supplement costs experienced by MPOs in carrying out MPP activities. FTA's administrative formula for apportioning the remaining 20 percent focuses on the planning needs of the larger, more complex metropolitan areas.
- 2) The state must then allocate this supplemental MPP assistance consistent with a formula reflecting the additional costs its MPOs have experienced in carrying out the requisite planning, programming, and work selection necessary for the metropolitan area to comply with the various federal transportation requirements.

c) Non-Federal Share (Soft Match).

- 1) The Department may use transportation development credits (TDC) as authorized by Title 23 U.S.C. (Section 120) to satisfy the required 20-percent non-federal share (soft match) as required by the FTA 5305(d) grant program. The MPO shall describe the use of the TDCs in the introduction of its 2-year UPWP and show the total amount of TDCs used to satisfy the 5305(d) non-federal share in the UPWP Summary Budget Tables.

Note particularly, that states must allocate to each of its MPOs at least as much MPP assistance as that MPO received in federal fiscal year 1991. The Department uses the federally published allocations to program and make available the funding under the Section 5303 program to local agencies. The State program procedures Topic no. 725-030-040, Section 5303 Program, require the Districts to use the same federal allocations when preparing agreements with local agencies.

**-- End of Exhibit E --**

**EXHIBIT F**

**Contract Payment Requirements**  
**Florida Department of Financial Services, Reference Guide for State Expenditures**  
***Cost Reimbursement Contracts***

Invoices for cost reimbursement contracts must be supported by an itemized listing of expenditures by category (salary, travel, expenses, etc.). Supporting documentation shall be submitted for each amount for which reimbursement is being claimed indicating that the item has been paid. Documentation for each amount for which reimbursement is being claimed must indicate that the item has been paid. Check numbers may be provided in lieu of copies of actual checks. Each piece of documentation should clearly reflect the dates of service. Only expenditures for categories in the approved agreement budget may be reimbursed. These expenditures must be allowable (pursuant to law) and directly related to the services being provided.

Listed below are types and examples of supporting documentation for cost reimbursement agreements:

(1) Salaries: A payroll register or similar documentation should be submitted. The payroll register should show gross salary charges, fringe benefits, other deductions and net pay. If an individual for whom reimbursement is being claimed is paid by the hour, a document reflecting the hours worked times the rate of pay will be acceptable.

(2) Fringe Benefits: Fringe Benefits should be supported by invoices showing the amount paid on behalf of the employee (e.g., insurance premiums paid). If the contract specifically states that fringe benefits will be based on a specified percentage rather than the actual cost of fringe benefits, then the calculation for the fringe benefits amount must be shown.

Exception: Governmental entities are not required to provide check numbers or copies of checks for fringe benefits.

(3) Travel: Reimbursement for travel must be in accordance with Section 112.061, Florida Statutes, which includes submission of the claim on the approved State travel voucher or electronic means.

(4) Other direct costs: Reimbursement will be made based on paid invoices/receipts. If nonexpendable property is purchased using State funds, the contract should include a provision for the transfer of the property to the State when services are terminated. Documentation must be provided to show compliance with Department of Management Services Rule 60A-1.017, Florida Administrative Code, regarding the requirements for contracts which include services and that provide for the contractor to purchase tangible personal property as defined in Section 273.02, Florida Statutes, for subsequent transfer to the State.

(5) In-house charges: Charges which may be of an internal nature (e.g., postage, copies, etc.) may be reimbursed on a usage log which shows the units times the rate being charged. The rates must be reasonable.

(6) Indirect costs: If the contract specifies that indirect costs will be paid based on a specified rate, then the calculation should be shown.

Contracts between state agencies, and/or contracts between universities may submit alternative documentation to substantiate the reimbursement request that may be in the form of FLAIR reports or other detailed reports.

The Florida Department of Financial Services, online Reference Guide for State Expenditures can be found at this web address <https://www.myfloridacfo.com/Division/AA/Manuals/documents/ReferenceGuideforStateExpenditures.pdf>.



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PUBLIC TRANSPORTATION  
GRANT AGREEMENT EXHIBITS**

Form 726-000-02  
STRATEGIC  
DEVELOPMENT  
OGC 02/20

**EXHIBIT H**

**AUDIT REQUIREMENTS FOR AWARDS OF FEDERAL FINANCIAL ASSISTANCE**

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:**

**CFDA No.:** 20.505

**CFDA Title:** Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research

**\*Award Amount:** \$200,744.000

**Awarding Agency:** Florida Department of Transportation

**Indirect Cost Rate:**

**\*\*Award is for R&D:** No

\*The federal award amount may change with amendments

\*\*Research and Development as defined at 2 CFR §200.87

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING  
AUDIT REQUIREMENTS:**

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards  
[www.ecfr.gov](http://www.ecfr.gov)

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO THE  
FOLLOWING:**

Title 23 – Highways, United States Code  
<http://uscode.house.gov/browse.xhtml>

Title 49 – Transportation, United States Code  
<http://uscode.house.gov/browse.xhtml>

MAP-21 – Moving Ahead for Progress in the 21<sup>st</sup> Century, P.L. 112-141  
[www.dot.gov/map21](http://www.dot.gov/map21)

Federal Highway Administration – Florida Division  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)


Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)  
[www.fsrs.gov](http://www.fsrs.gov)





February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Unified Planning Work Program Amendment

STAFF RECOMMENDATION

**Approve Resolution 2021-02 and amend the Unified Planning Work Program for the:**

- **\$17,786 increase of its Federal Transit Administrative Section 5305(d) Grant award for Fiscal Year 2020-21; and**
- **Conversion of state cash matching funds to toll credit soft matching funds for Fiscal Year 2020-21 and Fiscal Year 2021-22 for the Federal Transit Administration Section 5305(d),**

**with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by staff.**

BACKGROUND

The Florida Department of Transportation has notified the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area of a \$17,786 increase of its Federal Transit Administrative Section 5305(d) Grant award for Fiscal Year 2019-20 (see Exhibit 1).

In order to receive these additional federal transportation planning funds, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to amend its Fiscal Years 2020-21 and 2019-20 Unified Planning Work Program. Resolution 2021-02 is Exhibit 2. Exhibit 3 includes the summary tables of the amended Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program showing the net changes for the Section 5305(d) increase and the Florida Department of Transportation soft match conversion. The amended Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program includes revisions to the:

- Section 5305(d) grant Florida Department of Transportation soft match conversion;
- Section 5305(d) grant application materials;
- Task Tables and Summary Tables.

The Unified Planning Work Program outlines and describes planning efforts to be undertaken by participating agencies to maintain a comprehensive, cooperative and continuing transportation planning program in the Gainesville Urbanized Area.

Attachments

t:\scott\sk21\mtpo\nemo\upwp\_amend\_mtpo\_feb22.docx



**From:** Scott Koons  
**Sent:** Tuesday, December 22, 2020 11:06 AM  
**To:** Mike Escalante (escalante@ncfrpc.org)  
**Subject:** FW: 5305(d) Allocation and Soft Match

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**From:** Schwabacher, Mari [<mailto:Mari.Schwabacher@dot.state.fl.us>]  
**Sent:** Monday, December 21, 2020 4:30 PM  
**To:** Scott Koons  
**Subject:** 5305(d) Allocation and Soft Match

Scott,

The programming for FTA 5305(d) for Fed Fiscal Year (FFY) 20 with the soft match by toll revenue credits (TRC) is complete.

FFY 20:  
Gainesville MTPO allocation is \$ 200,744. The Soft Match is \$ 50,186.

The steps to **amend** the UPWP/tasks and budget and the TIPs are based on the allocation amounts. The FFY '20 UPWP task tables will need to be adjusted to match the allocation and change the State and Local match columns to "soft match" column. The UPWP **amendment** and TIP **modification** updates are to be completed NO LATER THAN 30 days after the new PTGA contract is received by the MPO. The MPOs can amend their UPWPS and TIPs any time before then, if desired.

**Please send your revised UPWP tables and/or TIP document pages to me and/or Karen before you send them out for signature or agendas.** If you have any questions please feel free to call me, Karen or CO for clarification.

Thanks,

**Mari Schwabacher**  
Gainesville MTPO Liaison  
D2 Complete Streets Coordinator  
Jacksonville Urban Office  
904.360.5647

*Florida Department of Transportation, District 2  
2198 Edison Avenue MS 2806  
Jacksonville, FL 32204*



## EXHIBIT 2

### RESOLUTION NO. 2021-02

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AMENDING THE FISCAL YEARS 2020-21 AND 2021-22 UNIFIED PLANNING WORK PROGRAM INCREASING THE AMOUNT OF FEDERAL TRANSIT ADMINISTRATION SECTION 5305(d) GRANT FUNDS BY \$17,786 FOR FISCAL YEAR 2020-21 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO APPROVE PLANNING ACTIVITY MODIFICATIONS THAT DO NOT CHANGE THE OVERALL BUDGET OR SCOPE OF WORK TASKS REGARDING FISCAL YEAR 2020-21 AND FISCAL YEAR 2021-22 PLANNING FUNDS IN ALACHUA COUNTY, FLORIDA; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated Metropolitan Planning Organization, is entitled to receive Fiscal Years 2020-21 and 2021-22 Federal Highway Administration metropolitan planning funds in Alachua County in order to develop, in cooperation with the state and public transit operators, transportation plans and programs for the Gainesville Metropolitan Area: that provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities; that utilize a process for developing such plans that provides consideration of all modes of transportation; that shall be continuing, cooperative and comprehensive, to the degree appropriate, based on the complexity of transportation problems to be addressed; that ensure that the process is integrated with the statewide planning process; and that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state and regional transportation functions, including those facilities on the Strategic Intermodal System as designated under Section 339.63, Florida Statutes.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated metropolitan planning organization, shall develop, in cooperation with the Florida Department of Transportation and public transportation providers, a unified planning work program that lists all planning tasks to be undertaken during Fiscal Year 2020-21 and Fiscal Year 2021-22 that must provide a complete description of each planning task and an estimated budget therefor and must comply with applicable state and federal law; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has prepared the Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program that includes required Assurances and Certifications and will then seek reimbursement of funds for implementation of said unified planning work program from the Florida Department of Transportation.

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 approve the Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program.

2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves and authorizes its Chair to sign the Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in order to implement metropolitan planning work tasks and activities in and affecting Alachua County, Florida (Federal Project Identification Number- 0241-058-M).

3. That the Fiscal Year 2020-21 Unified Planning Work Program estimated budget includes eight hundred forty-three thousand six hundred sixty-eight dollars and no cents (\$843,668.00) which represents six hundred eighty-three thousand eight hundred forty-three dollars and no cents (\$683,843.00) Federal Highway Administration funds and one hundred fifty thousand eight hundred twenty-five dollars and no cents (\$150,825.00) state soft matching funds for Fiscal Year 2020-21 (Florida Department of Transportation Project Identification Number- 439318-3-14-01).

4. That the Fiscal Year 2021-22 Unified Planning Work Program estimated budget includes five hundred ninety thousand five hundred fifty-three dollars and no cents (\$590,557.00) which represents four hundred eighty-three thousand eight hundred forty-three dollars and no cents (\$483,843.00) Federal Highway Administration funds and one hundred six thousand seven hundred fourteen dollars and no cents (\$106,714.00) state soft matching funds for Fiscal Year 2021-22 (Florida Department of Transportation Project Identification Number- 439318-3-14-02).

5. That the amount of reimbursement for federal highway planning is not to exceed six hundred eighty-three thousand four hundred and eighty-one dollars and no cents (\$683,483.00) in Fiscal Year 2020-21 and four hundred eighty-three thousand eight hundred forty-three dollars and no cents (\$483,843.00) in Fiscal Year 2021-22 which represents the Federal Highway Administration portion for unified planning work program implementation.

6. That the Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program includes Federal Transit Administration Section 5305(d) grant application with an amended budget of two hundred thousand seven hundred forty-four dollars and no cents (\$200,744.00) in Federal Transit Administration funds (80 percent) that would be matched with an amended amount of fifty thousand one hundred eighty-six dollars and no cents (\$50,186.00) Florida Department of Transportation toll credits soft matching funds (twenty percent state and local matching funds) for Fiscal Year 2020-21 and an estimated amended budget of two hundred thousand seven hundred forty-four dollars and no cents (\$200,744.00) in Federal Transit Administration funds (80 percent) that would be matched with an amended fifty thousand one hundred eighty-six dollars and no cents (\$50,186.00) Florida Department of Transportation toll credits soft matching funds (twenty percent state and local matching funds) for Fiscal Year 2021-22.

7. That the amount of reimbursement for federal transit planning is not to exceed an amended amount of two hundred thousand seven hundred forty-four dollars and no cents (\$200,744.00) which represents the Federal Transit Administration grant application amount for projects in support of the unified planning work program implementation for Fiscal Year 2020-21 and an amended amount of two hundred thousand seven hundred forty-four dollars and no cents (\$200,744.00) which represents the Federal Transit Administration grant application amount for projects in support of the unified planning work program implementation for Fiscal Year 2021-22.

8. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director, in consultation with the Florida Department of Transportation, to modify the Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program to address review federal and state agency comments.

9. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to execute Assurances, Certifications, and all other documents as may be required to implement the Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program.

10. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to make modifications to the Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program that do not change the approved Federal Highway Administration overall budget and the Federal Transit Administration overall grant funding; and do not change the scope of work task(s); or do not delete a work task(s).



11. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Chair to sign the Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program that has been revised either by modification by the Executive Director or amendment by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

12. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorizes its Executive Director to sign any Florida Department of Transportation Unified Planning Work Program Revision Form and transmit said form and supporting documentation to the Florida Department of Transportation when the Fiscal Years 2020-21 and 2021-22 Unified Planning Work Program has been revised either by modification by the Executive Director or amendment approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

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

DULY ADOPTED in regular session, this \_\_\_\_\_ day of \_\_\_\_\_ A.D., 2021.

METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION FOR THE  
GAINESVILLE URBANIZED AREA

\_\_\_\_\_  
David Arreola, Chair

ATTEST:

\_\_\_\_\_  
Adrian Hayes-Santos, Secretary/Treasurer

APPROVED AS TO FORM

\_\_\_\_\_  
Sylvia Torres, 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. 2021-02, 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 \_\_\_\_\_ day of \_\_\_\_\_, A.D., 2021.

WITNESS my hand this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 2021.

\_\_\_\_\_  
Adrian Hayes-Santos, Secretary/Treasurer



EXHIBIT 3

TABLE 1

AGENCY PARTICIPATION TABLE  
FISCAL YEAR 2020-21

Task Number	Task	FHWA		FTA	MTPO Local Cash	FCTD	Total	FDOT	FDOT	Alachua County In-Kind	City of Gainesville In-Kind	University of Florida In-Kind	Grand Total
		PL	Other STBG					PL Soft Match ^	FTA Soft Match ^				
1.0	Administration	178,843	0	65,800	24,000	0	268,643	39,445	16,450	9,360	8,300	3,200	345,398
2.0	Data Collection	0	0	0	0	0	0	0	0	37,780	21,200	0	58,980
3.0	Transportation Improvement Program	50,000	0	40,800	0	0	90,800	11,028	10,200	4,680	8,900	0	125,608
4.0	Long Range Transportation Plan	25,000	200,000	25,000	0	0	250,000	49,625	6,250	9,360	4,900	0	320,135
5.0	Special Project Planning	0	0	0	100,000	0	100,000	0	0	8,125	5,275	2,250	115,650
6.0	Regional Planning	30,000	0	0	0	0	30,000	6,617	0	4,680	0	0	41,297
7.0	Public Participation	100,000	0	0	0	0	100,000	22,055	0	0	0	0	122,055
8.0	System Planning	100,000	0	69,144	0	25,000	194,144	22,055	17,286	19,470	10,400	4,800	268,155
<b>Total</b>		<b>483,843</b>	<b>200,000</b>	<b>200,744</b>	<b>124,000</b>	<b>25,000</b>	<b>1,033,587</b>	<b>150,825</b>	<b>50,186</b>	<b>93,455</b>	<b>58,975</b>	<b>10,250</b>	<b>1,397,278</b>

\*Planning budget for year two is illustrative until approved by the United States Congress and the Florida Legislature.

^Federal Transit Administration Section 5305(d) matching funds are Florida Department of Transportation toll credits soft match

FCTD - Florida Commission for the Transportation Disadvantaged

FDOT - Florida Department of Transportation

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

**TABLE 2  
FUNDING SOURCE TABLE  
FISCAL YEAR 2020-21**

Task Number	Task	FHWA Planning Funds		FTA	MTPO Cash	FCTD State Grant	Total Funds	FDOT PL	FDOT FTA	Local In-Kind	Grand Total	Amount to Consultant
		PL	Other STBG	5305 (d) Grant				Soft Match	Soft Match			
1.0	Administration	178,843	0	65,800	24,000	0	268,643	39,445	16,450	20,860	345,398	257,643
2.0	Data Collection	0	0	0	0	0	0	0	0	58,980	58,980	0
3.0	Transportation Improvement Program	50,000	0	40,800	0	0	90,800	11,028	10,200	13,580	125,608	90,800
4.0	Long Range Transportation Plan	25,000	200,000	25,000	0	0	250,000	49,625	6,250	14,260	320,135	250,000
5.0	Special Project Planning	0	0	0	100,000	0	100,000	0	0	15,650	115,650	100,000
6.0	Regional Planning	30,000	0	0	0	0	30,000	6,617	0	4,680	41,297	30,000
7.0	Public Participation	100,000	0	0	0	0	100,000	22,055	0	0	122,055	100,000
8.0	System Planning	100,000	0	69,144	0	25,000	194,144	22,055	17,286	34,670	268,155	193,144
<b>Total</b>		<b>483,843</b>	<b>200,000</b>	<b>200,744</b>	<b>124,000</b>	<b>25,000</b>	<b>1,033,587</b>	<b>150,825</b>	<b>50,186</b>	<b>162,680</b>	<b>1,397,278</b>	<b>1,021,587</b>

\*Planning Budget for year two is illustrative until approved by the United States Congress and the Florida Legislature.

1

The Florida Department of Transportation will soft match the Public Law funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represents the amount of soft match required (both State and local) for the amount of Federal Planning funds requested in this Unified Planning Work Program.

2

Local In-Kind contributors include Alachua County, the City of Gainesville and the University of Florida.

FCTD - Florida Commission for the Transportation Disadvantaged  
 FDOT - Florida Department of Transportation  
 FHWA - Federal Highway Administration  
 FTA - Federal Transit Administration

MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
 PL - Planning  
 STBG - Surface Transportation Block Grant Funds

**TABLE 3**

**AGENCY PARTICIPATION TABLE  
FISCAL YEAR 2021-22**

Task Number	Task	FHWA		FTA	MTPO Local Cash	FCTD	Total	FDOT	FDOT	Alachua County In-Kind	City of Gainesville In-Kind	University of Florida In-Kind	Grand Total	Amount to Consultant
		PL	Other STBG					PL Soft Match ^	FTA Soft Match ^					
1.0	Administration	178,843	0	65,800	24,000	0	268,643	39,445	16,450	9,360	8,400	3,200	345,498	257,643
2.0	Data Collection	0	0	0	0	0	0	0	0	37,780	21,600	0	59,380	0
3.0	Transportation Improvement Program	50,000	0	40,800	0	0	90,800	11,028	10,200	4,680	9,000	0	125,708	90,800
4.0	Long Range Transportation Plan	25,000	0	25,000	0	0	50,000	5,514	6,250	0	0	0	61,764	50,000
5.0	Special Project Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
6.0	Regional Planning	30,000	0	0	0	0	30,000	6,617	0	4,680	0	0	41,297	30,000
7.0	Public Participation	100,000	0	0	0	0	100,000	22,055	0	0	0	0	122,055	100,000
8.0	System Planning	100,000	0	69,144	0	25,000	194,144	22,055	17,286	19,470	10,600	4,800	268,355	193,144
	<b>Total</b>	<b>483,843</b>	<b>0</b>	<b>200,744</b>	<b>24,000</b>	<b>25,000</b>	<b>733,587</b>	<b>106,714</b>	<b>50,186</b>	<b>75,970</b>	<b>49,600</b>	<b>8,000</b>	<b>1,024,057</b>	<b>721,587</b>

\*Planning budget for year two is illustrative until approved by the United States Congress and the Florida Legislature.

^Federal Transit Administration Section 5305(d) matching funds are Florida Department of Transportation toll credits soft match

FCTD - Florida Commission for the Transportation Disadvantaged

FDOT - Florida Department of Transportation

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

PL - Planning Funds

STBG - Surface Transportation Block Grant Funds

**TABLE 4  
FUNDING SOURCE TABLE  
FISCAL YEAR 2021-22**

Task Number	Task	FHWA Planning Funds		FTA		FCTD State Grant	Total Funds	FDOT PL Soft Match	FDOT FTA Soft Match	Local In-Kind	Grand Total	Amount to Consultant
		PL	Other STBG	5305 (d) Grant	MTPO Cash							
1.0	Administration	178,843	0	65,800	24,000	0	268,643	39,445	16,450	20,960	345,498	257,643
2.0	Data Collection	0	0	0	0	0	0	0	0	59,380	59,380	0
3.0	Transportation Improvement Program	50,000	0	40,800	0	0	90,800	11,028	10,200	13,680	125,708	90,800
4.0	Long Range Transportation Plan	25,000	0	25,000	0	0	50,000	5,514	6,250	0	61,764	50,000
5.0	Special Project Planning	0	0	0	0	0	0	0	0	0	0	0
6.0	Regional Planning	30,000	0	0	0	0	30,000	6,617	0	4,680	41,297	30,000
7.0	Public Participation	100,000	0	0	0	0	100,000	22,055	0	0	122,055	100,000
8.0	System Planning	100,000	0	69,144	0	25,000	194,144	22,055 <sup>1</sup>	17,286 <sup>1</sup>	34,870 <sup>2</sup>	268,355	193,144
<b>Total</b>		<b>483,843</b>	<b>0</b>	<b>200,744</b>	<b>24,000</b>	<b>25,000</b>	<b>733,587</b>	<b>106,714</b>	<b>50,186</b>	<b>133,570</b>	<b>1,024,057</b>	<b>721,587</b>

\*Planning Budget for year two is illustrative until approved by the United States Congress and the Florida Legislature.

1

The Florida Department of Transportation will soft match the Public Law funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represents the amount of soft match required (both State and local) for the amount of Federal Planning funds requested in this Unified Planning Work Program.

2

Local In-Kind contributors include Alachua County, the City of Gainesville and the University of Florida.

FCTD - Florida Commission for the Transportation Disadvantaged  
 FDOT - Florida Department of Transportation  
 FHWA - Federal Highway Administration  
 FTA - Federal Transit Administration

MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
 PL - Planning  
 STBG - Surface Transportation Block Grant Funds





February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
 FROM: Scott R. Koons, AICP, Executive Director *SRK*  
 SUBJECT: Florida Department of Transportation Tentative Five-Year Work Program Status Report

STAFF RECOMMENDATION

**No Action Required.**

The Fiscal Years 2021-22 through 2025-26 Tentative Five-Year Work Program (Exhibit 1) was not available for review by the Metropolitan Transportation Planning Organization or its Advisory Committees prior to the Florida Department of Transportation comment deadline.

BACKGROUND

Each year, the Florida Department of Transportation submits a Five-Year Work Program to the State Legislature. The Florida Department of Transportation Tentative Five Year Work Program lists all of the projects scheduled to be funded with state and federal funds over the next five fiscal years (Fiscal Years 2021-22 to 2025-26). Exhibit 2 shows new projects in the Tentative Work Program. Exhibit 3 is a comparison of the Florida Department of Transportation Work Program and the Transportation Improvement Program which was prepared by the Florida Department of Transportation,

Action Being Requested

The Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area an opportunity to request changes to existing or proposed projects and to hear requests for new projects to be added to, or existing projects to be deleted from, the Tentative Five-Year Work Program.

Chronology

Date	Activity
October 26, 2020	Due to impact of the Covid-19 Public Health Emergency, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, at its meeting, authorized its staff to review and comment on the Florida Department of Transportation Tentative Five-Year Work Program 2021-22 through 2025-26.
December 30, 2020	Staff downloaded the Tentative Five-Year Work Program and initiated review
January 5, 2021	Following staff review of the Tentative Five-Year Work Program and on behalf of the Metropolitan Transportation Planning Organization, comments were submitted to the Florida Department of Transportation (Exhibit 4).
January 14, 2021	Staff participated in the Florida Department of Transportation Tentative Five-Year Work Program public hearing.
To Be Provided	Florida Department of Transportation response to the Metropolitan Transportation Planning Organization comments.

Attachments

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FLORIDA DEPARTMENT OF TRANSPORTATION  
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)  
TENTATIVE FY 2022 - 2026 (12/18/2020 11.42.22)  
**ALACHUA COUNTY**

**EXHIBIT 1**

Item No.	Project Description	Work Description	Length	2022	2023	2024	2025	2026
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**Highways: Interstate**

Item No.	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4230713	I-75(SR93) @ SR121	INTERCHANGE - ADD LANES	1.380	5,464 ROW				

**Highways: State Highways**

Item No.	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4135171	D2-ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT	TRAFFIC CONTROL DEVICES/SYSTEM	.000	1,103 OPS	1,157 OPS			
4358891	SR120(NW 23 AVE) & SR25(US441)(NW 13 ST)	TRAFFIC SIGNAL UPDATE	.005		94 ROW	214 ROW	165 ROW	
4437011	SR20 EAST ON-RAMP IN HAWTHORNE RR CROSSING #625010J	RAILROAD CROSSING	.146				762 CST	
4395331	SR20 FROM: EAST OF US301 TO: PUTNAM C/L	LANDSCAPING	1.399	85 PE			432 RRU	
4436951	SR20 W ON-RAMP IN HAWTHORNE RR CROSSING NUMBER 927690S	RAILROAD CROSSING	.118		1,229 CST			
4432581	SR20(SE HAWTHORN ROAD) FROM: CR325 TO: WEST OF US301	RESURFACING	5.340	8,528 CST			362 RRU	
4355641	SR200(US301) @SR24 CSXRR BR.NO260001 & SR25(US441) PED OVRPS BR.260003	BRIDGE - PAINTING	.097	919 CST				
4470321	SR222 (39TH AVE) FROM NW 92ND CT TO NW 95TH BLVD	RESURFACING	3.293	719 PE				
4373771	SR226(SW 16TH AVE) AT SW 10TH TERRACE	PEDESTRIAN SAFETY IMPROVEMENT	.004	354 CST		6,995 CST		
4479641	SR24 FROM SR222 TO SR200(US301)	RESURFACING	10.706	2,414 PE				
4358911	SR25(US441) @ SR24(SW ARCHER RD)	TRAFFIC SIGNAL UPDATE	.006		552 PE			
4344001	SR25(US441) @ SW 14TH DRIVE	TRAFFIC SIGNAL UPDATE	.037	1,037 CST				
4470331	SR25(US441) FROM SR331(WILLISTON ROAD) TO SR24(ARCHER ROAD)	RESURFACING	2.032		4,377 CST			
2078502	SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY	ADD LANES & RECONSTRUCT	4.031	1,167 ROW	4,259 ROW	1,418 ROW		
4391751	SR26 FROM NEWBERRY TO JONESVILLE	BIKE PATH/TRAIL	3.640			775 PE		
4358901	SR331 AT SE 4TH AVE, SE 2ND AVE, SR26, NE 16TH AVE, SR120	TRAFFIC SIGNAL UPDATE	1.998			3,206 CST		
4479621	SR331 FROM SR25(US441) TO SR26	RESURFACING	3.296	1,017 PE				
4393001	SR45 @ SW 15TH AVENUE	ADD RIGHT TURN LANE(S)	.098	517 CST				
4391771	SR45(US41) FROM END OF SIDEWALK TO NW 9TH ROAD	SIDEWALK	.520	49 PE				
4391761	SR45(US41) FROM SW 15TH AVE TO SOUTH OF SR26	SIDEWALK	.470	46 PE		373 CST		
						321 CST		

**Highways: Local Roads**

Item No.	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4412191	NE 53RD AVE @ ANIMAL SERVICES DRIVE	INTERSECTION IMPROVEMENT	.100	851 CST				
4432521	NEWBERRY LN AT CR235	INTERSECTION IMPROVEMENT	.100	228 CST				
4411601	NW 42ND AVENUE FROM NW 18TH ST. TO NW 6TH ST.	SIDEWALK	.300	41 PE				
4474751	NW39TH AVE AND NW97TH BLVD	INTERSECTION IMPROVEMENT	.151	123 PE		183 CST		
4411551	SE 65TH AVE FROM: SE 215TH TO: SE 210TH	SIDEWALK	.140		212 CST			
2113656	SW 62ND BLVD ARTERIAL CONNECTOR	TRAFFIC OPS IMPROVEMENT	1.516	15,155 CST				
2113657	SW 62ND BLVD FROM SR24(ARCHER ROAD) TO SR26(NEWBERRY ROAD)	RIGHT OF WAY ACQUISITION	.000	505 ROW				

FLORIDA DEPARTMENT OF TRANSPORTATION  
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)  
TENTATIVE FY 2022 - 2026 (12/18/2020 11.42.22)

**ALACHUA COUNTY**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
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**Highways: Off State Hwy Sys/Off Fed Sys**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4472331	CITY OF GAINESVILLE; MULTIPLE LOCATIONS	SIDEWALK	1.000	677 CST				
4455731	NW 45TH DR FROM BLACK FOREST WAY TO C.W. NORTON ELEM SCHOOL.	PEDESTRIAN SAFETY IMPROVEMENT	.260			65 PE		360 CST

**Transportation Planning: Non-System Specific**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4393183	GAINESVILLE MPO FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING	.000	484 PLN				
4393184	GAINESVILLE MPO FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING	.000		482 PLN	482 PLN		
4393185	GAINESVILLE MPO FY 2024/2025-2025/2026 UPWP	TRANSPORTATION PLANNING	.000				482 PLN	482 PLN

**Maintenance: Interstate**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
2149384	ALACHUA ROUTINE	ROUTINE MAINTENANCE	.000	250 MNT	250 MNT			

**Maintenance: State Highways**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4464891	GAINESVILLE MAINTENANCE PRIMARY	ROUTINE MAINTENANCE	.000	145 MNT	145 MNT			
4464901	GAINESVILLE MAINTENANCE PRIMARY	ROUTINE MAINTENANCE	.000	100 MNT	100 MNT			
4144031	LIGHTING AGREEMENTS ALACHUA COUNTY	LIGHTING	.000	1,060 MNT	1,085 MNT			
4448962	TREE TRIMMING GAINESVILLE MAINTENANCE ALACHUA	ROUTINE MAINTENANCE	.000	75 MNT				

**Freight, Logistic And Passenger Operation: Intermodal**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4451341	GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT PARKING AND INTERMODAL TRA	AVIATION REVENUE/OPERATIONAL	.000	2,600 CAP	3,836 CAP			

**Freight, Logistic And Passenger Operation: Aviation**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4400371	GAINESVILLE REG APT ACQUIRE INDEX 'B' FIRE FIGHTING VEHICLE PFL009102	AVIATION SAFETY PROJECT	.000	1,000 CAP				
4387392	GAINESVILLE REG APT DESIGN & CONSTRUCT TXWY E EXTENSION PFL0012567	AVIATION CAPACITY PROJECT	.000					4,100 CAP
4444081	GAINESVILLE REG APT GA APRON STRENGTHENING	AVIATION PRESERVATION PROJECT	.000		1,000 CAP	4,500 CAP	1,000 CAP	
4365942	GAINESVILLE REG APT LAND ACQ TO FACILITATE OBSTACLE REMOVAL PFL0012818	AVIATION SAFETY PROJECT	.000					4,000 CAP
4400651	GAINESVILLE REG APT TWY 'A' PAVEMENT REHAB PHASE II PFL0009324	AVIATION PRESERVATION PROJECT	.000	3,847 CAP				
4288301	GAINESVILLE REGIONAL AIRPORT FUEL FACILITY PFL0008725	AVIATION REVENUE/OPERATIONAL	.000				500 CAP	500 CAP
4437991	GAINESVILLE REGIONAL APT AIRFIELD MARKINGS PFL08655	AVIATION PRESERVATION PROJECT	.000	75 CAP	29 CAP			
4400381	GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658	AVIATION PRESERVATION PROJECT	.000				345 CAP	
4420461	GAINESVILLE REGIONAL APT INSTALL IN LINE BAGGAGE SYSTEM PFL0011987	AVIATION SAFETY PROJECT	.000	4,900 CAP				
4438011	GAINESVILLE REGIONAL APT INTERNAL SERVICE RD EXPANSION	AVIATION PRESERVATION PROJECT	.000					290 CAP
4438031	GAINESVILLE REGIONAL APT MAINTENANCE FACILITY PH 1	AVIATION REVENUE/OPERATIONAL	.000					500 CAP
4438001	GAINESVILLE REGIONAL APT PURCHASE & INSTALL EMERGENCY GENERATOR @ ATCT	AVIATION SAFETY PROJECT	.000				120 CAP	
4288321	GAINESVILLE REGIONAL APT TAXIWAY A DRAINAGE/ RETENTION PFL008733	AVIATION PRESERVATION PROJECT	.000					700 CAP
4438021	GAINESVILLE REGIONAL APT TWY C REHAB LIGHTING & SIGNAGE	AVIATION PRESERVATION PROJECT	.000		6,108 CAP			
4400491	GAINESVILLE REG APT PURCHASE EQUIP FOR MAINT & WILDLIFE MGMT PFL11297	AVIATION REVENUE/OPERATIONAL	.000	350 CAP				



FLORIDA DEPARTMENT OF TRANSPORTATION  
 5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)  
 TENTATIVE FY 2022 - 2026 (12/18/2020 11.42.22)  
**ALACHUA COUNTY**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
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**Freight, Logistic And Passenger Operation: Transit**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4415201	ALACHUA CO 5339 RTS TRANSIT IMPROVEMENT	OPERATING/ADMIN. ASSISTANCE	.000	455 CAP	455 CAP	455 CAP	455 CAP	455 CAP
4272501	ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING	OPERATING/ADMIN. ASSISTANCE	.000	771 OPS	810 OPS	850 OPS	893 OPS	937 OPS
4117623	GAINESVILLE MTPO FED SECT 5303 PLANNING FUNDS	TRANSPORTATION PLANNING	.000	264 PLN	271 PLN	280 PLN	288 PLN	297 PLN
4040261	GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES	CAPITAL FOR FIXED ROUTE	.000	5,250 CAP	5,250 CAP	5,250 CAP	5,250 CAP	5,250 CAP
2155462	GAINESVILLE RTS SECTION 5307 FORMULA GRANT OPERATING ASSISTANCE	OPERATING FOR FIXED ROUTE	.000	3,600 OPS	3,600 OPS	3,600 OPS	3,600 OPS	3,600 OPS
4117571	GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS	OPERATING FOR FIXED ROUTE	.000	4,744 OPS	4,886 OPS	5,032 OPS	5,183 OPS	5,339 OPS



**EXHIBIT 2**

**New Tentative Work Program Projects  
Fiscal Years 2021-22 to 2025-26**

Work Description	Number	Location	Five-Year Timetable		
			Planning	Capital/ Construction	Total Funding
<b>Aviation</b>					
Taxiway A Drainage/Retention PFL008733	4288321	Gainesville Regional Airport	-	2025-26	\$700,000
Land Acquisition to Facilitate Obstacle Removal PFL0012818	4365942	Gainesville Regional Airport	-	2025-26	\$4,000,000
Design & Construct Taxiway E Extension PFL0012567	4387392	Gainesville Regional Airport	-	2025-26	\$4,100,000
Internal Service Road Expansion	4438011	Gainesville Regional Airport	-	2025-26	\$290,000
<b>Bicycle/Pedestrian</b>					
Sidewalk Modifications	4472331	Citywide - Various Locations	-	2021-22	\$677,000
<b>Interstate/Interchange</b>					
Interchange Modification - Interstate 75 [Right-Of-Way]	4230713	At State Road 121	-	2021-22	\$5,464,000
<b>Landscaping</b>					
No Landscaping Projects	-	-	-	-	-
<b>Railroad</b>					
No Railroad Projects	-	-	-	-	-
<b>Roadway</b>					
Intersection Modification - State Road 222	4474751	At NW 97th Boulevard	2021-22	2023-24	\$794,000
Resurfacing - State Road 222	4470321	NW 96th Boulevard to NW 92nd Court	2021-22	2023-24	\$7,714,000
Resurfacing - State Road 331	4470331	US 441 to State Road 26	2021-22	2022-23	\$8,010,000
Resurfacing - State Road 24	4479641	State Road 26 to US 301	2021-22	2023-24	\$19,047,000
<b>Transit</b>					
No Transit Projects	-	-	-	-	-
<b>Total New Project Funding</b>					<b>\$41,996,000</b>

\* Funding includes utilities





**EXHIBIT 3**

**Comparison Table - Adopted/Amended 2021-2025 Work Program (as of: 01/07/2021 ) vs. Tentative 2022-2026 Work Program (as of: 12/17/2020)  
Alachua County**

FM NO	PROJECT DESCRIPTION	WORK DESCRIPTION	LENGTH (Miles)	Adopted/ Amended 2021-2025 Work Program						Tentative 2022-2026 Work Program						COMMENT
				FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	
<b>Highways: Interstate</b>																
4230713	I-75(SR93) @ SR121	Interchange - Add Lanes	1.380	250 PE							5,464 ROW				Add ROW funding FY 2022	
4230715	I-75(SR93) FROM: SOUTH OF CR234 TO: SOUTH OF SR121(WILLISTON ROAD)	Add Lanes & Reconstruct	6.035		1,550 PDE										Project deferred outside 5 yt	
<b>Highways: State Highways</b>																
4358911	SR25(US441) @ SR24(SW ARCHER RD)	Traffic Signal Update	.006	359 PDE 2 PE		552 PE	800 CST				552 PE	37 ROW	261 ROW	848 CST	Defer CST funding 2 years; add ROW funding FY 2024 25	
4436951	SR20 W ON-RAMP IN HAWTHORNE RR CROSSING NUMBER 927690S	Railroad Crossing	.118			362 RRU							362 RRU		Defer RRU funding for 2 years	
4437011	SR20 EAST ON-RAMP IN HAWTHORNE RR CROSSING	Railroad Crossing	.146			432 RRU							432 RRU		Defer RRU funding for 2 years	
4470321	Sr222 (39th Ave) From Nw 92nd Ct To Nw 95th Blvd	Resurfacing	3.29							719 PE		6,995 CST			New project	
4470331	SR25(US441) FROM SR331(WILLISTON ROAD) TO SR24(ARCHER ROAD)	Resurfacing	2.032	635 PE							4,377 CST				Add CST funding FY 2023	
4479621	Sr331 From Sr25(Us441) To Sr26	Resurfacing	3.30							1,017 PE		6,993 CST			New project	
4479641	Sr24 From Sr222 To Sr200(Us301)	Resurfacing	10.71							2,414 PE		16,633 CST			New project	
<b>Highways: Local Roads</b>																
2113657	SW 62ND BLVD FROM SR24(ARCHER ROAD) TO SR26(NEWBERRY ROAD)	Right Of Way Acquisition		10,526 ROW	505 ROW						253 ROW				Adjust ROW funding FY 2022	
4474751	Nw39th Ave And Nw97th Blvd	Intersection Improvement	0.15								123 PE		671 CST		New project	
<b>Highways: Off State Hwy Sys/Off Fed Sys</b>																
4455731	NW 45TH DR FROM BLACK FOREST WAY TO C.W. NORTON ELEM SCHOOL.	Pedestrian Safety Improvement	.260			65 PE						65 PE		360 CST	Add PE funding FY 2026	
4472331	City Of Gainesville; Multiple Locations	Sidewalk	1.00							677 CST					New project	
<b>Fixed Capital Outlay: Facilities</b>																
No differences between Adopted and Tentative Work Program																
<b>Research &amp; Testing: Non-System Specific</b>																
No differences between Adopted and Tentative Work Program																

**Comparison Table - Adopted/Amended 2021-2025 Work Program (as of: 01/07/2021 ) vs. Tentative 2022-2026 Work Program (as of: 12/17/2020)  
Alachua County**

FM NO	PROJECT DESCRIPTION	WORK DESCRIPTION	LENGTH (Miles)	Adopted/ Amended 2021-2025 Work Program						Tentative 2022-2026 Work Program						COMMENT
				FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	
<b>Transportation Planning: Non-System Specific</b>																
4393185	GAINESVILLE MPO FY 2024/2025-2025/2026 UPWP	Transportation Planning						484 PLN					482 PLN	482 PLN	Add PLN funding FY 2026	
<b>Maintenance: Interstate</b>																
No differences between Adopted and Tentative Work Program																
<b>Maintenance: State Highways</b>																
4448962	TREE TRIMMING GAINESVILLE MAINTENANCE ALACHUA	Routine Maintenance		100 MNT								75 MNT			Add MNT funding FY 2022	
4469061	GAINESVILLE MAINTENANCE ALACHUA	Routine Maintenance			59 MNT										Funded 1yr Increments	
<b>Maintenance: Facilities</b>																
No differences between Adopted and Tentative Work Program																
<b>Freight, Logistic And Passenger Operation: Intermodal</b>																
4451341	GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT PARKING AND INTERMODAL TRA	Aviation Revenue/Operational		1,600 CAP	2,600 CAP	3,836 CAP						1,300 CAP	1,864 CAP		Adjust CAP funding FY 2022-23	
<b>Freight, Logistic And Passenger Operation: Aviation</b>																
4288301	GAINESVILLE REGIONAL AIRPORT FUEL FACILITY PFL0008725	Aviation Revenue/Operational						500 CAP					250 CAP	250 CAP	Adjust CAP funding FY 2025; add CAP funding FY 2026	
4288321	Gainesville Regional Apt Taxiway A Drainage/ Retention Pfl008733	Aviation Preservation Project											350 CAP		New project	
4365942	Gainesville Reg Apt Land Acq To Facilitate Obstacle Removal Pfl0012818	Aviation Safety Project											200 CAP		New project	
4387392	Gainesville Reg Apt Design & Construct Txwy E Extension Pfl0012567	Aviation Capacity Project											205 CAP		New project	
4400371	GAINESVILLE REG APT ACQUIRE INDEX 'B' FIRE FIGHTING VEHICLE PFL009102	Aviation Safety Project			1,000 CAP							50 CAP			Adjust CAP funding FY 2022	
4400381	GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658	Aviation Preservation Project			345 CAP								173 CAP		Defer CAP funding 3 years and adjust	
4400491	GAINESVILLE REG APT PURCHASE EQUIP FOR MAINT & WILDLIFE MGMT PFL11297	Aviation Revenue/Operational			350 CAP							175 CAP			Adjust CAP funding FY 2022	



**Comparison Table - Adopted/Amended 2021-2025 Work Program (as of: 01/07/2021 ) vs. Tentative 2022-2026 Work Program (as of: 12/17/2020)**  
**Alachua County**

FM NO	PROJECT DESCRIPTION	WORK DESCRIPTION	LENGTH (Miles)	Adopted/ Amended 2021-2025 Work Program						Tentative 2022-2026 Work Program						COMMENT
				FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	
4400651	GAINESVILLE REG APT TWY "A" PAVEMENT REHAB PHASE II PFL0009324	Aviation Preservation Project		4,270 CAP	3,847 CAP							192 CAP				Adjust CAP funding FY 2022
4420461	GAINESVILLE REGIONAL APT INSTALL IN LINE BAGGAGE SYSTEM PFL0011987	Aviation Capacity Project			4,900 CAP							2,450 CAP				Adjust CAP funding FY 2022
4438001	GAINESVILLE REGIONAL APT PURCHASE & INSTALL EMERGENCY GENERATOR @ ATCT	Aviation Safety Project			90 CAP									60 CAP		Defer CAP funding 3 years
4438011	Gainesville Regional Apt Internal Service Rd Expansion	Aviation Preservation Project													15 CAP	New project
4438021	GAINESVILLE REGIONAL APT TWY C REHAB LIGHTING & SIGNAGE	Aviation Preservation Project				6,108 CAP						305 CAP				Adjust CAP funding FY 2023
4438031	GAINESVILLE REGIONAL APT MAINTENANCE FACILITY PH 1	Aviation Revenue/Operational				500 CAP	500 CAP								250 CAP	Remove CAP funding FY 2023; defer CAP funding 2 years and adjust
4444081	GAINESVILLE REG APT GA APRON STRENGTHENING	Aviation Preservation Project				1,000 CAP	4,500 CAP	1,000 CAP				50 CAP	500 CAP	500 CAP		Adjust CAP funding FY 2023-25
<b>Freight, Logistic And Passenger Operation: Transit</b>																
2155461	GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE	Operating For Fixed Route		3,600 OPS	3,600 OPS	3,600 OPS	3,600 OPS	3,600 OPS								Programmed under new FPID 404026-1
4040261	GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES	Capital For Fixed Route		5,250 CAP	5,250 CAP	5,250 CAP	5,250 CAP	5,250 CAP							1,050 CAP	Reprogrammed OPS under 411757-1
4117571	GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS	Operating For Fixed Route		4,626 OPS	4,744 OPS	4,886 OPS	5,032 OPS	5,183 OPS			2,372 OPS	2,443 OPS	2,516 OPS	2,592 OPS	2,669 OPS	Adjust OPS funding FY 2022-25; add OPS funding FY 2026
4117623	GAINESVILLE MTPO FED SECT 5303 PLANNING FUNDS	Transportation Planning		226 PLN	166 PLN	171 PLN	176 PLN	182 PLN			237 PLN	244 PLN	252 PLN	259 PLN	267 PLN	
4272501	ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING	Operating/Admin. Assistance		50 OPS	799 OPS	839 OPS	881 OPS	925 OPS			386 OPS	405 OPS	425 OPS	446 OPS	469 OPS	Adjust OPS funding FY 2022-25; add OPS funding FY 2026
4415201	ALACHUA CO 5339 RTS TRANSIT IMPROVEMENT	Operating/Admin. Assistance		455 CAP	455 CAP	455 CAP	455 CAP	455 CAP								Funds direct to RTS-FY 26 not programmed yet
<b>Miscellaneous: Non-System Specific</b>																
No differences between Adopted and Tentative Work Program																





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January 5, 2021

Mr. Greg Evans, P. E., District 2 Secretary  
Florida Department of Transportation  
1109 South Marion Avenue  
Lake City, FL 32025-5847

RE: Florida Department of Transportation Tentative Five-Year Work Program Comments

Dear Secretary Evans:

At its meeting on October 26, 2020, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorized its staff to review and comment on the Florida Department of Transportation Tentative Five-Year Work Program 2021-22 through 2025-26. On behalf of the Metropolitan Transportation Planning Organization, please consider funding the following projects in the Tentative Work Program (Exhibit 1) and involve the Metropolitan Transportation Planning Organization in the scoping of the following projects:

- A. *Priority 1 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Removal of Sliplanes [this is an unfunded project from the University of Florida Campus Development Agreement project list];*
- B. *Priority 2 - U.S. Highway 441 (SW 13th Street) at State Road 24 (Archer Road) Intersection Traffic Signal Update Project [4358911] consideration of the removal of the sliplanes in scoping and design of traffic signal update; and*
- C. *Priority 3 - Fund projects in the adopted Year 2045 Long-Range Transportation Plan Cost Feasible Plan project list (Exhibit 2) and Discretionary Projects list Exhibit 3).*

Thank you for the opportunity to comment on the Tentative Five-Year Work Program. If you have any questions concerning this matter, please do not hesitate to contact me at 352.955.2200, extension 101.

Sincerely,

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

xc: James Knight, Florida Department of Transportation District 2 Urban Planning Administrator  
Mari Schwabacher, Florida Department of Transportation District 2 Liaison

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FLORIDA DEPARTMENT OF TRANSPORTATION  
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)  
TENTATIVE FY 2022 - 2026 (12/18/2020 11.42.22)

**ALACHUA COUNTY**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
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**Highways: Off State Hwy Sys/Off Fed Sys**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4472331	CITY OF GAINESVILLE; MULTIPLE LOCATIONS	SIDEWALK	1.000	677 CST				
4455731	NW 45TH DR FROM BLACK FOREST WAY TO C.W. NORTON ELEM SCHOOL.	PEDESTRIAN SAFETY IMPROVEMENT	.260			65 PE		360 CST

**Transportation Planning: Non-System Specific**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4393183	GAINESVILLE MPO FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING	.000	484 PLN				
4393184	GAINESVILLE MPO FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING	.000		482 PLN	482 PLN		
4393185	GAINESVILLE MPO FY 2024/2025-2025/2026 UPWP	TRANSPORTATION PLANNING	.000				482 PLN	482 PLN

**Maintenance: Interstate**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
2149384	ALACHUA ROUTINE	ROUTINE MAINTENANCE	.000	250 MNT	250 MNT			

**Maintenance: State Highways**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4464891	GAINESVILLE MAINTENANCE PRIMARY	ROUTINE MAINTENANCE	.000	145 MNT	145 MNT			
4464901	GAINESVILLE MAINTENANCE PRIMARY	ROUTINE MAINTENANCE	.000	100 MNT	100 MNT			
4144031	LIGHTING AGREEMENTS ALACHUA COUNTY	LIGHTING	.000	1,060 MNT	1,085 MNT			
4448962	TREE TRIMMING GAINESVILLE MAINTENANCE ALACHUA	ROUTINE MAINTENANCE	.000	75 MNT				

**Freight, Logistic And Passenger Operation: Intermodal**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4451341	GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT PARKING AND INTERMODAL TRA	AVIATION REVENUE/OPERATIONAL	.000	2,600 CAP	3,836 CAP			

**Freight, Logistic And Passenger Operation: Aviation**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4400371	GAINESVILLE REG APT ACQUIRE INDEX 'B' FIRE FIGHTING VEHICLE PFL009102	AVIATION SAFETY PROJECT	.000	1,000 CAP				
4387392	GAINESVILLE REG APT DESIGN & CONSTRUCT TWY E EXTENSION PFL0012567	AVIATION CAPACITY PROJECT	.000					4,100 CAP
4444081	GAINESVILLE REG APT GA APRON STRENGTHENING	AVIATION PRESERVATION PROJECT	.000		1,000 CAP	4,500 CAP	1,000 CAP	
4365942	GAINESVILLE REG APT LAND ACQ TO FACILITATE OBSTACLE REMOVAL PFL0012818	AVIATION SAFETY PROJECT	.000					4,000 CAP
4400651	GAINESVILLE REG APT TWY 'A' PAVEMENT REHAB PHASE II PFL0009324	AVIATION PRESERVATION PROJECT	.000	3,847 CAP				
4288301	GAINESVILLE REGIONAL AIRPORT FUEL FACILITY PFL0008725	AVIATION REVENUE/OPERATIONAL	.000				500 CAP	500 CAP
4437991	GAINESVILLE REGIONAL APT AIRFIELD MARKINGS PFL08655	AVIATION PRESERVATION PROJECT	.000	75 CAP	29 CAP			
4400381	GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658	AVIATION PRESERVATION PROJECT	.000				345 CAP	
4420461	GAINESVILLE REGIONAL APT INSTALL IN LINE BAGGAGE SYSTEM PFL0011987	AVIATION CAPACITY PROJECT	.000	4,900 CAP				
4438011	GAINESVILLE REGIONAL APT INTERNAL SERVICE RD EXPANSION	AVIATION PRESERVATION PROJECT	.000					290 CAP
4438031	GAINESVILLE REGIONAL APT MAINTENANCE FACILITY PH 1	AVIATION REVENUE/OPERATIONAL	.000					500 CAP
4438001	GAINESVILLE REGIONAL APT PURCHASE & INSTALL EMERGENCY GENERATOR @ ATCT	AVIATION SAFETY PROJECT	.000				120 CAP	
4288321	GAINESVILLE REGIONAL APT TAXIWAY A DRAINAGE/ RETENTION PFL008733	AVIATION PRESERVATION PROJECT	.000					700 CAP
4438021	GAINESVILLE REGIONAL APT TWY C REHAB LIGHTING & SIGNAGE	AVIATION PRESERVATION PROJECT	.000		6,108 CAP			
4400491	GAINESVILLE REG APT PURCHASE EQUIP FOR MAINT & WILDLIFE MGMT PFL11297	AVIATION REVENUE/OPERATIONAL	.000	350 CAP				

FLORIDA DEPARTMENT OF TRANSPORTATION  
 5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)  
 TENTATIVE FY 2022 - 2026 (12/18/2020 11.42.22)  
**ALACHUA COUNTY**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
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**Freight, Logistic And Passenger Operation: Transit**

Item No	Project Description	Work Description	Length	2022	2023	2024	2025	2026
4415201	ALACHUA CO 5339 RTS TRANSIT IMPROVEMENT	OPERATING/ADMIN. ASSISTANCE	.000	455 CAP	455 CAP	455 CAP	455 CAP	455 CAP
4272501	ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING	OPERATING/ADMIN. ASSISTANCE	.000	771 OPS	810 OPS	850 OPS	893 OPS	937 OPS
4117623	GAINESVILLE MTPO FED SECT 5303 PLANNING FUNDS	TRANSPORTATION PLANNING	.000	264 PLN	271 PLN	280 PLN	288 PLN	297 PLN
4040261	GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES	CAPITAL FOR FIXED ROUTE	.000	5,250 CAP	5,250 CAP	5,250 CAP	5,250 CAP	5,250 CAP
2155462	GAINESVILLE RTS SECTION 5307 FORMULA GRANT OPERATING ASSISTANCE	OPERATING FOR FIXED ROUTE	.000	3,600 OPS	3,600 OPS	3,600 OPS	3,600 OPS	3,600 OPS
4117571	GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS	OPERATING FOR FIXED ROUTE	.000	4,744 OPS	4,886 OPS	5,032 OPS	5,183 OPS	5,339 OPS



**EXHIBIT 2**  
**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**  
**Year 2045 Long-Range Transportation Plan**  
**Adopted Cost Feasible Plan Projects - August 24, 2020**

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Total Cost (\$ in Millions)
<b>Florida Transportation Plan Strategic Intermodal System Projects</b>							
-	-	Interstate 75	Marion Countyline	Williston Road	Managed Lanes	-	\$280.3
-	-	Interstate 75	Williston Road	NW 39th Avenue	Managed Lanes	-	\$487.1
-	-	Interstate 75	NW 39th Avenue	U.S. Highway 441	Managed Lanes	-	\$20.0
-	-	Interstate 75	At: Williston Road	-	Interchange Modification	-	\$18.1
<b>Transit Project Revenues - Federal Transit Administration Formula Grant and State Transit Block Grant</b>							
-	-	Regional Transit System	At: Systemwide	-	Transit Development Plan Implementation	-	\$66.7
<b>Bicycle and Pedestrian Projects (Ten Percent Allocation)</b>							
-	-	Bicycle and Pedestrian Project "Box Funds"	At: Gainesville Metropolitan Area	-	Proposed Alachua Countywide Bicycle-Pedestrian Master Plan Implementation	-	\$20.2
<b>Cost Feasible Plan-Eligible Congested Corridors</b>							
1*	21.3	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	\$10.6
2	19.6	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	1.5	\$11.2
3	17.6	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with dedicated transit lanes; median included	0.25	\$17.0
4	17.4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/ replace a 2 lane rural section	2.0	\$24.8
5	16.6	NW 8th Avenue (SR 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0.4	\$2.5
6*	14.6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes plus 2 dedicated transit lanes	1.0	\$10.6
7	14.3	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/ replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	1.75	\$46.5
8	14.2	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/ replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	0.4	\$16.1
9	14.2	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes,with dedicated transit lanes; median included	1.50	\$31.3

1 \* Does not include local funding for right-of-way and dedicated transit lane construction

**EXHIBIT 3**  
**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**  
**Year 2045 Long-Range Transportation Plan**  
**Adopted Discretionary Funding-Eligible Projects - August 24, 2020**

Facility	From	To	Proposed Modification	Total
Transit Modifications*	Various	Various	Various	23.4
Bicycle and Pedestrian Modifications*	Various	Various	Various	23.4
Tower Road Park-and-Ride	AT: SW 8th Avenue	-	Construct Park-and-Ride	21.2
SW 57th Road	SW 75th Street	SW 63rd Boulevard	New Construction, 2 lanes	17.8
NW 83rd Street Extension	Millhopper Road	Santa Fe Northern Boundary	New 2 lane roadway	14.6
SW 91st Street/SW 73rd Avenue Extension	Archer Road	SW 88th Street	New Construction, 2 lanes	14.5
Archer Road (SR 24)	Parker Road	SW 75th Street (Tower Road)	New construction 4 lanes/replace a 2 lane rural section	14.1
SW 8th Avenue	SW 91st Street	SW 20th Avenue	New construction 4 lanes/replace a 2 lane rural section	14.1
NW 23rd Avenue	NW 98th Street	NW 55th Street	New construction 4 lanes/replace a 2 lane rural section	11.3
NW 23rd Boulevard	NW 22nd Street	NW 13th Street	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	11.3
NW 34th Street (SR 121)	NW 31st Boulevard	NW 53rd Avenue	New construction 4 lanes/replace a 2 lane rural section	11.3
NW 34th Boulevard (SR 121)	NW 53rd Avenue	NW 77 Avenue	New construction 4 lanes/replace a 2 lane rural section	11.2
SW 23rd Terrace	Williston Road	Hull Road	New construction 4 lanes/replace a 2 lane rural section	11.1
SW 24th Avenue	SW 43rd Street	SW 34th Street	Widen to 4 lanes	11.1
SW 39th Boulevard	Archer Road	SW 34th Street	Widen to 4 lanes	11.1
Hull Road	SW 20th Avenue	SW 43rd Street	Two- Lane Extension	10.9
SW 63rd Boulevard/ SW 67th Avenue	SW 24th Avenue	Archer Road	New Construction, 2 lanes	10.8
Williston Road (SR 331)	SW 40th Street	SW 35th Drive	New construction 4 lanes/replace a 2 lane rural section	10.5
NW 34th Street (SR 121)	W University Avenue	NW 31st Boulevard	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	7.6
SW 35th Place	SW 34th Street	SW 27th Street	New construction 4 lanes/replace a 2 lane rural section	7.5
NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	New construction 4 lanes/ replace a 2 lane rural section	7.5
NW 53rd Avenue	NW 52nd Terrace	Waldo Road (SR 24)	New construction 4 lanes/ replace a 2 lane rural section	7.4
SW 75th Street (Tower Road)	SW 75th Court	SW 8th Avenue	Widen to 4 lanes	7.4
SW 4th Avenue	SW 13th Street	SE 3rd Street	Widen to 4 lanes	7.4
NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Construction, 2 lanes	7.2
NW 23rd Avenue Extension	NW 122nd Street	NW 143rd Street	New Construction, 2 lanes	7.2
SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over I-75	7.1
NW 39th Avenue	SW 143rd Street	NW 105th Street	New construction 4 lanes/replace a 2 lane rural section	3.8

\* This project is also listed in the adopted Year 2045 Cost Feasible Plan for Revenue-Forecasted funds.





**CA.6**

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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Florida Department of Transportation  
Fiscal Years 2020-21 to Fiscal Year 2024-25 Adopted Work Program Amendment -  
Interstate 75 at State Road 121 (Williston Road) Interchange Modification Project

JOINT RECOMMENDATION

**No Action Required.**

BACKGROUND

The Florida Department of Transportation has amended its adopted Fiscal Year 2020-21 to Fiscal Year 2024-25 Work Program to advance the Interstate 75 at State Road 121 (Williston Road) Interchange Modification Project [4230713] to Fiscal Year 2020-21 from Fiscal Year 2021-22 in the draft Fiscal Years 2021-22 to 2025-26 Tentative Work Program. This project advancement consists of the right-of-way acquisition phase of the interchange modification project.

Exhibit 1 includes materials provided by the Florida Department of Transportation pertaining to the Work Program amendment.

Attachment

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**EXHIBIT 1**



***Florida Department of Transportation***

605 Suwannee Street  
Tallahassee, FL 32399-0450

**RON DESANTIS  
GOVERNOR**

**KEVIN J. THIBAUT, P.E.  
SECRETARY**

January 14, 2021

TO: Governor's Office of Policy and Budget

FROM: L. K. Saliba, Director, Office of Work Program

SUBJECT: Notification of Proposed Work Program Amendment to the  
FY 20/21-24/25 Adopted Work Program - 2021-08

COPIES: Greg Evans, Gerry O'Reilly, David Gwynn

Pursuant to Section 339.135(7), Florida Statutes, the Florida Department of Transportation is hereby providing you with the attached proposed Work Program Amendment.

CC: Chairperson, Senate Budget Subcommittee on Transportation, Tourism & Economic  
Development Appropriations  
Chairperson, Senate Committee on Transportation  
Chairperson, Senate Committee on Appropriations  
Chairperson, House Transportation & Highway Safety Subcommittee  
Chairperson, House Economic Affairs Committee  
Chairperson, House Transportation & Economic Development Appropriations  
Subcommittee  
Chairperson, House Appropriations Committee  
Executive Director of the Florida Transportation Commission  
Local Government





*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR


605 Suwannee Street  
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.  
SECRETARY

**MEMORANDUM**

**DATE:** May 29, 2020

**TO:** Cynthia Lorenzo

**FROM:** Lisa Saliba, Director, Office of Work Program & Budget 

**COPY:** Stacy Miller, Dan Cashin, Greg Patterson, Kendra Sheffield, Mechelle Marcum,  
Clay Whitaker and Heidi Langston

**SUBJECT:** Delegation of Authority

Beginning June 1, 2020, I hereby delegate Cynthia Lorenzo the authority to sign all correspondence related to general issues, personnel documents, Budget Amendments, Work Program Amendments, Allotment Transfers and other administrative issues which may arise. The delegation will remain in effect during my reassignment to other duties and absence from the office.

Signature should be made in your name "for the Director, Office of Work Program and Budget."

Please ensure I receive a copy of all correspondence you sign for me.

LS/hl

11/10/19

11/10/19



**Work Program Amendment Summary**

Attached are proposed amendments to the Adopted Work Program.

**Package Number:** 2021-08

**Amendment Numbers:** 2021-04-003, 2021-07-011, 2021-02-015, 2021-02-016, 2021-04-019, 2021-04-022

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The Proposed Amendment(s) have been approved by:  
Cynthia Lorenzo, Director of the Office of Work Program and Budget on 1/13/2021  
Florida Department of Transportation

The Proposed Amendment(s) are:

a) Balanced to Funds(PAR) and Budget (PBR) as confirmed and approved by:  
Kendra Sheffield, Work Program Manager on 1/12/2021  
Florida Department of Transportation

b) Balanced to cash flow as confirmed and approved by:  
Lisa Evans, Comptroller on 1/12/2021  
Florida Department of Transportation

A Budget Amendment is not required as confirmed and approved by:  
Kendra Sheffield, Work Program Manager on 1/12/2021  
Florida Department of Transportation

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**Florida Department of Transportation**  
**Proposal Form**  
**for EOG Work Program Amendment**

Florida Department of Transportation		** Work Program Amendment **	Work Program Form - 07/2012 As of: 12/4/2020
To: Governor's Office of Planning and Budgeting		Amendment: 2021 02 016	
From: O.W.P.		Subject: Proposed Amendment to the Adopted Work Program	
DocuSigned by:			
Proposed By:	<u>Gary Evans</u> District of Assistant Secretary Signature	Karin D. Lee, District Work Program Administrator	Contact Person (please print)
Proposed Action:	<input checked="" type="checkbox"/> Add <input type="checkbox"/> Advance	<input type="checkbox"/> Defer <input type="checkbox"/> Delete	
Reason: ADD ITEM 4230713 FOR RIGHT OF WAY SUPPORT ON FUTURE INTERCHANGE PROJECT LOCATED ON I-75 (STATE ROAD 93) AT STATE ROAD 121 IN ALACHUA COUNTY. ADVANCED ACQUISITION WILL PRESENT A COST SAVINGS AS THESE PARCELS ARE EXPECTED TO BE DEVELOPED AND SUBSEQUENTLY INCREASE IN VALUE. BUDGET FROM 2111221.			
Consistency requirements for TIP and STIP: (applies to Federal Funds only)			
District (Central Office if Statewide Program) proposed amendment is:			
<input type="checkbox"/> Consistent with MPO's Transportation Improvement Program (TIP)	<input type="checkbox"/> Consistent with State Transportation Improvement Program	<input checked="" type="checkbox"/> STIP Amendment Required	
<input type="checkbox"/> TIP Amendment Required Anticipate Approval by: ___/___/___	<input checked="" type="checkbox"/> STIP Amendment Required	<input type="checkbox"/> Not applicable	
<input checked="" type="checkbox"/> Not applicable			
TIP/STIP consistency, or need for TIP and/or STIP amendment confirmed by:		<u>Karin D. Lee</u> (contact person signature)	<u>12 04/20</u> (date)

Amendment: 2021 02 016

Proposed Work Program Amendment  
Amendment: 2021 02 016

Item Number: 4230713

Contract Class: TALLAHASSEE LET

County: ALACHUA

District: 02

Description: I-75(SR93) @ SR121

Trans. System: INTRASTATE INTERSTATE

Work Mix: INTERCHANGE - ADD LANES

Phase: 41 RIGHT OF WAY IN-HOUSE

Action: ADD

Fund	Budgeted?	Bud Dist	Budget Category	Fiscal Year	Adopted Fund Amount	Proposed Fund Amount
Federal	Yes	02	OPERATING BUDGET	2021		20,000
<b>Total:</b>						<b>20,000</b>

Phase: 43 RIGHT OF WAY PURCHASE

Action: ADD

Fund	Budgeted?	Bud Dist	Budget Category	Fiscal Year	Adopted Fund Amount	Proposed Fund Amount
Federal	Yes	02	088777 RIGHT-OF-WAY LAND ACQ	2021		2,575,247
<b>Total:</b>						<b>2,575,247</b>

Phase: 45 RIGHT OF WAY RELOCATEE

Action: ADD

Fund	Budgeted?	Bud Dist	Budget Category	Fiscal Year	Adopted Fund Amount	Proposed Fund Amount
Federal	Yes	02	088777 RIGHT-OF-WAY LAND ACQ	2021		5,000
<b>Total:</b>						<b>5,000</b>

Phase: 4B RIGHT OF WAY SERVICES

Action: ADD

Fund	Budgeted?	Bud Dist	Budget Category	Fiscal Year	Adopted Fund Amount	Proposed Fund Amount
Federal	Yes	02	088853 RIGHT-OF-WAY SUPPORT	2021		199,753
<b>Total:</b>						<b>199,753</b>

\* There are multiple Budget Categories for this line

**Budget Summary**

**FYR:2021**

<b>District</b>	<b>Trust Fund</b>	<b>B.E.</b>	<b>Category</b>	<b>Description</b>
02	2-540001	55100100	088777	RIGHT-OF-WAY LAND ACQ
			Allocation	102,087,967
			Programmed	87,551,440
			Balance	14,536,527
02	2-540001	55100100	088853	RIGHT-OF-WAY SUPPORT
			Allocation	15,001,731
			Programmed	13,422,445
			Balance	1,579,286





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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Alachua Countywide Bicycle-Pedestrian Master Plan

RECOMMENDATION:

**For Information Only.**

BACKGROUND:

Alachua County, City of Gainesville and the University of Florida are the funding partners of the proposed Alachua Countywide Bicycle-Pedestrian Master Plan. At its August 24, 2020 meeting, the Metropolitan Transportation Planning Organization authorized solicitation for a consultant to assist in the development of the Alachua Countywide Bicycle-Pedestrian Master Plan.

At its October 26, 2020 meeting, the Metropolitan Transportation Planning Organization authorized its Chair to sign a contract with the highest ranked consulting firm for assisting in the development of the Alachua Countywide Bicycle-Pedestrian Master Plan as determined by the Technical Review Committee based on rankings of the written and oral presentations of the three shortlisted firms.

Six consulting firms submitted letters-of-interest and statements-of-qualifications. The Technical Review Committee, consisting of membership of the funding partners and Metropolitan Transportation Planning Organization staff:

- reviewed and evaluated the submitted letters-of-interest and statements-of-qualifications to determine three shortlisted consultant candidates;
- reviewed and evaluated shortlisted consultant candidates' written proposals and oral presentations to determine the final ranking of the three shortlisted consultant candidates; and
- recommended that the Metropolitan Transportation Planning Organization Chair sign a contract with the highest ranked consultant candidate, Toole Design Group, Inc. to assist in the development of the Alachua Countywide Bicycle-Pedestrian Master Plan

The Alachua Countywide Bicycle-Pedestrian Master Plan will include prioritized projects within Gainesville Metropolitan Area that will serve as the "boxed-fund" projects for the implementation of the Year 2045 Long-Range Transportation Plan bicycle and pedestrian projects.

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

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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Transportation Alternatives Program Status Report -  
City of Gainesville Application Submission

STAFF RECOMMENDATION

**No Action Required.**

BACKGROUND:

The Metropolitan Transportation Planning Organization submitted a Transportation Alternatives Program grant application to the Florida Department of Transportation. The application was submitted on behalf of the City of Gainesville for pedestrian modifications at the State Roads 20/24/26 (East University Avenue) at State Roads 20/24/331 (SE 11th Street/Waldo Road) intersection (see Exhibit 1).

It is anticipated that should the application be approved, that notification would occur with the release of the draft Florida Department of Transportation Fiscal Years 2022-23 to 2026-2027 Tentative Work Program later this year.

Attachment

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EXHIBIT 1



FLORIDA DEPARTMENT OF TRANSPORTATION  
2021 TRANSPORTATION ALTERNATIVES PROGRAM  
FUNDING APPLICATION FOR FISCAL YEAR FY 2027

APPLICANT INFORMATION

<b>Agency/Organization Name: City of Gainesville</b>			
<b>Agency Contact Name: Malisa McCreedy</b>		<b>Title: Director of Transportation and Mobility</b>	
<b>Mailing Address: PO Box 490, MS 58</b>		<b>City: Gainesville</b>	<b>State: FL Zip Code: 32627</b>
<b>County: Alachua</b>		<b>MPO/TPO (if applicable): MTPO for Gainesville Urbanized Area</b>	
<b>Telephone: 352-393-7871</b>		<b>Email Address: mcreedyma@cityofgainesville.org</b>	

**CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:**

Certification of project sponsor/implementing agency support is attached (*See last page*).  Yes (*Required*)

**PROJECT TYPE:**  Infrastructure  Non-infrastructure

*FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.*

**FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS**

- Currently fully LAP Certified / Year of Certification: 2020
- Not LAP Certified but will seek project-specific certification
- Not LAP Certified but project will be administered by the FDOT District
- Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

<b>LAP Sponsor/Implementing Agency Name: City of Gainesville</b>			
<b>LAP Sponsor/Implementing Agency Contact Name: Neysa Walkin-Boothe</b>		<b>Title: Senior Analyst</b>	
<b>Mailing Address: PO Box 490, MS 58</b>		<b>City: Gainesville</b>	<b>State: FL Zip Code: 32627</b>
<b>Telephone: 352-393-8417</b>		<b>Email Address: boothene@cityofgainesville.org</b>	

**PROJECT INFORMATION**

**PROJECT NAME/TITLE:** Pedestrian Enhancements at Waldo Rd and University Ave

**ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:**

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1.  Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2.  Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3.  Conversion and use of abandoned railroad corridors for non-motorized use
4.  Construction of turnouts, overlooks, and viewing areas
5.  Inventory, control or removal of outdoor advertising
6.  Historic preservation and rehabilitation of historic transportation facilities
7.  Vegetation management practices in transportation rights of way
8.  Archaeological activities related to impacts from transportation projects
9.  Environmental mitigation activities
10.  Safe Routes to School

**\*NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

**PROJECT LOCATION:**

Roadway name: * Click here to enter text.		
<input checked="" type="checkbox"/> <b>On-State System Road</b> <small>(State Roadway)</small>	<input type="checkbox"/> <b>Off-State System Road</b> <small>(Local Roadway)</small>	Roadway number: Click here to enter text. <small>(i.e. US, SR, CR, etc., if applicable)</small>

**\*NOTE:** For off-road/trail projects please indicate adjacent roadway

**PROJECT LIMITS:**

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

<b>South or West Termini: NA</b> <small>Street Name/Mile Post/Other</small>	<b>North or East Termini: NA</b> <small>Street Name/Mile Post/Other</small>
<b>Project Length (in miles): NA</b>	
<b>Attachment included?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>A location map with aerial view is attached to this application.</b> <input checked="" type="checkbox"/> Yes (Required) <small>Label important features, roadways, etc. to clearly locate and show the boundaries of the project.</small>	

**PROJECT DESCRIPTION:**

**Brief Description:** Design and construction of improvements to the intersection of University Avenue (SR 26) and Waldo Road (SR 24), to increase safety and function of existing pedestrian crossing points.

**Detailed Scope of Work:**

A detailed scope of work is attached. <i>Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.</i>	<input checked="" type="checkbox"/> Yes (Required)
Conceptual or design plans are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project). If yes, please describe: <a href="#">Click here to enter text.</a>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**PUBLIC INVOLVEMENT:**

<b>Has the applicant received input from stakeholders?</b> Briefly explain: As part of the "SR 26/University Ave Multimodal Emphasis Corridor Study", the MTPO invited representatives of public interest and local advocacy groups to participate as members of the study consulting team. In addition, two community workshops were held to report the findings of the study.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Have public information or community meetings been held?</b> If yes, please provide a brief description and attach supporting documentation: Through the original corridor study process, presentations were in public meetings of the Technical Advisory Committee (TAC), Citizen's Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Board (BPAB). Since that time the project has remained on the List of Priority Projects and has been presented and discussed in multiple meetings of the MTPO.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support):</b> NA	
<b>Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?</b> If Yes, specify and provide documentation: NA	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Is environmental permitting required?</b> If Yes, specify and provide documentation: NA	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Provide any additional project specific information that should be considered:</b> The project is currently listed by the Gainesville MTPO as the #6 Other Arterial Construction/Right-of-Way Priorities in the Gainesville Metropolitan Area for Fiscal Years 2021-20 to 2025-26 (see Appendix V-MTPO List of Priority Projects). The project is designed to improve pedestrian and bicycle travel through this intersection and increase safety for vulnerable users.	

**PROJECT IMPLEMENTATION**

Please indicate the project phases included in this funding request:

- Planning activities
- Project Development and Environment Study (PD&E)
- Preliminary Engineering/Final Design
- Right-of-Way (ROW)
- Construction
- Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:\*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input checked="" type="checkbox"/> Implementing agency staff	N/A	<input checked="" type="checkbox"/> Implementing agency staff	<input checked="" type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input checked="" type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

\*NOTE: Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

- Yes  No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):

NA

Is there a proposed maintenance plan for when the project is complete?  Yes  No

If yes, please provide a brief description and attach supporting documentation as appropriate:

NA

**PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS**

Is right-of-way acquisition proposed?  Yes  No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.

NA

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:

NA

Will temporary construction easements be required?  Yes  No

If Yes, please describe:

NA

**PROJECT COST ESTIMATE AND FUNDING REQUEST**

**ESTIMATED PROJECT COST:**

A detailed project cost estimate is attached.

Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

<b>Project Phase</b>	<b>TA funds</b>	<b>Local funds</b>	<b>Total Cost</b>
Planning Activities	\$ Click here to enter text.	\$ Click here to enter text.	\$ Click here to enter text.
Project Development & Environmental Study (PD&E)	\$ Click here to enter text.	\$ Click here to enter text.	\$ Click here to enter text.
Design Costs/Plan Preparation	\$ Click here to enter text.	<b>\$ 25,000</b>	<b>\$ 25,000</b>
Environmental Assessment (s) associated with the design phase	\$ Click here to enter text.	\$ Click here to enter text.	\$ Click here to enter text.
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ Click here to enter text.	\$ Click here to enter text.	\$ Click here to enter text.
Right-of-Way	\$ Click here to enter text.	\$ Click here to enter text.	\$ Click here to enter text.
Construction	<b>\$ 240,600</b>	\$ Click here to enter text.	<b>\$ 240,600</b>
Construction Engineering and Inspection Activities (CEI)	\$ Click here to enter text.	<b>\$ 80,000</b>	<b>\$ 80,000</b>
Other costs* (please describe) Click here to enter text. *FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.	\$ Click here to enter text.	\$ Click here to enter text.	\$ Click here to enter text.
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$ 240,600</b>	<b>\$ 105,000</b>	<b>\$ 345,600</b>
<b>PERCENT OF TOTAL PROJECT COST</b>	<b>70 %</b>	<b>30 %</b>	<b>100%</b>

### Certification of Project Sponsor

I hereby certify that the proposed project herein described is supported by **City of Gainesville** (sponsoring entity) and that said entity will:

1. Provide any required funding match;
2. Enter into a maintenance agreement with the Florida Department of Transportation, as necessary;
3. Comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project;
4. Comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction; and
5. Support other actions necessary to fully implement the proposed project.

I further certify that the estimated costs included herein are reasonable and that **City of Gainesville** (sponsoring entity) will follow through on the project once programmed in the Florida Department of Transportation's Work Program.



7 January 2021

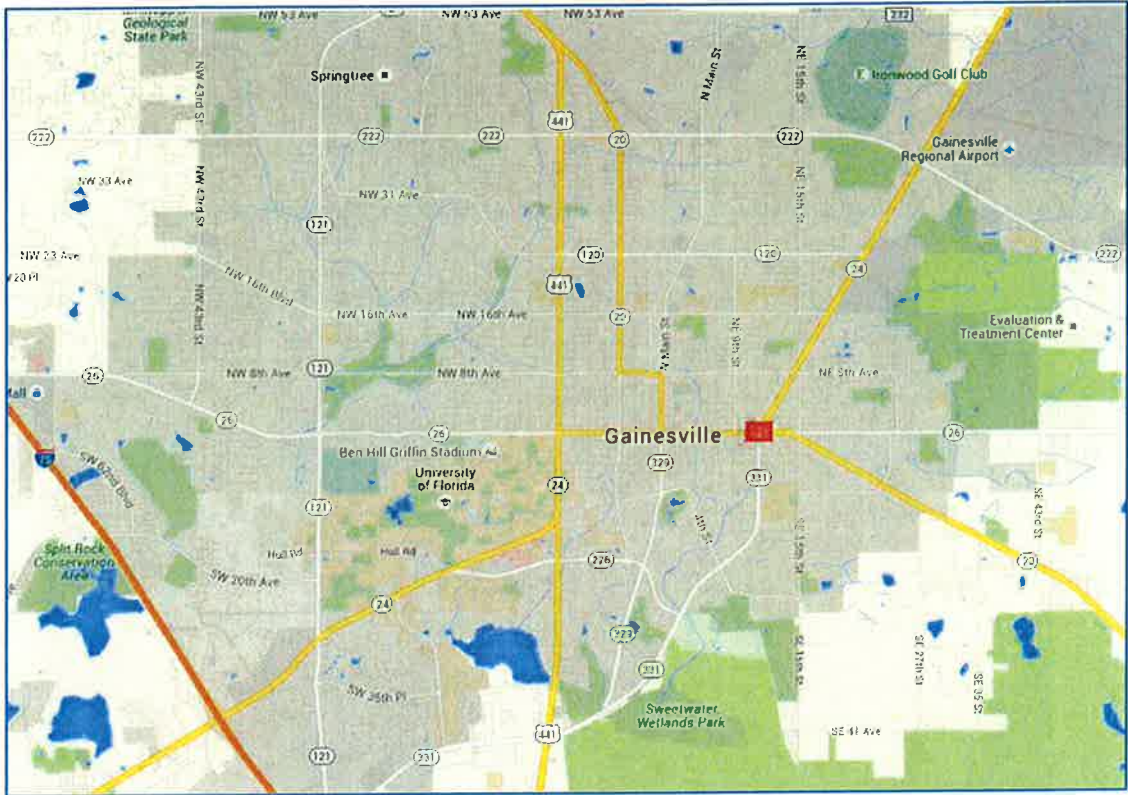
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Malisa McCreedy, AICP  
Director Transportation and Mobility  
City of Gainesville



**Appendix I**  
**Project Location**





Site Location Map – Gainesville, FL



Aerial Map – Location of Proposed Improvements



Appendix II  
Site Photos





SR 26/SR 24 Intersection – SE Corner looking west



SR 26/SR 24 Intersection – SE Corner looking north





SR 26/SR 24 Intersection - SW Corner looking north



SR 26/SR 24 Intersection - NW Corner looking east



**Appendix III**  
**Scope of Work**



Design and construction of improvements to the intersection of University Avenue (SR 26) and Waldo Road (SR 24), to increase safety and function of existing pedestrian crossing points (see Appendix I- Project Location, Appendix II-Site Photos, Appendix IV-Concept Layout). The work will be consistent with the "SR26/University Ave Multimodal Emphasis Corridor Study" commissioned by the Metropolitan Transportation Planning Organization, dated June 1, 2015.

This location has a documented history of crashes. From 2012-2019 there were 230 crashes at this intersection, including one fatal crash. The latest traffic counts indicate that there are nearly 50,000 vehicles moving through the intersection on an average daily basis. The combination of this high traffic volume and the relatively high traffic speeds increase the risks to vulnerable users of the intersection.

This project is critical to enhance safety along this portion of the SR 26/University Avenue corridor, primarily focusing on vulnerable road users. There is a substantial amount of local pedestrian and bicycle traffic through this intersection, and the Waldo Road Greenway/Depot Avenue Rail-Trail also crosses University Avenue and Waldo Road at this location. Of particular concern is the uncontrolled right turn that is currently allowed at the SE corner of the intersection, which is inconsistent with normal signal operations and with the MUTCD. In its current configuration, this presents a confusing and dangerous situation for pedestrians crossing to or from that corner. Construction of a new concrete island and relocation of the existing pedestrian signal to that island will clarify the situation and improve safety. Similar modifications to the northwest and southwest corners of the intersection will reduce crossing distances and reduce motor vehicle turning speeds. Modified slip lanes will put the pedestrian crossings in better positions to be seen by approaching motorists.



Appendix IV  
Concept Layout





**Figure 2 SR 26 and Waldo Road, Modified Southeast Corner**



Figure 3 SR 26 and Waldo Road, Compact Design



Appendix V  
MTPO List of Priority Projects



## B. Other Arterial Construction/ Right-Of-Way Priorities

Table 2 identifies project priorities for construction, modifications and associated right-of-way on the State Highway System roadways not designated as part of the Strategic Intermodal System and federal aid-eligible designated local facilities for the Fiscal Years 2021-22 to 2025-26 Transportation Improvement Program. This table also identifies project priorities for local assistance programs such as Transportation Regional Incentive Program and County Incentive Grant Program.

**Table 2**  
**Other Arterial Construction/Right-Of-Way Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2021-22 to 2025-26**

Number	Project	Location	Description
1	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Multimodal Emphasis Corridor Study Implementation - Install Enhanced Pedestrian Crossings [29,000 AADT]
2	NW 8 Avenue [SR 20]	FM: NW 6 Street [SR 20] TO: Main Street [SR 20]	Restripe Two-Lane Reduction; Onstreet Parking and Protected Bikelanes; and Crosswalk Markings at NW 2 Street, NW 3 Street and NW 4 Street.
3	Newberry Road [SR 26]	FM: NW 59 Street TO: NW 34 Street [SR 121]	1. Restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes between NW 52 Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43 Street; 2. Conduct a speed zone study between NW 59th Street and NW 40 Drive; 3. Prioritize this project for State Highway System funding; and 4. Provide information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project [36,500 AADT]
4	U.S. Highway 441	FM: Williston Road [SR 331] TO: NW 23 Avenue	Multimodal Emphasis Corridor Study
5	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO: W 13 Street [SR 25]	Multimodal Emphasis Corridor Study Implementation - Construct Bikeway/Sidewalk [29,000 AADT]
6	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Multimodal Emphasis Corridor Study Implementation - Pedestrian-Oriented Intersection Design [18,700 AADT]
7	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Multimodal Emphasis Corridor Study Implementation - Construct Raised Median [20,500 AADT]
8	SW 13 Street [U.S. HWY 441]	AT: Archer Road [SR 24]	Removal of Sliplanes
9	University Avenue [SR 26]	AT: Corridorwide	Multimodal Emphasis Corridor Study Implementation - Install Transit Shelters and Benches [29,000 AADT]
10	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Multimodal Emphasis Corridor Study Implementation - Construct Midblock Pedestrian Crossings [20,500 AADT]



Appendix VI  
Detailed Cost Estimate



## SR26 at SR24 Pedestrian Improvements Cost Estimate

Construction of new concrete islands at the SE and SW corners of the intersection.  
Extensions of the outer curbs on NW and SW corners to shorten pedestrian crossings,  
and realignment of right turn/slip lane at these locations to control turning movements.  
Relocation of crossings and installation of new curb ramps; relocation of ped push buttons and signals.

### Construction

Mobilization	\$	16,800	10% of construction cost
Maintenance of Traffic	\$	25,100	15% of construction cost
Erosion Control	\$	1,000	
Demolition	\$	5,000	
Drainage Structures	\$	19,500	3 @ \$6500/each
Pipe	\$	9,000	100 FT @ \$90/FT
Asphalt (Base, Structure, Friction Course)	\$	13,000	75 TONS @ \$180/TN
Concrete Curb	\$	15,000	750 FT @ \$20/FT
Concrete (Traffic Islands)	\$	48,000	800 YARDS @ \$60/YD
Curb Ramps and Det. Warnings	\$	22,000	10 @ \$2200/EA
Signalization	\$	9,600	6 PED BUTTONS @ \$1600/EA
Sod/Stabilization	\$	4,500	1500 SY @ \$3/SY
Striping	\$	12,500	2500 FT @ \$5/FT
Signage	\$	1,200	2 @ \$600/EA
Utility Adjustments/Relocations	\$	7,000	
Contingency (15%)	\$	31,400	
<b>Subtotal</b>	<b>\$</b>	<b>240,600</b>	







February 22, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Transportation Plan Performance Element and Policy Element

STAFF RECOMMENDATION

**For Information Only.**

BACKGROUND

The Florida Transportation Commission has posted its Florida Transportation Plan Performance Element and Policy Element on its website. The Florida Transportation Plan Performance Element (Exhibit 1) reports how our system performs on key measures of safety, asset condition, and mobility. The Performance Element is at the following link.

<http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/performanceelement2020.pdf>

The Florida Transportation Plan Policy Element (Exhibit 2) describes objectives and strategies to guide transportation partners statewide in accomplishing the vision and goals. The Policy Element is at the following link.

<http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/policyelement2020.pdf>

The Florida Transportation Plan Performance Element and Policy Element are companion documents to the Florida Transportation Plan Vision Element. The Vision Element provides a longer-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system. The Metropolitan Transportation Planning Organization received the Vision Element at its August 24, 2020 meeting.

Below is the link to the Florida Transportation Plan website:

<http://www.floridatransportationplan.com/>





**CA.10**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton

Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

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2008 NW 87th Place, Gainesville, FL 32653-1603 • 352.855.2200

February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Gainesville Metropolitan Transportation Planning Organization Mobility Profile

RECOMMENDATION:

**No Action Required**

BACKGROUND:

The Florida Department of Transportation has provided a report on mobility performance measures within the Gainesville Metropolitan Area. This information, in part, addresses performance measures reporting requirements of the Fixing America's Surface Transportation Act.

Attachment

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# GAINESVILLE MTPO MOBILITY PROFILE

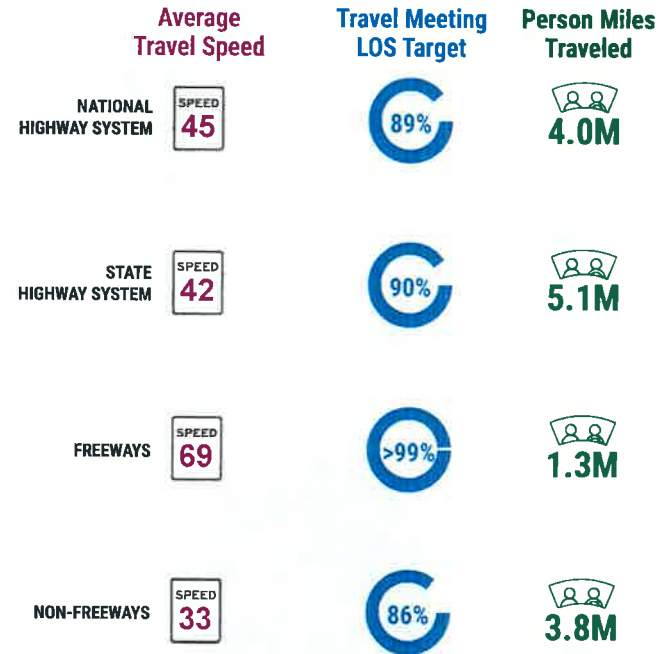
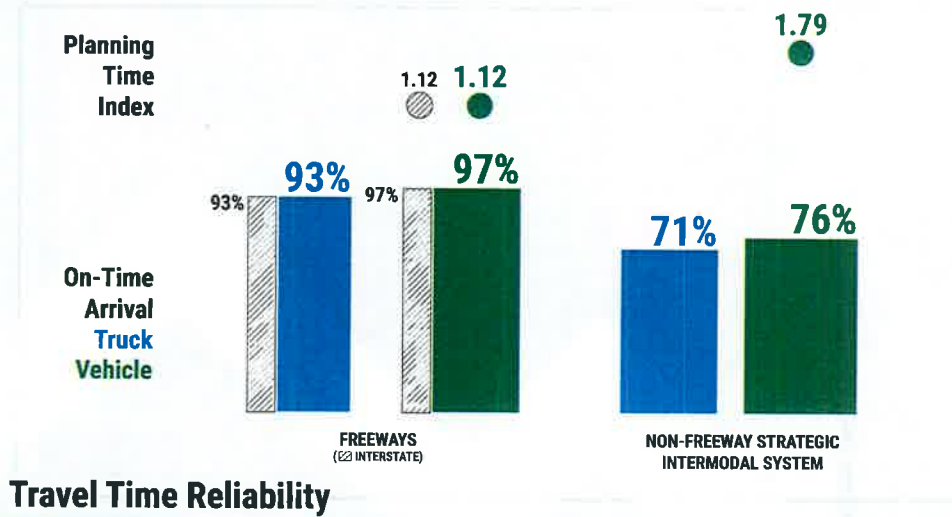
*produced by*  
Florida Department of Transportation  
Forecasting and Trends Office

*published*  
2020

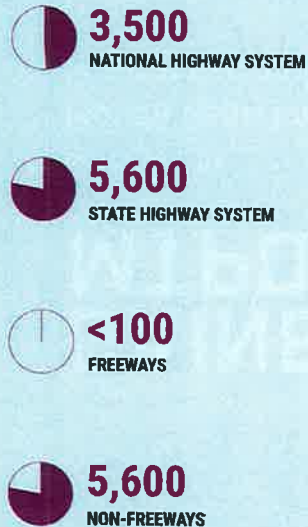




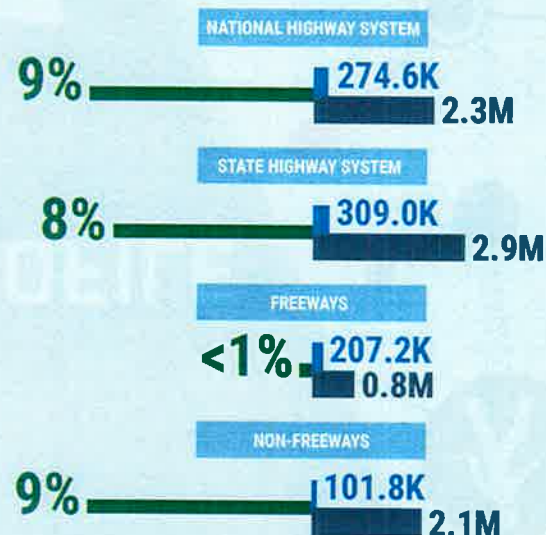
-138- *Gainesville*  
**MTPO Boundary - 2018**



### Daily Vehicle Hours of Delay



### Percent Miles Daily Truck Miles Traveled Heavily Congested / Daily Vehicle Miles Traveled



# GAINESVILLE MTPO MOBILITY TRENDS 2016-2018

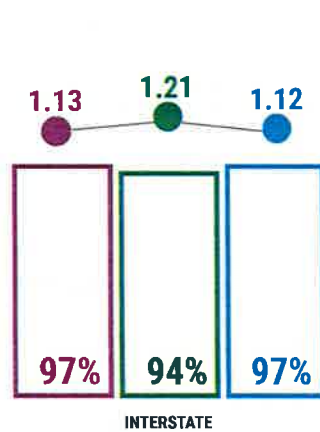
2016 2017 2018

## Travel Time Reliability

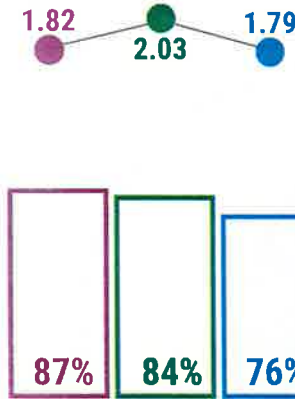
2016 2017 2018

Planning Time Index

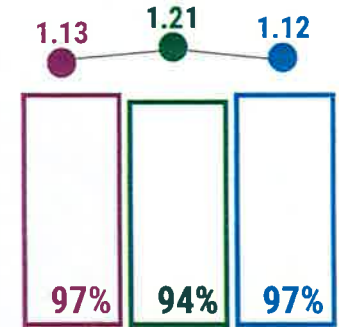
On-Time Arrival



INTERSTATE



NON-FREEWAY STRATEGIC INTERMODAL SYSTEM



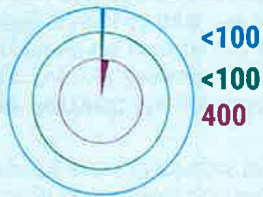
FREEWAYS

## Daily Vehicle Hours of Delay

2016 2017 2018

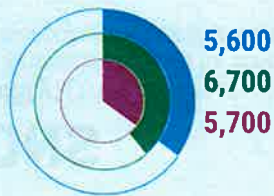
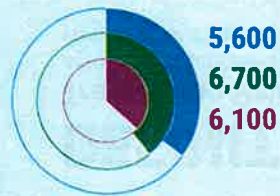
NATIONAL HIGHWAY SYSTEM

FREEWAYS



STATE HIGHWAY SYSTEM

NON-FREEWAYS



NOTE: Profile is based on MTP0 Boundary

## Percent Miles Heavily Congested

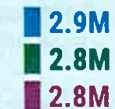
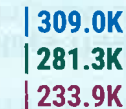
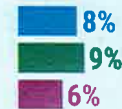
## Daily Truck Miles Traveled

## Daily Vehicle Miles Traveled

NATIONAL HIGHWAY SYSTEM



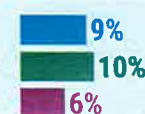
STATE HIGHWAY SYSTEM



FREEWAYS



NON-FREEWAYS



# DEFINITIONS

**Travel Time Reliability:** (1) the percent of trips that succeed in accordance with a predetermined performance standard for time or speed; and/or (2) the variability of travel times that occur on a facility or a trip over a period of time.

**Planning Time Index:** The 95th percentile travel time divided by free flow travel time. A planning time index of 1.5 means a 20-minute trip at free flow speed takes 30 minutes - an informed traveler should plan for the extra 10 minutes to arrive on time.

**Vehicle On-Time Arrival:** The percentage of freeway trips traveling at greater than or equal to five mph below the posted speed limit. In the urbanized areas of the seven largest MPOs, on-time arrival is defined as the percentage of freeway trips traveling at least 45 mph. For arterials, travel time reliability is defined as the percentage of trips traveling greater than or equal to 20 mph.

**Truck On-Time Arrival:** The percentage of freeway trips by combination trucks traveling at greater than or equal to 5 mph below posted speed limit. In the urbanized areas of the 7 largest MPOs, on-time arrival is defined as the percentage of freeway trips by combination trucks traveling at least 45 mph.

**Daily Vehicle Hours of Delay:** Delay is the product of directional hourly volume and the difference between travel time at "threshold" speeds and travel time at the average speed. The thresholds are based on Level of Service (LOS) B as defined by FDOT.

**Average Travel Speed:** The length of the highway segment divided by the average travel time of all vehicles traversing the segment, including all stopped delay times.

**Percent of Travel Meeting LOS Target:** The percentage of travel meeting FDOT's LOS standards is determined by summing the vehicle miles traveled on roadways operating acceptably and then dividing by the total system vehicle miles traveled.

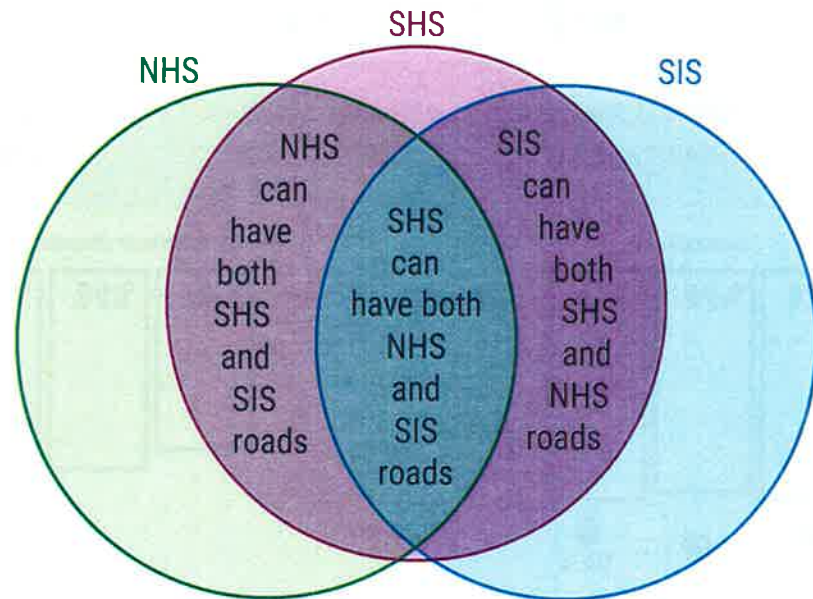
**Person Miles Traveled Daily:** Person miles traveled consists of the total number of miles traveled by people using the SHS or other components of it. This is calculated by adding each roadway segment's vehicle miles traveled multiplied by average vehicle occupancy.

**Percent Miles Heavily Congested:** Heavy congestion is a situation in which average travel speeds are in the range from 20-44 mph for freeways and equal to or worse than the LOS standards for arterials and highways.

**Daily Truck Miles Traveled:** (for all trucks class 4 through 13): The total number of miles traveled daily by trucks using a roadway system.

**Daily Vehicle Miles Traveled:** The total number of miles traveled daily by vehicles using a roadway system.

**Three roadway systems are reported:** National Highway System (NHS), State Highway System (SHS), and Strategic Intermodal System (SIS)



## Sources

FDOT Traffic Characteristics Inventory, FDOT Roadway Characteristics Inventory, 2020 Quality/Level of Service Handbook, and HERE vehicle probe speed



**FDOT Supplied MPO Mobility Performance Measure Analyses for 2018 (Gainesville MTPO)**

Date: 10/13/2020

Gainesville (MPO/TPO Boundary)	Annual Measures <sup>1</sup>						Rotating Measures <sup>2</sup>			
	A: Daily vehicle miles traveled (Millions)	B: Daily truck miles traveled (Thousands)	C: On-Time Arrival (Vehicle) <sup>3</sup>	D: Planning Time Index <sup>3</sup>	E: Daily vehicle hours of delay (Thousands)	F: Percent miles heavily congested	G: Person miles traveled (Millions)	H: On-Time Arrival (Truck) <sup>3</sup>	I: Average Travel Speed	J: Percent Travel Meeting LOS Criteria <sup>3</sup>
Networks/Measures										
A: National Highway System	2.3	274.6			3.5	9%	4.0		45	89%
B. State Highway System	2.9	309.0			5.6	8%	5.1		42	90%
C: Strategic Intermodal System <sup>4</sup>	1.5	242.4	76%	1.79	0.6	1%	2.7	71%	51	99%
D. Freeways	0.8	207.2	97%	1.12	0.0	<1%	1.3	93%	69	>99%
E. Interstates	0.8	207.2	97%	1.12	0.0	<1%	1.3	93%	69	>99%
F: Non-freeways (SHS)	2.1	101.8			5.6	9%	3.8		33	86%

**Gainesville (Urbanized Area)**

Gainesville (Urbanized Area)	A: Daily vehicle miles traveled (Millions)	B: Daily truck miles traveled (Thousands)	C: On-Time Arrival (Vehicle) <sup>3</sup>	D: Planning Time Index <sup>3</sup>	E: Daily vehicle hours of delay (Thousands)	F: Percent miles heavily congested	G: Person miles traveled (Millions)	H: On-Time Arrival (Truck) <sup>3</sup>	I: Average Travel Speed	J: Percent Travel Meeting LOS Criteria <sup>3</sup>
	Networks/Measures									
A: National Highway System	2.2	260.9			3.5	10%	3.8		44	88%
B. State Highway System	2.7	292.7			5.6	9%	4.8		41	89%
C: Strategic Intermodal System <sup>4</sup>	1.5	234.7	82%	1.66	0.6	1%	2.6	77%	51	>99%
D. Freeways	0.7	200.2	97%	1.12	0.0	<1%	1.3	93%	69	>99%
E. Interstates	0.7	200.2	97%	1.12	0.0	<1%	1.3	93%	69	>99%
F: Non-freeways (SHS)	2.0	92.5			5.6	9%	3.5		31	85%

**Alachua (County Boundary)**

Alachua (County Boundary)	A: Daily vehicle miles traveled (Millions)	B: Daily truck miles traveled (Thousands)	C: On-Time Arrival (Vehicle) <sup>3</sup>	D: Planning Time Index <sup>3</sup>	E: Daily vehicle hours of delay (Thousands)	F: Percent miles heavily congested	G: Person miles traveled (Millions)	H: On-Time Arrival (Truck) <sup>3</sup>	I: Average Travel Speed	J: Percent Travel Meeting LOS Criteria <sup>3</sup>
	Networks/Measures									
A: National Highway System	5.0	822.9			3.7	4%	8.9		55	95%
B. State Highway System	6.0	887.5			5.9	4%	10.6		52	94%
C: Strategic Intermodal System <sup>4</sup>	3.7	753.7	76%	1.79	0.7	<1%	6.6	71%	60	>99%
D. Freeways	2.3	593.9	98%	1.11	0.0	<1%	4.1	95%	70	>99%
E. Interstates	2.3	593.9	98%	1.11	0.0	<1%	4.1	95%	70	>99%
F: Non-freeways (SHS)	3.7	293.5			5.9	5%	6.5		42	91%

<sup>1</sup>These six Annual Measures are reported each year.

<sup>2</sup>These four Rotating Measures change every other year, Odd year measures consist of 1) Percent Sidewalk Coverage, 2) Percent Bicycle Lane Coverage, and 3) Average Job Accessibility within a 30-minute car trip and 4) within a 30-minute transit trip.

<sup>3</sup>Measures C, D, H, and J are captured in the peak hour, which is from 5 to 6 pm.

<sup>4</sup>SIS On-Time Arrival and Planning Time Index exclude freeways.

# Annual MPO Performance Measures by MPO Population Size



**2018  
Gainesville  
MTPO**  
Population  
212,400

Florida Department of Transportation Mobility Measures Program provides valuable information on performance measures for all 27 MPOs in Florida. On an annual basis the MPOs receive reports on ten measures, six measures annually and four rotating measures biennially for the entire MPO boundary, urbanized area within the MPO, and for counties within the MPO. The annual measures, in combination with the rotating biennial measures, cover the spectrum of mobility dimensions and multiple modes. These measures can be used however each MPO sees fit such as in the development of an MPO's Long Range Transportation Plan, Congestion Management Process, or State of the System Report. The following tables provide high, median, and low ranges for the State Highway System within the MPO boundary. MPOs are categorized as large, medium and small based on their population. The MPOs were distributed into the seven largest, ten medium, and ten small-sized MPOs. For more information, please contact Monica Zhong at [Monica.Zhong@dot.state.fl.us](mailto:Monica.Zhong@dot.state.fl.us) or (850) 414-4808.

**SHS Daily Vehicle Hours of Delay in  
Thousands, 2018**

	Vehicle Hours of Delay (Thousands)	Low	Median	High
GAINESVILLE MTPO <b>5.6</b>	Small-Sized MPO (Population <sup>1</sup> below 367,300)	0.3	1.2	5.6
	Medium-Sized MPO (Population <sup>1</sup> 367,300 to 795,300)	0.8	4.5	7.7
	Large MPO <sup>2</sup> (Population <sup>1</sup> over 795,300)	13.2	51.1	212.6

**SHS Percent Miles Heavily  
Congested, 2018**

	Percent Miles Heavily Congested	Low	Median	High
GAINESVILLE MTPO <b>8%</b>	Small-Sized MPO (Population <sup>1</sup> below 367,300)	<1%	<1%	8%
	Medium-Sized MPO (Population <sup>1</sup> 367,300 to 795,300)	<1%	1%	4%
	Large MPO <sup>2</sup> (Population <sup>1</sup> over 795,300)	4%	14%	35%

<sup>1</sup>2018 MPO Population is derived from FDOT Forecasting and Trends Office

<sup>2</sup>Seven Largest MPOs include Broward MPO, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, Palm Beach TPA, and Forward Pinellas

# 2018 Gainesville MTPO

Population 212,400

SHS Daily Vehicle Miles Traveled in Millions, 2018	Vehicle Miles Traveled (Millions)	Low	Median	High
GAINESVILLE MTPO 2.9	Small-Sized MPO (Population <sup>1</sup> below 367,300)	1.7	4.2	6.3
	Medium-Sized MPO (Population <sup>1</sup> 367,300 to 795,300)	4.0	8.4	12.5
	Large MPO <sup>2</sup> (Population <sup>1</sup> over 795,300)	10.1	28.0	34.7

SHS Daily Truck Miles Traveled in Thousands, 2018	Truck Miles Traveled (Thousands)	Low	Median	High
GAINESVILLE MTPO 309.0	Small-Sized MPO (Population <sup>1</sup> below 367,300)	168.1	416.2	893.4
	Medium-Sized MPO (Population <sup>1</sup> 367,300 to 795,300)	377.5	910.8	1,440.5
	Large MPO <sup>2</sup> (Population <sup>1</sup> over 795,300)	390.1	1,797.0	3,006.0

Freeway On-Time Arrival, 2018	On-Time Arrival	Low	Median	High
GAINESVILLE MTPO 97%	Small-Sized MPO (Population <sup>1</sup> below 367,300)	86%	96%	98%
	Medium-Sized MPO (Population <sup>1</sup> 367,300 to 795,300)	85%	89%	98%
	Large MPO <sup>2</sup> (Population <sup>1</sup> over 795,300)	63%	86%	88%

Freeway Planning Time Index, 2018	Planning Time Index	Low	Median	High
GAINESVILLE MTPO 1.12	Small-Sized MPO (Population <sup>1</sup> below 367,300)	1.11	1.13	1.34
	Medium-Sized MPO (Population <sup>1</sup> 367,300 to 795,300)	1.12	1.20	1.48
	Large MPO <sup>2</sup> (Population <sup>1</sup> over 795,300)	1.64	1.91	2.63

<sup>1</sup>2018 MPO Population is derived from FDOT Forecasting and Trends Office

<sup>2</sup>Seven Largest MPOs include Broward MPO, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, Palm Beach TPA, and Forward Pinellas





Forecasting & Trends Office





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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Multi-Use Corridors of Regional Economic Significance -  
Suncoast Connector Status Report

STAFF RECOMMENDATION

**For Information Only.**

BACKGROUND

In 2019, legislation was passed for the evaluation and implementation of Multi-Use Corridors of Regional Economic Significance. One of the corridors that could have economic impact to the Gainesville Metropolitan Area is the Suncoast Connector.

The Suncoast Connector Task Force has completed its evaluation and has issued its final report (see Exhibit 1). The final report includes a:

- Three-component recommendations approach and framework - High-Level Needs; Guiding Principles; and Instructions for project Development and Beyond; and
- Florida Department of Transportation Action Plan

Exhibit 2 consists of excerpted highlights of the High-Level Needs; Guiding Principles and Action Plan. Below is a link to the full report.

[http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/M-CORES\\_SCC\\_FinalTaskForceReport.pdf](http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/M-CORES_SCC_FinalTaskForceReport.pdf)

Below is the link to the Florida Multi-Use Corridors of Regional Economic Significance program website:

<http://floridamcores.com/>

Attachments

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## EXHIBIT 2

### Suncoast Task Force Final Report Recommendation Highlights and Action Plan

#### High-Level Needs

The Task Force recommended a set of core values to guide decision-making related to the Multi-Use Corridors of Regional Economic Significance Program in the study area throughout the planning, development and implementation process. These answer the question “how?”:

- support projected statewide and regional population and economic growth;
- improve safety, mobility and connectivity through access to a high-speed, high-capacity transportation corridor for people and commercial goods;
- protect, restore, enhance and connect public and private environmentally sensitive areas and ecosystems;
- enhance travel options and safety for all transportation users;
- enhance emergency management at the local, regional and state levels;
- improve access to ecotourism and recreational assets;
- enhance economic and workforce development, access to education and job creation;
- improve connectivity to agricultural businesses, manufacturing, warehousing, freight terminals and intermodal logistics centers;
- improve connectivity to agricultural businesses, manufacturing, warehousing, freight terminals and intermodal logistics centers;
- expand rural broadband infrastructure and access to broadband service;
- preserve and improve the rural character and quality of communities; and
- needs evaluation process.

## Guiding Principles

The Task Force recommended specific instructions for future project development and implementation activities to ensure the Task Force's guiding principles are applied to subsequent activities as intended. These answer the question "what's next?".

- #1: Be consistent with statutorily required statewide, regional and local plans, including the local government comprehensive plans, long-range transportation plans, strategic regional policy plans and the Florida Transportation Plan.
- #2: Evaluate potential alternatives for addressing the m-cores purposes and interregional statewide connectivity and mobility needs in this priority order:
  - 1. Make safety and operational improvements to existing transportation facilities.
  - 2. Add capacity to existing transportation facilities or other publicly owned right of way in or near the study area, including co-location of facilities within existing disturbed right of way and other approaches to transforming existing facilities and right of way to accommodate additional modes, uses and functions.
  - 3. In circumstances where purpose and need and/or guiding principles cannot be addressed by operational or existing facility improvements, then evaluate new alignment alternatives.
- #3: Incorporate technology into corridor planning, design, construction, operations and maintenance. Accommodate emerging vehicle and information technologies, such as autonomous, connected, electric and shared vehicles and mobility as a service.
- #4: Plan and develop a corridor that considers vulnerability to risks such as inland flooding, storm surge zones and changing coastlines/sea-level rise. Design and construct infrastructure to withstand and recover from potential risks such as extreme weather events and climate trends
- #5: Plan, design, construct and operate a corridor that accommodates multiple modes of transportation.
- #6: Seek opportunities to maintain and enhance the rural character and quality of life in communities, and ensure the corridor provides for their future vitality.
- #7: Avoid adverse impacts to these identified resources:
  - 1. known cultural sites with human remains
  - 2. known cemeteries
  - 3. lands owned by Native American tribes
  - 4. historic African American communities or similar minority communities
  - 5. historic resources listed on the national register of historic places

If new resources are discovered, they will be addressed consistent with state and federal policies and regulations



#8: Avoid adverse impacts to these identified resources:

- Do not impact:
  - springheads;
  - named lakes; and
  - high-risk coastal areas'
- Do not develop a new corridor through:
  - coastal areas;
  - aquatic preserves;
  - mitigation banks;
  - Florida Forever acquired lands;
  - managed conservation areas;
  - state forests; and
  - state parks.
- Apply the following priority order for all the below-listed resources identified as priorities by task force members:
  1. Avoid negative impacts to these resources.
  2. Minimize and mitigate negative impacts to these resources.
  3. Enhance, restore and connect these resources while continuing to avoid, minimize and mitigate negative impacts.
- Florida Department of Transportation will consider these resources during the development, analysis and comparative evaluation of project alternatives, including the no-build option. resources include:
  - Waccasassa Flats;
  - Federal Emergency Management Agency (floodways);
  - Southwest Florida Water Management District:
    - surface water sites;
    - groundwater sites;
    - atmospheric sites; and
    - proposed well sites;
  - water management lands (including fee and conservation easements);
  - state-owned lands;
  - other park boundaries;
  - wildlife refuges;
  - Florida Forever targeted property;
  - prime farmland;
  - springs priority focus areas;
  - tri-colored bats, critical wildlife areas;
  - Florida Ecological Greenway Network—Priority 1 & 2;
  - aquifer recharge priorities;
  - surface water resource priorities;
  - rare species habitat conservation priorities;
  - Preservation 2000 lands;
  - basin management action plans;
  - natural resources of regional significance; and
  - conservation easements held by land trusts.

- #9: Maximize opportunities to enhance local community and economic development with an emphasis on rural areas. avoid and minimize adverse economic impacts to individual communities, businesses and resources.
- #10: Plan and develop a transportation corridor in a manner that protects the region's most productive agricultural lands and other rural lands with economic or environmental significance. Improve transportation connectivity to, from and between working farms and other economically valuable rural lands.
- #11: Plan, design, construct and operate a corridor that safely accommodates multiple modes of transportation and types of users.
- #12: Support and enhance local, regional and state emergency management plans and studies in all phases: mitigation, preparedness, response and recovery.
- #13: Plan and design the corridor to enable co-location of broadband and other utility infrastructure in right of way. Plan for broadband and other utility needs at a regional scale, independent from the transportation facility; address these needs through the corridor, where feasible.

## **Florida Department of Transportation Action Plan**

- Evaluate potential needs.
- Identify and evaluate alternatives.
- Support consistency review and update of local and regional plan.
- Assess economic feasibility and identify potential funding sources.
- Advance innovative land acquisition concepts.
- Advance multi-use opportunities.
- Continue robust partner and public engagement.
- Commit to transparency and process improvement.





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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Metropolitan Planning Organization Advisory Council -  
2021 Virtual Weekend Institute

STAFF RECOMMENDATION

**No Action Required.**

BACKGROUND

The Florida Metropolitan Planning Organization Advisory Council has announced two meeting dates for its Virtual Weekend Institute - March 19 through 20, 2021 and April 23 through 24, 2021 (Exhibit 1). Due to the Covid-19 Pandemic, these sessions will be conducted virtually via Zoom meeting technology. The Weekend Institute provides training regarding the transportation planning process. The Florida Metropolitan Planning Organization Advisory Council provided registration information (Exhibit 2) for its two virtual Weekend Institute sessions.

Attachments

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# MPOAC Weekend Institute 2021

## CONFERENCE OVERVIEW

Transportation decision-makers face numerous challenges in making complex transportation decisions. Many new MPO board members have limited prior experience with the planning and funding of the local and regional transportation system. Even board members with years of experience struggle mastering important elements of the transportation planning process, especially given the constant evolution of federal and state regulations.

The MPOAC Weekend Institute for Elected Officials provides MPO board members with an opportunity to enhance their understanding and leadership skills regarding transportation decision-making, including the key role they play in the process.

## TWO EVENTS

The MPOAC Weekend Institute for Elected Officials will be **virtual** in 2021 and will be held on **March 19-20** and **April 23-24**. The Institute will be held via Zoom between 12:30-6:00 pm on the first day and between 8:30-6:00 pm on the second day of the event. The MPOAC Weekend Institute is open to MPO board members only and space is limited to a total of 25 participants per Institute. Florida MPOs may send up to three board members to each event on a first-come, first-served basis.

## REGISTRATION

[www.institute.mpoac.org/2021registration/](http://www.institute.mpoac.org/2021registration/)  
**March 19-20 and April 23-24**

A registration fee of \$175 is required to attend the MPOAC Virtual Weekend Institute. The registration fee may be paid by check or credit card. Be sure to indicate whether paying by check or credit card when completing the registration form. If you elect to pay with a credit card, you will receive an emailed invitation with instructions to pay via PayPal within a week. To register by mail, send the attached registration form and check by the respective deadline date to **MPOAC Weekend Institute, c/o Johnathan Waldron, 605 Suwannee St., MS 28B, Tallahassee, FL 32399-0450**. Please notify Christen Miller at [christen@cutr.usf.edu](mailto:christen@cutr.usf.edu) at least two weeks prior to each event date if you need to cancel. Cancellations after that time will not be refunded.

## ABOUT THE INSTITUTE

The MPOAC Institute for Elected Officials covers a variety of topics of interest to MPO Board members. The information provided during the Institute is designed for practical application in transportation planning activities performed by elected officials. The goal is to provide MPO Board members with the knowledge and tools necessary to engage in the MPO process without requiring Board members to become transportation experts.

### Institute topics include:

- **Laws and Regulations Affecting MPOs**
- **MPO Products and Process**
- **Transportation Jargon & Acronyms**
- **MPO Board Responsibilities and Authority**
- **Critical Funding Issues**

## INSTITUTE TRAINERS

**Harald (Hal) M. Beardall, JD**  
 Transportation Specialist  
 FCRC Consensus Center  
 Florida State University

**Jeff Kramer, AICP**  
 Senior Research Associate  
 Center for Urban  
 Transportation Research  
 University of South Florida

**Scott C. Paine, Ph.D.**  
 Director  
 Leadership Development  
 and Education  
 Florida League of Cities

**Kristine Williams, AICP**  
 Program Director  
 Center for Urban  
 Transportation Research  
 University of South Florida



## Tentative 2021 Virtual Weekend Institute Agenda

The Virtual Institute starts at 12:30 pm on Friday and concludes Saturday by 6:00 pm. All sessions will be conducted via Zoom.

<b>Friday</b> 12:30 pm - 6:00 pm	<ol style="list-style-type: none"><li>1. MPO history ("How Did We Get Here?")</li><li>2. MPO authority in law ("The Authority and Responsibilities of MPOs")</li><li>3. The basics of transportation planning ("The Art &amp; Science of Transportation Planning").</li></ol>
<b>Saturday</b> 8:30 am - 6:00 pm	<ol style="list-style-type: none"><li>4. The work of MPOs ("MPO Processes and Products")</li></ol> <p><b>Lunch Break</b></p> <ol style="list-style-type: none"><li>5. An overview of transportation finance ("It's All About the Money")</li></ol>

\*This agenda applies to both Institutes in 2021. The finalized agenda will be sent via email to all registered attendees two weeks prior to the Institute.



## EXHIBIT 2

If you registered online, you will receive an email confirmation that you are registered within two business days. If you do not receive an email confirmation within two business days, or if you have any questions please contact Christen Miller at [christen@cutr.usf.edu](mailto:christen@cutr.usf.edu)

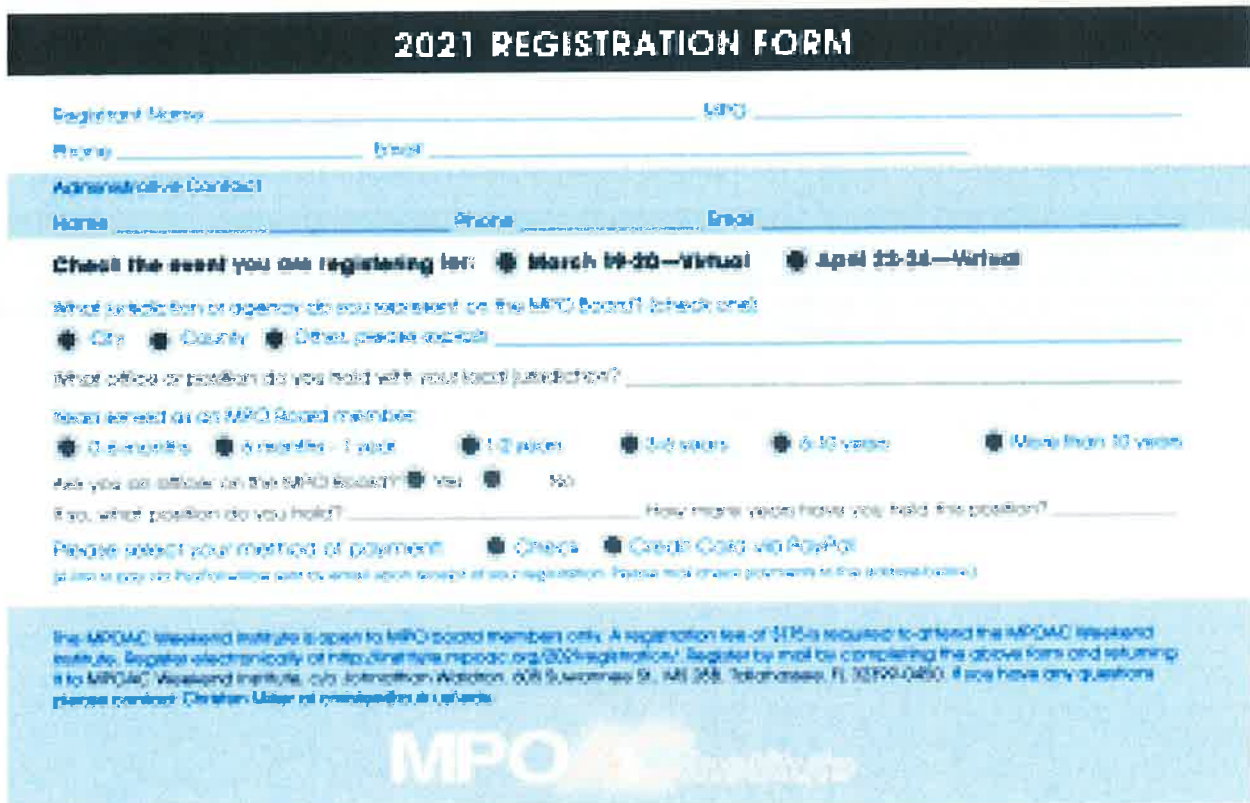
If you selected PayPal as your method of payment, a link to pay via PayPal will be sent by email upon receipt of your registration.

Otherwise, please mail your payment to the address listed below.

---

### Mail-in Information

You can register by mail by downloading and printing the form and mailing it to the address listed below:



**2021 REGISTRATION FORM**

Registration Name \_\_\_\_\_ MPO \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Administrative Contact

Name \_\_\_\_\_ Phone \_\_\_\_\_ Email \_\_\_\_\_

Check the event you are registering for:  March 19-20—Virtual  April 23-24—Virtual

What jurisdiction or agencies do you represent on the MPO Board? (check one)

City  County  Other (please specify) \_\_\_\_\_

What office or position do you hold with your local jurisdiction? \_\_\_\_\_

How long have you been an MPO Board member?

0-6 months  6 months - 1 year  1-2 years  3-5 years  6-10 years  More than 10 years

Are you an officer on the MPO Board?  Yes  No

If so, what position do you hold? \_\_\_\_\_ How many years have you held this position? \_\_\_\_\_

Please select your method of payment:  Check  Credit Card via PayPal

Please do not pay via PayPal—this will be email upon receipt of our registration. Please mail check payments to the address below.

The MPOAC Weekend Institute is open to MPO board members only. A registration fee of \$175 is required to attend the MPOAC Weekend Institute. Register electronically at <http://mtr.mpoac.org/2021-registration/>. Register by mail by completing the above form and returning it to MPOAC Weekend Institute, c/o Johnathan Waldron, 605 Suwannee St., MS 28B, Tallahassee, FL 32399-0450. If you have any questions please contact Christen Miller at [christen@cutr.usf.edu](mailto:christen@cutr.usf.edu).

**MPOAC** Institute

Mail to:

MPOAC Weekend Institute, c/o Johnathan Waldron  
605 Suwannee St., MS 28B  
Tallahassee, FL 32399-0450

[Click here](#) for the printable registration form.

If you registered by mail, you will receive an email confirmation that you are registered within two weeks. If you do not receive an email confirmation within two weeks, or if you have any questions please contact Christen Miller at [christen@cutr.usf.edu](mailto:christen@cutr.usf.edu)

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# 2021 REGISTRATION FORM

Registrant Name \_\_\_\_\_ MPO \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

## Administrative Contact

Name \_\_\_\_\_ Phone \_\_\_\_\_ Email \_\_\_\_\_

Check the event you are registering for:  March 19-20—Virtual  April 23-24—Virtual

What jurisdiction or agency do you represent on the MPO Board? (check one)

City  County  Other, please explain \_\_\_\_\_

What office or position do you hold with your local jurisdiction? \_\_\_\_\_

Years served as an MPO Board member:

0-6 months  6 months - 1 year  1-2 years  3-5 years  6-10 years  More than 10 years

Are you an officer on the MPO Board?  Yes  No

If so, what position do you hold? \_\_\_\_\_ How many years have you held this position? \_\_\_\_\_

Please select your method of payment:  Check  Credit Card via PayPal

(A link to pay via PayPal will be sent by email upon receipt of your registration. Please mail check payments to the address below.)

The MPOAC Weekend Institute is open to MPO board members only. A registration fee of \$175 is required to attend the MPOAC Weekend Institute. Register electronically at <http://institute.mpoac.org/2021registration/>. Register by mail by completing the above form and returning it to MPOAC Weekend Institute, c/o Johnathan Waldron, 605 Suwannee St., MS 28B, Tallahassee, FL 32399-0450. If you have any questions please contact Christen Miller at [christen@cutr.usf.edu](mailto:christen@cutr.usf.edu).

MPOAC *institute*



# Registration

Registration is open for the 2021 MPOAC Institute

*(The 2021 Institute's are virtual.)*

The MPOAC Weekend Institute is open to MPO board members only. Register electronically by completing the form below. A registration fee of \$175 is required to attend.

## 2021 Registration Form

- Registrant Name \*
- MPO
- Phone
- Fax
- Email \*

## Administrative Contact

- Name \*
- Phone \*
- Email \*
- Which event are you registering for? \*
  - March 19-20, 2021 (VIRTUAL)  April 23-24, 2021 (VIRTUAL)
- What jurisdiction or agency do you represent on the MPO Board?
  - City  County  Other
- If Other, please explain
- What office or position do you hold with your local jurisdiction?
- Years served as a MPO Board Member
  - 0-6 months  6 months - 1 year  1-2 years  3-5 years  6-10 years  more than 10 years
- Are you and officer on the MPO Board?
  - Yes  No
- If yes, what position do you hold?
- How many years have you held this position?
- Please select your method of payment \*

A registration fee of \$175 is required to attend the MPOAC Weekend Institute.  Check  Credit Card via PayPal

- Address
  - Street Address  Apt, Suite, Bldg. (optional)  City  State / Province / Region  Postal / Zip Code  Country

## Verification

- Please enter any two digits \*  Example: 12





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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Florida Metropolitan Planning Organization Advisory Council -  
2021 Legislative Newsletter

STAFF RECOMMENDATION

**For Information Only.**

BACKGROUND

The Florida Metropolitan Planning Organization Advisory Council has provided a copy of its February 13, 2021 Legislative Newsletter.

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Attachment

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# The Florida Metropolitan Planning Organization Advisory Council

*Commissioner Nick Maddox  
Chair*

## MPOAC Legislative Newsletter 02/13/2021

### Overview

Greetings everyone!! It is another Saturday in Tallahassee and up here we are enjoying some liquid sunshine this morning. As always, it is good to be with you for another update.

This legislative session has been completely different and that is not a surprise to you. It is the odd colliding of events that has made this session so very odd. Committee meetings are held with an audience either in a meeting room about a ¼ mile away which by itself is not difficult or watching a video from their personal computer. What we are missing is the ability to watch the body language and interactions of the individual legislative members with each other and their staff. Reading the mood in the room is key to getting a context as to how strong a bill might or might not be and if it is going to ultimately pass in the 2021 session. Watching the committee meetings on a camera only allow us to see what the camera is broadcasting, those side conversations and interactions are lost. You don't get to see your legislators in action and figure out the unofficial pecking order of the two chambers. Layered over the top of all of this are the national events taking place this past week, and in the weeks leading up to this point in time. Media attention has turned their focus on the national events and it appears there is less attention on our own state politics. Maybe that is a good thing, after all who wants to read about another "Florida Man" article in national news.....

So, what is happening at our capital you ask? Here are a few details for you to mull over. This week we crossed a landmark event, there are now 1000 bills filed for the 2021 legislative session. For all of last year there were 3518 bills filed. Also, as of Monday, members had filed 863 earmarks and the cumulative sum of those requests is \$947 Million. In the bill subject index those earmark requests take up 11 pages of small font print. Folks, that is a lot of earmarks. I will remind readers that last year the Governor line item vetoed all earmarks that made it through the House and Senate Appropriations processes. This is probably a good time to point out that some earmarks are better than others. Transportation earmarks are the bad kind of earmarks. When a member puts in a transportation project as an earmark two things happen. One, that earmark bypasses the entire quantitative evaluation process at your Metropolitan Planning Organization (MPO) where all projects are evaluated at one time to determine what is the best use of our limited dollars. Good transportation planning at your MPO results in money wisely spent. Essentially that earmark project is saying that it is going to skip your evaluation and move to the top of the funding list. That brings us to the second problem, a transportation earmark takes dollars away from your locally generated funding priorities, there is only so much money to go around. Your District office of Florida DOT has to now find money for the earmark and take money away from other projects so the earmark can be funded. You might have to lose your top priority to fund an earmark. If that is not bad enough, then the really bad part rears it's ugly head. If the earmark is line item vetoed, the project and the money for the project are gone. That money which was taken from other projects and set aside



to fund the now defunct transportation earmark does not come back, it was part of the budget and that line item is simply gone. That means your district office has less money to work with in the coming year. **Remember ALL earmarks were line-item vetoed last year.** I simply ask, if you feel the need to pursue an earmark, please request a community pool, a library, a park, something that comes from general revenue. **Do Not request transportation projects,** ask for more money to go to transportation – that would be very welcome. Alright, I have shouted from my soapbox long enough on this topic. Please don't ask me to repeat this funding lesson, just ask for a new fire station from general revenue.

So what have been some of the hot bills this week. Well, the vacation rentals bill was heard in committee and it would preempt local governments from regulating AirBNB and similar rentals. This would be handled by the Department of Business and Professional Regulation. How many new employees would the Department need to oversee this program? That is a good question, let me know when you hear an answer. Another set of bills are being brought forward this year. The proposed legislation would place term limits on School Board members and a separate bill would eliminate salaries for School Board members. On a bright note, Senator Hooper filed a bill that considers fees for electric and hybrid vehicles when the combination of the two reaches 5% of the total number of vehicles registered in Florida. Thank you Senator Hooper for filing SB 1276, we appreciate your efforts.

At Tuesday's meeting of the Senate Appropriations Subcommittee on Transportation, Tourism and Economic Development the Department of Transportation presented an overview and associated impacts to Transportation funding due to a downturn in revenues compared to anticipated revenues. I thought the department did an excellent job of explaining how the Florida DOT handles money and the implications of cash flow for a transportation project. Watch the meeting for a much more detailed explanation than is in this short paragraph. Just to share with you, the Department operates on a cash flow model and the \$437M reduction in this year affects \$763M of projects over the 5-year life of the department's plan. Here is a link to that video of the meeting: [https://flsenate.gov/media/videoplayer?EventID=1\\_05khpsef-202102091100&Redirect=true](https://flsenate.gov/media/videoplayer?EventID=1_05khpsef-202102091100&Redirect=true)

The schedule of pre-session committee weeks is shown below along with key dates for the 2020 Florida Legislative Session. All new bills and any updates to bills shown below are in **RED** so you can quickly distinguish between updates and old news. A few bills have been filed; many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills and changes to existing bills.

Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.

### Important Dates for the 2021 Legislative Session

- August 1, 2020 - Deadline for filing claim bills (Rule 4.81(2))
- January 29, 2021 5:00 p.m. - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.
- February 26, 2021 5:00 p.m. - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.
- March 2, 2021 - Regular Session convenes (Article III, section 3(b), State Constitution) 12:00 noon, deadline for filing bills for introduction (Rule 3.7(1))
- April 17, 2021 - Motion to reconsider made and considered the same day (Rule 6.4.(4)) All bills are immediately certified (Rule 6.8)
- April 20, 2021 50th day – last day for regularly scheduled committee meetings (Rule 2.9(2))
- April 30, 2021 60th day – last day of Regular Session (Article III, section 3(d), State Constitution)



**Committee Meeting schedule prior to the official Legislative Session  
beginning on March 2<sup>nd</sup>**

January 2021 — Week of the 11th  
January 2021 — Week of the 25th  
February 2021 — Week of the 1st  
February 2021 — Week of the 8th  
February 2021 — Week of the 15<sup>th</sup>

**Transportation Related Committee Meetings Next Pre-Session Week**

**Monday – February 15, 2021**

Senate Judiciary – 2:30 PM  
Senate Commerce and Tourism – 3:30 PM  
House Appropriations – 4:00 PM

**Tuesday – February 16, 2021**

Senate Transportation – 3:30 PM  
House Local Administration & Veterans Affairs Subcommittee – 10:00 AM

**Wednesday – February 17, 2021**

Senate Appropriations on Transportation, Tourism, and Economic Development – 12:30 PM  
House Infrastructure & Tourism Appropriations Subcommittee – 10:00 AM

**Thursday – February 18, 2021**

No transportation related committees today

**Friday – February 19, 2021**

No Senate Committee Meetings Scheduled  
No House Committee Meetings Scheduled

## Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature's website as of February 12, 2021. More bills will be filed during the 2021 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any bill you are tracking. All new bills and any updates to bills shown below are in **RED** so you can quickly distinguish between updates and old news.

**HB 35: Legal Notices – (Fine; Co-Introducer: Grieco)** – Provides for website publication of legal notices; provides criteria for such publication; authorizes fiscally constrained county to use publicly accessible website to publish legally required advertisements & public notices; requires government agency to provide specified notice to residents concerning alternative methods of receiving legal notices. Filed in the House. Referred to Civil Justice and Property Rights Subcommittee; Judiciary Committee. On Committee agenda-- Civil Justice and Property Rights Subcommittee, 02/03/21, 4:30 pm, Webster Hall. Passed Civil Justice and Property Rights Subcommittee, now in Judiciary Committee.

**HB 53: Public Works Projects – (DiCeglie)** – Revises definition of term "public works project"; prohibits state or any political subdivision that contracts for public works project from requiring specified acts by certain persons engaged in such project or prohibiting certain persons from receiving information about public works opportunities. Referred to Government Operations Subcommittee; Public Integrity and Elections Committee; State Affairs Committee. **Added to Government Operations Subcommittee agenda.**

**SB 54: Motor Vehicle Insurance – (Burgess; Co-Introducers: Rouson)** – Related Bill HB 273 by Plakon, SB 420 by Hooper and HB 719 by Grall. Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; providing an exception to the circumstances under which a person who is damaged may bring a civil action against an insurer; revising coverages subject to premium discounts for specified motor vehicle equipment; specifying persons whom medical payments coverage must protect, etc. APPROPRIATION: \$83,651. Referred to Banking and Insurance; Judiciary; Rules. Passed Banking and Insurance; YEAS 10 NAYS 2. Now in Judiciary. **On Committee agenda-- Judiciary, 02/15/21, 2:30 pm, 412 Knott Building.**

**HB 57: Transportation – (Andrade)** – **Similar Bill SB 1194 by Hooper.** Revises provisions relating to motor vehicle sales tax, competitive solicitations, vehicles displaying flashing lights, annual cap on project contracts, airport restrictions, arbitration of contracts by & membership of State Arbitration Board, borrow pit operation, & performance standards for certain extraction locations. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Ways and Means Committee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee. **Added to Tourism, Infrastructure & Energy Subcommittee agenda.**

**HB 59: Growth Management – (McClain; Co-Introducer Sabatini)** – Similar Bill SB 496 by Perry. Requires local governments to include property rights element in their comprehensive plans; provides statement of rights that local government may use; requires local government to adopt property rights element by specified date; prohibits local government's property rights

element from conflicting with statutorily provided statement of rights; provides that certain property owners are not required to consent to development agreement changes; prohibits municipality from annexing specified areas; requires DOT to afford right of first refusal to certain individuals; provides requirements & procedures for right of first refusal; authorizes certain developments of regional impact agreements to be amended. Filed in the House. Referred to Local Administration and Veterans Affairs Subcommittee; Civil Justice and Property Rights Subcommittee; State Affairs Committee. On Committee agenda-- Local Administration and Veterans Affairs Subcommittee, 02/04/21, 12:00 pm, Sumner Hall. Passed Local Administration and Veterans Affairs Subcommittee 12 YEAS, 6 NAYS. **Added to Civil Justice & Property Rights Subcommittee agenda.**

**SB 62: Regional Planning Councils – (Bradley)** – Revising a requirement for the Executive Office of the Governor to review and consider certain reports, data, and analyses relating to the revision of the state comprehensive plan; eliminating the advisory role of regional planning councils in state comprehensive plan preparation and revision; repealing provisions relating to the Florida Regional Planning Council Act; authorizing local governments to recommend areas of critical state concern to the state land planning agency, etc. RPCs would be able to host MPOs under the bill as currently written. Referred to Community Affairs; Judiciary; Rules. On Committee agenda-- Community Affairs, 01/26/21, 3:30 pm, 37 Senate Building. CS by Community Affairs; YEAS 6 NAYS 3. Now in Judiciary.

**HB 91: Use of Wireless Communications Devices While Driving – (Slosberg; Co-Introducer: Grieco)** – Revises short title & legislative intent; prohibits operation of motor vehicle while holding or touching wireless communications device; provides exceptions; revises information that may be admissible as evidence in proceeding to determine whether violation has been committed; revises procedures for collection & reporting by DHSMV of information recorded on citation; conforms provisions relating to use of wireless communications devices in school & work zones. Filed in the House. Referred to Criminal Justice and Public Safety Subcommittee; Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Judiciary Committee.

**SB 138: Electric Vehicles – (Brandes)** – Related Bill SB 140 by Brandes. **Identical Bill HB817 by Toledo.** Revising the Department of Transportation's goals relating to mobility; requiring the department to establish the Electric Vehicle Infrastructure Grant Program; providing for the distribution of grants to certain entities to install electric vehicle charging infrastructure; specifying that certain rules adopted by the Department of Agriculture and Consumer Services may not require specific methods of sale for electric vehicle charging equipment used in, and services provided in, this state, etc. APPROPRIATION: \$5,000,000. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 140: Fees/Electric Vehicles – (Brandes)** – Related Bill SB 138 by Brandes. **Identical Bill HB819 by Learned.** Creating additional fees for electric vehicles; creating a license tax and an additional fee for plug-in hybrid electric vehicles; requiring, on specified dates, the Department of Highway Safety and Motor Vehicles to increase the additional fees, subject to certain requirements; providing that certain vehicles are exempt from specified fees, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**HB 139: Electronic Transactions for Title Certificates and Registrations – (Fernandez-Barquin)** – Authorizes tax collectors to accept applications for motor vehicle & vessel certificates of title by electronic or telephonic means, to collect electronic mail addresses for use as method of notification, & to contract with vendors to provide electronic & telephonic transactions; provides that electronic signature that meets certain requirements satisfies signature required for application for certificate of title; specifies tax collection systems for which certain fees may be used for integration with Florida Real Time Vehicle Information System; requires DHSMV to provide tax collectors & approved vendors with certain data access & interface functionality; specifies authorized uses; requires DHSMV to ensure approved vendors protect customer privacy & data collection. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee.

**SB 178: Public School Transportation – (Cruz)** – Comparable Bill HB 229 by Salzman. Revising the requirement that district school boards provide transportation for certain students; requiring a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student; requiring, rather than authorizing, a district school board to initiate a specified proceeding relating to hazardous walking conditions, etc. Referred to Education; Appropriations Subcommittee on Education; Appropriations.

**HB 205: Requirements for Establishing or Increasing Tolls – (Borrero)** – Requires increase of current toll or development of new toll collection facility in county with certain population to be approved by board of county commissioners. After July 01, 2022 a toll increase or new toll in a county of over 1 million population will require a two-thirds vote of board of county commissioners at a regularly scheduled meeting. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Ways and Means Committee; Commerce Committee.

**HB 229: Hazardous Walking Conditions for K-12 Students – (Salzman)** – Comparable Bill SB 178 by Cruz. Requires DOT to develop & adopt standards & criteria to identify hazardous walking conditions; Revises provisions relating to the transportation of students subjected to hazardous walking conditions & funding for such students. Filed in the House. Referred to Early Learning and Elementary Education Subcommittee; Tourism, Infrastructure and Energy Subcommittee; Appropriations Committee; Education and Employment Committee.

**HB 267: State Preemption of Seaport Regulations – (Roach; Sirois)** – Identical Bill SB 426 by Boyd. Preempts to state regulation of commerce in state seaports; provides exceptions; provides construction. Referred to Tourism, Infrastructure & Energy Subcommittee; Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

**HB 273: Motor Vehicle Insurance Coverage Exclusions – (Plakon)** – Similar to SB54 by Burgess, SB 420 by Hooper and HB 719 by Grall. Provides private passenger motor vehicle policies may exclude identified individuals from specified coverages; provides exceptions. Filed in the House. Referred to Insurance & Banking Subcommittee; Commerce Committee. Now in Insurance & Banking Subcommittee.

**SB 278: Traffic Offenses – (Baxley)** - Creating the “Vulnerable Road User Act”; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person who commits the moving violation pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Filed in the Senate. Referred to Transportation; Appropriations

Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Now in Transportation.

**HB 297: Child Restraint Requirements – (Hinson)** – Identical Bill SB380 by Perry - Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Children, Families & Seniors Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

**HB 337: Impact Fees – (DeCeglie)** – Identical to S750 by Gruters - Specifying instances when a local government or special district may collect an impact fee; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities; providing annual limitations on impact fee rate increases; requiring school districts to report specified items regarding impact fees, etc. Referred to Community Affairs; Finance and Tax; Appropriations. Now in Local Administration & Veterans Affairs Subcommittee.

**SB 342: Vehicle and Vessel Registration – (Diaz)** – Requiring tax collectors to determine service charges collected by privately owned license plate agents for motor vehicle titles; requiring that additional service charges be itemized and disclosed to the person paying them; requiring a license plate agent to enter into a contract with the tax collector for a certain purpose; requiring tax collectors and approved license plate agents to enter into a memorandum of understanding with the department for a certain purpose, etc. Filed in the Senate. Referred to Transportation; Finance and Tax; Rules.

**HB 353: Bicycle Operations Regulations – (Hage)** – Identical to SB738 by Baxley - Providing an exception to the requirement that a person operating a bicycle ride upon or astride a seat attached thereto, etc. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Added to Tourism, Infrastructure & Energy Subcommittee agenda.

**HB 357: Photographic Enforcement of School Zone Speed Limits – (Duran and Rodriguez)** – Authorizes county or municipality to contract with vendor to install cameras in school speed zones to enforce speed limits; provides civil penalty for violation found through recording of photographic images; provides for disposition & use of funds; provides for determination of liability; provides nonapplication of violation to driver license points assessment, conviction, driving record, or provision of motor vehicle insurance coverage; requires referral to DHSMV resulting in prohibition of motor vehicle registration renewal & transfer of title; provides for removal of penalties. Filed in the House. Referred to Criminal Justice & Public Safety Subcommittee; Tourism, Infrastructure & Energy Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee. Now in Criminal Justice & Public Safety Subcommittee.

**HB 365: Motor Vehicle Rentals – (Caruso)** – Similar to SB 566 by Perry and S 708 By Brandes - Provides requirements for sales taxes & surcharges on motor vehicle leases & rentals by motor vehicle rental companies & peer-to-peer car-sharing programs; specifies insurance requirements for shared vehicle owners & shared vehicle drivers; provides for liability; provides for exclusions; provides right of contribution to shared vehicle owner's insurer for certain claims; requires provision of certain information regarding liens; specifies recordkeeping, record-sharing, disclosure, & driver license verification & data retention requirements; provides for consumer protections Filed in the House. Referred to Tourism, Infrastructure & Energy



Subcommittee; Ways & Means Committee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

**SB 376: Jacksonville Transportation Authority Leases – (Gibson)** – Related Bill HB 6015 by Duggan. Removing a limitation on the term of a lease into which the authority may enter, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules. Favorable by Transportation; YEAS 8 NAYS 0. Now in Community Affairs.

**SB 380: Child Restraint Requirements – (Perry)** – Identical Bill HB297 by Hinson - Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Transportation; Rules. On Committee agenda-- Children, Families, and Elder Affairs, 02/03/21, 9:00 am, 37 Senate Building. Favorable by Children, Families, and Elder Affairs; YEAS 8 NAYS 0. Now in Transportation. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building.

**SB 420: Motor Vehicle Insurance Coverage Exclusions – (Hooper)** – Similar to SB54 by Burgess, HB273 by Plakon and HB 719 by Grall - Providing that private passenger motor vehicle policies may exclude certain identified individuals from specified coverages under certain circumstances; providing that such policies may not exclude coverage under certain circumstances, etc. Referred to Banking and Insurance; Judiciary; Rules.

**SB 422: Tampa Bay Area Regional Transit Authority – (Rouson)** – Renaming the Tampa Bay Area Regional Transit Authority Metropolitan Planning Organization Chairs Coordinating Committee as the Chairs Coordinating Committee; providing that a mayor's designated alternate may be a member of the governing board of the authority; revising a provision requiring the authority to present the regional transit development plan and updates to specified entities, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building.

**SB 426: State Preemption of Seaport Regulations – (Boyd)** – Identical Bill HB 267 by Roach. Preempting to the state the regulation of commerce in state seaports; providing exceptions, etc. Referred to Transportation; Community Affairs; Rules.

**SB 496: Growth Management – (Perry)** - Similar to HB 59 by McClain. Specifying requirements for certain comprehensive plans effective, rather than adopted, after a specified date and for associated land development regulations; requiring local governments to include a property rights element in their comprehensive plans; prohibiting a local government's property rights element from conflicting with the statement of rights contained in the act; providing that the consent of certain property owners is not required for development agreement changes under certain circumstances; requiring the Department of Transportation to afford a right of first refusal to certain individuals under specified circumstances, etc. Filed in the Senate. Referred to Community Affairs; Judiciary; Rules.

**SB 514: Resiliency – (Rodrigues)** - Establishing the Statewide Office of Resiliency within the Executive Office of the Governor; creating the Statewide Sea-Level Rise Task Force adjunct to the office; authorizing the Department of Environmental Protection to contract for specified services, upon request of the task force; requiring the Environmental Regulation Commission to take certain action on the task force's recommendations, etc. APPROPRIATION: \$500,000. Filed in the Senate. Referred to Environment and Natural Resources; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. On

Committee agenda-- Environment and Natural Resources, 02/15/21, 3:30 pm, 37 Senate Building.

**SB 566: Motor Vehicle Rentals – (Perry)** – Similar to HB365 by Caruso and SB708 by Brandes - Specifying the applicable sales tax rate on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying the applicable rental car surcharge on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying insurance requirements for shared vehicle owners and shared vehicle drivers under peer-to-peer car-sharing programs; providing an exemption from vicarious liability for peer-to-peer car-sharing programs and shared vehicle owners, etc. Filed in the Senate. Referred to Banking and Insurance; Transportation; Appropriations.

**HB 605: Bicycle and Pedestrian Safety – (Hunschofsky)** – Identical to SB950 by Book - Revising and providing requirements for the driver of a motor vehicle overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; requiring the Department of Highway Safety and Motor Vehicles to provide an awareness campaign, and include information in certain educational materials, regarding certain safety precautions; exempting a motor vehicle driver from certain provisions relating to no-passing zones when overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; revising requirements for vehicles turning at intersections; prohibiting persons riding bicycles in a bicycle lane from riding more than two abreast, etc. Filed in the House.

**SB 708: Peer-to-peer Car Sharing – (Brandes)** – Identical to HB 785 by Busatta Cabera - Specifying motor vehicle insurance requirements for peer-to-peer car-sharing programs; authorizing peer-to-peer car-sharing programs to own and maintain certain policies of motor vehicle insurance; requiring peer-to-peer car-sharing programs to assume certain liability; authorizing motor vehicle insurance policies to exclude specified coverages under certain circumstances; authorizing specified insurers to seek contributions against indemnifications under certain circumstances, etc. Referred to Banking and Insurance; Transportation; Appropriations.

**HB 719: Motor Vehicle Insurance – (Grall)** – Similar to SB54 by Burgess, HB 273 by Plakon and SB 420 by Hooper - Repeals provisions relating Florida Motor Vehicle No-Fault Law; revises garage liability insurance requirements; revises minimum coverage requirements for proof of financial responsibility for motor vehicles; revises amount of certificate of deposit required to elect certain method of proof of financial responsibility; revises excess liability coverage requirements; revises financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; revises coverages of motor vehicle policy which are subject to stacking prohibition; revises insurance requirements for transportation network companies or TNC drivers or vehicle owners. APPROPRIATION: \$83,651. Filed in the House.

**HB 729: Transportation Projects – (Gregory)** – Limits amount of State Transportation Trust Fund revenues to be committed for certain public transportation projects; revises amount of funding allocated by DOT to transportation construction projects for purchase of plant materials; revises types of projects receiving allocation; removes requirement that certain amount of allocation be for purchase of large plant materials; requires purchased plant materials to be grown in this state; authorizes DOT to enter into certain contracts without advertising & receiving competitive bids; authorizes DOT to combine certain work phases. Filed in the House.

**SB 738: Bicycle Operations Regulations – (Baxley)** – Identical to HB353 by Hage - Providing an exception to the requirement that a person operating a bicycle ride upon or astride a seat attached thereto, etc. Referred to Transportation; Community Affairs; Rules. **On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building.**

**HB 745: School Bus Safety – (Slosberg)** – Identical to SB1050 by Berman - Authorizes school district to install cameras on school buses; authorizes DHSMV, county, or municipality to authorize traffic infraction enforcement officer to issue & enforce citation for failing to stop for school bus; requires notification to be sent to owner of vehicle involved in violation; prohibits receiving commission or remuneration based on use of camera; requires payment of citation unless certain information is established in affidavit; provides penalties for submitting false affidavit; requires annual reports to DHSMV, Governor, & Legislature; provides hearing procedures; authorizes appeal of final order; provides disposition of civil penalties. Filed in the House.

**SB 750: Impact Fees – (Gruters)** – Identical to HB337 by DiCeglie - Specifying instances when a local government or special district may collect an impact fee; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities; providing annual limitations on impact fee rate increases; requiring school districts to report specified items regarding impact fees, etc. Referred to Community Affairs; Finance and Tax; Appropriations.

**HB 763: Repeal of the Multi-use Corridors of Regional Economic Significance Program and Reversion of Program Funds – (Diamond)** – Identical to SB1030 by Polsky - Repeals provisions relating to M-CORES Program & related funding; requires portions of certain annual license tax revenues to be deposited into General Revenue Fund; revises period during which certain revenues shall be transferred to Florida's Turnpike Enterprise. Filed in the House.

**HB 785: Peer-to-peer Car Sharing – (Brusatta Cabera)** – Identical to SB708 by Brandes - Provides motor vehicle insurance requirements for peer-to-peer car sharing; provides that peer-to-peer car-sharing programs have insurable interest in shared vehicles; authorizes such companies to own & maintain certain policies of motor vehicle insurance; provides primary liabilities; provides exemptions from vicarious liabilities; authorizes insurance policies to exclude specified coverages; authorizes specified insurers to seek contributions against indemnifications; provides requirements for notifications of implications of liens, recordkeeping & specified disclosures to shared vehicle drivers & owners. Filed in the House.

**HB 817: Electric Vehicles – (Toledo)** – Linked bill HB819 by Learned. Identical to SB138 by Brandes - Authorizes DOT to adopt rules; revises DOT's goals relating to mobility; requires that certain funds be used for specified purposes relating to Electric Vehicle Infrastructure Grant Program; requires that certain funds remain in State Transportation Trust Fund; requires DOT to establish program; provides for distribution of grants to certain entities to install electric vehicle charging infrastructure; provides grant requirements; provides requirements for equipment installed using grant funds; provides duties of DOT; authorizes DOT to develop model plan for local governments; requires DOT to adopt rules; specifies that certain rules adopted by DACS may not require specific methods of sale for electric vehicle charging equipment used in, & services provided in, this state; provides appropriation. APPROPRIATION: \$5,000,000. Filed in the House.



**HB 819: Fees/Electric Vehicles – (Learned)** – Linked bill HB817 by Toledo. Identical to SB140 by Brandes - Creates additional fees for electric vehicles; creates license tax & an additional fee for plug-in hybrid electric vehicles; provides for distribution of proceeds from additional fees; requires DHSMV to increase additional fees, subject to certain requirements; exempts certain vehicles from specified fees; provides for future expiration & reversion of specified statutory text. Filed in the House.

**SB 924: Multi-use Corridors of Regional Economic Significance Program – (Hooper)** – Revising the allocation of certain funds, for specified fiscal years, that result from increased revenues to the State Transportation Trust Fund, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 950: Bicycle and Pedestrian Safety – (Book)** – Identical to HB605 by Hunschofsky - Revising and providing requirements for the driver of a motor vehicle overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; requiring the Department of Highway Safety and Motor Vehicles to provide an awareness campaign, and include information in certain educational materials, regarding certain safety precautions; exempting a motor vehicle driver from certain provisions relating to no-passing zones when overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; revising requirements for vehicles turning at intersections; prohibiting persons riding bicycles in a bicycle lane from riding more than two abreast, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 1030: Repeal of the Multi-use Corridors of Regional Economic Significance Program and Reversion of Program Funds – (Polsky)** – Identical to HB763 by Diamond - Repeals provisions relating to M-CORES Program & related funding; requires portions of certain annual license tax revenues to be deposited into General Revenue Fund; revises period during which certain revenues shall be transferred to Florida's Turnpike Enterprise. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 1050: School Bus Safety – (Berman)** – Identical to HB745 by Slosberg - Authorizes school district to install cameras on school buses; authorizes DHSMV, county, or municipality to authorize traffic infraction enforcement officer to issue & enforce citation for failing to stop for school bus; requires notification to be sent to owner of vehicle involved in violation; prohibits receiving commission or remuneration based on use of camera; requires payment of citation unless certain information is established in affidavit; provides penalties for submitting false affidavit; requires annual reports to DHSMV, Governor, & Legislature; provides hearing procedures; authorizes appeal of final order; provides disposition of civil penalties. Referred to Transportation; Judiciary; Appropriations.

**SB 1126: Department of Transportation – (Harrell)** – Clarifying that the Department of Revenue is responsible for a certain transfer from the State Treasury to the General Revenue Fund of a portion of documentary stamp tax distributions credited to the State Transportation Trust Fund; deleting a requirement that the department provide space and video conference capability at each of the department's district offices as an alternative to physical appearance by a person requesting a hearing before the Commercial Motor Vehicle Review Board within the department; requiring the department, when proposing any project on the State Highway System which will close or modify an existing access to an abutting property owner, to provide notice to affected property owners, municipalities, and counties at least 180 days before the design phase of the project is completed, etc. Filed in the Senate.

**SB 1194: Transportation – (Hooper)** – Similar to HB57 by Andrade - Providing that certain governmental entities may not prohibit certain vendors from responding to competitive solicitations of certain contractual services; requiring contractors wishing to bid on certain contracts to first be certified by the Department of Transportation as qualified; exempting airports from certain restrictions regarding entities performing engineering and inspection services; revising and providing definitions; revising requirements for arbitration of certain contracts by the State Arbitration Board, etc. Filed in the Senate.

**SB 1248: Racing Motor Vehicles – (Book)** – Revising prohibitions on persons driving motor vehicles in any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, or exhibition of speed, a stunt, agility, or acceleration or for other specified purposes on any highway, roadway, or parking lot; prohibiting a person from coordinating via social media any such race, competition, contest, test, or exhibition; prohibiting persons from operating a vehicle in a manner that would constitute participation in an organized ride, etc. Filed in the Senate.

**SB 1276: Fees – (Hooper)** – Requiring the Department of Highway Safety and Motor Vehicles to publish notice when electric vehicles and hybrid vehicles make up 5 percent or more of the total number of vehicles registered in this state; providing fees for electric vehicles and hybrid vehicles beginning after the department publishes such notice; requiring that the proceeds of certain fees be deposited into the State Transportation Trust Fund, etc. Filed in the Senate.


**HB 6009: Traffic Infraction Detectors – (Sabatini; Co-Introducers: Borrero; D. Smith)** - Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Appropriations Committee; Commerce Committee.

**HB 6015: Jacksonville Transportation Authority Leases – (Duggan)** – Related Bill SB 376 by Gibson. Removes limitation on term of lease into which authority may enter. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee.



February 22, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program -  
Fiscal Year 2021-22 Planning Grant Program Agreement Resolution

STAFF RECOMMENDATION

**Approve the attached Resolution No. 2021-03 authorizing the Executive Director to sign the Fiscal Year 2021-22 Transportation Disadvantaged Planning Grant Program Application for Alachua County and authorizing the Chair to execute the Fiscal Year 2021-22 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. 2021-03 authorizes the Chair to sign the Fiscal Year 2021-22 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. 2021-03

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN THE FISCAL YEAR 2021-22 TRANSPORTATION DISADVANTAGED PLANNING GRANT PROGRAM APPLICATION FOR ALACHUA COUNTY AND AUTHORIZING THE CHAIR TO EXECUTE THE FISCAL YEAR 2021-22 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 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 2021-22 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 22nd day of February A.D., 2021.

METROPOLITAN TRANSPORTATION  
PLANNING ORGANIZATION FOR THE  
GAINESVILLE URBANIZED AREA

---

David Arreola, Chair

ATTEST:

---

Adrian Hayes-Santos, Secretary/Treasurer

APPROVED AS TO FORM

---

Sylvia Torres, 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 2021--03, 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  22nd  day of  February , A.D., 2021.

WITNESS my hand this  22nd  day of  February , A.D., 2021.

\_\_\_\_\_  
Adrian Hayes-Santos, Secretary/Treasurer







**CA.15**

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Suwannee • Taylor • Union Counties

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2009 NW 67th Place, Gainesville, FL 32653-1803 • 352.955.2200

February 15, 2021

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 Sheryl Dick-Stanford as the voting 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. It is recommended Sheryl Dick-Stanford be appointed the voting Florida Agency for Persons with Disabilities Representative.

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

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

February 22, 2021

Ms. Sheryl Dick-Stanford, Supported Employment Liaison  
Florida Agency for Persons with Disabilities  
1621 NE Waldo Road, Bldg # 1  
Gainesville, FL 32609

RE: Florida's Transportation Disadvantaged Program

Dear Ms. Dick-Stanford:

This letter is in regard to Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. The goal of this program is to effectively coordinate funds and activities to provide older adults, persons with disabilities, and persons with low income access to employment, health care, education and other life sustaining activities. Transportation services are provided through a statewide network of Community Transportation Coordinators. MV Contract Transportation, Inc. is the Community Transportation Coordinator for Alachua County.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County, appoints members and provides staff support to the Alachua County Transportation Disadvantaged Coordinating Board. The Board provides information, advice and direction to MV Contract Transportation, Inc. on the coordination of services to be provided to the transportation disadvantaged through the Florida Coordinated Transportation System.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received your nomination and appointed you as the voting Florida Agency for Persons with Disabilities Representative the Board. The next meeting of the Board is scheduled for March 10, 2021 at 10:00 a.m. Meeting notices and materials will be sent to you a week before each meeting. Please find enclosed information about Florida's Transportation Disadvantaged Program and the Board.

We look forward to working with you to improve the availability and coordination of transportation services for the disadvantaged. If you have any questions or need any additional information, please do not hesitate to contact Lynn Godfrey, AICP, Senior Planner, at 352.955.2200 extension 110.

Sincerely,

David Arreola  
Chair

Enclosure

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**CA.16**

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

February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Program - Status Report

RECOMMENDATION

**For Information Only.**

BACKGROUND

Attached are the October - December 2020 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

Attachments

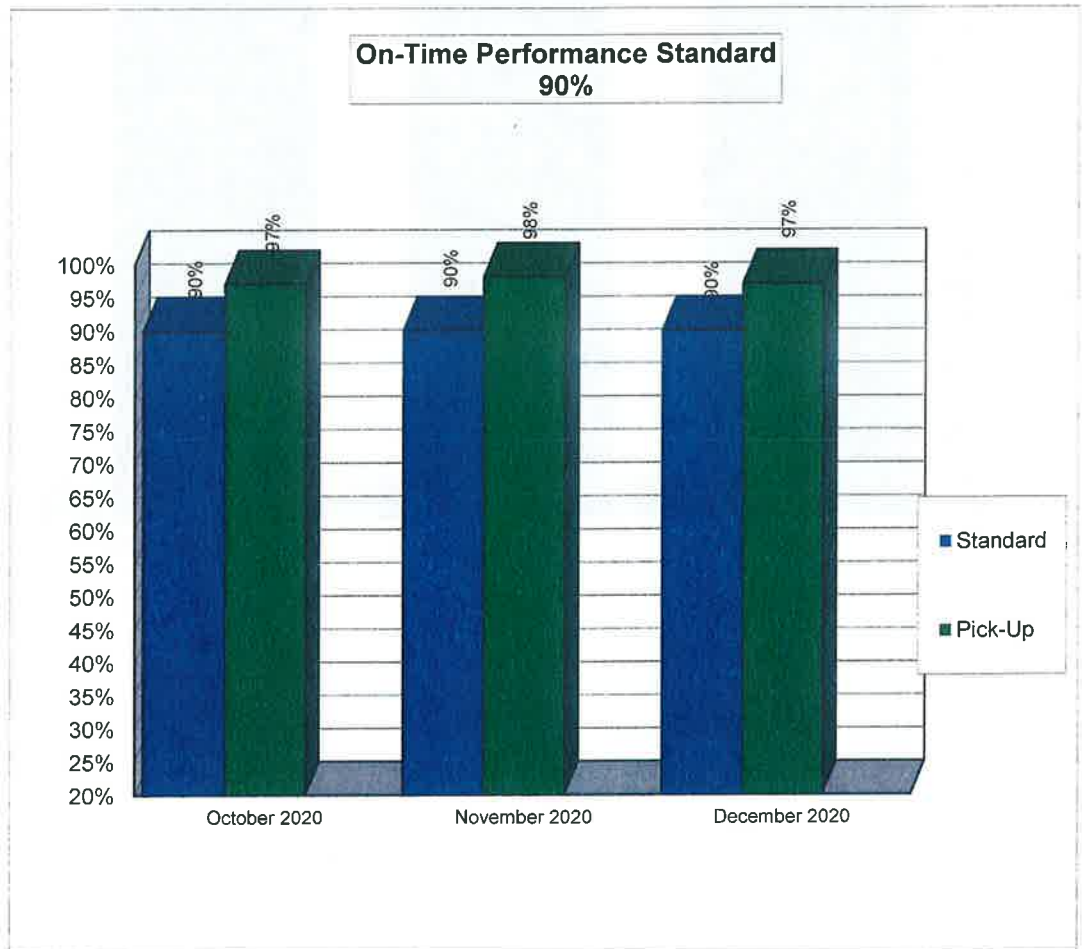
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**On-Time Performance**

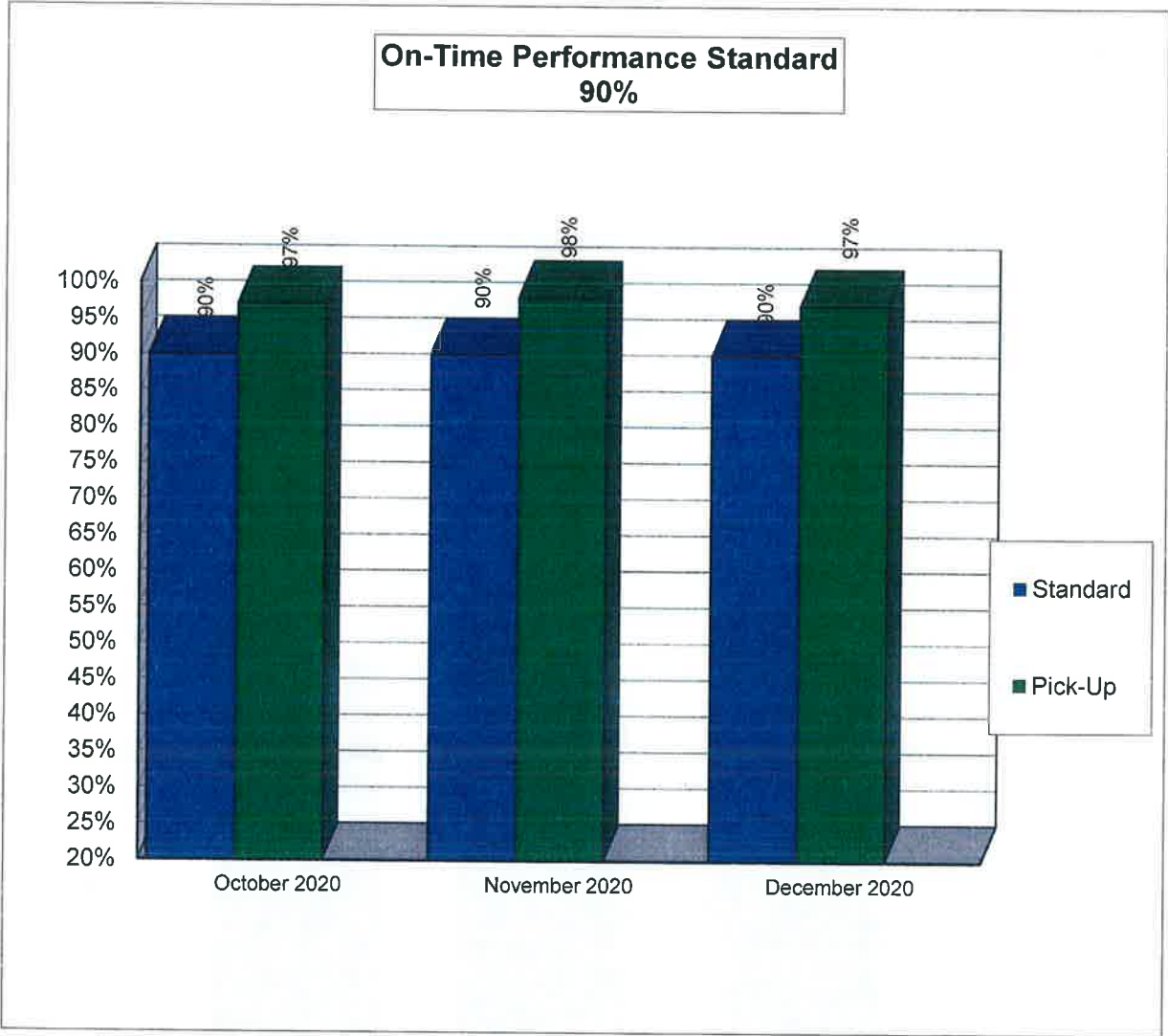
October 2020	90%	97%
November 2020	90%	98%
December 2020	90%	97%

**TRANSPORTATION DISADVANTAGED SERVICE PLAN  
STANDARDS OF PERFORMANCE  
ALACHUA COUNTY  
OCTOBER - DECEMBER 2020**



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

**TRANSPORTATION DISADVANTAGED SERVICE PLAN  
STANDARDS OF PERFORMANCE  
ALACHUA COUNTY  
OCTOBER - DECEMBER 2020**



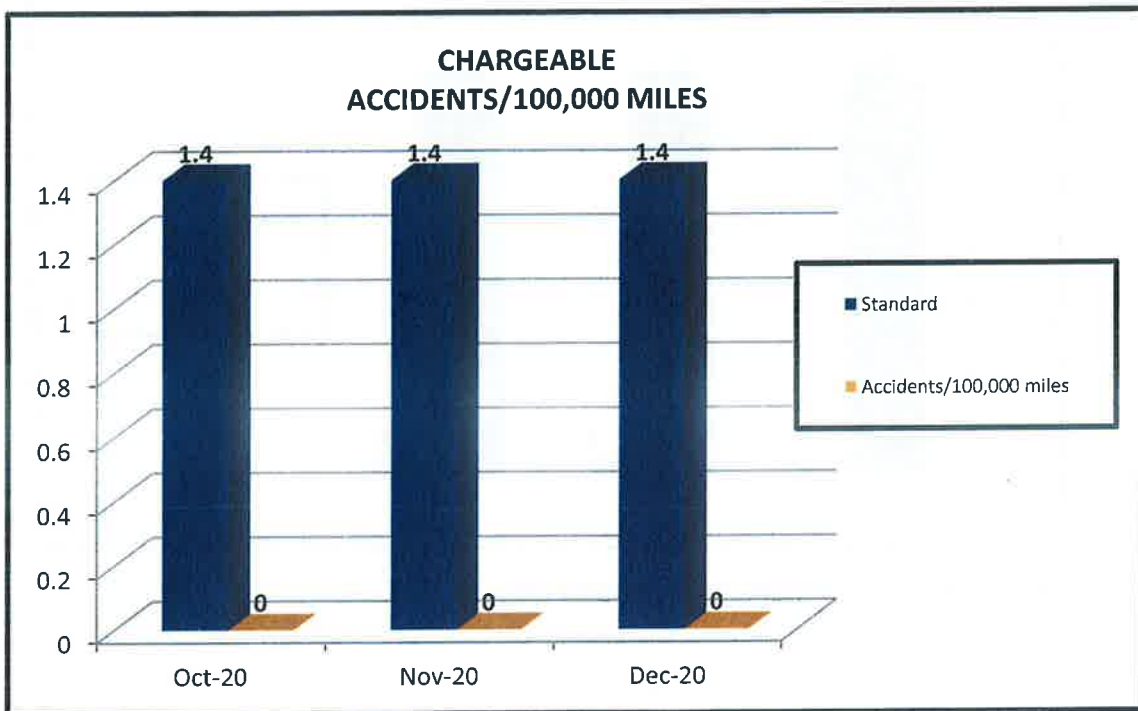
Source: MV Contract Transportatio, Inc. On-Time Analysis



## TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

### ALACHUA COUNTY OCTOBER 2020 - DECEMBER 2020

MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Oct-20	1.4	0
Nov-20	1.4	0
Dec-20	1.4	0

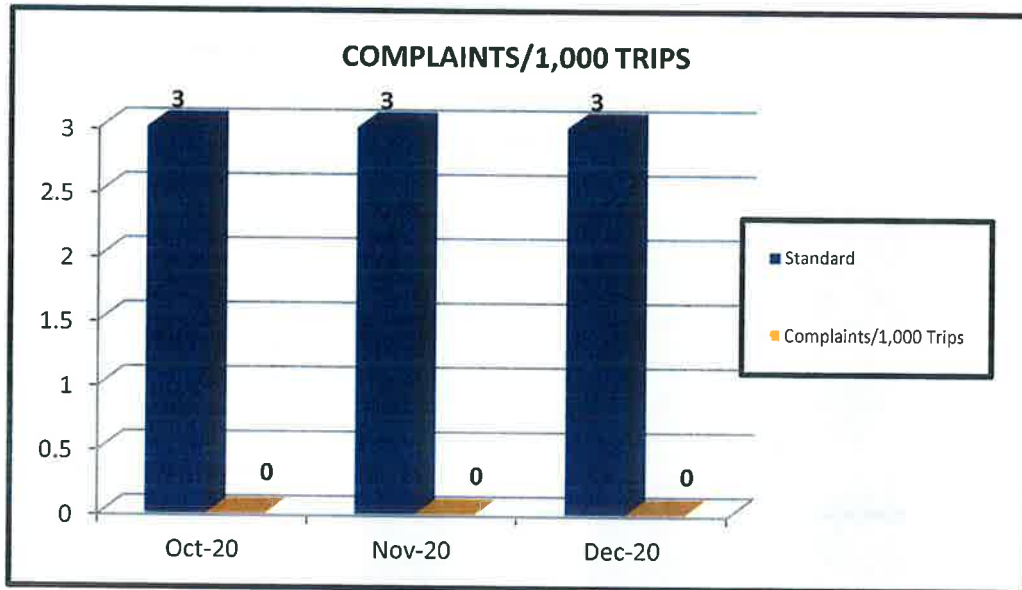


Source: MV Contract Transportation, Inc. Operations Report

## TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

### ALACHUA COUNTY, OCTOBER - DECEMBER 2020

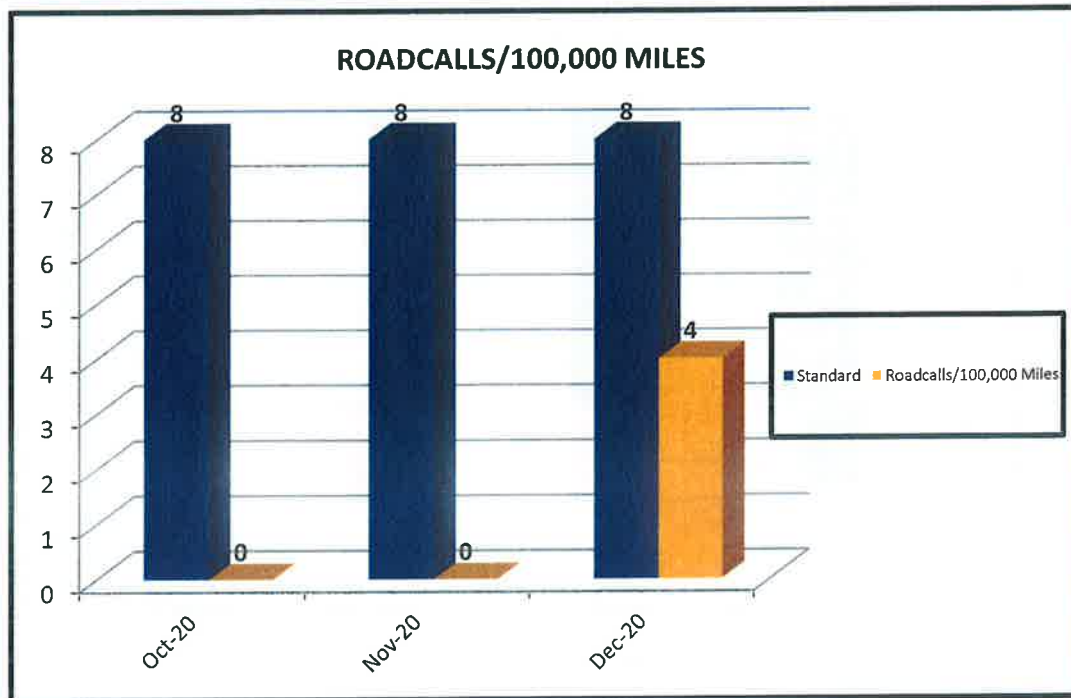
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Oct-20	3	0
Nov-20	3	0
Dec-20	3	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, OCTOBER - DECEMBER 2020**

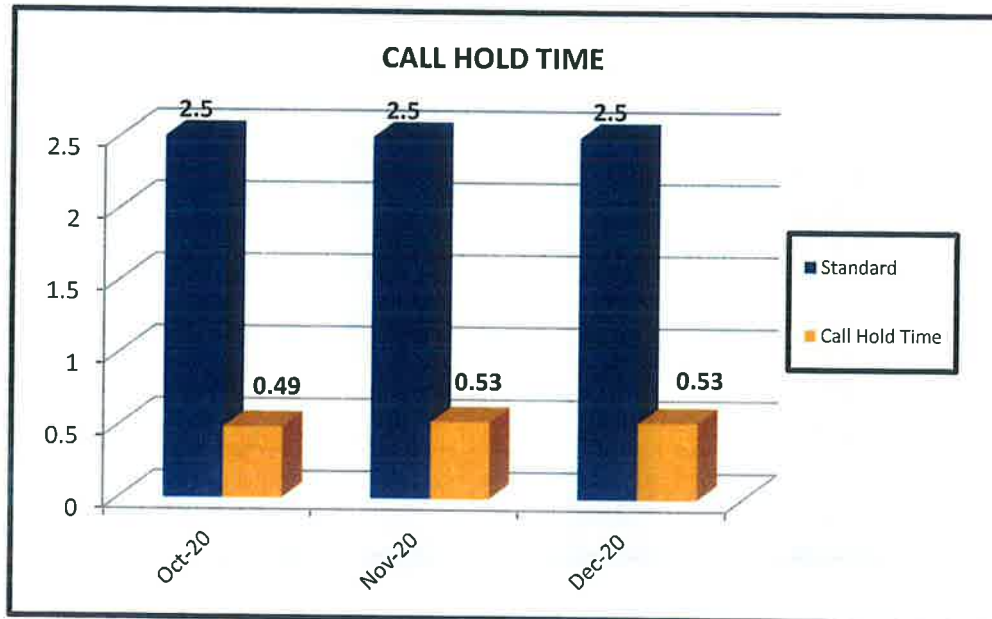
MONTH	STANDARD	ROADCALLS/100,000 MILES
Oct-20	8	0
Nov-20	8	0
Dec-20	8	4



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, OCTOBER - DECEMBER 2020**

MONTH	STANDARD	CALL HOLD TIME
Oct-20	2.5	0.49
Nov-20	2.5	0.53
Dec-20	2.5	0.53



Source: MV Contract Transportation, Inc. Operations Report

***Meeting***

***Agenda***

***Enclosures***






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2009 NW 67th Place, Gainesville, FL 32653-1803 • 352.955.2200

February 15, 2021

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

STAFF RECOMMENDATION

**Solicit applicants for appointment to the Bicycle/Pedestrian Advisory Board.**

Please note that no applications have been received.

BACKGROUND

The Metropolitan Transportation Planning Organization needs to fill two vacant positions on the Bicycle/Pedestrian Advisory Board. There are no candidates for the two vacant positions. Both vacancies are due to terms expiring December 31, 2020.

ATTACHED MATERIALS

Attached please find:

1. Exhibit I which lists the names and occupations of current Bicycle/Pedestrian Advisory Board members and applicants; and
2. Exhibit II which is the text of the newspaper advertisement placed in the November 9, 2020 The Independent Florida Alligator and in the November 12, 2020 Gainesville Guardian and The Gainesville Sun.

VOTING PROCEDURE

The Metropolitan Transportation Planning Organization voting policy approved in October 2001 is to always appoint Advisory Committee members by roll-call vote by voice and, when there are several vacant positions to fill, also fill out ballots and submit them to staff for tabulation.

Attachments





**EXHIBIT I**

**CURRENT BICYCLE/PEDESTRIAN ADVISORY BOARD  
TERMS OF APPOINTMENT**

<b>CURRENT MEMBERS</b>	<b>OCCUPATION</b>	<b>TERM EXPIRES</b>
<b>ALACHUA COUNTY</b>		
Tim Martin	-	August, 2021
VACANT	-	August, 2022
VACANT	-	August, 2023
VACANT	-	August, 2023
<b>CITY OF GAINESVILLE</b>		
India Blanchard	Student Seat	Fall, 2022
Geraldine Klarenberg	Doctor	December, 2021
Jess Larsen	-	December, 2022
James Moss	-	December, 2022
Jonathan Coron	-	December, 2023
<b>METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION</b>		
Allyson Gill*	Nurse Practitioner	December, 2021
Christine Larsen	-	December, 2021
VACANT	-	December, 2023
VACANT	-	December, 2023
<b>APPLICANTS</b>	<b>OCCUPATION</b>	<b>TENURE (In Years)</b>
-	-	
-	-	

\*Current member seeking reappointment



## EXHIBIT II

# NOTICE

## APPLICATION FOR BICYCLE / PEDESTRIAN ADVISORY BOARD

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area invites interested persons to apply for its Bicycle/Pedestrian Advisory Board. The Bicycle/ Pedestrian Advisory Board provides advice to the Gainesville City Commission, Alachua County Commission and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on bicycle and pedestrian related matters.


The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, composed of the Mayor and six City of Gainesville Commissioners and the five Alachua County Commissioners, is responsible for the continuing, cooperative and comprehensive transportation planning program for the Gainesville Metropolitan Area.

Applications and additional information may be obtained by writing or calling: North Central Florida Regional Planning Council, 2009 NW 67th Place Gainesville, Florida 32653; telephone 352.955.2200; or from the following website at [www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo). Applications must be received no later than Monday, December 14, 2020.





February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director   
SUBJECT: Citizens Advisory Committee Vacant Positions

STAFF RECOMMENDATION

**Fill vacancies on the Citizens Advisory Committee.**

BACKGROUND

There are currently seven vacant positions on the Citizens Advisory Committee. Five vacancies are due to term expiration ending December 2023. There are four candidates for the seven vacant positions as shown in Exhibit I.

*Note- According to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bylaws, "no more than 20 percent of the membership of the Citizens Advisory Committee shall be composed of individuals residing outside the Gainesville Urbanized Area." There are no applicants residing outside the Gainesville Urbanized Area boundary.*

ATTACHED MATERIALS

Attached please find:

1. Exhibit I which lists the names and occupations of current Citizens Advisory Committee members and applicants;
2. Exhibit II which shows where current Citizens Advisory Committee members and applicants live;
3. Exhibit III which is a blank ballot to assist in the voting process;
4. Exhibit IV which is the text of the newspaper advertisement placed in the November 9, 2020 The Independent Florida Alligator and in the November 12, 2020, Gainesville Guardian and The Gainesville Sun; and
5. Current pool of applications.

#### CITIZENS ADVISORY COMMITTEE MEMBERSHIP - FLORIDA STATUTES 339.175(5)6 (e)1

“Each M.P.O. [Metropolitan Planning Organization] shall appoint a citizens’ advisory committee, the members of which serve at the pleasure of the M.P.O. [Metropolitan Planning Organization]. The membership on the citizens’ advisory committee must reflect a broad cross section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented.”

#### CITIZENS ADVISORY COMMITTEE MEMBERSHIP BYLAWS

The Citizens Advisory Committee shall be composed of 15 members. No more than 20 percent of the membership of the Citizens Advisory Committee shall be composed of individuals residing outside the Gainesville Urbanized Area.

Citizens Advisory Committee members shall not be elected officials or Alachua County staff, City of Gainesville staff, including Regional Transit System staff, and North Central Florida regional Planning Council staff personnel directly involved in transportation planning.

Note: There is no policy regarding how many times a member may serve on the Committee.

#### VOTING PROCEDURE

The voting policy that was approved in October 2001 is to always appoint Advisory Committee members by roll-call vote by voice and, when there are several vacant positions to fill, also fill out ballots and submit them to staff for tabulation.

In accordance with the Metropolitan Transportation Planning Organization Bylaws, Citizens Advisory Committee candidates not appointed to the Citizens Advisory Committee may serve as a Citizens Advisory Committee Designate for one year. Citizens Advisory Committee Designates will automatically fill any vacancy during the year.

Attachments

**EXHIBIT I**

**CURRENT CITIZENS ADVISORY COMMITTEE  
TERMS OF APPOINTMENT**

<b>NAME</b>	<b>OCCUPATION</b>	<b>TENURE (In Years)</b>	<b>TERM EXPIRES</b>
<b>CURRENT MEMBERS</b>			
Mary Ann DeMatas	-	9.0	December, 2021
Jan Frentzen	General Contractor	24.0	December, 2021
Chandler Otis	Bicycle Mechanic, Sales Clerk	15.0	December, 2021
Ruth Steiner	University of Florida Professor	18.0	December, 2021
Joshua Williams	Broker, Land Developer	2.0	December, 2021
Thomas Bolduc*	Pharmacy Operations Manager	7.0	December, 2022
Nelle Bullock*	Social Worker	11.5	December, 2022
Jean LeMire	Retired Fire Rescue	1.0	December, 2022
VACANT			December, 2022
VACANT			December, 2022
VACANT	-	-	December, 2023
VACANT	-	-	December, 2023
VACANT	-	-	December, 2023
VACANT	-	-	December, 2023
VACANT	-	-	December, 2023
<b>APPLICANTS*#~</b>			
Craig Brashier*	Planning Consultant	3.0	-
Alyssa Brown*	Chamber of Commerce	3.0	-
Gilbert Levy*	Town of Tioga President	3.0	-
Chris Towne*	Commercial Property Owner/Manager	4.0	-
-	-	-	-

~ Member or Applicant Living Outside Gainesville Urbanized Area Boundary

\* Current Member Seeking Reappointment

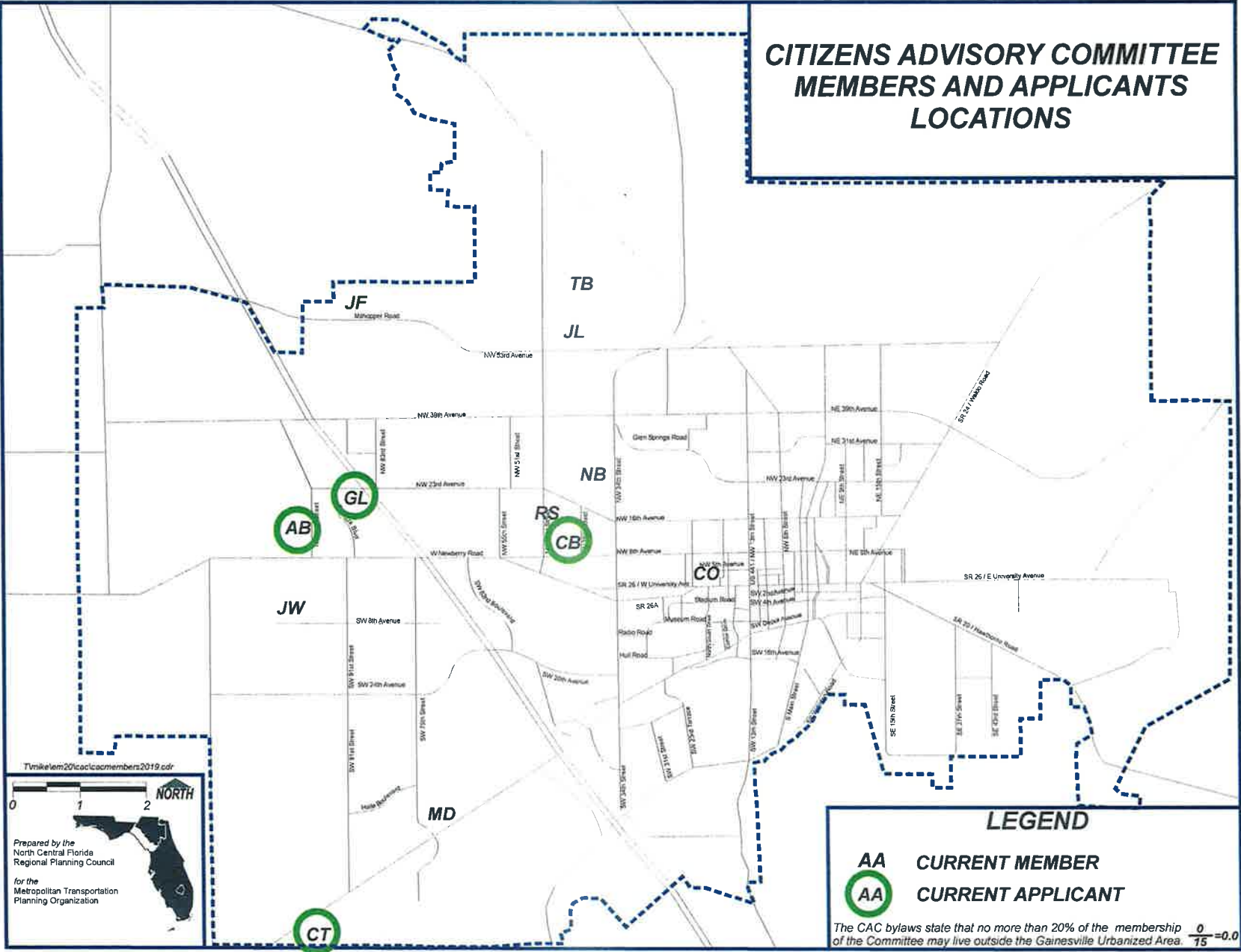
# Former Member Seeking Appointment





# EXHIBIT II

## CITIZENS ADVISORY COMMITTEE MEMBERS AND APPLICANTS LOCATIONS





**EXHIBIT III**

<b>MTPO MEMBER</b>	<b>Craig BRASHIER</b>	<b>Alyssa BROWN</b>	<b>Gilbert LEVY</b>	<b>Chris TOWNE</b>
Mary ALFORD				
David ARREOLA				
Charles CHESTNUT IV				
Ken CORNELL				
Adrian HAYES-SANTOS				
Gail JOHNSON				
Mayor Lauren POE				
Anna PRIZZIA				
Reina SACO				
Gigi SIMMONS				
Harvey WARD				
Marihelen WHEELER				

Appoint up to five applicants for three-year terms on the Citizens Advisory Committee through December 2023.

Applicants shown in *italics* and shaded column reside outside the Metropolitan Transportation Planning Organization Boundary.



## EXHIBIT IV

# NOTICE

## **APPLICATION FOR CITIZENS ADVISORY COMMITTEE TO THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area invites interested persons to apply for its Citizens Advisory Committee. The Citizens Advisory Committee reacts to planning proposals and provides comments with respect to the concerns of various segments of the population in regard to their transportation needs. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has also outlined additional functions of the Citizens Advisory Committee as defined in its bylaws. Citizens Advisory Committee members usually serve a three-year term.

At its December 14, 2020 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will make five appointments to fill vacancies on its Citizens Advisory Committee.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, composed of the Mayor and six City of Gainesville Commissioners and the five Alachua County Commissioners, is responsible for the continuing, cooperative and comprehensive transportation planning program for the Gainesville Metropolitan Area.

Public participation is solicited without regard to race, color, national origin, sex, age disability, familial status, religious status, marital status, sexual orientation or gender identity.

Applications and/or additional information may be obtained by writing or calling: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, 2009 NW 67 Place, Gainesville, Florida 32653; telephone 352.955.2200; or from its website at [www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo). Applications must be received no later than Monday, November 2, 2020.



METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

**CITIZENS ADVISORY COMMITTEE  
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: November 11, 2020

NAME Craig Brashier, AICP  
ADDRESS 3810 NW 10th PL  
CITY/STATE/ZIPCODE Gainesville, FL 32605  
EMAIL craigb@chw-inc.com  
TELEPHONE (HOME) 352-672-7689  
(WORK) 352-331-1976  
(CELL) 352-672-7689

HOW LONG A RESIDENT OF ALACHUA COUNTY? 10 YEARS  
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES \_\_\_\_\_ NO X  
OCCUPATION Director of Planning / Professional Consultant @ CHW  
EDUCATION Master's Degree in Planning / University of Tennessee

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT  
I earned a Master's Degree in Planning from the University of Tennessee and I have  
over 18 years of professional experience in Land Planning and Transportation  
Planning. My professional experience includes both the public and private sectors.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS  
AICP Certified Planner since 2004

I will attend meetings in accordance with the adopted Bylaws of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. 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)

E.J. Bolduc III, PLA / 132 NW 76th Drive, Gainesville, FL 32607 / 352-331-1976  
Linda Dixon, AICP / 245 Gale Lemerand Drive, Gainesville, FL 32611 / 352-273-4000  
Adam Boukari / 15100 NW 142nd Terrace, Alachua, FL 32615 / 386-418-6100

Signature 

Additional information may be attached to this form





METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

CITIZENS ADVISORY COMMITTEE  
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: 11.30.20

NAME Alyssa Brown  
ADDRESS 181412 NW 98th Terrace  
CITY/STATE/ZIP CODE Gainesville, FL 32606  
EMAIL alyssa@gainesvillechamber.com  
TELEPHONE (HOME) 850.339.5550  
(WORK) 352.275.1356  
(CELL) 352.275.1356

HOW LONG A RESIDENT OF ALACHUA COUNTY? 6 YEARS

ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES  NO

OCCUPATION Vice President, Public Policy

EDUCATION Bachelor's of English - Florida State University

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT

- ↳ Serve on the US Chamber of Commerce Transportation Committee
- Monitor transportation as an issue on its own as well as from a policy perspective

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

Recognition of excellent service, FL legislator

I will attend meetings in accordance with the adopted Bylaws of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. 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)

Vicki Gerulikas, 352.219.8447  
Staci Bertrand, 352.519.2399  
Tom Fletcher, 352.359.4441  
300 E. University Ave,  
Gainesville, FL 32601

Signature 

Additional information may be attached to this form



METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

CITIZENS ADVISORY COMMITTEE  
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: November 10, 2020

NAME Gilbert A. Levy  
ADDRESS 7719 NW 18th Lane  
CITY/STATE/ZIPCODE Gainesville, Florida 32605  
EMAIL Gil-Levy@msn.com  
TELEPHONE (HOME) \_\_\_\_\_  
(WORK) \_\_\_\_\_  
(CELL) 352-258-1656

HOW LONG A RESIDENT OF ALACHUA COUNTY? 38 YEARS  
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES \_\_\_\_\_ NO xxx  
OCCUPATION Financial Executive, SVP Regional Community Relations, VyStar CU  
EDUCATION \_\_\_\_\_

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT  
Current member of the Citizens Advisory Committee of the MTPO

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS

Chair, Gainesville Area Chamber of Commerce - 2021-2022  
Chair, Economic Development Committee of the Chamber of Commerce 2020  
Member of Advisory Board, UF Innovate at the Hub

I will attend meetings in accordance with the adopted Bylaws of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. 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)

Phillip Kabler, Attorney Bogin, Munns & Munns. 352-389-3755  
Brent Siegel, Attorney Siegel, Hughes and Ross - 352-375-7700  
Luisa Cannella, Business owner, Investor - 305-495-7420

Signature 

Additional information may be attached to this form



METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION  
FOR THE GAINESVILLE URBANIZED AREA

**CITIZENS ADVISORY COMMITTEE  
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: November 11, 2020

NAME Chris Towne  
ADDRESS 10180 SW 104th Ave  
CITY/STATE/ZIPCODE Gainesville, FL 32608  
EMAIL chris.towne@kimley-horn.com  
TELEPHONE (HOME) \_\_\_\_\_  
(WORK) 352 415 1936  
(CELL) 352 258 1025

HOW LONG A RESIDENT OF ALACHUA COUNTY? 13 YEARS  
ARE YOU CURRENTLY AN ELECTED OFFICIAL? YES \_\_\_\_\_ NO X  
OCCUPATION Civil Engineer  
EDUCATION BSCE, Virginia Tech

TRAINING OR EXPERIENCE RELATED TO ACTIVITIES FOR THIS APPOINTMENT  
I have planned and designed roadways, sidewalks, multi-use paths, and minor transit facilities.

PAST CIVIC AND PROFESSIONAL ACCOMPLISHMENTS OR HONORS  
Current CAC member, former Board of Adjustment member, Leadership Gainesville Graduate.

I will attend meetings in accordance with the adopted Bylaws of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. 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)

Joe Montalto 309 SE 7th St., Gainesville, FL 352-494-6225  
Wes Emmanuel 1806 NW 22nd Dr., Gainesville, FL 352-538-3676  
Allison Megrath 2026 SW 77th Ter., Gainesville, FL 352-672-4124

Signature 

Additional information may be attached to this form





February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director   
SUBJECT: Election of Officers

STAFF RECOMMENDATION

**Elect a Chair, Vice-Chair and Secretary/Treasurer.**

BACKGROUND

Election of Officers usually occurs at the December Metropolitan Transportation Planning Organization meeting. The Metropolitan Transportation Planning Organization meeting scheduled for December 14, 2020 was cancelled. Therefore, the annual election has been scheduled for the first meeting in 2021.

According to its Bylaws, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to hold an organizational meeting each year for the purpose of electing a Chair, Vice-Chair and Secretary-Treasurer. Officers serve a calendar-year starting with the next meeting. Traditionally, officers have alternated between city and county commissioners. The officers for 2020 are, as follows:

- Chair David Arreola;
- Vice-Chair Charles Chestnut IV; and
- Secretary/Treasurer Adrian Hayes-Santos.







February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director *SRK*  
SUBJECT: Florida Metropolitan Planning Organization Advisory Council

STAFF RECOMMENDATION

**Appoint a secondary alternate voting member to the Florida Metropolitan Planning Organization Advisory Council for 2021.**

BACKGROUND

At its October 26, 2020 meeting, the Metropolitan Transportation Planning Organization appointed Commissioner Harvey Ward as the voting representative and Commissioner Marihelen Wheeler and Commissioner Robert Hutchinson as the alternate representatives to the Florida Metropolitan Planning Organization Advisory Council. Former Commissioner Hutchinson no longer serves on the Alachua County Board of County Commissioners. Therefore, the Metropolitan Transportation Planning Organization needs to appoint a secondary alternate voting member to the statewide organization of Metropolitan Planning Organizations - the Florida Metropolitan Planning Organization Advisory Council.





February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons AICP, Executive Director   
SUBJECT: Audit Review Committee

STAFF RECOMMENDATION

**Appoint one city commissioner and one county commissioner to the Audit Review Committee, with one of the members being the Secretary/Treasurer, and that the Secretary/Treasurer serve as Committee Chair.**

BACKGROUND

Upon completion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area audit for the fiscal year ended September 30, 2020, the Audit Review Committee will meet with the auditor to review the audit. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to appoint two members to the Audit Review Committee.





2009 NW 87th Place, Gainesville, FL 32653-1803 • 352.955.2200

February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

SUBJECT: Rural Advisor Selection

STAFF RECOMMENDATION

**Select a Rural Advisor.**

BACKGROUND

The term of Doug Jones service as Rural Advisor has expired on December 31, 2020. At its December 4, 2017 and October 28, 2019 meetings, the Metropolitan Transportation Planning Organization amended its Bylaws to change the selection process for its Rural Advisor. At this time, an elected official from the outlying municipalities needs to be selected by the Metropolitan Transportation Planning Organization to serve a three-year term. The Metropolitan Transportation Planning Organization solicited Rural Advisor nominations from the outlying municipalities within Alachua County. Nominations received include:

Municipality	Nominee
City of Alachua	Vice-Mayor Robert Wilford
City of Archer	Commissioner Fletcher Hope
City of Hawthorne	-
City of High Springs	Mayor Gloria James
Town of La Crosse	-
Town of Micanopy	-
City of Newberry	-
City of Waldo	-

Exhibit 1 is a ballot for selection for Rural Advisory. Also, please find attached is the correspondence received regarding the Rural Advisor nominations.

Attachments

t:\scott\sk21\mtpo\memo\rural\_advisor\_selection\_feb22.docx



**EXHIBIT 1**

**RURAL ADVISOR BALLOT**

<b>Member</b>	<b>Rural Advisor Candidates</b>		
	<b>Fletcher HOPE</b>	<b>Gloria JAMES</b>	<b>Robert WILFORD</b>
	City of Archer Commissioner	City of High Springs Mayor	City of Alachua Vice-Mayor
Mary ALFORD			
David ARREOLA, Chair			
Charles CHESTNUT IV			
Ken CORNELL			
Adrian HAYES-SANTOS			
Gail JOHNSON			
Mayor Lauren POE			
Anna PRIZZIA			
Reina SACO			
Gigi SIMMONS			
Harvey WARD			
Marihelen WHEELER			





## Mike Escalante

---

**From:** Scott Koons  
**Sent:** Tuesday, January 12, 2021 11:07 AM  
**To:** Charles Hammond  
**Cc:** Mike Escalante (escalante@ncfrpc.org)  
**Subject:** RE: Archer Nomination

Tony,

Thank you for sending the City of Archer nomination for the Rural Advisor position.

Please be advised that only one Rural Advisor from among all of the nominations from the outlying communities will be appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

Also, please be advised the Rural Advisor position is a non-voting position.

Finally, the Bylaws do not provide for an alternate Rural Advisor. However, another city commissioner, staff member or citizen can attend any meeting of the Metropolitan Transportation Planning Organization, but would not be able to participate in discussion and debate as a non-voting member. Such individual could address the Metropolitan Transportation Planning Organization prior to their voting on any motion as well as during the citizen comments agenda item.

Scott



**Scott R. Koons, AICP**  
**Executive Director**  
**North Central Florida Regional Planning Council**  
**2009 NW 67th Place, Gainesville, FL 32653-1603**  
**Voice: 352.955.2200, ext. 101**  
**Fax: 352.955.2209**

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

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**From:** Charles Hammond [<mailto:thammond@cityofarcher.com>]  
**Sent:** Tuesday, January 12, 2021 9:35 AM  
**To:** Scott Koons  
**Subject:** Archer Nomination

Scott, the Commission nominated Commissioner Hope last night for the Rural Advisory MTPO, the question arises from the nomination, will one member be selected from all the outlying Municipalities, or will each municipality have a voting member on the MTPO? Also, if event Comm. Hope cannot attend, may an alternate attend for him?

Regards

*Charles A. Hammond*  
Charles A. (Tony) Hammond CCM  
City Manager, City of Archer  
16870 SW 134<sup>th</sup> Ave., PO Box 39  
Archer, FL 32618  
352-495-2880  
352-495-2445 (fax)  
[thammond@cityofarcher.com](mailto:thammond@cityofarcher.com)



**Mike Escalante**

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**From:** Scott Koons  
**Sent:** Friday, January 29, 2021 9:11 AM  
**To:** Mike Escalante (escalante@ncfrpc.org)  
**Subject:** FW: Rural Advisor

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**From:** Jenny Parham [<mailto:jparham@highsprings.us>]  
**Sent:** Thursday, January 28, 2021 7:13 PM  
**To:** Scott Koons  
**Subject:** Rural Advisor

Mr. Koons,

The Commission appointed Mayor Gloria James as the Rural Advisor to the Metropolitan Planning Organization for the Gainesville Urbanized Area.

Can you let me know their meeting schedule?



**Jenny Parham**  
City Clerk

phone: 386-454-1416  
email: [jparham@highsprings.us](mailto:jparham@highsprings.us)  
23718 W US HWY 27  
High Springs, FL 32643



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*Florida has a very broad public records law. Most written communication, including e-mail addresses, to or from the City regarding City business are public records available to the public and Media upon request. Your e-mail communication may be subject to public disclosure.*

**\*\*\*\*PLEASE NOTE THAT OUR OFFICE IS CLOSED ON FRIDAYS\*\*\*\***

-- -- -- Florida has a very broad public records law. Most written communication, including e-mail addresses, to or from the City regarding City business are public records available to the public and Media upon request. Your e-mail communication may be subject to public disclosure. -- -- --





## City of Alachua

**MAYOR GIB COERPER**  
Vice Mayor Robert Wilford  
Commissioner Shirley Green Brown  
Commissioner Gary Hardacre  
Commissioner Dayna Miller

**OFFICE OF THE CITY MANAGER**  
**ADAM BOUKARI**

January 26, 2021

The Honorable David Arreola, Chair  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area  
2009 NW 67<sup>th</sup> Place  
Gainesville, Florida 32653

**RE: City of Alachua Rural Advisor Nomination to MTPO**

Dear Chair Arreola,

Thank you for your leadership.

In response to your letter to Mayor Coerper dated December 13, 2020, the City of Alachua hereby nominates the Honorable Vice Mayor Robert Wilford for the Rural Advisor appointment to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

Vice Mayor Wilford is an elected official. Enclosed is background information about the Vice Mayor.

Please do not hesitate to advise if there are any questions. I can be reached at 386-418-6100 and at [aboukari@cityofalachua.com](mailto:aboukari@cityofalachua.com).

Thank you for your consideration.

Sincerely,

Adam Boukari  
City Manager

cc: Alachua City Commission  
Mike DaRoza, Assistant City Manager  
Kamal Latham, Assistant City Manager

encl: Vice Mayor Robert Wilford Background Information

**Robert W. Wilford**  
**Vice Mayor, City of Alachua**

**Nomination to the Metropolitan Transportation  
Planning Organization (MTPO) for the Gainesville Urbanized Area**

**Attachment**

**Summary of Qualifications**

(2012 - Present) North Central Florida Regional Planning Council (NCFRPC), Executive Committee (Five Years - Chair in 2019/20) - NCFRPC Staff Provide Day-to-Day Transportation Planning Expertise in the Implementation of MTPO Board Policy.

(2006 - 2013) - Chief Executive Officer, Central Florida Community Action Agency (CAA), Inc. - Served as CAA Representative on the Alachua County Community Transportation Disadvantaged Local Coordinating Board.

(2000 - 2006) - Executive Director, Crowley's Ridge Development Council, Inc., Jonesboro, Arkansas - Provided Door-to-Door Home Delivered Meals to Seniors and Transportation to Seven Senior Centers in an Eight County Service Area. Coordinated Transportation Services to Forty-four Head Start Centers in Nine Counties.

(1997 - 2000) - Executive Director, Tri-County Community Council, Inc., Bonifay, Florida - Provided Transportation Services to Disadvantaged Residents in Holmes, Santa Rosa, Walton, and Washington Counties for Non-emergency Medical Treatment (Including Patients in Need of Dialysis Treatment), and Nutritional, Shopping, Education, Recreation, Employment/Training Purposes, and Other Daily Needs. Coordinated Transportation Services for Four Head Start Centers in Three Counties. Agency Was Acclaimed "Rural Community Transportation Coordinator of the Year" for Florida in 1997; Awarded "Innovation of the Year Award" for Florida in 1999; and, Nominated by the Florida Department of Transportation as the "Community Transportation System of America" in 1997 and 2000.



**VIII**

Serving Alachua

Bradford • Columbia

Dixie • Gilchrist • Hamilton


Lafayette • Levy • Madison

Suwannee • Taylor • Union Counties

---

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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons AICP, Executive Director   
SUBJECT: State Road 26 (University Avenue) Pedestrian Safety

STAFF RECOMMENDATION

**No Action Required**

BACKGROUND

Due to several traffic incidents resulting in serious injuries and fatalities, particularly along State Road 26 (University Avenue), the Florida Department of Transportation will discuss planned short-term, mid-term and long-term pedestrian safety modifications along the State Road 26 (University Avenue).

Materials for discussion include:

- Exhibit 1 - Florid Department of Transportation Mid-Term Improvements;
- Exhibit 2 - Gainesville Citizens for Active Transportation safety concerns email; and
- Exhibit 3 - List of Priority Projects excerpts showing several unfunded safety-related projects.

Below is the link to the complete State Road 26 / University Avenue Multimodal Emphasis Corridor Study - Final Report.

[http://ncfrpc.org/mtpo/publications/UnivAveMultimodel/SR26\\_Phase\\_2\\_Report\\_final\\_submittal.pdf](http://ncfrpc.org/mtpo/publications/UnivAveMultimodel/SR26_Phase_2_Report_final_submittal.pdf)

Since the 2015 State Road 26 / University Avenue Multimodal Emphasis Corridor Study recommendations were included in the List of Priority Projects, a pedestrian traffic signal advance timing project at intersections adjacent to the University of Florida campus and a pedestrian-only cycle study at the West University Avenue and West 13th Street intersection have been completed.

Below is the link to the 2015 Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities report.

<http://ncfrpc.org/mtpo/publications/PedSafety/PedestrianSafetyAssessmentInProximityToTransitStops-Final.pdf>

Attachments

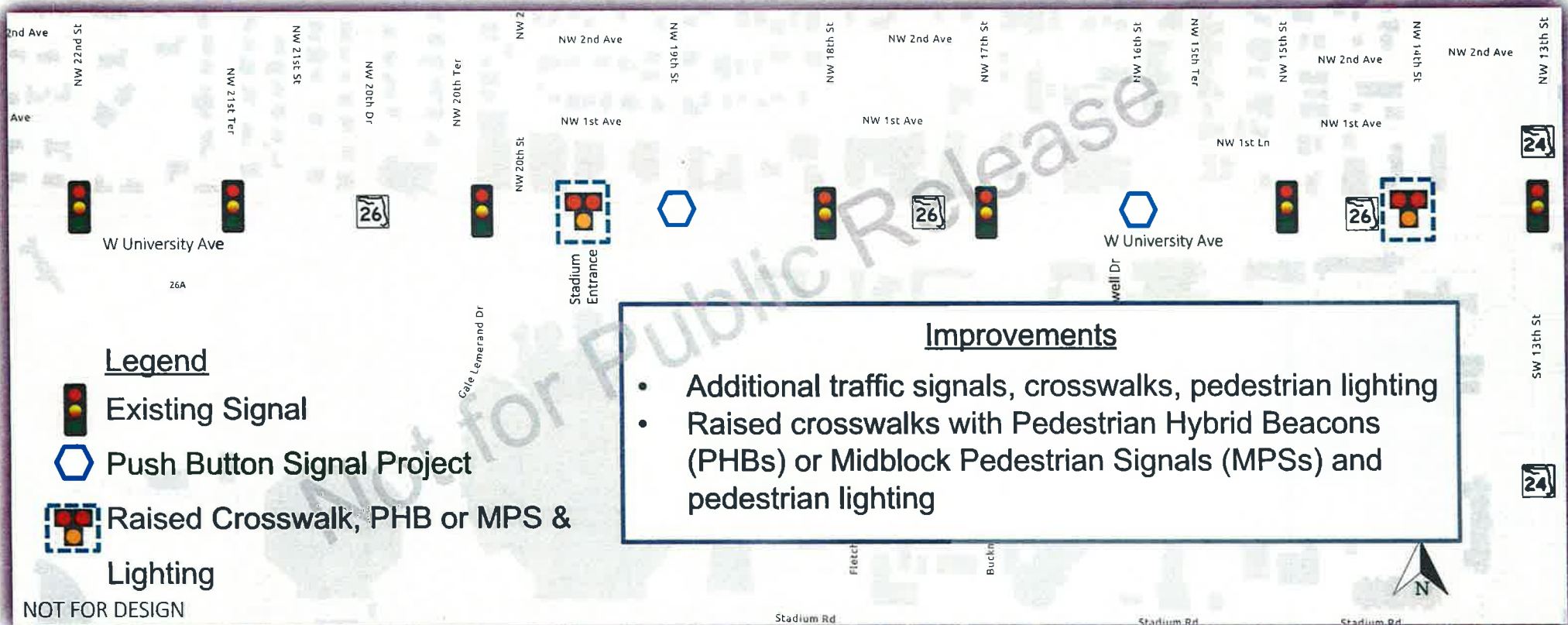
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# Mid-Term Improvements





## EXHIBIT 2

### Gainesville Citizens for Active Transportation Email

**From:** Chris Furlow <[cafjam@aol.com](mailto:cafjam@aol.com)>  
**Sent:** Wednesday, January 27, 2021 4:53 PM  
**To:** BOCC (Only Commissioners) <[BOCC@alachuacounty.us](mailto:BOCC@alachuacounty.us)>  
**Subject:** GCAT Call for Action on Transportation Safety in response to recent deaths

**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Commissioners,

In light of the recent and previous tragic events involving pedestrian safety, Gainesville Citizens for Active Transportation (GCAT) has released a Call to Action report detailing recommendations to improve pedestrian and bicyclist safety measures for both the immediate-, short- and long-term. Click [here](#) for the full #NotOneMore report.

The recent pedestrian and bicyclist deaths and injuries are not new and should surprise no one. West University Avenue, 13th Street, 34th Street, and Archer Road, all adjacent to the University of Florida, and Waldo/Williston Road in East Gainesville are known 'hot spots' for bike/ped crashes and fatalities.

Thousands of Alachua County residents, parents, students, faculty, and staff from the University of Florida and Santa Fe College have joined to form Gators Against Student Pedestrian Deaths (GASPD) to call for immediate action to save lives in partnership with Gainesville Citizens for Active Transportation (GCAT), a local advocacy group for transportation safety.

Highlights of the report, titled "#NotOneMore: A Call to Action for Pedestrian, Bicyclist and Motorist Transportation Safety in Gainesville and Alachua County," include the following:

- Urgent action is needed to improve bike/ped safety in Gainesville and Alachua County. The State of Florida, City of Gainesville, Alachua County, and the University of Florida MUST work together in order to make progress;
- The most dangerous roads in Alachua County for ALL users are State-owned roads and the State of Florida and FDOT MUST step-up in order to make real progress on transportation safety;
- The report identifies and recommends significant changes that will improve the safety of ALL road users and particularly the most vulnerable users: pedestrians and bicyclists;
- Recommended changes are divided by controlling authority (City, County, State, and University) and by the time-scale needed to implement changes;
- Immediate changes to improve safety primarily involve enforcement of traffic laws particularly speeding, distracted driving, and DUI;
- All medium- and long-term changes require State of Florida/FDOT approval or the willingness of the State to turn sections of University Avenue and 13th Street over to the City of Gainesville;
- Long-term, University Avenue and 13th Street MUST be converted into COMPLETE STREETS designed for the safety of ALL corridor users, a process that will take years and millions of dollars, for sustained safety improvements; and
- The cost of not taking action is most significantly the lives that could have been saved, the injuries that could have been prevented, and the families who are no longer whole. However, even if our families are never directly impacted by lost lives and injuries, we ALL pay for inaction by the costs caused by crashes. The cost of inaction is far greater than the cost of taking action.

I look forward to working with you -- as well as the City of Gainesville, FDOT and the University of Florida -- at the February 22 MTPO meeting to re-prioritize the State Road 26 safety improvement modifications for the near-term.

Along with GCAT and our community partners, I am eager to continue working with the County Commission in the long-term to make meaningful and lasting safety improvements to our entire road network in Alachua County.

Sincerely,  
Chris Furlow  
GCAT President



**EXHIBIT 3**

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
List of Priority Projects Fiscal Years 2021-22 to 2025-26**

**B. Other Arterial Construction/  
Right-Of-Way Priorities**

Table 2 identifies project priorities for construction, modifications and associated right-of-way on the State Highway System roadways not designated as part of the Strategic Intermodal System and federal aid-eligible designated local facilities for the Fiscal Years 2021-22 to 2025-26 Transportation Improvement Program. This table also identifies project priorities for local assistance programs such as Transportation Regional Incentive Program and County Incentive Grant Program.

**Table 2  
Other Arterial Construction/Right-Of-Way Priorities  
Gainesville Metropolitan Area  
Fiscal Years 2021-22 to 2025-26**

Number	Project	Location	Description
1	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Multimodal Emphasis Corridor Study Implementation - Install Enhanced Pedestrian Crossings [29,000 AADT]
2	NW 8 Avenue [SR 20]	FM: NW 6 Street [SR 20] TO: Main Street [SR 20]	Restripe Two-Lane Reduction; Onstreet Parking and Protected Bikelanes; and Crosswalk Markings at NW 2 Street, NW 3 Street and NW 4 Street.
3	Newberry Road [SR 26]	FM: NW 59 Street TO: NW 34 Street [SR 121]	1. Restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes between NW 52 Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43 Street; 2. Conduct a speed zone study between NW 59th Street and NW 40 Drive; 3. Prioritize this project for State Highway System funding; and 4. Provide information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project [36,500 AADT]
4	U.S. Highway 441	FM: Williston Road [SR 331] TO: NW 23 Avenue	Multimodal Emphasis Corridor Study
5	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO: W 13 Street [SR 25]	Multimodal Emphasis Corridor Study Implementation - Construct Bikeway/Sidewalk [29,000 AADT]
6	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Multimodal Emphasis Corridor Study Implementation - Pedestrian-Oriented Intersection Design [18,700 AADT]
7	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Multimodal Emphasis Corridor Study Implementation - Construct Raised Median [20,500 AADT]
8	SW 13 Street [U.S. HWY 441]	AT: Archer Road [SR 24]	Removal of Sliplanes
9	University Avenue [SR 26]	AT: Corridorwide	Multimodal Emphasis Corridor Study Implementation - Install Transit Shelters and Benches [29,000 AADT]
10	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Multimodal Emphasis Corridor Study Implementation - Construct Midblock Pedestrian Crossings [20,500 AADT]

**Table 2 (Continued)**  
**Other Arterial Construction/Right-Of-Way Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2021-22 to 2025-26**

Number	Project	Location	Description
<b>11</b>	University Avenue [SR 26]	AT: Corridorwide	Multimodal Emphasis Corridor Study Implementation - Install Bicycle Striping and Signal Detection [29,000 AADT]
<b>12</b>	Williston Road/Waldo Road [SR 24/331]	FM: SE 16 Avenue TO: NE 39 Avenue	Pedestrian Safety Modifications - <i>Streetlighting Preliminary Engineering</i>
<b>13</b>	NW 34 Street [SR 121]	FM: NW 16 Avenue U.S. Highway 441	Safety and Capacity Enhancements Designed and Constructed as a Complete Street with Protected Bikelanes - <i>Turnlanes at Safety Fund-Eligible Intersections</i>
<b>14</b>	Archer Road [SR 24]	FM: SW 122 Street TO: Tower Road	Widen to Four Lanes - <i>Project, Development and Environment Study</i>
<b>15</b>	SW 62 Boulevard Extension	FM: Butler Plaza TO: SW 20 Avenue	Four-Lane Extension as a Complete Street with Protected Bikelanes - <i>Two-Lane Interim Project</i>
<b>16</b>	SW 62 Boulevard	FM: SW 20 Avenue TO: Newberry Road [SR 26]	Widen to Four Lanes as a Complete Street with Protected Bikelanes
<b>17</b>	County Road Resurfacing	AT: Gainesville Metropolitan Areawide	Resurface County Roads According to Priorities Established by the Alachua County Board of County Commissioners
<b>18</b>	City Road Resurfacing	AT: City of Gainesville	Resurface City Roads According to Priorities Established by the Gainesville City Commission

Note: Projects in shaded text are partially funded, as shown in the Transportation Improvement Program.

@ = at; ADA = Americans with Disabilities Act of 1990; I = Interstate PD&E = Project Design and Environment Study; RTS = Regional Transit System; SIB = State Infrastructure Bank; SR = State Road; TDP = Transit Development Plan; UF = University of Florida; US = United States  
 MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East; FM = From; HWY = Highway; NW = Northwest; RTS = Regional Transit System; SR = State Road; SW = Southwest; UF = University of Florida; U.S. = United States; W = West

\* Block Grant program is an annual formula program with funds provided by State legislation.

Initial Other Arterial/Right-of-Way Priorities were derived from the Year 2040 Long-Range Transportation Plan Cost Feasible Plan.







## A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School funds and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2021-22 to 2025-26 Transportation Improvement Program.

**Table 1**  
**Bicycle/Pedestrian Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2021-22 to 2025-26**

Number	Project	Location	Description
1	Americans with Disabilities Act Modifications	AT: Gainesville Metropolitan Areawide	Modifications to Deficient Sidewalks, Ramps and Transit Stops
2	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
3	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	<ol style="list-style-type: none"> <li>1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing;</li> <li>2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing;</li> <li>3. Conduct a line-of-sight analysis of the curve;</li> <li>4. Increase visibility of both motorists and trail users; and</li> <li>5. Analyze options for traffic calming at the crossing. [22,500 AADT]</li> </ol>
4	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
5	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
6	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
7	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
8	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
9	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue [SR 222]	Extend the Rail/Trail North to NW 39 Avenue
11	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk

**Table 1 (Continued)**  
**Bicycle/Pedestrian Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2021-22 to 2025-26**

Number	Project	Location	Description
12	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
13	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-Use Path
14	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-Use Path - <i>Preliminary Engineering funding</i>
15	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
16	Downtown Connector Rail- Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
17	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
18	SW 43 Street	FM: SW 24 Avenue TO: SW 20 Avenue	Construct sidewalks to fill sidewalk gaps
19	NW 23 Avenue	FM: NW 88 Street TO: Interstate 75 Bridge	Construct sidewalk to fill sidewalk gap on south side
20	Archer Braid Trail	FM: Tower Road TO: Interstate 75 Bridge	Construct Multi-Use Path
21	NW 20th Street	FM: NW 7th Avenue TO: NW 8th Avenue	Construct Bicycle/Pedestrian Facility

Notes: Projects in shaded text are partially funded, as shown in the Transportation Improvement Program. Project components in *italics* have been completed.

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East; FM = From; HWY = Highway; NW = Northwest; RTS = Regional Transit System; SR = State Road; SW = Southwest; UF = University of Florida; U.S. = United States; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee and Bicycle/Pedestrian Advisory Board.

**Table D-3**  
**Highway Safety Fund Priorities**  
**Fiscal Years 2021-22 to 2025-26**

Number	Project	Location	Description
1	NE 39 Avenue	AT: NE 28 Drive	Install Midblock Crossing
2	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Multimodal Emphasis Corridor Study Implementation - Install Enhanced Pedestrian Crossings [29,000 AADT]
3	SW 13 Street [U.S. HWY 441]	AT: Archer Road [SR 24]	Removal of Sliplanes
4	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings

East; FM = From; HWY = Highway; NE = Northeast; NW = Northwest; SR = State Road;  
 SW = Southwest; U.S. = United States; W = West





**IX.A**


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

February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Metropolitan Transportation Planning Organization Transportation Issues -  
Regional Transit System Fare Structure

STAFF RECOMMENDATION

**No Action Required**

BACKGROUND

At its October 26, 2020 meeting, the Metropolitan Transportation Planning Organization discussed several transportation issues. Further discussion of the issues was deferred to the next meeting.

Among the issues deferred was a discussion of the Regional Transit System fare structure, including fare-free structure. Additionally, the Metropolitan Transportation Planning Organization requested recent copies of the Regional Transit System fare reports.

Exhibit 1, provided by City of Gainesville Mobility Department, is the Regional Transit System Fare Policy. Exhibit 2 is the University of South Florida Center for Urban Transportation Research Advantages and Disadvantages of Fare-Free Transit Policy report. Below is a link to the report.

[http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/fare-free\\_cutr\\_10.1.1.504.198.pdf](http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/fare-free_cutr_10.1.1.504.198.pdf)

Attachments

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## RTS FARE POLICY

### Cash Fares

*Please have correct fare amount. Drivers do not carry change.*

Adults	\$1.00
Senior Citizen, Disabled (Medicare/Medicaid)	\$ .50
Student (all levels)	\$ .50
Children (shorter than farebox)	Free
ADA Certified (with ADA ID card)	Free

*Eligibility for reduced fares will be on the honor system. Please have correct fare amount. Drivers do not carry change. Individuals who are ADA certified ride free on all RTS route buses -- just show your ADA ID card.*

### Passes

To make your use of bus service more convenient, we sell various types of bus passes. You can purchase passes at the Downtown RTS Transfer Station, located on the corner of SE 1st Street and SE 1st Avenue, Monday through Friday, 7:00 a.m. to 6:00 p.m., and 8:00 a.m. to noon on the first and last Saturday of each month, closed Sunday. You can also purchase your pass by mail by forwarding your check or a money order to the attention of Bethel Station:

Regional Transit System  
Station 5, PO Box 490  
Gainesville, FL 32602-0490

**All Day Pass** \$2.00

Pay fare at first boarding--good for unlimited rides for one day. You can purchase all day passes at time of boarding from any RTS bus driver.

#### **UF Students**

All UF students have unlimited access to all RTS bus services anytime, anywhere we operate. Your ride is pre-paid with your Gator One ID card. Don't leave home without this card. *Note: Not valid on Special Services such as Gator Aider, etc.*

**Student Semester Pass** \$35.00

Student Semester Passes can be purchased with a valid student ID from:

- Santa Fe Community College
- City College (purchase at Downtown RTS Transfer Station)
- Monthly Student Pass - \$15

*Note: High, middle, and elementary school students are not required to have ID cards.*

**Monthly Pass** \$30.00

Passes are valid on a month-to-month basis, good on RTS main routes. Bearer may use this pass without limitation on any number of trips. *Note: Monthly Pass is not valid on special service routes. Bearer of a monthly pass or student semester pass does not have to show his or her ID to board the bus.*

**Monthly Pass – Half Fare** \$15.00

Passes are valid on a month-to-month basis, good on RTS main routes. Bearer may use this pass without limitation on any number of trips. A valid Senior Citizen or Disabled ID is required at time of purchase. We honor Medicare/Medicaid cards.

## **VA, City of Gainesville & Alachua County Employees**

Thanks to your employer, designated city and county employees ride any RTS fixed route service with no fee required. Get an RTS sticker on your work photo ID badge by calling 334-2600. VA employees contact the Police dispatch Center ext. 4091 (Not valid on special services.)

## **UF Students, Faculty and Staff**

Designated UF students, faculty and staff enjoy unlimited access to all RTS services anytime, anywhere we operate. No fee required, just show the driver your valid Gator One ID card.

*Note: Not valid on Special Services such as Gator Aider, etc. Employee funding provided by UF and FDOT. Student funding provided by UF Student Activity and Service Fees.*

The following UF groups are not eligible:

- Affiliates
- Relatives
- Spouses.





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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Metropolitan Transportation Planning Organization Transportation Issues -  
First Mile and Last Mile Study

STAFF RECOMMENDATION

**No Action Required**

BACKGROUND

At its October 26, 2020 meeting, the Metropolitan Transportation Planning Organization discussed several transportation issues. Further discussion of the issues was deferred to the next meeting.

Among the issues deferred was a discussion of a First Mile and Last Mile Study.

Materials for discussion include:

- Exhibit 1 - U.S. Department of Transportation Blending Technology to bring Mobility Solutions to Communities Nationwide;
- Exhibit 2 - Federal Transit Administration Mobility on Demand Sandbox Demonstration: DART First and Last Mile Solution;
- Exhibit 3 - Regional Transit System Transit Development Plan excerpt - Mobility on Demand; and
- Exhibit 4 - American Public Transportation Association website materials -First Last/Mile Solutions.

Attachments

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## EXHIBIT 1

### U.S. DOT Blending Technology to bring Mobility Solutions to Communities Nationwide

Posted by Office of Public Affairs

The U.S. Department of Transportation's Federal Transit Administration's (FTA) Mobility on Demand (MOD) Initiative is helping communities nationwide incorporate the latest technology into their public transit services, with the goal of making them more effective, efficient, and equitable. Travelers in urban, suburban, and rural communities will benefit from better first- and last-mile connections, improved paratransit services, enhanced trip planning capabilities, and more.

In 2016, FTA awarded \$8 million in MOD Sandbox grants to 11 projects. Through the MOD Sandbox, FTA provides a means to demonstrate integrated MOD concepts and solutions – supported through local partnerships – in real-world settings. This gives FTA the opportunity to measure project impacts and assess how existing FTA policies and regulations may support or impede these new transportation service models to create:

- \* Increased productivity of public transportation;
- \* More options for individual mobility;
- \* Better connectivity in communities; and
- \* Greater accessibility for those with disabilities or low incomes.

Learn more about [FTA's MOD Sandbox Program](#)



FTA

FEDERAL TRANSIT ADMINISTRATION



U.S. Department of Transportation  
Federal Transit Administration

REPORT  
SUMMARY

# Mobility on Demand (MOD) Sandbox Demonstration: DART First and Last Mile Solution

## Background

In May 2016, the Federal Transit Administration (FTA) announced an \$8 million Public Transportation Innovation funding opportunity for a Mobility on Demand (MOD) Sandbox Demonstrations. In October 2016, Dallas Area Rapid Transit (DART) was selected as one of 11 MOD Sandbox Demonstration projects. The DART First and Last Mile Solution project received \$1.5 million, most of which was used for technology, with DART providing operational funding.

## Objectives

Project goals were to improve first and last mile access to DART transit for all people including individuals with disabilities, increase transit ridership on DART, improve the experience of transit, provide alternative transportation/multimodal travel options, expand service within certain areas and improve access to jobs, replace ineffective and costly fixed-route transit with MOD services, and improve customer satisfaction. The project also intended to provide same-day service for riders with disabilities who use wheelchair-accessible vehicles instead of next-day, demand-responsive service and to comply with the American with Disabilities Act (ADA) through meeting an equivalent level of service requirement.

## Findings and Conclusions

*DART improved transit access and decreased response and travel times for accessing the DART system by implementing MOD practices using microtransit service, called GoLink, and Transportation Network Company (TNC) service, UberPool.*

DART collaborated with technology providers and conducted a MOD Sandbox Demonstration that proved to be an operational success. The project leveraged DART's GoPass app and implemented microtransit service, called GoLink, and TNC service, UberPool. Other MOD services were explored but were ultimately discontinued due to a variety of issues.

Evaluation of the project showed that MOD services improved transit access for all people and improved first mile/last mile response and travel times for accessing the DART system. GoLink and UberPool services were added without additional expense to riders. Through this project, DART improved transportation efficiency and achieved most of its goals.

Results of a MOD customer survey showed major improvements in overall customer satisfaction. MOD service extended coverage to areas with little or no transit, which increased overall transit ridership and reduced costs to DART.

Challenges included requiring a technology change in the transit environment and a strong backup support system to continue operation as well as designing tailored service to specific geographical zones that required intensive marketing campaigns. Integrating with other travel options such as carpooling and TNCs was challenging. GoPool, a carpooling component of the MOD project, had to compete with existing competitors that did not have policy limitations, which created imbalances of riders and drivers. DART experienced challenges with TNCs as well, which were overcome. These included data-sharing and service policy agreements, such as payment and technology changes.

The report includes several lessons learned in the areas of operation and technology planning and deployment as well as marketing planning and execution. Recommendations and next steps are provided.

## Benefits

The results of this project are beneficial for transit agencies and municipalities planning and implementing MOD. Citizens, advocates, cities, and neighborhoods facing transit cuts will also benefit from reading the report, as will chambers of commerce, transportation management associations, and employers in lower-density areas seeking transit options for their employees. The project results will help researchers study the actual implementation of MOD.

## Project Information

### FTA Report No. 0164

This research project was conducted by DART. For more information, contact FTA Project Manager Steve Mortensen at (202) 493-0459 or [Steven.Mortensen@dot.gov](mailto:Steven.Mortensen@dot.gov). All FTA research reports can be found at <https://www.transit.dot.gov/about/research-innovation>. All research reports can be found at <https://www.transit.dot.gov/about/research-innovation>.



City of Gainesville

**Regional Transit System (RTS)  
Five-Year Major Update of the  
Ten-Year Transit Development Plan  
FY2020 – FY2029**

Final

September 2019

Gainesville.  
**MOBILITY**

**Tindale  
X Oliver**

**RTS Transit Development Plan | Introduction**

*Prepared by*

Map 8-1: New Service Alternatives

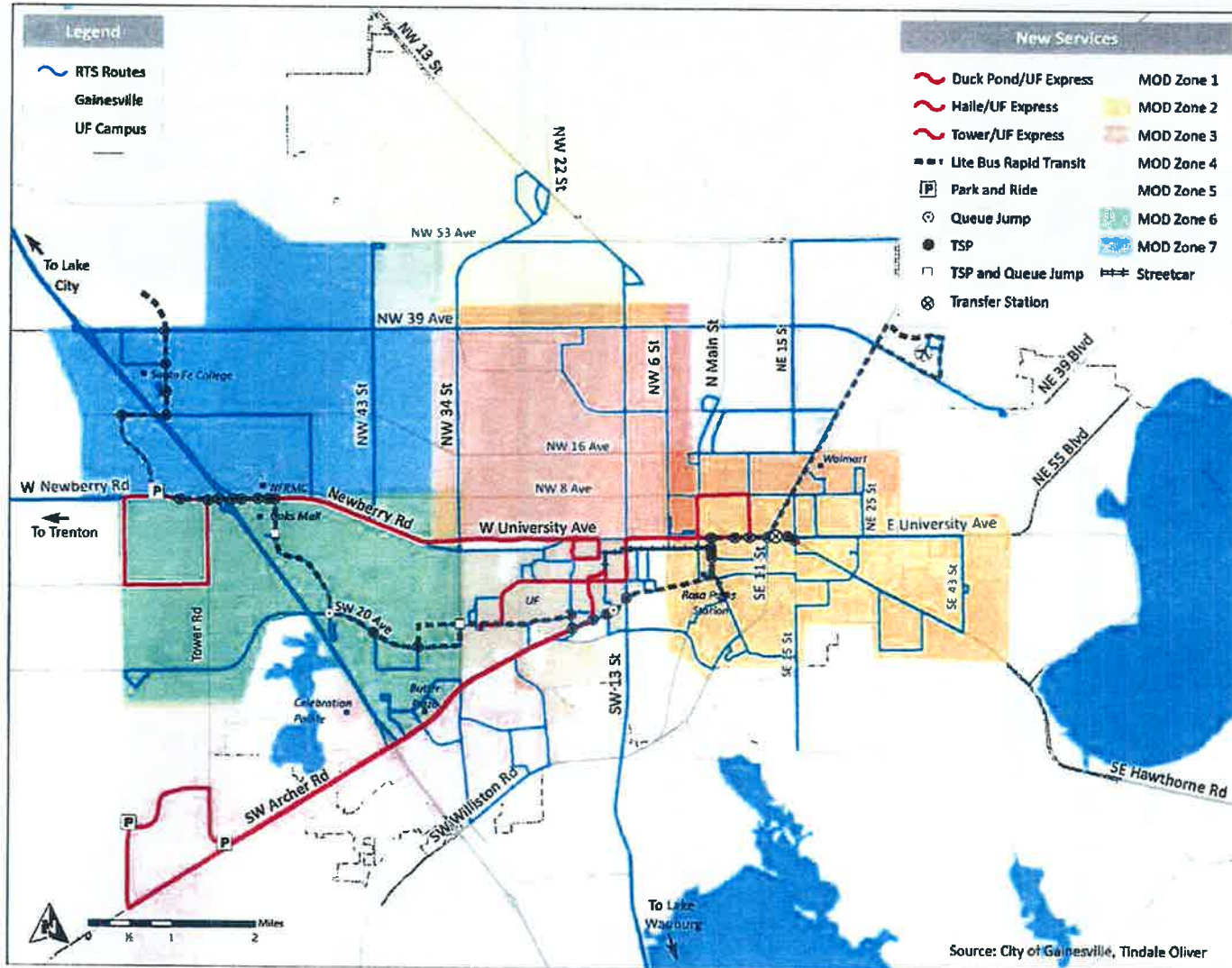







Table 10-3: Proposed 10-Year Implementation Plan

Service Improvements	Description	Annual Operating Cost	10-Year Operating Cost	10-Year Capital Cost
		(2019\$)	(2019\$)+CPI	(2019\$)+CPI
<b>Maintain Existing Service</b>				
Maintain Existing Fixed-Route Service	Maintain Existing Fixed-Route Service	\$24,444,820	\$266,390,435	\$77,334,006
Maintain Existing Paratransit Service	Maintain Existing Paratransit Service	\$1,992,480	\$21,713,299	\$4,493,369
<b>Phase 1 (2020 - 2024)</b>				
<b>Increase frequencies:</b>				
Route 6	Double frequency on Route 6 - weekday	\$233,753		
Route 15	Double frequency on Route 15 - evening	\$102,523	\$19,283,899	\$1,448,286
Route 21	Double frequency on Route 21	\$832,489		
Route 43	Increase frequency 30 to 20 min - Route 43	\$266,560		
Route 75	30 minute frequency - Route 75	\$334,226		
<b>Increase service span:</b>				
Route 600/601 - Microtransit	Expand span on Microtransit to match Route 7	\$246,056		
Route 6	Later service Route 6 - until 10PM	\$ 92,271	\$9,058,740	\$1,448,286
Route 15	Later service Route 15 - until Midnight	\$ 88,170		
Route 43	Later service Route 43 - until 10PM	\$174,289		
Route 75	Later service Route 75 - until 11PM	\$230,472		
<b>MOD</b> { New Mobility on Demand Service (MOD)	Add MOD zones (seven) to overlay fixed route network and provide on-demand local mobility and first/last-mile connections; serves the general public; augments growing paratransit demand	\$1,009,732	\$7,565,194	\$645,496
<b>Phase 2 (2025 - 2029)</b>				
Replace Route 121	Replace with other service improvements	(\$393,689)		\$0
Realign routes per UF TAPS	Realign Routes 25A, 29, 38, 46, 120, 122, 125, 127, 10, 28, 33, 34, 36, 75	\$328,074	(\$371,326)	
Realign routes per TDP and COA				
BRT Light Service	BRT light service along Newberry, Archer, West University with TSP and Queue Jump treatments	\$2,419,548	\$13,692,629	\$5,315,356
New Express Service	Duck Pond/UF Express Tower/UF Express	\$984,223	\$5,569,883	\$2,319,387
Additional Paratransit Service	ADA paratransit service to cover additional service and demand	\$162,406	\$919,081	\$2,078,687
<b>Other Capital Projects (2020-2029)</b>				
TSP/Queue Jump Treatments				\$16,050,000
East Side Transfer Station				\$4,006,925
Bus Stop Infrastructure				\$5,861,000
ADA Improvements				\$5,000,000
Technology Projects				\$10,723,000
Recurring Facilities Upgrades				\$1,567,614
<b>Costs and Revenue Summary</b>		<b>10-Year Cost</b>	<b>10-Year Revenue</b>	<b>Unfunded</b>
Operating Needs		\$349,184,682	\$293,466,577	(\$55,718,106)
Capital Needs		\$138,291,411	\$94,531,600	(\$43,759,811)



## First Last/Mile Solutions

 [apta.com/research-technical-resources/mobility-innovation-hub/first-last-mile-solutions](https://www.apta.com/research-technical-resources/mobility-innovation-hub/first-last-mile-solutions)



Transit agencies are collaborating with stakeholders to establish innovative public/private pilot projects to reduce the distance between a traveler's origin/destination and a transit station/stop, commonly referred to as the first/last mile.

### First Transit and Lyft Partner for Bike-Share Program in Portland

Portland, OR  
January 2021

First Transit entered an agreement with Lyft to provide operations for BIKETOWN, Portland's all-electric bike-share system. The partnership allows First Transit to perform field operations for the 1,500 bike share system with roughly 140 stations covering 30 square miles. Operations include battery monitoring, deployment, retrieval, and general rebalancing of bike inventory.



**Kansas City Area Transportation Authority (KCATA):** KCATA is a trailblazer in providing on-demand micro-transit service. Learning from the experience of an unsuccessful micro-transit shuttle pilot in 2016, KCATA's relaunched program provides better experiences for riders who can request a trip specific to their origin and destination.

**Flexible Microtransit:** Micro-transit ridership is currently 15 times higher than it was during its 2016 pilot. These on-demand services provide better experiences for riders who can request a trip specific to their origin and destination. Schedules and routes adjust based on demand, and address first- and last-mile challenges (with wait times under 15 minutes.).

**RideKC Bike and Scooter Integration:** KCATA has incorporated pedal bikes, smart, electric-assist bikes, and e-scooters into its family of mobility services under the RideKC brand. The goal is to build a single, interconnected transit system that gives people the ability to seamlessly move around our region with effective first and last mile transportation solutions in mind and is tied to a robust equity program.

**Integrated Fare Payment:** To make commuter easy, convenient, and healthy, KCATA now offers a combination pass that will let riders check out a Bike Share bicycle and ride a bus using just one pass.

### **Kansas City Area Transportation Authority | Drop Mobility**

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July 2019 – Present  
Kansas City, MO

RideKC is a partnership of the Kansas City Area Transportation Authority, BikeWalkKC, and Drop Mobility. The system provides a unique integration of public transit and shared use mobility. Three fleets of traditional pedal bikes, electric-assist bikes, and scooters provide residents and visitors with healthy, sustainable options for getting around Kansas City. The bike share and scooter program is a part of the RideKC regional transit family of mobility services, including Bus, MAX, Streetcar, and now shared use bikes and scooters. Sturdy and stable scooters were added to the RideKC fleet on July 12, 2019.



### **In light of COVID-19, Translink is Installing Decals to Promote Social Distancing at Stations and Bus Stops**

---

March 2020  
Vancouver, CA

In an effort to encourage social distancing during the COVID-19 outbreak, Translink is installing decals at train stations and bus stops.



### **SFMTA Launches Adaptive Scooters for People with Disabilities**

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January 2020  
San Francisco, CA

The San Francisco Municipal Transportation Agency (SFMTA) will start four unique adaptive scooter pilot programs Jan. 15, 2020, with a total of 50 adaptive scooters available from the permitted scooter operators Jump, Lime, Scoot and Spin.



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## Greater Dayton RTA Welcomes Spin to Dayton

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January 2020  
Dayton, OH

The Greater Dayton Regional Transit Authority (RTA) has taken a hands-on approach supporting the use of shared bikes and scooters in the last five

years. The authority has become the operator of Link, the local bikeshare system, and also the maintenance provider for Spin (owned by Ford) in its shared e-scooter deployment. At the end of 2019, 225 bikeshare bikes were available in 27 stations in Dayton, as well as about 200 Spin e-scooters. RTA is working toward integrating these vehicles into a comprehensive “Mobility-as-a-Service” offering that would be available through a single smart phone app.



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## Whitepaper: Identifying Best Practices for Mobility Hubs

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February 2019  
Vancouver, BC

Prepared by Saki Aono, UBC Sustainability Scholar. [View the whitepaper here.](#)

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## Trinity Metro Starts New First Mile/Last Mile Solution

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July 2019 – Present  
Fort Worth, TX

Trinity Metro introduces a new service to help employees in the Mercantile area get to work; ZIPZONE. The Mercantile ZIPZONE easily connects TEXRail and bus commuters who travel to the Mercantile Center Station. Powered by Via, the Trinity Metro Mercantile ZIPZONE is a premier rideshare option for bus and train





customers to complete their commute. Via’s advanced algorithms enable riders to efficiently rideshare in the vehicle. Trinity Metro has partnered with the City of Fort Worth to provide funding for Mercantile ZIPZONE for the one-year pilot project. The city has dedicated \$500,000; the remaining \$500,000 is part of Trinity Metro’s operating budget.

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## SacRT and Micromobility Integration

Sacramento, CA  
Summer 2019-Ongoing

Sacramento Regional Transit District (SacRT) has adopted a groundbreaking micromobility strategy to address the “first mile/last mile problem.” The agency has partnered with JUMP, an electric micromobility provider, to offer on-demand access to and from light rail stations.

SacRT has worked with JUMP to install charging bays inside light rail stations. These charging bays allow commuters to park an e-bike within the station, where it can charge while docked. On the return trip, the commuter can unlock a charged e-bike at the station and ride it to their final destination. SacRT covers costs for the charging stations by collecting installation and utility fees from the micromobility company.



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## Carpool to Transit

Ongoing  
San Francisco, CA

San Francisco Bay Area Rapid Transit (BART) will receive funding for an integrated carpool to transit program that will help users find carpool matches as well as match them to their transit destinations. The project will provide a seamless way to reserve and pay for in-demand parking spaces at BART stations, allow preferential parking for carpoolers while increasing transit ridership by improving access to BART stations. The software will include ways to identify drivers with wheelchair-accessible vehicles. The project is part of the FY 2016 Mobility on Demand Sandbox (MOD) Grant Program.

June 2019 update:

Previous carpool programs including 511’s carpool permit and the Scoop to BART program will end as BART works to consolidate the various carpool programs and make it easier and more beneficial for all riders to carpool to any station that offers parking. Previously designated carpool parking sections will be converted into additional permit spaces at lots as the new program is rolled out station by station.

## **HART HyperLINK**

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2016-Ongoing  
Hillsborough County, FL

HART's HyperLINK is a first/last mile solution that is fully ADA accessible and designed as a shared-ride service, which reduces transit's impact on the environment. Based on research, residents who have more accessibility to public transit will take advantage of it.



The door-to-bus smartphone app (also available through call center) makes booking and catching a ride on HyperLINK as easy as possible. Need to connect to HART? It's a just a \$1 to connect to a designated HART stop, within the zone. Or, if you need to connect ANYWHERE within the zone, pay just \$3!

Each ride is payable by cash or credit, so you can pay how you want to pay. Near the end of your journey, book a ride home and a driver will meet you at the bus stop.

HART hopes this new feature will make trips more convenient and accessible to residents in select locations.

## **Rabbittransit – Geisinger partner on new transportation program**

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April – December 2018  
York, PA

Geisinger Health System partnered with Rabbittransit, a regional transportation company that operates in 10 counties in central and southcentral Pennsylvania: Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York. Through its partnerships, Rabbittransit can arrange patient transport in additional counties in Geisinger's coverage area including Luzerne, Lycoming, Schuylkill and Lackawanna.

The pilot program was conducted in two locations: the Scranton area, within 25 miles, to test an urban setting, and the Danville area, within 50 miles, to test a rural setting.

## **Denton County Transportation Authority (DCTA) Drive.ai Announces On-Demand Self-Driving Car Service on Public Roads in Texas**

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July 2018  
Denton County, TX

This pilot program is a model for the deployment of self-driving vehicles in a public setting, one of the first of its kind in the nation, and a major step forward for the industry. Drive.ai's self-driving on-demand service will be operated in conjunction with Frisco TMA, a public-private partnership dedicated to bringing innovative last-mile transportation options to the growing population of Frisco, Texas. The Frisco TMA includes the City of Frisco, HALL Group, Frisco Station Partners, The Star, and the Denton County Transportation Authority, which will administer the program. [Read more here.](#)

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## **Valley Metro + Waymo announce technology & transit partnership**

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April 2018  
Phoenix, AZ

Valley Metro and Waymo joined forces to introduce a new partnership that will help drive the future of transportation. Using Waymo's self-driving vehicle technology, Valley Metro will participate in an innovative travel solution pilot that can be modeled across the country. [Visit their website to learn more about the partnership](#)

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## **Go Centennial Pilot**

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August 2016 – February 2017  
Centennial, CO

The Go Centennial pilot was a public-private partnership between the City of Centennial, CH2M, the Denver South Transportation Management Association (DSTMA)/Southeast Public Improvement Metropolitan District (SPIMD), Lyft, Via Mobility Services (Via) and Xerox (Conduent) to address the first and last mile problem – how to get travelers to and/or from transit stations. This model applied an on-demand, demand-responsive mobile platform to provide efficient transportation connections to and from the Regional Transportation District (RTD) Dry Creek Light Rail Station in Centennial, Colorado.

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## **CTA and Divvy**

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2016  
Chicago, IL

CTA received funding for a project that will incorporate the local bike sharing company, Divvy, a 580 station bike share service, into CTA's existing transit trip planning app so users can identify the availability of bikes or docking stations near their transit stops, and pay for bike rentals. The project is part of the FY 2016 Mobility on Demand Sandbox (MOD) Grant Program.

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## West Salem Connector On-Demand Transit Project

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June 2015  
Salem, OR

Looking to solve the first-and last-mile issue, Cherriots began operating the West Salem Connector on June 1, 2015 as a pilot project in Salem, OR.

The West Salem Connector is a reservation-based, shared-ride transit service which runs Monday-Friday, 6 a.m. to 9 p.m.. When riders book trips online or by calling, the booking software automatically generates a trip manifest. That information is then relayed to the bus drivers via on-board tablets. Drivers pick up and drop off riders in a 14-passenger cutaway bus on a route that changes every hour based on demand.

The only scheduled element of the system is at Glen Creek Transit Center, where the bus lays over for ten minutes once an hour. This is where riders can transfer to frequent bus service to downtown Salem, as well as walk onto the bus without a reservation. APTA members can access a presentation on the pilot project [here](#).





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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Metropolitan Transportation Planning Organization Transportation Issues -  
Lighted Signal Crossings on the State Highway System

STAFF RECOMMENDATION

**No Action Required**

BACKGROUND

At its October 26, 2020 meeting, the Metropolitan Transportation Planning Organization discussed several transportation issues. Further discussion of the issues was deferred to the next meeting.

Among the issues deferred was a discussion of lighted signal crossings on the State Highway System.

Below is a link to midblock and unsignalized intersection pedestrian crossing information from the Florida Department of Transportation Traffic Engineering Manual:

[http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/FDOT\\_Midblock\\_Info-TrafficEngineeringManualChapter5.2.pdf](http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/FDOT_Midblock_Info-TrafficEngineeringManualChapter5.2.pdf)


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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Metropolitan Transportation Planning Organization Transportation Issues -  
West 13th Street as a Complete Street and  
University Avenue, South 2nd Avenue and South 4th Avenue from the  
University of Florida to East 25th Street

STAFF RECOMMENDATION

**No Action Required**

BACKGROUND

At its October 26, 2020 meeting, the Metropolitan Transportation Planning Organization discussed several transportation issues. Further discussion of the issues was deferred to the next meeting.

Among the issues deferred was a discussion of

- West 13th Street as a Complete Street; and
- University Avenue, South 2nd Avenue and South 4th Avenue from the University of Florida to East 25th Street.

Materials for discussion include:

- Exhibit 1 - Metropolitan Transportation Planning Organization letter to the Florida Department of Transportation concerning SW 13th Street Charrette implementation;
- Exhibit 2- Florida Department of Transportation response;
- Exhibit 3 - Metropolitan Transportation Planning Organization October 28, 2019 meeting packet excerpt concerning U.S. Highway 441 (SW 13th Street); and
- Exhibit 4 - SW 13th Street citizen Powerpoint presentation handout.

Below is the link to the 2002 SW 13th Street Charrette report:

[http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/SW\\_13\\_St\\_Charrette\\_corrardino.pdf](http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/SW_13_St_Charrette_corrardino.pdf)

Below is the link to the complete State Road 26 / University Avenue Multimodal Emphasis Corridor Study - Final Report.

[http://ncfrpc.org/mtpo/publications/UnivAveMultimodel/SR26\\_Phase\\_2\\_Report\\_final\\_submittal.pdf](http://ncfrpc.org/mtpo/publications/UnivAveMultimodel/SR26_Phase_2_Report_final_submittal.pdf)

Attachments

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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.



EXHIBIT 1



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2009 NW 67th Place, Gainesville, FL 32653-1803 • 352.955.2200

March 12, 2018

Mr. Greg Evans, P. E., District 2 Secretary  
Florida Department of Transportation  
1109 South Marion Avenue  
Lake City, FL 32025-5847

RE: U.S. 441 (SW 13th Street) Charrette Implementation

Dear Secretary Evans:

At its meeting on February 26, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the 2002 SW 13th Street Charrette implementation between Paynes Prairie and State Road 24 (Archer Road). Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

*Request that the Florida Department of Transportation implement its Context Classification criteria from the Florida Design Manual along this corridor with a focus on:*

- *Reduction in speed limits;*
- *Reduction in visual clutter by eliminating some highway signs or collocating signs on poles;*
- *Provide designated multiple midblock pedestrian crossings along the corridor;*
- *Increase lighting at median openings and signalized intersections; and*
- *Provide bus bays;*

*Or explain why it will not complete these modifications.*

If you have any questions concerning this matter, please do not hesitate to contact Scott Koons, AICP, Executive Director, at 352.955.2200, extension 101.

Sincerely,

Harvey Budd, Chair  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

xc: Jim Knight, Florida Department of Transportation District 2 Urban Planning Administrator  
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager

T:\Scott\SK18\MTPO\Letter\sw13st\_charrette\_fdot.docx

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







SK  
ME

**Florida Department of Transportation**

1109 South Marion Avenue  
Lake City, Florida 32025-5874

**RICK SCOTT  
GOVERNOR**

**MIKE DEW  
SECRETARY**

April 9, 2018

Mr. Harvey Budd, Chair  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area  
2009 NW 67<sup>th</sup> Place  
Gainesville, Florida 32653-1603

RECEIVED

APR 12 2018

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

Subject: US 441 (SW 13<sup>th</sup> Street) Charrette Implementation

Dear Chair Budd,

We are in receipt of your letter dated March 12, 2018 outlining the MTPO Board discussion of the 2002 SW 13<sup>th</sup> Street Charrette. The Board has requested the Florida Department of Transportation implement its Context Classification criteria from the Florida Design Manual on SW 13<sup>th</sup> St. US 441, between Paynes Prairie and Williston Rd/State Road 331 with specific focus areas.

During the design phase of resurfacing project 436157-1, US 441 resurfacing from Marion County Line to State Road 331/Williston Road, the Department will follow the elements of the Florida Design Manual 2018 standards for the context class.

- The design speed limit will be reviewed
- We will review opportunities for the potential to eliminate or co-locate signage. *Should the MTPO have specific signage they would like the Department to evaluate, please provide the description and location.*
- Regarding installing multiple mid-block crosswalks along the corridor, the Board is aware that the Department has specific criteria to follow in evaluating mid-block crossing locations. *If the Board has a preferred location they would like evaluated for a mid-block crossing, please provide the location.*
- Lighting criteria at intersection will be reviewed against the standards.
- The Department would request Regional Transit System (RTS) provide specific requests for bus bay siting to be evaluated."

Please contact James Knight at 904-630-5646 or [james.knight@dot.state.fl.us](mailto:james.knight@dot.state.fl.us) if you have any questions or need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Evans".

Greg Evans  
District Two Secretary



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2009 NW 87th Place, Gainesville, FL 32653-1803 • 352.955.2200

October 21, 2019

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons AICP, Executive Director *SRK*  
SUBJECT: U.S. Highway 441 (West 13th Street) Status Report -  
Community Workshop Update and Speed Study Report/  
Other State Highway System Projects Update

STAFF RECOMMENDATION

**Refer the U.S. 441 (West 13th Street) Community Workshop citizen comments to the Metropolitan Transportation Planning Organization advisory committees for review and recommendations.**

BACKGROUND

On October 15, 2019, the Metropolitan Transportation Planning Organization hosted a community workshop at UF Innovate The Hub, 747 SW 2nd Avenue, Gainesville, Florida (see Exhibit 1). A summary of concerns and recommendations expressed at the workshop are shown in Exhibit 2.

At its August 26, 2019 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed transportation concerns on U.S. Highway 441 (West 13th Street) from State Road 331 (Williston Road) to State Road 120 (NW 23rd Avenue). At the conclusion of the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

- *Retain a Multimodal Emphasis Corridor Study in the Year 2045 Long-Range Transportation Plan Needs Plan for evaluation in the Cost Feasible Plan with endpoints from State Road 331 (Williston Road) to State Road 120 (NW 23rd Avenue); and*
- *Request the Florida Department of Transportation to:*
  - *Revisit the context classification for U.S. Highway 441 (SW 13th Street) from south of State Road 331 (Williston Road) to State Road 24 (Archer Road) to change from the classification from C3C Suburban Commercial to C4 Urban General; and*
  - *Consider funding the State Road 26 (University Avenue) Multimodal Emphasis Corridor projects in the Year 2040 Long-Range Transportation Plan Cost Feasible Plan.*

At its June 24, 2019 meeting, the Metropolitan Transportation Planning Organization:

- *Approved the List of Priority Projects that included the extension of the U.S. Highway 441 (West 13th Street) Multimodal Emphasis Corridor study to be from State Road 331 (Williston Road) to State Road 120 (NW 23rd Avenue); and*
- *Received a status report concerning the implementation of the SW 13th Street Charrette recommendations.*

In addition, a member suggested a workshop concerning a redesign of the U.S. Highway 441 (SW 13th Street) corridor.

At its August 27, 2018 meeting, the Metropolitan Transportation Planning Organization received an update on the scoping of the U.S. Highway 441 resurfacing project between the Marion County line and State Road 331 (Williston Road). The Florida Department of Transportation is currently coordinating with Alachua County for the implementation of a linear park on the Paynes Prairie corridor. The Florida Department of Transportation intends to follow the elements of the Florida Design Manual 2018 and other criteria specified in the letter.

At its meeting on February 26, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the 2002 SW 13th Street Charrette implementation between Paynes Prairie and State Road 24 (Archer Road). Subsequent to the discussion, the Metropolitan Transportation Planning Organization approved a motion to:

*Request that the Florida Department of Transportation implement its Context Classification criteria from the Florida Design Manual along this corridor with a focus on:*

- *Reduction in speed limits;*
- *Reduction in visual clutter by eliminating some highway signs or collocating signs on poles;*
- *Provide designated multiple midblock pedestrian crossings along the corridor*
- *Increase lighting at median openings and signalized intersections; and*
- *Provide bus bays;*

*Or explain why it will not complete these modifications.*

The Florida Department of Transportation has completed a speed study for U.S. Highway 441 (SW 13th Street) across Paynes Prairie (see Exhibit 3). The results of the study are that there will be no reduction in the speed limit and it will remain at 65 miles per hour across Paynes Prairie.

The Florida Department of Transportation has responded to the August 29, 2019 Metropolitan Transportation Planning Organization letter concerning U.S. Highway 441 (West 13th Street) issues (see Exhibit 4). The Florida Department of Transportation stated that the:

- U.S. Highway 441 (West 13th Street) Multimodal Emphasis Corridor Study should be funded with Metropolitan Transportation Planning Organization planning funds and/or other local funds.
- Context Sensitive Reclassification of SW 13th Street from Suburban Commercial to Urban General is being considered; and
- Extension of the U.S. Highway 441 (West 13th Street) Multimodal Emphasis Corridor Study limit to State Road 331 (Williston Road) is approved.

In addition, The Florida Department of Transportation has reviewed and commented on the List of Priority Projects - Other Arterial Construction/Right-of-Way Priorities:

- West University Avenue Enhanced Pedestrian Crossings - NW 17th Street completed; NW 16th Street and NW 19th Street under design;
- West University Avenue Bikeway/Sidewalk Construction - Right-of-Way is cost prohibitive;
- East University Avenue Pedestrian-Oriented Intersection - To be review for pedestrians and cost/benefit;
- East University Raised Medians - To be considered during next resurfacing cycle; and
- East University Midblock Crossings - Completed (no new midblock crossing).

#### Attachments

t:\scott\sk20\mtpo\memo\us441-sw13st\_workshop\_mtpo\_oct28.docx

EXHIBIT 1

# COMMUNITY WORKSHOP

## U.S. HIGHWAY 441 (WEST 13TH STREET)

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Tuesday, October 15, 2019

6:00 p.m. to 8:00 p.m.

747 SW 2nd Avenue  
Gainesville, Florida



The public is invited to participate in a design workshop concerning safe and efficient mobility for all users in the U.S. Highway 441 (West 13th Street) corridor from State Road 331 (Williston Road) to NW 23rd Avenue.

Park on the east side of UF Innovate The Hub in Lot G.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is composed of the five Alachua County Board of County Commissioners and the Mayor and six City of Gainesville Commissioners as voting members with the University of Florida President (represented by the Vice President for Business Affairs), the Florida Department of Transportation District 2 Secretary and a Rural Advisor as non-voting members.

**Title VI Nondiscrimination Notice**

It is the policy of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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.

**Aviso de No Discriminación de Título VI**

Es la política de la Organización Metropolitana de Planificación del Transporte del Área Urbana de Gainesville, que ninguna persona sea excluida de poder participar, negársele beneficios, o de alguna manera ser sujeto a discriminación o represalias en cualquiera de los programas o actividades de la Organización Metropolitana de Planificación del Transporte del Área Urbana de Gainesville por razón de raza, color, origen nacional, sexo, edad, impedimento físico, estatus familiar, preferencia religiosa, estado civil, orientación sexual, identidad de género, según previsto por el Título VI del Acta de Derechos Civiles de 1964, el Acta de Restauración de Derechos Civiles de 1987 y el Acta de Derechos Civiles del Estado de la Florida de 1992.



U.S. Highway 441  
(West 13th Street)  
Community Workshop

North

NW 23rd Ave

PINE PA

441

GATEWAY PA

OAKVIEW

NW 6th St

FLORIDA PARK

NW 8th Ave

RSITY  
RK

NW 8th Ave

26

INNOVATION  
DISTRICT

IS 13th St

24

UNIVER  
HEIGH

24A

IS 13th St

KIRKWOOD

24A

Bivens Arm  
Nature Park

441

331



## EXHIBIT 2

### U.S. Highway 441 (West 13th street) Community Workshop Citizens Comments

#### Concern Card Comments

##### Card No. 1.

- Light cycles are long for pedestrians to cross
- Lack of shading on corridor
- Fast traffic and traffic noise
- Narrow sidewalks
- No bike lanes between University of Florida and apartments to the north of campus
- Suggestion: Add light cycles & dedicated stop
- Lights for bikes
- Look At Groningen's infrastructure
  - It's a university town
  - Dedicated bike lanes
  - Population 200,000 people
- Add more midblock crossings in the northern portion

##### Card No. 2.

- Move bicycle dedicate for many roads/ off the roadbed possibly one side pedestrian and other side bicycles
- Buses - Have half of full bus pull offs
- Roundabouts need to be more well designed (not as parks and gardens); bikes traffic medians

##### Card No. 3.

- Please follow the Department of Transportation federal suggestions for safe bike lanes
- Prioritize Connecting separated bike lanes and offer high quality bike infrastructure. a good place to start would be to connect to the DNA bridge on 13th Street

##### Card No. 4.

- Physically structure separating lanes for bikes

##### Card No. 5.

- Better communication of date and structure of meetings

##### Card No. 6.

- Metropolitan Transportation Planning Organization/University of Florida collaboration on working toward a complete street design for entire corridor
- In-road bike lanes with a 18" buffer (stripped) - Bike lanes themselves 4' To 5'
- Shade trees - very important
- Narrow travel lanes - As needed to slow traffic
- Improve sidewalks for pedestrians and those who are wheelchair bound
- Add pedestrian crossings where possible
- Improve law enforcement - especially for motorist



Card No. 7.

- 13th Street issues: Cross walks needed!!
- Bus riders on Rt. 13, Crossing by foot, east or west to cross SW 13th Street are at risk when speed limit is 45 miles per hour & no traffic lights with flashing crosswalks from SW 16 Avenue to SW 14th Drive

Card No. 8.

- Pedestrian issues along SW 13th Street
- Drivers turning into businesses without yielding right-of-way to pedestrians
- Flooding of sidewalks
- Vehicles parking on sidewalks
- Pedestrian signals out of order on 16th Avenue & 13th Street
- No barrier between sidewalks & streets in some areas

Card No. 9.

- Tunnel under SW 13th Street from Norman Hall to Reid Hall/Inner Road needs to be widened; remove barriers that slow bicycles on bridge
- Add protected bike lane entire length of corridor
- Narrow lane width To 9' for motor vehicles along entire length of corridor
- Add trees (not palms) along entire corridor

**Solution Card Comments**

Card No. 1.

- Midblock crossing near SW 25th Place to help bus riders cross street

Card No. 2.

- Bus and bike lanes

Card No. 3.

- Pilot tactical transit to provide combined bus/bike lanes

Card No. 4.

- Protected bike lanes (off the street)

Card No. 5.

- Midblock crossings for pedestrians on South 13th Street
- Bus/bike only lanes
- Narrower lanes
- Reduce speed limit
- Rider sidewalks
- Enforcement of vehicles blocking sidewalks & bike lanes



Card No. 6.

- The bike lanes should be constructed at the back of sidewalk. The roadway design can be low for that. There will not be any issue as this will take same width

Card No. 7.

- Curb cut outs for buses doubling as loading/unloading zones for freight
- Midblock crossings with flashers
- The bike lane in the 70 miles per hour areas are scary (separate possibly)

Card No. 8.

- SW 13th Street should dedicate a lane exclusively for transit or transit-bikes.
- Buses are more efficient at moving people especially in such a small city like Gainesville. They should only have one lane

Card No. 9.

- Only approve high density retail & housing with major bike/pedestrian controlled improvements include midblock crossing w/pedestrian controlled signals (blinking lights)
- Designated alternative routes (past P.K. Yonge Experimental School.)
- Trash problem - Require waste haulers to cover trucks create incentives for proper disposal/recycling (programs for homeless exchange food vouchers for picking up litter); (transit vouchers for recyclables)
- Marked crossings at all school routes/areas.
- Slow speeds calm traffic with design changes
- Park & Ride for University of Florida drivers & VA Patients
- All transit stops need waste bins, good benches & shelters

Card No. 10.

- Make dedicated bus lanes
- Add /buy widened right of way for bike lanes separated
- Reduce lane width/reclassification as urban
- Need crosswalks at Williston Road and at 25th place and other bus stops
- City needs to incorporate requirements for off street delivery areas and for wide sidewalks, the city has to stop "giving away" standards to developers
- Increase enforcements of delivering parking in bike lanes

Card No. 11.

- modify all curb cuts to reduce width, add roundabouts, etc. to reduce vehicle exit speed from drive ways
- Eliminate as many curb cuts as possible
- Reduce travel lanes and add other traffic calming
- Protected bike lanes wherever possible
- All parties collaborate in extending bike led network east - west as well (University of Florida, City of Gainesville and Alachua County)
- Reduce speed limit to allow for safe cycling in lane and turns especially left turns
- Add bike lanes along whole length with extra warnings to cars & bikes at check points
- Signage for alternative routes to bike boulevard wherever possible
- Increased policing of stopping in bike lane
- Adopt Complete Street concepts
- Use University of Florida expertise to address all technical aspects

## Map Comments

- Shade trees between State Road 331 (Williston Road) and State Road 226 (SW 16th Avenue)
- Corridor does not require parking spaces, major design error
- Cut-through traffic into Kirkwood along SW 25th Place
- Cut-through traffic into Kirkwood along SW 21st Avenue
- Illegal parking lot at U.S. Highway 441 (SW 13th Street) and SW 21st Avenue
- New student apartments at U.S. Highway 441 (SW 13th Street) and SW 18th Place
- Truck route along State Road 226 (SW 16th Avenue)
- Bottleneck U.S. Highway 441 (SW 13th Street) and State Road 226 (SW 16th Avenue)
- 25 miles per hour speed limit on State Road 24 (Archer Road)
- Add bicycle ramp in order to access Depot Avenue Trail west of U.S. Highway 441 (SW 13th Street)
- Increasing Northbound Truck Traffic on U.S. Highway 441 (SW 13th Street)
- No crosswalk at U.S. Highway 441 (SW 13th Street) and State Road 331 (Williston Road); Pedestrians need extra time in order to cross; pedestrians caught in median ditch
- At SW 25th Place - Bus stop unsafe, blocking sightline and cars travelling southbound go around at high speeds almost hitting unseen cars
- Pedestrian Signalized Crossing at SW 21st Avenue
- Unsafe crossing at SW 18th Place
- Publicize NW 12th Street Bike Boulevard
- Cars hit NW 8th Avenue bridge; Pinch-point (nearly pinches pedestrians to death)
- NW 13th Terrace from NW 10th Avenue to NW 14th Avenue - Nice alley for bicyclists and pedestrians
- Too many curb cuts - State Road 26 (West University Avenue) to State Road 120 (NW 23rd Avenue)
- Bicyclists and Pedestrians collide on sidewalk - NW 10th Avenue to NW 16th Avenue
- No Hot Rights (right turns on red without stopping)
- Add pedestrian cycle to State Road 26 (West University Avenue) U.S. Highway 441 (West 13th Street) Intersection Signal Timing
- U.S. Highway 441 (SW 13th Street) from SW 21st Avenue to SW 18th Place - High density development that would be a good place to start building bike-to-campus separated infrastructure
- Bicycle/Pedestrian Danger Zone - U.S. Highway 441 (West 13th Street) at State Road 24 (Archer Road) Sliplane Area
- Separated bikelanes throughout corridor, initially from SW 11th Avenue to SW 9th Road
- New bike infrastructure should connect to other bike infrastructure first and then move out
- Bicycle/pedestrian blockage by delivery trucks between SW 9th Avenue and SW 8th Avenue
- Future bottleneck if or when more buildings

# Cyclist/Pedestrian Safety on SW 13th Street

## Key Concerns and Solutions

**Concerns:**

- Safety! Currently unsafe conditions for pedestrians and cyclists
- Infrastructure Emphasis: Unimodal infrastructure - current infrastructure does not sufficiently accommodate alternate modes of transportation (cycling, walking, buses)
- Unattractive: trash, insufficient high-quality shade trees, disused buildings/lots

**The goal:**

To have **safe and effective** options for multiple modes of transportation, particularly supporting modes of transportation that promote reduced traffic, alleviate campus parking issues, encourage healthy lifestyles, foster community, improve commercial viability of SW 13<sup>th</sup> St.

## Solutions

**Short term:** improve timing of lights to increase pedestrian crossing time, minimize sidewalk/bike lane obstructions, repair broken sidewalks, eliminate or mitigate runoff & flooding, plant high quality shade trees, pickup trash.

**Long term:** build safe pedestrian/bike paths that are removed from the flow of traffic (e.g., 6<sup>th</sup> street or SW 23<sup>rd</sup> St, south Main was a missed opportunity), have pockets where buses can turn in without obstructing traffic or blocking bikes, build pedestrian initiated, coordinated mid-block crossings.

See USDOT Federal Highway Administration Separated Bike Lane Planning and Design Guide.

## Safety Concerns

- Obstructed bike lanes, sidewalks and crosswalks
  - Delivery vehicles, cars, objects, construction runoff, deep water
- Curb cuts & intersections
  - Automobiles pulling out before or without stopping
  - Motorized vehicle traffic using designated bike lanes as an additional lane
- Poor maintenance
  - Cracked/uneven concrete sidewalks & tarmac

## Safety Concerns – Obstructions



Issues: No bike lane, delivery trucks frequently on sidewalk. A safety hazard for cyclists and pedestrians in a high traffic area - Buses, semi-trucks and construction vehicles

## Safety Concerns – Obstructions



## Safety Concerns – Obstructions



## Safety Concerns – Obstructions



## Safety Concerns – Obstructions



## Safety Concerns – Obstructions



Far from the only offender. Two examples from a 10 min period in front of Blue Gill.



## Safety Concerns – Obstructions



Blocked lane, again, plus no midblock crossing.

## Safety Concerns – Obstructions





## Safety Concerns – Obstructions



Sidewalk and bike lane blocked!



Note: on campus, not 13

## Safety Concerns – Obstructions



And uneven sidewalk/debris

### Safety Concerns – Obstructions



### Safety Concerns – Obstructions



## Safety Concerns – Obstructions



## Safety Concerns – Obstructions Water/Runoff





## Safety Concerns – Obstructions Water/Runoff



## Safety Concerns – Obstructions Water/Runoff



Note the truck blocking the bike lane!

## Safety Concerns – Curb Cuts

- At every intersection of pedestrian, bicycle and automobiles, there is an increased risk for fatalities.
- Many cyclists have experienced close calls or collisions with automobiles which pull out beyond the stop line (if present) and/or do not stop prior to pulling onto SW 13<sup>th</sup> (and elsewhere).

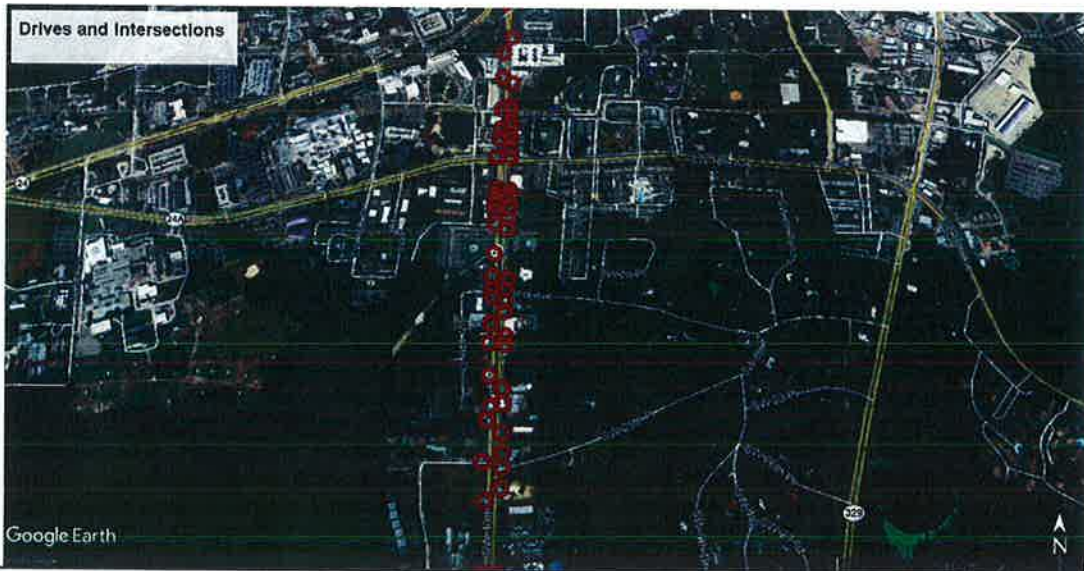
## Safety Concerns – Curb Cuts & Intersections



## Safety Concerns – Curb Cuts & Intersections



## Safety Concerns – Curb Cuts & Intersections





## Safety Concerns – Curb Cuts & Intersections



## Safety Concerns – Curb Cuts & Intersections



Not on 13, but close.  
I've nearly died multiple times here.  
Close calls with cars doing just what this one did, not stopping until over crosswalk despite red light, but with a large truck in the left turn lane blocking their view.

Sadly, this path is an ideal pedestrian/bike solution, a bidirectional separated path, except where it intersects with vehicular traffic.

## Safety Concerns – Curb Cuts & Intersections



## Safety Concerns – Curb Cuts & Intersections





## Safety Concerns – Curb Cuts & Intersections

- On a daily basis, cars use bike lane this as an extended turning lane



## Safety Concerns – Poor Maintenance



## Other Issues

- Trash
- Insufficient high-quality shade trees
  - Extend planting as done on Archer and elsewhere around town to SW 13th.
- Insufficient bike parking

## Other Issues



## Other Issues



Trash, including medical waste

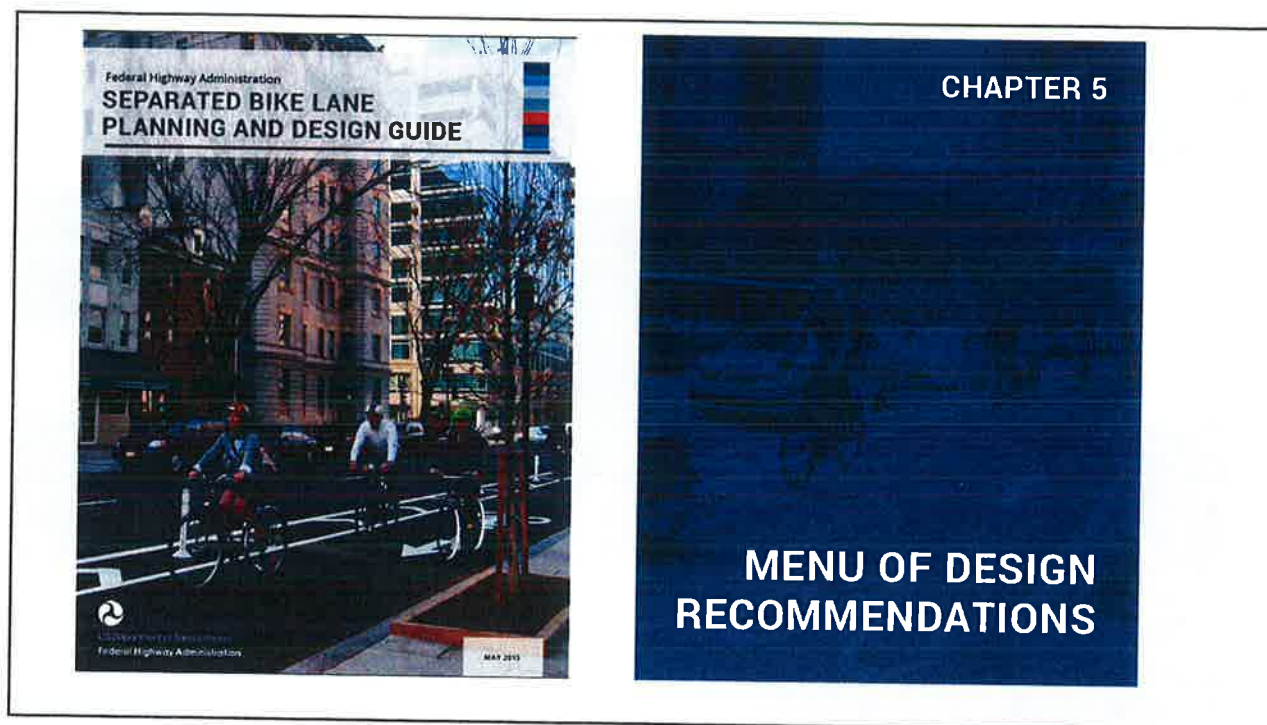
## Solutions

**Short term:** improve timing of lights to increase pedestrian crossing time, minimize sidewalk/bike lane obstructions, repair broken sidewalks, eliminate or mitigate runoff & flooding, plant high quality shade trees, pickup trash.

**Long term:** build safe pedestrian/bike paths that are removed from the flow of traffic (e.g., 6<sup>th</sup> street or SW 23<sup>rd</sup> St, south Main was a missed opportunity), have pockets where buses can turn in without obstructing traffic or blocking bikes, build pedestrian initiated, coordinated mid-block crossings.

See USDOT Federal Highway Administration Separated Bike Lane Planning and Design Guide.





## Protected bike lanes are a solution


potential bicyclists. Findings suggest that striped or painted buffers offer some level of increased comfort, whereas buffers with some sort of physical protection, even protection as minimal as a plastic flexpost, yield significant increases in perceived comfort for potential cyclists with safety concerns (the interested but concerned). **Of residents living near recently built protected bike lanes, 71% of all residents and 88% of the interested but concerned indicated that they would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier.**

McNeil et al. (2015)  
*Influence of Bike Lane Buffer Types on Perceived Comfort and Safety of Bicyclists and Potential Bicyclists*


**CHAPTER 5**

**FORMS OF SEPARATION**

**Raised Lane**



**Planters**




**Vertical elements in the buffer area are critical to separated bike lane design. These separation types provide the comfort and safety that make separated bike lanes attractive facilities. The selection of separation type(s) should be based on the presence of on-street parking, overall street and buffer width, cost, durability, aesthetics, traffic speeds, emergency vehicle and service access, and maintenance. In certain circumstances, emergency vehicle access may need to be provided through low or mountable curbs or non-rigid means. The spacing and width dimensions that follow are suggestions; narrower buffer widths may be used so long as the vertical elements can be safely accommodated under the conditions of that roadway. To realize the full benefits of several treatments at a potentially lower overall cost, a combination of separation treatments may be used.**

**Cyclists enjoy the greatest level of comfort when buffers provide greater levels of physical separation. The National Institute for Transportation and Communities' (NITC) report, "Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.," found that planters, curbs, and flexible delineator posts provided the greatest sense of comfort, and that any type of buffer shows a considerable increase in self-reported comfort levels over a striped bike lane.**


**CHAPTER 5**

**FORMS OF SEPARATION**

**Concrete Barrier**



**Raised Median**



Federal Highway Administration  
Separated Bike Lane Planning and Design Guide C

## Solutions

- Include SW 13<sup>th</sup> Street in the Multimodal Emphasis Corridor Study
- Support further community engagement in design decisions

Mr. Koons stated that, each year, priorities for unfunded projects are submitted to the Florida Department of Transportation. He said that these priorities are used by the Department to develop its Tentative Work Program. He added that the draft List of Priority Projects for this year includes projects from the adopted Year 2040 Long-Range Transportation Plan and from local agency recommendations. He discussed the project priorities and answered questions. He also suggested an extension of the U.S. Highway 441 (West 13th Street) Multimodal Emphasis Corridor Study be revised to be from State Road 331 (Williston Road) to State Road 120 (NW 23rd Avenue) in order to include the part of corridor in the SW 13th Street Character report. He noted that the Metropolitan Transportation Planning Organization would have an opportunity to provide comments on the Department draft Tentative Work Program later in 2019.

MTPO Minutes, June 24<sup>th</sup> 2019

**GENESIS HALFF** ABOUT US OUR WORK NEWS RESOURCES CONTACT US

**Client:** Spiralis Consulting (Owner: North Central Regional Planning)

**Location:** Gainesville, FL

**Site:** 2.5 miles (Gale Lerner Drive to Waldo Road)

**Service:** Transportation & Mobility

**Highlights:**

**Contact Staff:** James P. Sullivan, P.E.

The SR 26/University Avenue corridor represents the center, both geographically and culturally, of the Gainesville community. Its role as the primary east-west corridor connecting the University of Florida, downtown Gainesville, and various satellite neighborhoods means that the community and all of the area's governmental and transportation jurisdictions are significantly invested in the corridor's functionality, aesthetics, and overall success. Because of the corridor's importance to the community and its need to serve a diverse set of users of the transportation system, the Gainesville MTPO and other local transportation agencies have identified it as a roadway that should emphasize multimodal travel and thereby accommodate motor vehicle travel, bicycling, walking, and transit use. While there is an ongoing opportunity to improve the experience of using all four of these modes, there is a solid foundation of elements on which to build.

Genesis Planners and Engineers supported Spiralis Consulting with data collection, analysis, and reporting to complete a report identifying improvements needed to support safety for all users of the corridor. Specific projects were identified and prioritized to enhance pedestrian transit, transit operations and bicycle traffic. Intersection operational improvements were also recommended to reduce vehicle delays and improve Level of Service. The prioritized projects were recommended to FDOT District Two for inclusion in their five-year work program.





**IX.E**

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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Metropolitan Transportation Planning Organization Transportation Issues -  
Transportation Equity in the Planning Process

STAFF RECOMMENDATION

**No Action Required**

BACKGROUND

At its October 26, 2020 meeting, the Metropolitan Transportation Planning Organization discussed several transportation issues. Further discussion of the issues was deferred to the next meeting.

Among the issues deferred was a discussion of transportation equity in the planning process.

Materials for discussion include:

- Exhibit 1 - Federal Highway Administration Environmental Justice website material;
- Exhibit 2 - Federal Highway Administration Environmental Justice Resource Guide Executive Summary;
- Exhibit 3 - U. S. Department of Transportation Equity website material;
- Exhibit 4 - Federal Highway Administration Environmental Justice, Title VI, Non-Discrimination, and Equity website material; and
- Exhibit 5 - Environmental Justice Executive Order 12898 dated February 11, 1994.

Below is a link to the Federal Highway Administration Environmental Justice Resource Guide:

[http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/ej\\_guide\\_fhwahep15035.pdf](http://ncfrpc.org/mtpo/FullPackets/MTPO/2021/ej_guide_fhwahep15035.pdf)

Attachments

t:\scott\sk21\mtpo\memo\issues-transportation\_equity\_mtpo\_feb22.docx





# Federal Highway Administration

## Environmental Justice

Welcome to the U.S. Department of Transportation Environmental Justice Website. On this website you will find information on environmental justice history, policy documents, FAQ's, case studies, training, and resources.

### What is Environmental Justice?

Environmental Justice (EJ) at the Federal Highway Administration (FHWA) means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.

### Why is Environmental Justice Important?

EJ is important because it helps to ensure full and fair participation by potentially affected communities in every phase of the transportation decision-making process. When this is accomplished, the development, construction, operation and maintenance of transportation projects should reflect an equitable distribution of benefits and burdens. EJ is not a new concept. In 1994, President Clinton issued Executive Order 12898, directing federal agencies, to the greatest extent practicable, to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. In 1997, the Department of Transportation (U.S. DOT) issued an Order to address EJ in minority populations and low-income populations to summarize and expand upon the requirements of Executive Order 12898 on EJ. The FHWA issued its own EJ Order in 1998 (Order 6640.23). U.S. DOT, FHWA, and other modal administrations have since updated the respective orders and continually seek to enhance their efforts to address EJ effects of their programs, policies, and activities.

### What is an Environmental Justice Strategy?

Executive Order 12898 directs each Federal agency to develop an agency-wide EJ strategy to implement its requirements. The DOT EJ Strategy includes implementable action items that reflect DOT's commitment to EJ principles and integrating those principles into DOT programs, policies and activities. DOT issued its original EJ strategy in 1995 and it is updated periodically. Each year, the DOT reports progress on implementing the goals of its EJ Strategy in Annual Implementation Reports.

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# Federal Highway Administration Environmental Justice Reference Guide

April 1, 2015



U.S. Department of Transportation  
**Federal Highway Administration**



## Executive Summary

This Federal Highway Administration (FHWA) Environmental Justice (EJ) Reference Guide is a resource for FHWA staff to help them ensure compliance with EJ requirements. EJ at FHWA means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority<sup>1</sup> populations and low-income populations to achieve an equitable distribution of benefits and burdens. This also includes the full and fair participation by all potentially affected communities in the transportation decisionmaking process. **This document does not establish any new requirements or replace any existing guidance.** The FHWA EJ Workgroup, comprised of staff from different offices throughout the agency, collaboratively developed this reference guide.

The information in this document pertains to *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (Executive Order 12898), the *U.S. Department of Transportation (USDOT) EJ Order 5610.2(a)*, and the *FHWA EJ Order 6640.23A*. Although this document is primarily intended to build FHWA capacity and knowledge on EJ, some of the information in the document will be most relevant for the day-to-day responsibilities of State and local partners. This is because FHWA primarily serves in an oversight and advisory role on EJ and the agencies that receive FHWA funds are the ones that will directly conduct the activities described in this document. FHWA staff can use this document as a resource when fielding questions from funding recipients, and they can use it as a reference when providing technical assistance or reviewing documents. This document is relevant to various FHWA disciplines, such as planning, environment and civil rights. Many of the concepts cross disciplines, so FHWA staff will benefit from reading all of the sections, including those outside of their respective disciplines. This document is also available online for the general public.

### **Practitioner**

In this document, the term "practitioner" refers to the agency staff directly conducting an activity or project, which in most cases will be FHWA funding recipients, such as State departments of transportation and metropolitan planning organizations. FHWA primarily serves in an oversight and advisory role.

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<sup>1</sup> The FHWA Order and USDOT Order define a "minority" individual as a person who identifies with one or more of the following categories: (1) Black: a person having origins in any of the black racial groups of Africa; (2) Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race; (3) Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent; (4) American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or (5) Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

In the context of transportation, effective and equitable decisionmaking depends on understanding and properly addressing the unique needs of different socio-economic groups. The *USDOT Order 5610.2(a)* requires the Department to consider EJ principles in all USDOT programs, policies, and activities. The USDOT EJ Strategy identifies three fundamental principles of EJ that guide USDOT actions:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decisionmaking process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

This reference guide begins with a brief history of EJ, an explanation of its relationship to Title VI of the Civil Rights Act of 1964 (Title VI), and a list of definitions. The document then presents techniques for conducting overarching activities related to EJ: data collection and analysis. By conducting these activities, FHWA funding recipients assess whether a proposed project, policy, or activity will have disproportionately high and adverse effects on minority or low-income populations.

The next sections of this document relate EJ principles to the phases of transportation project development: planning, environmental review, design, right-of-way (ROW), construction, and maintenance and operations. This includes a discussion of public involvement, another important overarching activity.

Subsequent sections of the document discuss strategies for incorporating EJ principles into various other aspects of transportation agencies' work, including: safety and consultations with the Governments of federally recognized Tribes. Next, the document describes the FHWA Title VI Program, which encompasses EJ and other nondiscrimination requirements. The final section describes other concepts relevant to EJ. Each section of the document includes a brief introduction, key questions, requirements relevant to EJ (if applicable), and recommended strategies for FHWA staff and partners to incorporate EJ principles.

# U. S. Department of Transportation Equity

## Relationship to public health

Negative health effects related to the transportation system can fall hardest on vulnerable members of the community, such as low-income residents, minorities, children, persons with disabilities, and older adults. Households in low-income areas typically own fewer vehicles, have longer commutes, and have higher transportation costs.

Inadequate or substandard infrastructure in low-income and minority communities can prevent people from using active transportation. It can also make walking and bicycling unsafe for those who do rely on these modes to get around, leading to higher incidences of collisions involving pedestrians and cyclists.

Low-income and minority communities are more likely to be located near highways and other transportation facilities that produce local reduced air quality, and to suffer from negative health effects such as asthma. These communities are also less likely to have convenient access to parks, healthcare, and healthy food.

Many of the strategies that transportation agencies can take to increase active transportation, improve safety, improve air quality, and improve connectivity can improve equity if they are targeted in low-income and minority communities. Examples of some of these strategies include the following:

1. **Improving pedestrian infrastructure or increasing public transportation service** in low-income and minority communities to improve connectivity.
2. **Using roadside barriers, vegetation, or bottleneck removal** to reduce the impacts of pollution on communities located near high-volume roads.
3. **Offering reduced public transportation fares** for students or youth and working with employers to extend public transportation benefits to employees.
4. **Targeting demand response service** toward communities with high concentrations of older adults and poor access to shops and services.
5. **Addressing housing affordability** in a regional strategy for promoting a variety of housing options at different price points for people of all stages and walks of life.

## Related indicators in the THT

To measure equity, transportation planners typically compare characteristics, or “benefits and burdens,” of the transportation system in neighborhoods with high concentrations of vulnerable populations (such as low-income households, minorities, and car-free households) to those in adjacent neighborhoods or to regional averages. Planners might also measure whether these areas are receiving an appropriate share of resources. For example, agencies could compare land use mix between minority communities and adjacent neighborhoods to assess the presence of locally owned businesses. They might also examine whether bicycle and pedestrian funding in low-income neighborhoods is proportional to the low-income share of the population.

Neighborhood-level data are available through different sources for many indicators that can be used to measure transportation-related health equity. These include some of the data sources underlying the THT (such as the American Community Survey and the Location Affordability Index) and the additional resources described on this site.

## Resources

### **Department of Transportation Key Issues in the Planning Process Briefing Book**

This book gives government officials, transportation decision makers, planning board members, and transportation service providers an overview of transportation planning. It provides a basic understanding of key concepts in statewide and metropolitan transportation planning, along with references for additional information.

[Read More](#)

### **Federal Highway Administration Environmental Justice**

A 1994 Presidential Executive Order directed every Federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority populations and low-income populations. The U.S. DOT's environmental justice initiatives accomplish this goal by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities without sacrificing safety or mobility.

[Read More](#)

### **Healthy, Equitable Transportation Policy: Recommendations and Research**

PolicyLink, the Convergence Partnership, and the Prevention Institute offer a comprehensive summary of research on how transportation affects health through all five of the pathways described above (Active Transportation, Safety, Cleaner Air, Connectivity, Equity), with an emphasis on protecting vulnerable populations. It offers policy recommendations for increasing health and equity in general and in relation to specific transportation modes and key transportation planning issues.

[Read More](#)

### **Transportation Equity Network**

The Transportation Equity Network is a grassroots network of community organizations working to build healthy, equitable communities through transportation funding, policy, and projects. It provides resources and links on transportation equity, with a focus on economic development and access to jobs.

### **Centers for Disease Control and Prevention's National Environmental Public Health Tracking**

CDC's National Environmental Public Health Tracking Network provides a variety of state- and county-level health data. Users can compare data on certain transportation-related health impacts, including asthma rates and access to parks, by income, age, and race/ethnicity.

[Read More](#)

### **Centers for Disease Control and Prevention's Injury Prevention and Control: Tribal Road Safety**

The CDC's National Center for Injury Prevention and Control works with tribal nations to implement motor vehicle injury prevention programs. This resource provides information regarding unintentional injury data related to motor vehicle crashes and provides politically and culturally effective prevention strategies.

[Read more](#)



## PolicyLink Equity Atlas

Developed by PolicyLink and the University of Southern California's Program for Environmental and Regional Equity (PERE), the Atlas is a comprehensive online resource with data on demographic change, racial inclusion, and the economic benefits of equity. The Atlas includes key indicators on the largest 150 U.S. regions, all 50 states, the District of Columbia, and the nation as a whole.

[Read More](#)

## Research Studies

### **Neighborhood Social Inequalities in Road Traffic Injuries: The Influence of Traffic Volume and Road Design**

This report examines data on collisions within the city of Montreal in Quebec, Canada. The data show there were significantly more injured travelers in the poorest than in the richest areas. Differences in traffic volumes, intersection geometries, and pedestrian and cyclist volumes accounted for much of the differences between these areas.

*Morency P, Gauvin L, Plante C, Fournier M, Morency C. Neighborhood social inequalities in road traffic injuries: the influence of traffic volume and road design. American Journal of Public Health 2012;102(6):1112-1119.*

### **A Census of the US Near-Roadway Population: Public Health and Environmental Justice Considerations**

This study found that larger shares of non-white and low-income persons live in areas with higher traffic volumes and density.

*Rowangould G. A census of the US near-roadway population: public health and environmental justice considerations. Transportation Research Part D: Transport and Environment 2013;25:59-67.*

### **Moving to Equity: Addressing Inequitable Effects of Transportation Policies on Minorities**

This report summarizes findings on disproportionate transportation-related health impacts in communities of color, including higher asthma and pedestrian fatality rates. It describes the connections between these impacts and the built environment.

*Sanchez TW, Stolz R, Ma JS. 2003. Moving to equity: addressing inequitable effects of transportation policies on minorities. The Civil Rights Project at Harvard University.*

### **Analysis of Diesel Particulate Matter Health Risk Disparities in Selected US Harbor Areas**

This report examines exposure to diesel particulate matter in marine harbor areas. It finds that low-income households, Hispanics, and blacks are overrepresented in the affected populations.

*Rosenbaum A, Hartley S, Holder C. Analysis of diesel particulate matter health risk disparities in selected US harbor areas. American Journal of Public Health 101(S1):S217-S223.*

### **Parks and Recreation in Underserved Areas: A Public Health Perspective**

This report reviews research on disparities in access to parks among low-income communities and communities of color. It found that non-white and low income neighborhoods are 50% less likely to have a recreational facility in their community than are white and high-income neighborhoods.

*National Recreation and Park Association. 2012. Parks and recreation in underserved areas: a public health perspective.*

### **The Grocery Gap: Who Has Access to Healthy Food and Why it Matters**

This report summarizes research on access to healthy food in low-income communities and communities of color. Studies find that these communities are characterized by a relative lack of stores selling healthy food and are more likely to suffer health consequences such as diabetes and obesity.

*Treuhart S, Karpyn A. 2010. The grocery gap: who has access to healthy food and why it matters. PolicyLink and the Food Trust.*

*Who Has Access to Healthy Food and Why it Matters. PolicyLink and the Food Trust.*

## EXHIBIT 4

# Federal Highway Administration Environmental Justice, Title VI, Non-Discrimination, and Equity

Although Environmental Justice (EJ), Title VI, Non-Discrimination, and Equity are distinct elements, collectively they can contribute to the development of an equitable transportation system. These elements are regularly mistaken and used interchangeably, thus, making it essential to understand their differences.

EJ at FHWA focuses on identifying and addressing disproportionately high and adverse human health or environmental effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens. This objective is to be achieved, in part, by actively adhering to the principles and practices of both Title VI and the National Environmental Policy Act (NEPA) during the development and implementation of transportation activities. The classes covered by EJ vary slightly from those covered by Title VI and other nondiscrimination statutes, as depicted in Table 1.

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin in programs and activities receiving Federal financial assistance. More specifically, Title VI provides that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The use of the word "person" is important as the protections afforded under Title VI are not limited to citizens of the United States; the U.S. Supreme Court has held that undocumented immigrants are considered "persons" under the equal protection clause of the Fifth and Fourteenth Amendments.

"Nondiscrimination" is more inclusive than the Title VI statute as it covers additional classes of individuals, and, pertains to other civil rights authorities with which funding recipients must comply. Under the Title VI statute, protected classes include race, color, and national origin; limited English proficiency is included within the class of national origin. FHWA's Title VI program (in contrast to the Title VI statute) expands the covered classes to include sex, age, disability and low-income.

Together, Title VI, EJ, and other nondiscrimination authorities protect diverse segments of the population which may be at risk of being unduly impacted by, or which have been historically underrepresented, within the transportation decision-making process. Considering the needs of and potential impacts of projects on these populations may result in greater transportation equity as benefits are likely to be more equitably distributed amongst the affected communities.

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved. This population group includes individuals in at least one of the following categories: Low Income, Minority, Elderly, Children, Limited English Proficiency, or Persons with Disabilities. It is important to note that transportation equity does not mean equal. An equitable transportation plan considers the circumstances impacting a community's mobility and connectivity needs and this information is used to determine the measures needed to develop an equitable transportation network. The graphic in Figure 1 illustrates the differences between equality and equity. To attain an equitable transportation network, all components of Title VI, EJ, and Nondiscrimination must be considered.

**Table 1. A comparison of EJ, the Title VI statute, and the FHWA Title VI Program**

<b>Area of Comparison</b>	<b>EJ</b>	<b>Title VI Statute</b>	<b>FHWA Title VI Program</b>
<b>Authorizing source</b>	Executive Order 12898	Civil Rights Act of 1964	Title VI Program and Related Authorities: 23 CFR 200
<b>Goal</b>	Identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations	Prohibit discrimination on the basis of race, color, or national origin in programs receiving Federal assistance	Ensure that funding recipients comply with Title VI and related civil rights authorities
<b>Protected classes</b>	Minority and low-income populations	Race, color, and national origin	Race, color, national origin, sex, age, disability, low-income, and limited English proficiency
<b>Covered actions</b>	Federal programs, policies, and activities	All activities of recipients of Federal assistance	All activities of recipients of FHWA assistance
<b>FHWA Lead Office</b>	Office of Civil Rights and Office of Planning, Environment, and Realty	Office of Civil Rights	Office of Civil Rights
<b>Entities responsible for implementation</b>	FHWA offices and recipients of Federal assistance	FHWA offices and recipients of Federal assistance	FHWA offices and recipients of FHWA assistance
<b>Provides authority for private parties to initiate a lawsuit</b>	No. However, where an agency opts to examine EJ as part of its NEPA analysis, courts may review the EJ analysis under the Administrative Procedure Act.	Yes. However, there is only a private right of action in a lawsuit for claims of intentional discrimination and not disparate impact discrimination. Only the funding agency issuing the disparate impact regulation has the authority to challenge a recipient's actions under a disparate impact claim.	No

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**Presidential Documents**


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Title 3—

Executive Order 12898 of February 11, 1994

The President

**Federal Actions To Address Environmental Justice in  
Minority Populations and Low-Income Populations**

By the authority vested in me as President by the Constitution and the laws of the United States of America, it is hereby ordered as follows:

**Section 1-1. Implementation.**

**1-101. Agency Responsibilities.** To the greatest extent practicable and permitted by law, and consistent with the principles set forth in the report on the National Performance Review, each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States and its territories and possessions, the District of Columbia, the Commonwealth of Puerto Rico, and the Commonwealth of the Mariana Islands.

**1-102. Creation of an Interagency Working Group on Environmental Justice.**  
(a) Within 3 months of the date of this order, the Administrator of the Environmental Protection Agency ("Administrator") or the Administrator's designee shall convene an interagency Federal Working Group on Environmental Justice ("Working Group"). The Working Group shall comprise the heads of the following executive agencies and offices, or their designees: (a) Department of Defense; (b) Department of Health and Human Services; (c) Department of Housing and Urban Development; (d) Department of Labor; (e) Department of Agriculture; (f) Department of Transportation; (g) Department of Justice; (h) Department of the Interior; (i) Department of Commerce; (j) Department of Energy; (k) Environmental Protection Agency; (l) Office of Management and Budget; (m) Office of Science and Technology Policy; (n) Office of the Deputy Assistant to the President for Environmental Policy; (o) Office of the Assistant to the President for Domestic Policy; (p) National Economic Council; (q) Council of Economic Advisers; and (r) such other Government officials as the President may designate. The Working Group shall report to the President through the Deputy Assistant to the President for Environmental Policy and the Assistant to the President for Domestic Policy.

(b) The Working Group shall: (1) provide guidance to Federal agencies on criteria for identifying disproportionately high and adverse human health or environmental effects on minority populations and low-income populations;

(2) coordinate with, provide guidance to, and serve as a clearinghouse for, each Federal agency as it develops an environmental justice strategy as required by section 1-103 of this order, in order to ensure that the administration, interpretation and enforcement of programs, activities and policies are undertaken in a consistent manner;

(3) assist in coordinating research by, and stimulating cooperation among, the Environmental Protection Agency, the Department of Health and Human Services, the Department of Housing and Urban Development, and other agencies conducting research or other activities in accordance with section 3-3 of this order;

(4) assist in coordinating data collection, required by this order;

(5) examine existing data and studies on environmental justice;

(6) hold public meetings as required in section 5-502(d) of this order; and

(7) develop interagency model projects on environmental justice that evidence cooperation among Federal agencies.

**1-103. *Development of Agency Strategies.*** (a) Except as provided in section 6-605 of this order, each Federal agency shall develop an agency-wide environmental justice strategy, as set forth in subsections (b)-(e) of this section that identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. The environmental justice strategy shall list programs, policies, planning and public participation processes, enforcement, and/or rulemakings related to human health or the environment that should be revised to, at a minimum: (1) promote enforcement of all health and environmental statutes in areas with minority populations and low-income populations; (2) ensure greater public participation; (3) improve research and data collection relating to the health of and environment of minority populations and low-income populations; and (4) identify differential patterns of consumption of natural resources among minority populations and low-income populations. In addition, the environmental justice strategy shall include, where appropriate, a timetable for undertaking identified revisions and consideration of economic and social implications of the revisions.

(b) Within 4 months of the date of this order, each Federal agency shall identify an internal administrative process for developing its environmental justice strategy, and shall inform the Working Group of the process.

(c) Within 6 months of the date of this order, each Federal agency shall provide the Working Group with an outline of its proposed environmental justice strategy.

(d) Within 10 months of the date of this order, each Federal agency shall provide the Working Group with its proposed environmental justice strategy.

(e) Within 12 months of the date of this order, each Federal agency shall finalize its environmental justice strategy and provide a copy and written description of its strategy to the Working Group. During the 12 month period from the date of this order, each Federal agency, as part of its environmental justice strategy, shall identify several specific projects that can be promptly undertaken to address particular concerns identified during the development of the proposed environmental justice strategy, and a schedule for implementing those projects.

(f) Within 24 months of the date of this order, each Federal agency shall report to the Working Group on its progress in implementing its agency-wide environmental justice strategy.

(g) Federal agencies shall provide additional periodic reports to the Working Group as requested by the Working Group.

**1-104. *Reports to the President.*** Within 14 months of the date of this order, the Working Group shall submit to the President, through the Office of the Deputy Assistant to the President for Environmental Policy and the Office of the Assistant to the President for Domestic Policy, a report that describes the implementation of this order, and includes the final environmental justice strategies described in section 1-103(e) of this order.

**Sec. 2-2. *Federal Agency Responsibilities for Federal Programs.*** Each Federal agency shall conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under, such programs, policies, and activities, because of their race, color, or national origin.



**Sec. 3-3. Research, Data Collection, and Analysis.**

**3-301. Human Health and Environmental Research and Analysis.** (a) Environmental human health research, whenever practicable and appropriate, shall include diverse segments of the population in epidemiological and clinical studies, including segments at high risk from environmental hazards, such as minority populations, low-income populations and workers who may be exposed to substantial environmental hazards.

(b) Environmental human health analyses, whenever practicable and appropriate, shall identify multiple and cumulative exposures.

(c) Federal agencies shall provide minority populations and low-income populations the opportunity to comment on the development and design of research strategies undertaken pursuant to this order.

**3-302. Human Health and Environmental Data Collection and Analysis.** To the extent permitted by existing law, including the Privacy Act, as amended (5 U.S.C. section 552a): (a) each Federal agency, whenever practicable and appropriate, shall collect, maintain, and analyze information assessing and comparing environmental and human health risks borne by populations identified by race, national origin, or income. To the extent practical and appropriate, Federal agencies shall use this information to determine whether their programs, policies, and activities have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations;

(b) In connection with the development and implementation of agency strategies in section 1-103 of this order, each Federal agency, whenever practicable and appropriate, shall collect, maintain and analyze information on the race, national origin, income level, and other readily accessible and appropriate information for areas surrounding facilities or sites expected to have a substantial environmental, human health, or economic effect on the surrounding populations, when such facilities or sites become the subject of a substantial Federal environmental administrative or judicial action. Such information shall be made available to the public, unless prohibited by law; and

(c) Each Federal agency, whenever practicable and appropriate, shall collect, maintain, and analyze information on the race, national origin, income level, and other readily accessible and appropriate information for areas surrounding Federal facilities that are: (1) subject to the reporting requirements under the Emergency Planning and Community Right-to-Know Act, 42 U.S.C. section 11001-11050 as mandated in Executive Order No. 12856; and (2) expected to have a substantial environmental, human health, or economic effect on surrounding populations. Such information shall be made available to the public, unless prohibited by law.

(d) In carrying out the responsibilities in this section, each Federal agency, whenever practicable and appropriate, shall share information and eliminate unnecessary duplication of efforts through the use of existing data systems and cooperative agreements among Federal agencies and with State, local, and tribal governments.

**Sec. 4-4. Subsistence Consumption of Fish and Wildlife.**

**4-401. Consumption Patterns.** In order to assist in identifying the need for ensuring protection of populations with differential patterns of subsistence consumption of fish and wildlife, Federal agencies, whenever practicable and appropriate, shall collect, maintain, and analyze information on the consumption patterns of populations who principally rely on fish and/or wildlife for subsistence. Federal agencies shall communicate to the public the risks of those consumption patterns.

**4-402. Guidance.** Federal agencies, whenever practicable and appropriate, shall work in a coordinated manner to publish guidance reflecting the latest scientific information available concerning methods for evaluating the human health risks associated with the consumption of pollutant-bearing fish or

wildlife. Agencies shall consider such guidance in developing their policies and rules.

**Sec. 5-5. Public Participation and Access to Information.** (a) The public may submit recommendations to Federal agencies relating to the incorporation of environmental justice principles into Federal agency programs or policies. Each Federal agency shall convey such recommendations to the Working Group.

(b) Each Federal agency may, whenever practicable and appropriate, translate crucial public documents, notices, and hearings relating to human health or the environment for limited English speaking populations.

(c) Each Federal agency shall work to ensure that public documents, notices, and hearings relating to human health or the environment are concise, understandable, and readily accessible to the public.

(d) The Working Group shall hold public meetings, as appropriate, for the purpose of fact-finding, receiving public comments, and conducting inquiries concerning environmental justice. The Working Group shall prepare for public review a summary of the comments and recommendations discussed at the public meetings.

**Sec. 6-6. General Provisions.**

**6-601. Responsibility for Agency Implementation.** The head of each Federal agency shall be responsible for ensuring compliance with this order. Each Federal agency shall conduct internal reviews and take such other steps as may be necessary to monitor compliance with this order.

**6-602. Executive Order No. 12250.** This Executive order is intended to supplement but not supersede Executive Order No. 12250, which requires consistent and effective implementation of various laws prohibiting discriminatory practices in programs receiving Federal financial assistance. Nothing herein shall limit the effect or mandate of Executive Order No. 12250.

**6-603. Executive Order No. 12875.** This Executive order is not intended to limit the effect or mandate of Executive Order No. 12875.

**6-604. Scope.** For purposes of this order, Federal agency means any agency on the Working Group, and such other agencies as may be designated by the President, that conducts any Federal program or activity that substantially affects human health or the environment. Independent agencies are requested to comply with the provisions of this order.

**6-605. Petitions for Exemptions.** The head of a Federal agency may petition the President for an exemption from the requirements of this order on the grounds that all or some of the petitioning agency's programs or activities should not be subject to the requirements of this order.

**6-606. Native American Programs.** Each Federal agency responsibility set forth under this order shall apply equally to Native American programs. In addition, the Department of the Interior, in coordination with the Working Group, and, after consultation with tribal leaders, shall coordinate steps to be taken pursuant to this order that address Federally-recognized Indian Tribes.

**6-607. Costs.** Unless otherwise provided by law, Federal agencies shall assume the financial costs of complying with this order.

**6-608. General.** Federal agencies shall implement this order consistent with, and to the extent permitted by, existing law.

**6-609. Judicial Review.** This order is intended only to improve the internal management of the executive branch and is not intended to, nor does it create any right, benefit, or trust responsibility, substantive or procedural, enforceable at law or equity by a party against the United States, its agencies, its officers, or any person. This order shall not be construed to create any right to judicial review involving the compliance or noncompliance



of the United States, its agencies, its officers, or any other person with this order.

*William Clinton*

THE WHITE HOUSE,  
*February 11, 1994.*

[FR Citation 59 FR 7629]






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February 15, 2021

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
FROM: Scott R. Koons, AICP, Executive Director   
SUBJECT: Florida Department of Transportation Report

RECOMMENDATION:

**Receive Report.**

BACKGROUND:

The Florida Department of Transportation has requested an opportunity to provide a report to the Metropolitan Transportation Planning Organization concerning transportation issues within the Gainesville Metropolitan Area as a regular agenda item for each Metropolitan Transportation Planning Organization regularly scheduled business meeting.



## SCHEDULED 2021 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	<i>CANCELLED</i>	<i>CANCELLED</i>	February 22 at 3:00 p.m.
APRIL	April 7	April 8	April 26 at 3:00 p.m.
JUNE	June 2	June 3	June 21 at 5:00 p.m.
AUGUST	August 18	August 19	August 30 at 3:00 p.m.
OCTOBER	October 6	October 7	October 25 at 3:00 p.m.
DECEMBER	November 17	November 18	December 13 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the General Purpose Meeting Room of the Gainesville Regional Utilities Administration Building;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building; and
3. Metropolitan Transportation Planning Organization meetings are conducted at the John R. "Jack" Durrance Auditorium of the Alachua County Administration Building 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 Traffic Management Center



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# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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