



# NOTICE

## UPCOMING MEETING:

Bicycle/Pedestrian Advisory Board

## LOCATION:

Alachua County Administration Building  
Grace Knight Conference Room, 2<sup>nd</sup> Floor  
12 S.E. 1<sup>st</sup> Street  
Gainesville, Florida. 32601

**DATE:** Thursday, July 20, 2023



**TIME:** 7:00 PM – 9:00 PM / BPAB Regular Meeting

**Special Accommodations:** (352) 393-8493  
[bikeped@cityofgainesville.org](mailto:bikeped@cityofgainesville.org)

*BPAB Members, if you are unable to attend this meeting,  
please contact staff at the info above.*

# Bicycle/Pedestrian Advisory Board

## Draft Meeting Agenda

**DATE:** Thursday, July 20, 2023

**TIME:** 7:00 PM

**LOCATION:** Alachua County Administration Building  
2<sup>nd</sup> Floor - Grace Knight Conf. Rm  
12 S.E. 1st Street  
Gainesville, Florida. 32601.

### **I. CALL TO ORDER – 7:00 PM – Jay Nordqvist, BPAB Chair**

- A. Approval of Thursday, May 18, 2023 Regular BPAB Meeting Minutes**  
**Recommended Action:** Approve Thursday, May 18, 2023 (See enclosed) minutes.
- B. Approval of Thursday, July 20, 2023 Regular Meeting Agenda**  
**Recommended Action:** Approve Thursday, July 20, 2023 agenda.
- C. Introductions/Attendance:** Board members, staff, visitors/citizens announce themselves. (See enclosed)

### **II. PUBLIC COMMENT**

*Opportunity for public to make **BRIEF** requests or comments on **NON-AGENDA** item(s). This section is not for discussion/action as are agenda item(s).*

### **III. AGENCY ITEMS TO BE DISCUSSED**

- A. Transportation Improvement Program Amendment**  
**STAFF RECOMMENDATION:** Recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding into Fiscal Year 2023-24 for the projects within the Gainesville Metropolitan area identified in Exhibit #1.  
**Recommended Action:** APPROVE STAFF RECOMMENDATION.  
**Time Allocation: 25 Minutes – End 7:40 PM** (See enclosed)
- B. Draft Year 2050 Long-Range Transportation Plan Request for Proposal Scope of Services**  
**STAFF RECOMMENDATION:**
  - 1.) Approve the request for proposal (Exhibit #1) for the development of the touring model analysis of the 2050 Long-Range Transportation Plan Update, including supporting documents such as the Socio-Economic Report and Public Participation Plan; and

2.) Authorize the Executive Director to make appropriate modifications to the Scope of Services and Socio-Economic Report to implement and document the touring model analysis.

**Recommended Action: APPROVE STAFF RECOMMENDATION.**

**Time Allocation: 25 Minutes – End 8:05 PM** (See enclosed)

- C. **Year 2050 Long-Range Transportation Plan Update – Revenue Forecast**  
**No Recommended Action: FOR INFORMATION ONLY**  
**Time Allocation: 00 Minutes – End 8:15 PM** (See enclosed)
- D. **2020 Census urban Areas Status Report – Transportation management Area Designation**  
**No Recommended Action: FOR INFORMATION ONLY**  
**Time Allocation: 00 Minutes – End 8:15 PM** (See enclosed)
- E. **Metropolitan Transportation Planning Organization Reapportionment**  
**No Recommended Action: FOR INFORMATION ONLY**  
**Time Allocation: 00 Minutes – End 8:15 PM** (See enclosed)
- F. **Freight Mobility and Trade Plan**  
**No Recommended Action: FOR INFORMATION ONLY**  
**Time Allocation: 00 Minutes – End 8:15 PM** (See enclosed)
- G. **Regional Modeling for Long-Range Transportation Plans**  
**No Recommended Action: FOR INFORMATION ONLY**  
**Time Allocation: 00 Minutes – End 8:15 PM** (See enclosed)
- H. **Florida Department of Transportation Performance Measures – Target Zero**  
**No Recommended Action: FOR INFORMATION ONLY**  
**Time Allocation: 00 Minutes – End 8:15 PM** (See enclosed)

IV. **STAFF REPORT** – Dekova Batey, BPAB Staff liaison

- A. **Next Regular MTPO Meeting:** Monday, August 07, 2023 – 3:00 PM (Alachua Co. Admin. Bldg. 2nd FL – Jack Durrance Conference Room, 12 S.E. 1st Street Gainesville, Florida. 32601.)
- B. **Next Regular BPAB Meeting:** Thursday, September 14, 2023 – 7:00 PM. Alachua Co. Admin. Bldg. 2nd FL – Grace Knight Conference Room, 12 S.E. 1st Street Gainesville, Florida. 32601.)
- C. **Updates**

V. **BOARD ITEMS TO BE DISCUSSED**

- A. **BPAB 2023 member projects**

BPAB members have option to pursue a simple personal project before the end of September 2023. This could be a safety campaign, service project or collaboration with another group/business. The BPAB project would need to have a target completion date by September 2023 and not intended to be on-going, aside from a pilot that may be continued with another source. BPAB staff is available to provide support for these efforts. Respond to the survey emailed to confirm your project. **EXAMPLE:** BPAB member Jonathan Coron currently has a bicycle helmet promotion project ([GNV Helmet Strong - https://bit.ly/3jBAON5](https://bit.ly/3jBAON5)) that BPAB staff has provided consultation, design, grant funding, website creation and participant coordination, that will be in a final roll-out phase this Spring 2023 for Alachua County Public Middle Schools and other community locations. For BPAB project purposes, GNV Helmet Strong is considered a pilot project that can be pursued further by Jonathan Coron.

**NO RECOMMENDED ACTION: Consider a BPAB project to pursue.**

**Time Allocation: 10 Minutes – End 8:50 PM**

**B. BPAB outreach input**

BPAB has opportunity to pursue outreach focus and messaging by responding to the survey emailed. This will allow input such as the type of mediums to advertise in, the types of messaging, campaigns and types of resources.

**NO RECOMMENDED ACTION: Consider BPAB outreach input.**

**Time Allocation: 10 Minutes – End 9:00 PM**

**VI. MEMBER COMMENT** – *Member comment is an opportunity for individual members to provide brief comments, such as suggesting future agenda item(s), or sharing news, information, or concerns. This section is not for discussion/action, as the agenda is completed.*

**VII. ADJOURNMENT at 9:00 PM BPAB Chair Jay Nordqvist**

If you have questions/comments/concerns regarding the agenda or enclosed materials, please contact:  
Bicycle/Pedestrian Advisory Board Staff Liaison – Dekova Batey, City of Gainesville  
352-393-8493 or by email: [bikeped@cityofgainesville.org](mailto:bikeped@cityofgainesville.org)

# Bicycle/Pedestrian Advisory Board

## Draft Meeting Minutes

**LOCATION:** Alachua County Administration Building  
2<sup>nd</sup> Floor – Grace Knight Conference Room  
12 S.E. 1st Street  
Gainesville, Florida. 32601.

**7:00 p.m.**  
**Thursday, May 18, 2023.**

(ci) = City                      (co) = County                      (m) = MTPO  
\* = BPAB Chair                \*\* = BPAB Vice-Chair                \*\*\* = Student Seat (via City)

### Members Present

Jonathan Coron (ci1)  
Patrick White (ci4)  
Kathie Ebaugh (co3)  
Jay Nordqvist\* (co4)  
Emily Hind (m1)  
Gina van Blokland (m3)  
Thomas Knapp (m4)

### Members Absent

Dr. Geraldine Klarenberg (ci3)  
Alex Anania\*\* (co1)

### Vacant

VACANT (ci2)  
VACANT (ci5)  
VACANT (co2)  
VACANT (m2)

### Others Present

Dekova Batey, City of Gainesville Dept. of Transp.  
Adam Rosenthal, Ala Co Emerging Leaders (ACEL)  
Alison Moss, Ala. Co. Growth Mgmt.  
Mike Escalante, NCFRPC/MTPO Staff  
Thomas Idoyaga, City of Gainesville RTS  
Cory Brunson, Citizen

## **I. CALL TO ORDER –7:05 PM Jay Nordqvist, BPAB Chair**

### **A. Approval of Thursday, March 16, 2023 Regular Meeting Minutes**

**ACTION:** The Thursday, March 16, 2023 regular meeting minutes was approved for filing.

### **B. Approval of Thursday, May 18, 2023 Regular Meeting Agenda**

**ACTION:** The Thursday, May 18, 2023 regular meeting agenda was approved for filing with the edit that the word “Amendment” be removed from the heading of **III. AGENCY ITEMS TO BE DISCUSSED** – [A.] to now read...  
**Transportation Improvement Program.**

### **C. Introductions/Attendance:** Board members, staff, visitors/citizens announced themselves.

## **II. PUBLIC COMMENT:**

### **1.) Adam Rosenthal, Alachua County Emerging Leaders (ACEL) –**

Announced that the ACEL group is working to assist ex-felons gain employment and are in need of resources and donations for bicycle transportation inventory.

2.) **Cory Brunson, citizen** – Commented that covered bicycle parking could use improvement in the community.

3.) **Alison Moss, Ala. Co. Growth Mgmt.** – Announced that in the works is the Alachua County revamped Bicycle Master Plan implementation. Alison also announced the Alachua County Safe Streets and Roads for All Action Plan grant program, which is funding created by the Infrastructure Investment and Jobs Act. The program will help Alachua County identify systemic safety deficiencies in the transportation network, develop policies and plans to address those deficiencies, and create a safer transportation system for all users.

### III. AGENCY ITEMS TO BE DISCUSSED

#### A. **Transportation Improvement Program**

*(for Fiscal Years 2023-24 to 2027-28).*

The Metropolitan Transportation Planning Organization needs to approve its Transportation Improvement Program in order to receive federal and state funds.

**STAFF RECOMMENDATION:** Recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2023-24 to 2027-28 Transportation Improvement Program as modified to incorporate review agency comments.

**ACTION:** Thomas K. moved MTPO staff recommendation. Gina v. 2nd motion and it passed unanimously.

#### B. **Year 2045 Long-Range Transportation Plan Update**

##### **Year 2045 Cost Feasible Plan Amendment**

##### **State Road 24 (Archer Road) Capacity Enhancement**

The Metropolitan Transportation Planning Organization has requested that an amendment to the Year 2045 Long-Range Transportation Plan Cost Feasible Plan be scheduled for a public hearing to add a project to increase capacity on State Road 24 (Archer Road) within the Gainesville Metropolitan Area.

##### **Year 2045 Long-Range Transportation Plan STAFF RECOMMENDATION:**

*\*See backup V. (Page labeled -15- in bottom right corner).*

**ACTION:** Katie E. moved MTPO staff recommendation with update of a replaced Exhibit 2 (new labeled Exhibit 1), which adds a #10 (Archer Road, SW 91<sup>st</sup> St. to SW 75<sup>th</sup> St. - widen to 4 lanes/2 dedicated transit lanes and SW 122<sup>nd</sup> St. to SW 91<sup>st</sup> St - widen to 4 lanes divided). Gina v. 2nd motion and it passed 5-Yea and 2-Nay.

#### C. **List of Priority Projects**

*(for Fiscal Years 2024-25 to 2028-29)*

The Metropolitan Transportation Planning Organization needs to provide its List of Priority Projects to the Florida Department of Transportation.

**STAFF RECOMMENDATION:** Recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2024-25 to 2028-29 List of Priority Projects as modified per the outcome of the Year 2045 Long-Range Transportation Plan Cost Feasible Plan Amendment public hearing scheduled to be held on June 5, 2023.

**ACTION #1: Patrick W. moved MTPO staff recommendation with updated Table 1, Chapter II-Project Priorities list provided (pages 19-22). Patrick W. 2nd motion and it passed unanimously.**

**ACTION #2: Katie E. moved to add complete streets elements to the Archer Road #10 (SW 34<sup>th</sup> St. to SW 16<sup>th</sup> Ave.-midblock pedestrian-actuated crossings) priority. Gina v. 2nd motion and it passed unanimously.**

**D. Florida Department of Transportation (FDOT) Performance Measures (April 2023)**

The Florida Department of Transportation has provided a Safety Performance Measure update that safety data is to be provided through the Signal Four Analytics website.

**NO ACTION: FOR INFORMATION ONLY**

**E. Transportation Improvement Program Amendments**

*(for Fiscal Years 2023-24 to 2027-28)*

**Florida Department of Transportation Response**

The Florida Department of Transportation has provided scopes of work for the Interstate 75 planning projects and the Trail Rehabilitation Study..

**NO ACTION: FOR INFORMATION ONLY**

**F. State Road 20 (NW 8th Avenue) Lane Repurposing Meeting Materials**

The Florida Department of Transportation and City of Gainesville jointly conducted a public meeting concerning the State Road 20 (NW 8th Avenue Lane Repurposing project.

**NO ACTION: FOR INFORMATION ONLY**

**IV. STAFF REPORT – Dekova Batey, BPAB Staff liaison**

- A. Next Regular MTPO Meeting:** BPAB staff shared that the next Regular MTPO meeting would be Monday, June 05, 2023 – 5:00 PM (Alachua Co. Admin. Bldg. 2nd FL – Jack Durrance Conference Room, 12 S.E. 1st Street, Gainesville, Florida. 32601.)
- B. Next Regular BPAB Meeting:** BPAB staff shared that the next Regular BPAB meeting would be Thursday, July 20, 2023 – 7:00 PM. Alachua Co. Admin. Bldg. 2nd FL – Grace Knight Conference Room, 12 S.E. 1st Street, Gainesville, Florida. 32601.)
- C. Staff Updates:** BPAB staff updated that the County Commission made their two BPAB appointments in April and that the City Commission will make their BPAB appointment in June.

**V. BOARD ITEMS TO BE DISCUSSED**

**A. BPAB 2023 member projects**

BPAB members have option to pursue a simple personal project before the end of September 2023. This could be a safety campaign, service project or collaboration

with another group/business. The BPAB project would need to have a target completion date by September 2023 and not intended to be on-going, aside from a pilot that may be continued with another source. BPAB staff is available to provide support for these efforts. Respond to the survey emailed to confirm your project. **EXAMPLE:** BPAB member Jonathan Coron currently has a bicycle helmet promotion project ([GNV Helmet Strong - https://bit.ly/3jBAON5](https://bit.ly/3jBAON5)) that BPAB staff has provided consultation, design, grant funding, website creation and participant coordination, that will be in a final roll-out phase this Spring 2023 for Alachua County Public Middle Schools and other community locations. For BPAB project purposes, GNV Helmet Strong is considered a pilot project that can be pursued further by Jonathan Coron.

*NO ACTION: DISCUSSION ONLY*

**B. BPAB outreach input**

BPAB has opportunity to pursue outreach focus and messaging by responding to the survey emailed. This will allow input such as the type of mediums to advertise in, the types of messaging, campaigns and types of resources.

*NO ACTION: DISCUSSION ONLY*

**VI. MEMBER COMMENT:**

- 1.) **Jay N.** – Request City staff to involve BPAB on projects such as 8<sup>th</sup> Avenue lane reduction from NW 6<sup>th</sup> Street to Main Street.
- 2.) **Thomas K.** – Shared comments.

**VII. ADJOURNMENT – Jay Nordqvist, BPAB Chair adjourned the meeting at 9:18 p.m.**

If you have questions/comments/concerns regarding the minutes or enclosed materials, please contact: Bicycle/Pedestrian Advisory Board Staff Liaison, Dekova Batey (City of Gainesville) (352) 393-8493 or by email: [bikeped@cityofgainesville.org](mailto:bikeped@cityofgainesville.org).



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

July 12, 2023

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Transportation Improvement Program Amendment - Roll Forward Projects

STAFF RECOMMENDATION

**Recommend that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to roll forward funding into Fiscal Year 2023-24 for the projects within the Gainesville Metropolitan Area identified in Exhibit 1.**

BACKGROUND

The Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2023-24 to 2027-28 Transportation Improvement Program to roll forward funding from Fiscal Year 2022-23 to Fiscal Year 2023-24 for the projects shown in Exhibit 1. This amendment is needed because funds for these projects were not committed by June 30, 2023 - the end of the state fiscal year. Roll forward projects within the Gainesville Metropolitan Area include:

- Alachua County Trail Rehabilitation Study [4391817];
- City of Gainesville Multiple Locations Sidewalk Ramp Modifications [4472331];
- Federal Transit Administration Section 5307 Operating Assistance Grant Gainesville Regional Transit System [2155461];
- Federal Transit Administration Section 5339(B) Transit Modification Grant Gainesville Regional Transit System [4415202];
- Route Restoration Plan Grant Gainesville Regional Transit System [4474452];
- Federal Transit Administration Section 5310 Capital Assistance Grant Gainesville Regional Transit System [4511521];
- Federal Transit Administration Section 5310 Capital Assistance Grant Gainesville Regional Transit System [4511521];
- Federal Transit Administration Section 5311 Rural Capital Assistance Grant Gainesville Regional Transit System [4524991];
- Florida Department of Transportation Operating Assistance Grant Gainesville Regional Transit System [4425771];
- Florida Department of Transportation Maintenance - Glass Window Replacement [4512091];

- Interstate 75 at State Road 222 (NW 39th Avenue) Northbound Off-Ramp Interchange modification [2129346];
- Interstate 75 from north of State Road 24 (Archer Road) to north of State Road 222 (NW 39th Avenue) Add Lanes and Reconstruct Project, Development and Environment Study[4230719];
- Interstate 75 at State Road 121 (Williston Road) Interchange Modification - Add Lanes [4230713];
- State Road 20 (NW 8th Avenue) at NW 2nd Street and NW 4th Street Traffic control devices [4444961];
- State Road 24 (Archer Road) from SW 78th Street to SW 16 Street Landscaping [4359291];
- State Road 24 (Archer Road) from SW 75th Terrace to SW 41st Boulevard Bike Path/Trail [4399341];
- State Road 24 (Archer Road) at SW 23rd Terrace Traffic Signal Update [4343961];
- State Road 24 (Waldo Road) from State Road 26 (University Avenue) to State Road 222 (NE 39th Avenue) Streetlighting [4394891];
- State Road 24 (Waldo Road) from State Road 26 (University Avenue) to State Road 222 (NE 39th Avenue) Resurfacing [4394892];
- State Road 24 (Waldo Road) from State Road 222 (NE 39th Avenue) to State Road 200 (U.S. Highway 301) Resurfacing [4479641];
- State Road 25 (U.S. Highway 441/SW 13th Street) at State Road 24 (Archer Road) Traffic Signal Update [4358911];
- State Road 25 (U.S. Highway 441/SW 13th Street) from State Road 331 (Williston Road) to State Road 24 (Archer Road) Resurfacing [4470331];
- State Road 26 at Hatchett Creek Bridge Repair/Rehabilitation [2077612];
- State Road 26 (Newberry Road) from west of NW 80th Boulevard to SW 38th Street Sidewalk [4305422];
- State Road 26 (University Avenue) from Gale Lemerand Drive to NW 14th Street Traffic Operations Modification [2076582];
- State Road 222 (NW 39th Avenue) from NW 92nd Court to NW 43rd Street Resurfacing [4470321];
- State Road 222 (NW 39th Avenue) 100 feet West of NW 10th Street to 100 feet East of NW 10th Street Special Surveys [4286821];
- State Road 222 (NE 39th Avenue) at NE 28th Drive Pedestrian Safety Modification [2076117];
- State Road 226 (SW 16th Avenue) at SW 10th Terrace Pedestrian Safety modification [4373771];
- State Road 226 (SW 16th Avenue) from State Road 24 (Archer Road) to Main Street Landscaping [4395271];
- State Road 331 (Williston Road) from State Road 226 (SE 16th Avenue) to NE 16th Avenue Streetlighting [4398041];
- State Road 331 (Williston Road) at Hawthorne Trail Crossing Traffic Signal Update [4476293];
- State Road 331 (Williston Road) from north of State Road 25 (U.S. Highway 441/SW 13th Street) to south of State Road 26 (University Avenue) Resurfacing [4479621];
- SW 62nd Boulevard Connector Traffic Operation Modification [2113656]; and
- SW 62nd Boulevard Connector Right-Of-Way Acquisition [2113657].

Attachment

**EXHIBIT 1**

DATE RUN: 07/05/2023  
 TIME RUN: 10.29.03  
 MBERPOTP

FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 WFO ROLLFORWARD REPORT

PAGE 1  
 GAINESVILLE MTP0

HIGHWAYS  
 =====

ITEM NUMBER: 207611 7		PROJECT DESCRIPTION: SR222 (NE39TH AVE) AT NE28TH DR		2024		2025		2026		2027		2028		GREATER THAN 2028		ALL YEARS			
DISTRICT: 02		COUNTY: ALACHUA		2024		2025		2026		2027		2028		GREATER THAN 2028		ALL YEARS			
ROADWAY ID: 26005000		PROJECT LENGTH: .093MI		2024		2025		2026		2027		2028		GREATER THAN 2028		ALL YEARS			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DIH				2,846	0	0	0	0	0	0	0	0	0	0	0	0	0	2,846	
DS				5,466	0	0	0	0	0	0	0	0	0	0	0	0	0	5,466	
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DDR				15,254	0	0	0	0	0	0	0	0	0	0	0	0	0	15,254	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ACSS				765,032	159,546	0	0	0	0	0	0	0	0	0	0	0	0	924,578	
DS				30,277	0	0	0	0	0	0	0	0	0	0	0	0	0	30,277	
HSP				10,421	0	0	0	0	0	0	0	0	0	0	0	0	0	10,421	
TOTAL 207611 7				829,296	159,546	0	0	0	0	0	0	0	0	0	0	0	0	988,842	
TOTAL PROJECT:				829,296	159,546	0	0	0	0	0	0	0	0	0	0	0	0	988,842	

ITEM NUMBER: 207658 2		PROJECT DESCRIPTION: SR26 (W UNIVERSITY AVE) FROM GALE LEMERAND DR TO NW 14TH ST		2024		2025		2026		2027		2028		GREATER THAN 2028		ALL YEARS			
DISTRICT: 02		COUNTY: ALACHUA		2024		2025		2026		2027		2028		GREATER THAN 2028		ALL YEARS			
ROADWAY ID: 26070000		PROJECT LENGTH: .597MI		2024		2025		2026		2027		2028		GREATER THAN 2028		ALL YEARS			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DDR				23,274	0	0	0	0	0	0	0	0	0	0	0	0	0	23,274	
DIH				20,035	0	0	0	0	0	0	0	0	0	0	0	0	0	20,035	
DS				215,400	0	0	0	0	0	0	0	0	0	0	0	0	0	215,400	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ACSS				17,772	3,288	0	0	0	0	0	0	0	0	0	0	0	0	21,060	
DS				4,690	0	0	0	0	0	0	0	0	0	0	0	0	0	4,690	
HSP				2,898,215	10,329	0	0	0	0	0	0	0	0	0	0	0	0	2,908,544	
LF				4,350	0	0	0	0	0	0	0	0	0	0	0	0	0	4,350	
TOTAL 207658 2				3,183,736	13,617	0	0	0	0	0	0	0	0	0	0	0	0	3,197,353	
TOTAL PROJECT:				3,183,736	13,617	0	0	0	0	0	0	0	0	0	0	0	0	3,197,353	

ITEM NUMBER: 207761 2		PROJECT DESCRIPTION: SR26 AT HATCHET CREEK BRIDGE #260033		2024		2025		2026		2027		2028		GREATER THAN 2028		ALL YEARS			
DISTRICT: 02		COUNTY: ALACHUA		2024		2025		2026		2027		2028		GREATER THAN 2028		ALL YEARS			
ROADWAY ID: 26130000		PROJECT LENGTH: 2.018MI		2024		2025		2026		2027		2028		GREATER THAN 2028		ALL YEARS			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRP				363,264	0	0	0	0	0	0	0	0	0	0	0	0	0	363,264	
DIH				12,576	99,551	0	0	0	0	0	0	0	0	0	0	0	0	112,127	
DS				28,390	0	0	0	0	0	0	0	0	0	0	0	0	0	28,390	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRP				0	250	0	0	0	0	0	0	0	0	0	0	0	0	250	
DIH				0	1,500	0	0	0	0	0	0	0	0	0	0	0	0	1,500	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BRP				0	5,240,648	0	0	0	0	0	0	0	0	0	0	0	0	5,240,648	

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
GAINESVILLE MTPO

DATE RUN: 07/05/2023  
TIME RUN: 10.29.03  
MEMPHOT

HIGHWAYS

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
DIH	0	0	82,367	0	0	0	82,367
TOTAL 207794 2	404,230	101,301	5,323,015	0	0	0	5,828,546
TOTAL PROJECT:	404,230	101,301	5,323,015	0	0	0	5,828,546

ITEM NUMBER: 207794 3  
DISTRICT: 02  
ROADWAY ID: 26060000  
PROJECT DESCRIPTION: SR200 (US301) FROM SR20 TO SR26  
COUNTY: ALACHUA  
PROJECT LENGTH: 8.716MI

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSA	44,766	250,253	0	0	0	0	295,019
DDR	279,712	0	0	0	0	0	279,712
DIH	5,375	94,649	0	0	0	0	100,024
DS	633,178	0	0	0	0	0	633,178
SA	378,041	0	0	0	0	0	378,041
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	0	50,000	0	0	0	0	50,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACNR	0	12,414,277	0	0	0	0	12,414,277
DDR	0	5,919,058	0	0	0	0	5,919,058
DIH	0	71,374	0	0	0	0	71,374
DS	0	420,124	0	0	0	0	420,124
SA	0	934,366	0	0	0	0	934,366
TOTAL 207794 3	1,341,072	394,902	19,759,199	0	0	0	21,495,173

ITEM NUMBER: 207794 4  
DISTRICT: 02  
ROADWAY ID: 26060000  
PROJECT DESCRIPTION: SR200 (US301) AT SE 57TH AVE  
COUNTY: ALACHUA  
PROJECT LENGTH: 1.200MI

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	0	3,000	0	0	0	0	3,000
DS	196,597	0	0	0	0	0	196,597
TOTAL 207794 4	196,597	3,000	0	0	0	0	199,597
TOTAL PROJECT:	1,537,669	397,902	19,759,199	0	0	0	21,694,770

ITEM NUMBER: 207798 6  
DISTRICT: 02  
ROADWAY ID: 26030000  
PROJECT DESCRIPTION: SR45 (US27) (US41)  
COUNTY: ALACHUA  
PROJECT LENGTH: 1.073MI

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	10	490	0	0	0	0	500
LF	90,819	0	0	0	0	0	90,819
TOTAL 207798 6	90,829	490	0	0	0	0	91,319

ITEM NUMBER: 207798 7  
 DISTRICT: 02  
 ROADWAY ID: 26030000

PROJECT DESCRIPTION: SR45 (US41) FROM THE LEVY COUNTY LINE TO SR24  
 COUNTY: ALACHUA  
 PROJECT LENGTH: 4.161MI

TYPE OF WORK: RESURFACING  
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	15,751	4,690	0	0	0	0	0	20,441
DDR	367,689	0	0	0	0	0	0	367,689
DIH	1,705	80,300	0	0	0	0	0	82,005
DS	257,302	0	0	0	0	0	0	257,302
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	50,000	0	0	0	0	0	0	50,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	0	3,360,255	0	0	0	0	0	3,360,255
DDR	0	1,400,671	0	0	0	0	0	1,400,671
DIH	0	14,010	0	0	0	0	0	14,010
DS	0	648,236	0	0	0	0	0	648,236
SA	0	293,557	0	0	0	0	0	293,557
TOTAL 207798 7	692,447	5,801,719	0	0	0	0	0	6,494,166
TOTAL PROJECT:	783,276	5,802,209	0	0	0	0	0	6,585,485

\*NON-SIS\*

ITEM NUMBER: 211365 6  
 DISTRICT: 02  
 ROADWAY ID: 26000094

PROJECT DESCRIPTION: SW 62ND BLVD ARTERIAL CONNECTOR  
 COUNTY: ALACHUA  
 PROJECT LENGTH: 1.516MI

TYPE OF WORK: TRAFFIC OPS IMPROVEMENT  
 LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
DS	34,036	0	0	0	0	0	0	34,036
HPP	1,223,992	0	0	0	0	0	0	1,223,992
SA	7,575	0	0	0	0	0	0	7,575
S117	2,034	0	0	0	0	0	0	2,034
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HPP	9,371	0	0	0	0	0	0	9,371
SA	37,429	0	0	0	0	0	0	37,429
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
HPP	675	0	0	0	0	0	0	675
REPE	120,051	0	0	0	0	0	0	120,051
SA	25,862	0	0	0	0	0	0	25,862
SL	39,211	0	0	0	0	0	0	39,211
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HPP	12,754	11,573	0	0	0	0	0	24,327
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE								
ACSL	2,380,416	0	0	0	0	0	0	2,380,416
CIGP	1,791,201	0	0	0	0	0	0	1,791,201
LF	3,006,291	0	0	0	0	0	0	3,006,291
SL	7,462,733	200,000	0	0	0	0	0	7,462,733
TRIP	2,290,228	0	0	0	0	0	0	2,290,228
TRWR	1,668,541	0	0	0	0	0	0	1,668,541
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	57,950	0	0	0	0	0	0	57,950
SL	292,600	203,163	0	0	0	0	0	495,763
TOTAL 211365 6	20,262,950	414,736	0	0	0	0	0	20,677,686

\*NON-SIS\*

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLL-FORWARD REPORT  
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HIGHWAYS  
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DATE RUN: 07/05/2023  
TIME RUN: 10.29.03  
MEMPHOTO

ITEM NUMBER: 211365 7  
DISTRICT: 02  
ROADWAY ID:

PROJECT DESCRIPTION: SW 62ND BLVD FROM SR24 (ARCHER ROAD) TO SR26 (NEWBERRY ROAD)  
COUNTY: ALACHUA  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK: RIGHT OF WAY ACQUISITION  
LANES EXIST/IMPROVED/ADDED: 0/0/0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
LESS THAN 2024							
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSA	7,800	0	0	0	0	0	7,800
HPP	1,106,745	0	0	0	0	0	1,106,745
LF	5,658,145	0	0	0	0	0	5,658,145
SA	288,647	16,621	0	0	0	0	305,268
TRIP	3,316,950	37,149	0	0	0	0	3,354,099
TRWR	1,131,470	674,391	0	0	0	0	1,805,861
TOTAL 211365 7	11,509,757	728,161	0	0	0	0	12,237,918
TOTAL PROJECT:	31,772,707	1,142,897	0	0	0	0	32,915,604

ITEM NUMBER: 212934 6  
DISTRICT: 02  
ROADWAY ID: 26260026

PROJECT DESCRIPTION: NB OFF RAMP AT SR222 (NW 39TH AVE) EB  
COUNTY: ALACHUA  
PROJECT LENGTH: .094MI

\*SIS\*  
TYPE OF WORK: INTERCHANGE IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 4/4/0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
LESS THAN 2024							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	4,649	0	0	0	0	0	4,649
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSS	251,506	1,542	0	0	0	0	253,048
DIH	1,727	8,273	0	0	0	0	10,000
DS	13,028	0	0	0	0	0	13,028
TOTAL 212934 6	270,910	9,815	0	0	0	0	280,725
TOTAL PROJECT:	270,910	9,815	0	0	0	0	280,725

ITEM NUMBER: 423071 9  
DISTRICT: 02  
ROADWAY ID: 26260000

PROJECT DESCRIPTION: FROM NORTH OF SR24 (ARCHER RD) TO NORTH OF SR222 (39TH AVE)  
COUNTY: ALACHUA  
PROJECT LENGTH: 5.695MI

\*SIS\*  
TYPE OF WORK: ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 3/3/2

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
LESS THAN 2024							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	0	1,001	0	0	0	0	1,001
TOTAL 423071 9	0	1,001	0	0	0	0	1,001
TOTAL PROJECT:	0	1,001	0	0	0	0	1,001

ITEM NUMBER: 423071 3  
DISTRICT: 02  
ROADWAY ID: 26260000

PROJECT DESCRIPTION: I-75 (SR93) @ SR121  
COUNTY: ALACHUA  
PROJECT LENGTH: .444MI

\*SIS\*  
TYPE OF WORK: INTERCHANGE - ADD LANES  
LANES EXIST/IMPROVED/ADDED: 6/0/1

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
LESS THAN 2024							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	151,358	0	0	0	0	0	151,358
DIH	49,678	0	0	0	0	0	49,678
DS	3,006	0	0	0	0	0	3,006

**HIGHWAYS**

PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
DDR	299,645	0	0	0	0	0	0	299,645
DI	999,052	0	0	0	0	0	0	999,052
DIH	112,634	171,981	0	0	0	0	0	284,615
DS	545,685	0	0	0	0	0	0	545,685
<b>PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT</b>								
ACNP	1,524,037	2,206,154	0	0	0	0	0	4,390,885
BNIR	109,219	660,694	0	0	0	0	0	154,836
DIH	15,252	45,617	0	0	0	0	0	18,246
DS	49,051	2,994	0	0	0	0	0	49,051
NHPP	5,696,356	0	0	0	0	0	0	5,696,356
<b>TOTAL 423071 3</b>	<b>9,554,973</b>	<b>881,286</b>	<b>2,206,154</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,642,413</b>
<b>TOTAL PROJECT:</b>	<b>9,554,973</b>	<b>881,286</b>	<b>2,206,154</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,642,413</b>

ITEM NUMBER: 425280 2  
 DISTRICT: 02  
 ROADWAY ID: 26130002

PROJECT DESCRIPTION: SR226 CONCRETE CROSSING REPLACEMENT IN ORANGE HEIGHTS RR X-ING #624994U  
 COUNTY: ALACHUA  
 PROJECT LENGTH: .199MI

LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
FUND CODE							
SA	360,000	0	0	0	0	0	360,000
<b>PHASE: RAILROAD &amp; UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT</b>							
SA	0	2,500	0	0	0	0	2,500
<b>TOTAL 425280 2</b>	<b>360,000</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>362,500</b>
<b>TOTAL PROJECT:</b>	<b>360,000</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>362,500</b>

ITEM NUMBER: 428682 1  
 DISTRICT: 02  
 ROADWAY ID: 26005000

PROJECT DESCRIPTION: SR222 (NW 39 AVE) FROM: 100' W OF NW 10 ST TO: 100' E OF NW 10 ST  
 COUNTY: ALACHUA  
 PROJECT LENGTH: .040MI

LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
FUND CODE							
DIH	0	2,151	0	0	0	0	2,151
DS	7,294	0	0	0	0	0	7,294
<b>TOTAL 428682 1</b>	<b>7,294</b>	<b>2,151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,445</b>
<b>TOTAL PROJECT:</b>	<b>7,294</b>	<b>2,151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,445</b>

ITEM NUMBER: 430542 2  
 DISTRICT: 02  
 ROADWAY ID: 26070000

PROJECT DESCRIPTION: SR226 (NEWBERRY RD) FROM: W OF NW 80TH BLVD. TO: SW 38TH STREET  
 COUNTY: ALACHUA  
 PROJECT LENGTH: 2.852MI

LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
FUND CODE							
DDR	503,464	0	0	0	0	0	503,464
DIH	64,275	0	0	0	0	0	64,275
DS	815,996	0	0	0	0	0	815,996
<b>TOTAL 430542 2</b>	<b>1,641,474</b>	<b>354,719</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,996,193</b>
<b>TOTAL PROJECT:</b>	<b>1,641,474</b>	<b>354,719</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>340,222</b>
<b>TOTAL PROJECT:</b>	<b>494,841</b>	<b>11,987</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>494,841</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
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MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2023  
TIME RUN: 10.29.03  
MEMRFP0TP

HIGHWAYS  
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PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
DDR	1,660,374	0	0	0	0	0	0	1,660,374
DIH	119,057	0	0	0	0	0	0	119,057
DS	855,509	0	0	0	0	0	0	855,509
LF	5,032	0	0	0	0	0	0	5,032
TOTAL 430542 2	6,488,257	366,706	0	0	0	0	0	6,854,963
TOTAL PROJECT:	6,488,257	366,706	0	0	0	0	0	6,854,963

ITEM NUMBER: 434396 1  
DISTRICT: 02  
ROADWAY ID: 26090000  
PROJECT DESCRIPTION: SR24 @ SW 23RD TERRACE  
COUNTY: ALACHUA  
PROJECT LENGTH: 0.010MI

\*NON-SIS\*  
TYPE OF WORK: TRAFFIC SIGNAL UPDATE  
LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0

LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	149,398	0	0	0	0	0	149,398
DIH	6,888	826	0	0	0	0	7,714
DS	239	0	0	0	0	0	239
TOTAL 434396 1	156,525	826	0	0	0	0	157,351
TOTAL PROJECT:	156,525	826	0	0	0	0	157,351

ITEM NUMBER: 435891 1  
DISTRICT: 02  
ROADWAY ID: 26010000  
PROJECT DESCRIPTION: SR25 (US441) @ SR24 (SW ARCHER RD)  
COUNTY: ALACHUA  
PROJECT LENGTH: 0.006MI

\*NON-SIS\*  
TYPE OF WORK: TRAFFIC SIGNAL UPDATE  
LANES EXIST/IMPROVED/ADDED: 4 / 0 / 0

LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	333,840	0	0	0	0	0	333,840
DIH	914	24,086	0	0	0	0	25,000
DS	986	0	0	0	0	0	986
TOTAL 435891 1	335,740	24,086	0	0	0	0	359,826
TOTAL PROJECT:	335,740	24,086	0	0	0	0	359,826

ITEM NUMBER: 435929 1  
DISTRICT: 02  
ROADWAY ID: 26090000  
PROJECT DESCRIPTION: SR24 (ARCHER RD) FROM: SW 78TH STREET TO: SW 16TH STREET  
COUNTY: ALACHUA  
PROJECT LENGTH: 5.144MI

\*NON-SIS\*  
TYPE OF WORK: LANDSCAPING  
LANES EXIST/IMPROVED/ADDED: 3 / 0 / 0

LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	124,986	0	0	0	0	0	124,986
DIH	16,343	0	0	0	0	0	16,343
DS	257,456	0	0	0	0	0	257,456
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	815,956	0	0	0	0	0	815,956
DIH	59,934	3,178	0	0	0	0	63,112
DS	1,915	0	0	0	0	0	1,915
TOTAL 435929 1	1,276,590	3,178	0	0	0	0	1,279,768
TOTAL PROJECT:	1,276,590	3,178	0	0	0	0	1,279,768

HIGHWAYS

ITEM NUMBER: 437377 1  
 DISTRICT: 02  
 ROADWAY ID: 26004000  
 PROJECT DESCRIPTION: SR226 (SW 16TH AVE) AT SW 10TH TERRACE  
 COUNTY: ALACHUA  
 PROJECT LENGTH: .022MI

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	219,430	0	0	0	0	0	219,430
DIH	33,124	0	0	0	0	0	33,124
DS	24,544	0	0	0	0	0	24,544
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	2,632	368	0	0	0	0	3,000
DS	1,347	183	0	0	0	0	1,530
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	16,393	0	0	0	0	0	16,393
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	696,067	0	0	0	0	0	696,067
DIH	7,710	5,591	0	0	0	0	13,301
DS	10,691	0	0	0	0	0	10,691
TOTAL 437377 1	1,011,938	6,142	0	0	0	0	1,018,080
TOTAL PROJECT:	1,011,938	6,142	0	0	0	0	1,018,080

ITEM NUMBER: 439176 1  
 DISTRICT: 02  
 ROADWAY ID: 26030000  
 PROJECT DESCRIPTION: SR45 (US41) FROM SW 15TH AVE TO SOUTH OF SR26  
 COUNTY: ALACHUA  
 PROJECT LENGTH: .470MI

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
TALN	16,723	2,471	0	0	0	0	19,194
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
TALL	0	0	0	419,046	0	0	419,046
TOTAL 439176 1	16,723	2,471	0	419,046	0	0	438,240
TOTAL PROJECT:	16,723	2,471	0	419,046	0	0	438,240

ITEM NUMBER: 439489 1  
 DISTRICT: 02  
 ROADWAY ID: 26050000  
 PROJECT DESCRIPTION: SR26 (UNIVERSITY AVE) TO: SR222  
 COUNTY: ALACHUA  
 PROJECT LENGTH: 2.640MI

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	619	0	0	0	0	0	619
DS	45,417	0	0	0	0	0	45,417
HSP	299,993	0	0	0	0	0	299,993
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	66,454	0	0	0	0	0	66,454
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSS	212,781	2,768	0	0	0	0	215,549
DDR	42,996	0	0	0	0	0	42,996
DIH	2,111	0	0	0	0	0	2,111
DS	24,429	0	0	0	0	0	24,429

HIGHWAYS

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
HSP	510,075	424	0	0	0	0	510,499
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
HSP	3,182	0	0	0	0	0	3,182
TOTAL 439489 1	1,208,057	3,192	0	0	0	0	1,211,249

ITEM NUMBER:439489 2  
DISTRICT:02  
ROADWAY ID:26050000  
PROJECT DESCRIPTION:SR24 (NE WALDO RD) FROM SOUTH OF SR26 TO NORTH OF SR222  
COUNTY:ALACHUA  
PROJECT LENGTH: 2.866MI

\*SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSA	24,761	1,744	0	0	0	0	26,505
DDR	577,816	0	0	0	0	0	577,816
DIH	0	43,067	0	0	0	0	43,067
DS	549,958	0	0	0	0	0	549,958
SA	123,115	0	0	0	0	0	123,115
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACNR	0	0	5,045,481	0	0	0	5,045,481
DDR	0	0	1,398,576	0	0	0	1,398,576
DIH	0	0	25,227	0	0	0	25,227
DS	0	0	204,107	0	0	0	204,107
SA	0	0	716,981	0	0	0	716,981
TOTAL 439489 2	1,275,650	44,811	7,392,372	0	0	0	8,712,833
TOTAL PROJECT:	2,483,707	48,003	7,392,372	0	0	0	9,924,082

ITEM NUMBER:439527 1  
DISTRICT:02  
ROADWAY ID:26004000  
PROJECT DESCRIPTION:SR226 FROM SR24 TO SR329/MAIN STREET  
COUNTY:ALACHUA  
PROJECT LENGTH: 1.651MI

\*NON-SIS\*  
TYPE OF WORK:LANDSCAPING  
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	111,313	0	0	0	0	0	111,313
DIH	15,302	0	0	0	0	0	15,302
DS	20,155	0	0	0	0	0	20,155
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	307,020	0	0	0	0	0	307,020
DIH	8,033	19,089	0	0	0	0	27,122
DS	46,374	0	0	0	0	0	46,374
TOTAL 439527 1	508,197	19,089	0	0	0	0	527,286
TOTAL PROJECT:	508,197	19,089	0	0	0	0	527,286

ITEM NUMBER:439533 1  
DISTRICT:02  
ROADWAY ID:26080000  
PROJECT DESCRIPTION:SR20 FROM: EAST OF US301 TO: PUTNAM C/L  
COUNTY:ALACHUA  
PROJECT LENGTH: 1.399MI

\*SIS\*  
TYPE OF WORK:LANDSCAPING  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	302,289	0	0	0	0	0	302,289
DIH	12,052	2,948	0	0	0	0	15,000
DS	25,443	0	0	0	0	0	25,443
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	1,234,414	25,675	0	0	0	0	1,260,089

FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 MPO ROLLFORWARD REPORT  
 =====  
 HIGHWAYS  
 =====

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	TYPE OF WORK: LIGHTING LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	*SIS*
DIH	1,578	65,691	0	0	0	0	0	67,269
DS	82,761	0	0	0	0	0	0	82,761
TOTAL 439533 1	1,658,537	94,314	0	0	0	0	0	1,752,851
TOTAL PROJECT:	1,658,537	94,314	0	0	0	0	0	1,752,851

PROJECT DESCRIPTION: SR331 FROM: SW 16TH AVENUE TO: NW 16TH AVENUE  
 COUNTY: ALACHUA  
 PROJECT LENGTH: 2.946MI

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	TYPE OF WORK: BIKE PATH/TRAIL LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	*NON-SIS*
ACSS	130	720	0	0	0	0	0	850
DDR	38,710	0	0	0	0	0	0	38,710
DS	26,685	0	0	0	0	0	0	26,685
HSP	72,334	0	0	0	0	0	0	72,334
DIH	1,292	14,098	0	0	0	0	0	15,390
DS	17,129	0	0	0	0	0	0	17,129
TLWR	24,000	0	0	0	0	0	0	24,000
TOTAL 439934 1	512,912	14,098	0	0	0	0	0	527,010
TOTAL PROJECT:	512,912	14,098	0	0	0	0	0	527,010

PROJECT DESCRIPTION: SR24 (ARCHER ROAD) FROM: SW 75TH TERRACE TO: SW 41ST BLVD  
 COUNTY: ALACHUA  
 PROJECT LENGTH: .000

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	*NON-SIS*
ACSL	39,707	0	0	0	0	0	0	39,707
ACSS	1,637	0	0	0	0	0	0	1,637
SR2T	47,301	0	0	0	0	0	0	47,301
DIH	1,292	14,098	0	0	0	0	0	15,390
DS	17,129	0	0	0	0	0	0	17,129
TLWR	24,000	0	0	0	0	0	0	24,000
TOTAL 44155 1	512,912	14,098	0	0	0	0	0	527,010
TOTAL PROJECT:	512,912	14,098	0	0	0	0	0	527,010

HIGHWAYS

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY		2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
TOTAL 441155 1	SR2T	0	0	0	0	0	0	0
		89,569	223,616	0	0	0	0	223,616
TOTAL PROJECT:		89,569	227,001	0	0	0	0	316,570

ITEM NUMBER: 443258 1  
DISTRICT: 02  
ROADWAY ID: 26080000  
PROJECT DESCRIPTION: SR20 (SE HAWTHORNE ROAD) FROM: CR325 TO: WEST OF US301  
COUNTY: ALACHUA  
PROJECT LENGTH: 5.375MI  
\*SIS\*  
TYPE OF WORK: RESURFACING  
LANES EXIST/IMPROVED/ADDED: 4 / 4 / 0

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
LESS THAN 2024		0	0	0	0	0	0	0
ACSA		21,968	0	0	0	0	0	21,968
DDR		721,470	0	0	0	0	0	721,470
DS		71,274	0	0	0	0	0	71,274
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP		1,649,438	0	0	0	0	0	1,649,438
ACSA		429,955	0	0	0	0	0	429,955
DDR		419,607	0	0	0	0	0	419,607
DIH		0	15,390	0	0	0	0	15,390
DS		36,216	0	0	0	0	0	36,216
NHPP		4,645,271	5,989	0	0	0	0	4,651,260
SA		299,323	61,805	0	0	0	0	361,128
TOTAL 443258 1		8,294,522	83,184	0	0	0	0	8,377,706
TOTAL PROJECT:		8,294,522	83,184	0	0	0	0	8,377,706

ITEM NUMBER: 444496 1  
DISTRICT: 02  
ROADWAY ID: 26020000  
PROJECT DESCRIPTION: SR20 (NW 8 AVE) @ NW 2 STREET & NW 4 STREET  
COUNTY: ALACHUA  
PROJECT LENGTH: .170MI  
\*NON-SIS\*  
TYPE OF WORK: TRAFFIC CONTROL DEVICES/SYSTEM  
LANES EXIST/IMPROVED/ADDED: 4 / 0 / 0

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
LESS THAN 2024		0	0	0	0	0	0	0
DIH		7,833	1,794	0	0	0	0	9,627
DS		20,906	0	0	0	0	0	20,906
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS		13,563	0	0	0	0	0	13,563
TOTAL 444496 1		42,302	1,794	0	0	0	0	44,096
TOTAL PROJECT:		42,302	1,794	0	0	0	0	44,096

ITEM NUMBER: 447005 1  
DISTRICT: 02  
ROADWAY ID: 26050065  
PROJECT DESCRIPTION: PUSHBUTTON SR24 FROM SEYDEL STREET TO US 301  
COUNTY: ALACHUA  
PROJECT LENGTH: .603MI  
\*NON-SIS\*  
TYPE OF WORK: TRAFFIC CONTROL DEVICES/SYSTEM  
LANES EXIST/IMPROVED/ADDED: 2 / 0 / 0

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
LESS THAN 2024		0	0	0	0	0	0	0
DIH		1,000	0	0	0	0	0	1,000
TOTAL 447005 1		1,000	0	0	0	0	0	1,000
TOTAL PROJECT:		1,000	0	0	0	0	0	1,000

HIGHWAYS

ITEM NUMBER: 447032 1	FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	*SIS*
PROJECT DESCRIPTION: SR222 (39TH AVE) FROM NW 92ND CT TO NW 43RD ST COUNTY: ALACHUA PROJECT LENGTH: 3.451MI									
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	ACSA	208,907	0	0	0	0	0	0	208,907
	DDR	868,755	0	0	0	0	0	0	868,755
	DIH	0	44,068	0	0	0	0	0	44,068
	DS	34,295	0	0	0	0	0	0	34,295
	SA	30,723	95,174	0	0	0	0	0	125,897
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	DDR	10	240	0	0	0	0	0	250
	DIH	580	1,420	0	0	0	0	0	2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	ACNP	0	1,772,558	0	0	0	0	0	1,772,558
	ACNR	0	4,520,248	0	0	0	0	0	4,520,248
	DDR	0	1,510,554	0	0	0	0	0	1,510,554
	DIH	0	54,305	0	0	0	0	0	54,305
	DS	0	1,627,075	0	0	0	0	0	1,627,075
	LF	0	72,018	0	0	0	0	0	72,018
	SA	0	221,297	0	0	0	0	0	221,297
TOTAL 447032 1		1,143,270	9,918,957	0	0	0	0	0	11,062,227
TOTAL PROJECT:		1,143,270	9,918,957	0	0	0	0	0	11,062,227

ITEM NUMBER: 447033 1	FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	*NON-SIS*
PROJECT DESCRIPTION: SR25 (US441) FROM SR331 (WILLISTON ROAD) TO SR24 (ARCHER ROAD) COUNTY: ALACHUA PROJECT LENGTH: 1.883MI									
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	DIH	84,252	11,952	0	0	0	0	0	96,204
	DS	650,283	0	0	0	0	0	0	650,283
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	ACNR	5,064,839	0	0	0	0	0	0	5,064,839
	DDR	1,104,460	0	0	0	0	0	0	1,104,460
	DIH	0	17,459	0	0	0	0	0	17,459
	LF	32,516	0	0	0	0	0	0	32,516
	SA	504,037	52,269	0	0	0	0	0	556,306
TOTAL 447033 1		7,440,387	81,680	0	0	0	0	0	7,522,067
TOTAL PROJECT:		7,440,387	81,680	0	0	0	0	0	7,522,067

ITEM NUMBER: 447233 1	FUND CODE	LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	*NON-SIS*
PROJECT DESCRIPTION: CITY OF GAINESVILLE; MULTIPLE LOCATIONS COUNTY: ALACHUA PROJECT LENGTH: 1.000MI									
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE	TALL	51,954	0	0	0	0	0	0	51,954
	TALT	506,851	0	0	0	0	0	0	506,851

HIGHWAYS

PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY:	MANAGED BY	2024	2025	2026	2027	2028	GREATER THAN 2028	TYPE OF WORK: TRAFFIC SIGNAL UPDATE	ALL YEARS
TALL	4,210	300,719	0	0	0	0	0	0	0	304,929
TALT	8,062	34,947	0	0	0	0	0	0	0	43,009
TOTAL 447233 1	571,077	335,666	0	0	0	0	0	0	0	906,743
TOTAL PROJECT:	571,077	335,666	0	0	0	0	0	0	0	906,743

ITEM NUMBER: 447629 3  
DISTRICT: 02  
ROADWAY ID: 26050000  
PROJECT DESCRIPTION: SR24A/SR331 (SE WILLISTON ROAD) AT HAWTHORNE TRAIL CROSSING  
COUNTY: ALACHUA  
PROJECT LENGTH: .229MI

LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	TYPE OF WORK: TRAFFIC SIGNAL UPDATE	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	10,667	7,333	0	0	0	0	0	18,000
DIH	5,448	0	0	0	0	0	0	5,448
DS	5,448	0	0	0	0	0	0	0
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	1,415	585	0	0	0	0	0	2,000
DIH	236	151	0	0	0	0	0	387
DS	1,179	434	0	0	0	0	0	0
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	13,484	0	0	0	0	0	0	13,484
DS	13,484	0	0	0	0	0	0	0
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	752,837	0	0	0	0	0	0	752,837
ARPA	102,379	3,281	0	0	0	0	0	105,660
DDR	0	10,313	0	0	0	0	0	10,313
DIH	886,466	21,663	0	0	0	0	0	908,129
DS	886,466	21,663	0	0	0	0	0	0
TOTAL 447629 3	886,466	22,666	0	0	0	0	0	908,129

ITEM NUMBER: 447629 4  
DISTRICT: 02  
ROADWAY ID: 26030000  
PROJECT DESCRIPTION: SR45 AT SW 15TH AVE  
COUNTY: ALACHUA  
PROJECT LENGTH: .088MI

LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	TYPE OF WORK: TRAFFIC SIGNAL UPDATE	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	1,001	0	0	0	0	0	1,001
DIH	0	1,001	0	0	0	0	0	1,001
DS	0	0	0	0	0	0	0	0
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	886,466	22,666	0	0	0	0	0	909,130
DS	886,466	22,666	0	0	0	0	0	0
TOTAL 447629 4	886,466	23,667	0	0	0	0	0	909,130

ITEM NUMBER: 447962 1  
DISTRICT: 02  
ROADWAY ID: 26050000  
PROJECT DESCRIPTION: SR331 FROM NORTH OF SR25 (US441) TO SOUTH OF SR26  
COUNTY: ALACHUA  
PROJECT LENGTH: 3.296MI

LESS THAN 2024	2024	2025	2026	2027	2028	GREATER THAN 2028	TYPE OF WORK: RESURFACING	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	366,937	0	0	0	0	0	0	366,937
DIH	2,787	32,692	0	0	0	0	0	35,479
DS	24,580	0	0	0	0	0	0	24,580
SA	705,027	108,476	0	0	0	0	0	813,503
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	0	3,743,315	0	0	0	0	0	3,743,315
ACNR	0	237,371	0	0	0	0	0	237,371
DIH	0	62,272	0	0	0	0	0	62,272
DS	0	4,838,888	0	0	0	0	0	4,838,888
TOTAL 447962 1	1,098,544	8,524,073	0	0	0	0	0	9,622,617

HIGHWAYS		*****				
FUND CODE	2024	2025	2026	2027	2028	ALL YEARS
SA	0	581,662	0	0	0	581,662
TOTAL 447962 1	1,099,331	9,604,676	0	0	0	10,704,007
TOTAL PROJECT:	1,099,331	9,604,676	0	0	0	10,704,007

ITEM NUMBER: 447964 1  
DISTRICT: 02  
ROADWAY ID: 26050000  
PROJECT DESCRIPTION: SR24 FROM SR222 TO SR200 (US301)  
COUNTY: ALACHUA  
PROJECT LENGTH: 10.711MI  
\*SIS\*

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 2 / 0	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	503,000	0	0	0	0	0	0	503,000
DIH	4,011	97,688	0	0	0	0	0	101,699
DS	47,573	0	0	0	0	0	0	47,573
SA	1,249,416	269,217	0	0	0	0	0	1,518,633
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	0	15,464,213	0	0	0	0	0	15,464,213
DDR	0	577,614	0	0	0	0	0	577,614
DIH	0	216,450	0	0	0	0	0	216,450
DS	0	6,916,400	0	0	0	0	0	6,916,400
SA	0	1,060,022	0	0	0	0	0	1,060,022
TOTAL 447964 1	1,804,000	24,601,604	0	0	0	0	0	26,405,604
TOTAL PROJECT:	1,804,000	24,601,604	0	0	0	0	0	26,405,604
TOTAL DIST: 02	84,665,609	53,972,084	34,680,740	419,046	0	0	0	173,737,479
TOTAL HIGHWAYS	84,665,609	53,972,084	34,680,740	419,046	0	0	0	173,737,479

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2023  
TIME RUN: 10.29.03  
MEMPOPTP

GAINESVILLE MTPO

MAINTENANCE

ITEM NUMBER: 451209 1 PROJECT DESCRIPTION: GLASS WINDOW REPLACEMENTS \*NON-SIS\*  
DISTRICT: 02 COUNTY: ALACHUA  
ROADWAY ID: PROJECT LENGTH: .000 TYPE OF WORK: FIXED CAPITAL OUTLAY  
LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: BRDG/RDWAY/CONTRACT MAINT /							
D	0	13,000	13,000	13,000	13,000	13,000	0
TOTAL 451209 1	0	13,000	13,000	13,000	13,000	13,000	0
TOTAL PROJECT:	0	13,000	13,000	13,000	13,000	13,000	0
TOTAL DIST: 02	0	13,000	13,000	13,000	13,000	13,000	0
TOTAL MAINTENANCE	0	13,000	13,000	13,000	13,000	13,000	0
							65,000
							65,000
							65,000
							65,000
							65,000

RESPONSIBLE AGENCY: MANAGED BY FDOT

LESS THAN 2024

\*\*\*\*\*  
 TRANSIT  
 \*\*\*\*\*

PROJECT DESCRIPTION: GAINESVILLE RTS SECT 5307 FORMULA GRANT OPERATING ASSISTANCE

ITEM NUMBER: 215546 1  
 DISTRICT: 02  
 ROADWAY ID:

\*NON-SIS\*  
 TYPE OF WORK: OPERATING FOR FIXED ROUTE  
 LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
DS	0	0	0	0	0	0	1
FTA	5,600,000	1,800,000	0	0	0	0	7,400,000
LF	5,600,000	1,800,000	0	0	0	0	7,400,000
TOTAL 215546 1	11,200,001	3,600,000	0	0	0	0	14,800,001
TOTAL PROJECT:	11,200,001	3,600,000	0	0	0	0	14,800,001

PROJECT DESCRIPTION: GAINESVILLE RTS SECTION 5339 (B) TRANSIT IMPROVEMENT

ITEM NUMBER: 441520 2  
 DISTRICT: 02  
 EX DESC: GAINESVILLE RTS: \$10,660,817; TOLL REVENUE CREDITS AS MATCH TO FEDERAL GRANT

\*NON-SIS\*  
 TYPE OF WORK: TRANSIT IMPROVEMENT  
 LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
FTA	0	10,660,817	0	0	0	0	10,660,817
TOTAL 441520 2	0	10,660,817	0	0	0	0	10,660,817
TOTAL PROJECT:	0	10,660,817	0	0	0	0	10,660,817

PROJECT DESCRIPTION: REGIONAL TRANSIT SYSTEM (RTS)

ITEM NUMBER: 442577 1  
 DISTRICT: 02  
 ROADWAY ID:

\*NON-SIS\*  
 TYPE OF WORK: OPERATING FOR FIXED ROUTE  
 LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
DU	74,987	25,000	0	0	0	0	99,987
LF	100,000	0	0	0	0	0	100,000
TOTAL 442577 1	174,987	25,000	0	0	0	0	199,987
TOTAL PROJECT:	174,987	25,000	0	0	0	0	199,987

PROJECT DESCRIPTION: CITY OF GAINESVILLE ARPA ROUTE RESTORATION

ITEM NUMBER: 447445 2  
 DISTRICT: 02  
 ROADWAY ID:

\*NON-SIS\*  
 TYPE OF WORK: URBAN CORRIDOR IMPROVEMENTS  
 LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
FTA	0	300,000	0	0	0	0	300,000
TOTAL 447445 2	0	300,000	0	0	0	0	300,000
TOTAL PROJECT:	0	300,000	0	0	0	0	300,000

TRANSIT

ITEM NUMBER: 451152 1  
DISTRICT: 02  
ROADWAY ID:

PROJECT DESCRIPTION: 5310 CAPITAL - SMALL URBAN UZA - CITY OF GAINESVILLE RTS  
COUNTY: ALACHUA  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK: CAPITAL FOR FIXED ROUTE  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE							
DPTD	0	0	0	0	0	0	0
DU	0	53,000	0	0	0	0	53,000
LF	0	424,000	0	0	0	0	424,000
	0	53,000	0	0	0	0	53,000
TOTAL 451152 1	0	530,000	0	0	0	0	530,000
TOTAL PROJECT:	0	530,000	0	0	0	0	530,000

ITEM NUMBER: 451894 1  
DISTRICT: 02  
ROADWAY ID:

PROJECT DESCRIPTION: PROGRAM 18 - SECTION 5311 CAPITAL AWARD CITY OF GAINESVILLE REGIONAL  
COUNTY: ALACHUA  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK: CAPITAL FOR FIXED ROUTE  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE							
DU	0	0	0	0	0	0	0
LF	0	160,152	0	0	0	0	160,152
	0	40,038	0	0	0	0	40,038
TOTAL 451894 1	0	200,190	0	0	0	0	200,190
TOTAL PROJECT:	0	200,190	0	0	0	0	200,190

ITEM NUMBER: 452499 1  
DISTRICT: 02  
ROADWAY ID:

PROJECT DESCRIPTION: 5310 OPERATING-SMALL URBAN-CITY OF GAINESVILLE REGIONAL TRANSIT SYSTEM  
COUNTY: ALACHUA  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK: OPERATING FOR FIXED ROUTE  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE							
DU	0	0	0	0	0	0	0
LF	0	25,000	0	0	0	0	25,000
	0	25,000	0	0	0	0	25,000
TOTAL 452499 1	0	50,000	0	0	0	0	50,000
TOTAL PROJECT:	0	50,000	0	0	0	0	50,000
TOTAL DIST: 02	11,374,988	15,366,007	0	0	0	0	26,740,995
TOTAL TRANSIT	11,374,988	15,366,007	0	0	0	0	26,740,995

MISCELLANEOUS

ITEM NUMBER: 439181 7 PROJECT DESCRIPTION: ALACHUA COUNTY TRAIL REHABILITATION STUDY \*NON-SIS\*  
 DISTRICT: 02 COUNTY: ALACHUA TYPE OF WORK: BIKE PATH/TRAIL LANE EXIST/IMPROVED/ADDED: 0/ 0/ 0  
 ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2024	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
SA	0	0	0	0	0	0	0
TALU	187,500	0	0	0	0	0	187,500
TOTAL 439181 7	187,500	0	0	0	0	0	187,500
TOTAL PROJECT:	187,500	0	0	0	0	0	187,500
TOTAL DIST: 02	187,500	0	0	0	0	0	187,500
TOTAL MISCELLANEOUS	187,500	0	0	0	0	0	187,500

PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT  
 LESS THAN 2024 5,000  
 0 5,000  
 187,500 5,000  
 187,500 5,000  
 187,500 5,000  
 187,500 5,000

GRAND TOTAL 96,228,097 34,693,740 13,000 432,046 13,000 0 200,735,974



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July 12, 2023

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Year 2050 Long-Range Transportation Plan - Request for Proposal - Scope of Services

STAFF RECOMMENDATION

**Recommend that the Metropolitan Transportation Planning Organization:**

1. **Approve the Request for Proposal (see Exhibit 1) for the development of the touring model analysis of the 2050 Long-Range Transportation Plan Update, including supporting documents such as the Socio-Economic Report and Public Participation Plan; and**
2. **Authorize the Executive Director to make appropriate modifications to the Scope of Services and Socio-Economic Report to implement and document the touring model analysis.**

BACKGROUND

Currently, the Metropolitan Transportation Planning Organization is coordinating with the Florida Department of Transportation to convert the Gainesville Urbanized Area Transportation Study four-step model into a touring model. For example, this analysis will account for side-trips in home-to-work tours, such as shopping and school drop-offs.

The draft Scope of Services fully addresses United States Department of transportation (Federal Highway Administration and Federal Transit Administration) long-range transportation plan requirements. However, the draft Scope of Services is primarily four-step based and may need some revisions to fully implement the touring model analysis.

Attachment

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July 12, 2023

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

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Year 2050 Long-Range Transportation Plan Update - Revenue Forecast

STAFF RECOMMENDATION

**FOR INFORMATION ONLY.**

BACKGROUND

Every five years, the Metropolitan Transportation Planning Organization updates its long-range transportation plan. For the forthcoming Year 2050 Long-Range Transportation Plan update, the Florida Department of Transportation has provided its 2050 Revenue Forecast Handbook (see link below).

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/2050-fdot-revenue-forecast-handbook-\(06-05-23\).pdf?sfvrsn=f3f43f8b\\_6](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/2050-fdot-revenue-forecast-handbook-(06-05-23).pdf?sfvrsn=f3f43f8b_6)

The Year 2050 year of expenditure revenue forecast for the Metropolitan Transportation Planning Organization is included in the handbook (see Exhibit 1). Please note that this forecast is subject to updates by the Florida Department of Transportation. Below is a summary of the revenue forecast from the handbook. Variance in totals below and in Exhibit 1 may be due to rounding.

Funding Type	Fiscal Years [Year of Expenditure Funding in Millions]					Total
	2023/24 - 2024/25	2024/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2036/40	2040/41 - 2049/50	
Surface Transportation Block Grant (SU)	\$2.86	\$13.90	\$13.59	\$13.59	\$27.19	\$71.13
Transportation Alternatives	\$0.49	\$2.48	\$2.48	\$2.48	\$4.97	\$12.90
Carbon Reduction Program	\$0.47	\$2.06	\$2.06	\$2.06	\$4.12	\$10.77
State Highway System*/	\$1.07	\$4.92	\$8.58	\$8.92	\$18.15	\$41.64
Other Roads	-	\$2.42	\$5.40	\$5.62	\$11.44	\$24.88
Transit Formula	\$3.73	\$10.25	\$11.09	\$11.59	\$23.64	\$60.30
<b>Total</b>	<b>\$8.62</b>	<b>\$36.03</b>	<b>\$43.20</b>	<b>\$44.26</b>	<b>\$89.51</b>	<b>\$221.62</b>

\* Non-Strategic Intermodal System facilities

Attachment

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## 2050 REVENUE FORECAST GAINESVILLE MTPO

The purpose of this revenue forecast is to provide the **Gainesville MTPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

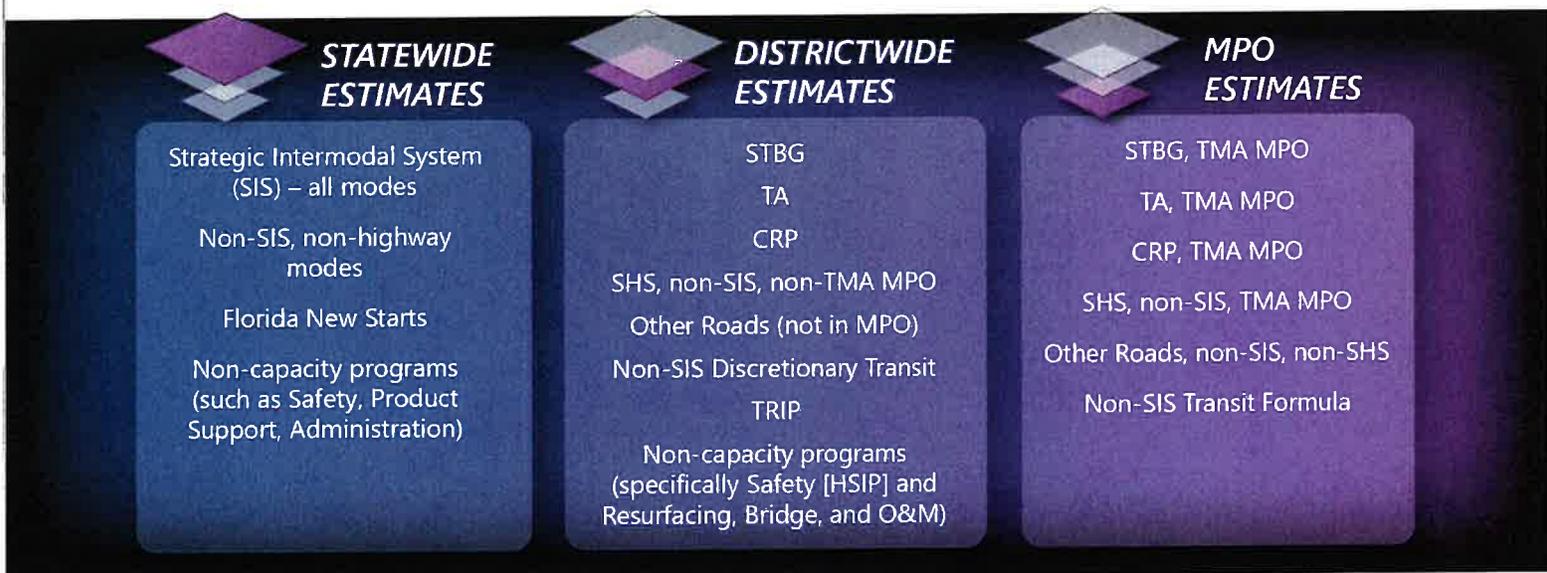
This document only provides forecasts for state and federal funds that “flow through” the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the [Turnpike Ten-year Finance Plan](#). In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

### REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

**Figure 1. Revenue Forecast Framework**



### *STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL*

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and Florida New Starts. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

### *DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT*

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), SHS (non-SIS), Other Roads (non-SIS, non-SHS), Non-SIS Transit Discretionary, Transportation Regional Incentive Program (TRIP), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources. A districtwide table for Other Roads for areas not in an MPO is provided for informational purposes.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

**METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO**

Revenue estimates by certain federal and state programs including STBG – TMA MPOs, TA – TMA MPOs, CRP – TMA MPOs, SHS (non-SIS) – TMA MPOs, Other Roads (non-SIS, non-SHS), and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

**SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO**

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. **Table 47** provides the estimate for the **Gainesville MTPO**.

**Table 47. Gainesville MTPO – TMA MPO Level Revenue Estimate for STBG (Millions of \$)**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
FEDERAL						
STBG (SU, in TMA with population > 200K)	\$2.86	\$13.90	\$13.59	\$13.59	\$27.19	\$71.14

**TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO**

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **Table 48** provides the estimate for the **Gainesville MTPO**.

**Table 48. Gainesville MTPO – TMA MPO Level Revenue Estimate for TA (Millions of \$)**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
FEDERAL						
TA (TALU, in TMA with population > 200K)	\$0.49	\$2.48	\$2.48	\$2.48	\$4.97	\$12.91

### CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. **Table 49** provides the estimate for the **Gainesville MTPO**.

**Table 49. Gainesville MTPO – TMA MPO Level Estimate for CRP (Millions of \$)**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
FEDERAL						
CRP (CARU, in TMA with population > 200K)	\$0.47	\$2.06	\$2.06	\$2.06	\$4.12	\$10.78

### SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. **Table 50** provides the estimate for the **Gainesville MTPO**.

**Table 50. Gainesville MTPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of \$)**

PROGRAMS FUNDING SOURCE:	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
STATE						
SHS (non-SIS, in TMA)	\$1.07	\$4.92	\$8.58	\$8.92	\$18.15	\$41.65

### OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 51** provides the estimate for the **Gainesville MTPO**.

**Table 51. Gainesville MTPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of \$)**

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	\$-	\$2.42	\$5.40	\$5.62	\$11.44	\$24.88

**NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)**

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO’s LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

**Table 52** provides the estimate for the **Gainesville MTPO**.

**Table 52. Gainesville MTPO – MPO Level Revenue Estimate for Non-SIS Transit Formula**

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24- 2024/25	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	\$3.73	\$10.25	\$11.09	\$11.59	\$23.64	\$60.29



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July 12, 2023

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

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: 2020 Census Urban Areas Status Report - Transportation Management Area Designation

STAFF RECOMMENDATION

**FOR INFORMATION ONLY**

BACKGROUND:

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

At its April 3, 2023 meeting, the Florida Department of Transportation provided the Metropolitan Transportation Planning Organization an implementation timeline for the Metropolitan Planning Organization Transportation Planning Process incorporating 2020 Census populations.

On June 6, 2023, the Florida Department of Transportation provided the Metropolitan Transportation Planning Organization official notice of Transportation Management Area designation as posted in the Federal Register on June 5, 2023. Exhibits below concern Transportation Management Area designation:

1. Florida Department of Transportation email -Transportation Management Area designation;
2. Federal Register - Federal Highway Administration/Federal Transit Administration publish Designation of Transportation Management Areas; and
3. Florida Department of Transportation District 2 Urban Area Boundary Update.

In addition, the following exhibits are excerpted from the Federal Highway Administration Planning webpages for frequently asked questions concerning Census Urban Areas and Transportation Management Area Designation:

4. Topic 1: Definitions;
5. Topic 2: 2020 Urban Area Delineation;
6. Topic 4: Existing MPOs;
7. Topic 5: TMA Designations;
8. Topic 6: Funding; and
9. Topic 7: Adjusting Urban Area Boundaries and Implications for FHWA's Programs.

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

**From:** [Dill, Romero](#)  
**Subject:** FHWA and FTA Designate the Transportation Management Areas (TMAs) from the 2020 Census  
**Date:** Tuesday, June 06, 2023 5:22:40 PM

---

Good afternoon,

Please see message below from FHWA.

The purpose of the email is to announce the publication of a notice in the Federal Register on June 5, 2023 ([88 FR 36637](#)) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) designating the Transportation Management Areas (TMAs) from the 2020 Census. Titles 23 and 49 of the United States Code require the Secretary of Transportation to identify each urbanized area (UZA) over 200,000 in population as a TMA. The UZAs that meet this threshold, as determined by the 2020 Census, are listed in the Federal Register ([88 FR 36637](#)) and are hereby identified as TMAs.

Please share this information with your transportation planning partners and refer to [FHWA's Frequently Asked Question \(FAQs\)](#) for answers to commonly asked questions about Census urban area designation, requirements for new and existing TMAs, and other related programs. In addition, please be aware that this Federal Register notice initiates the timeline for several key planning activities, including the development of a congestion management process for new TMAs and the conduct of Federal planning certification reviews from FHWA and FTA every four years.

Thanks

**Romero Dill, FCCM**  
**Statewide MPO Coordinator**  
Office of Policy Planning  
Florida Department of Transportation  
605 Suwannee Street, MS 28  
Tallahassee, FL 32399-0450  
Direct Line (850) 414-4932  
[Romero.dill@dot.state.fl.us](mailto:Romero.dill@dot.state.fl.us)

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coming from civil users. The FAA also estimates that it will receive a total 2,572 requests to initially access the web portal.

**Frequency:** The requested information will need to be provided each time a respondent requests a certificate of waiver under Part 91 and the first time that a respondent requests to access the web portal.

**Estimated Average Burden per Response:** The FAA estimates the respondents will take an average of 15 minutes to complete the Access Request Form and 120 minutes to request a certificate of waiver.

**Estimated Total Annual Burden:** 3,283 hours for those completing certificate of waiver requests. 214 hours for those completing the Access Request Form.

Issued in Washington, DC, on May 31, 2023.

Rahat Ali,

General Engineer, AJV-P22

[FR Doc. 2023-11883 Filed 6-2-23; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

**Federal Transit Administration**

**Designation of Transportation Management Areas**

**AGENCY:** Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** On December 29, 2022, the United States Census Bureau published a notice in the *Federal Register* announcing the qualifying urban areas from the 2020 Census. The FTA and FHWA are announcing that all urbanized areas (UZA) with populations greater than 200,000, as determined by the 2020 Census, are hereby identified as Transportation Management Areas (TMA). The FTA and FHWA are taking this action in compliance with the agencies' authorizing statutes. This action supersedes the agencies' previous designations of TMAs made in the *Federal Register*.

**DATES:** This notice is effective June 5, 2023.

**FOR FURTHER INFORMATION CONTACT:** For FTA related questions, please contact Fleming El-Amin, Office of Planning (TPE-10), (202) 493-0316, or via email

at [fleming.el-amin@dot.gov](mailto:fleming.el-amin@dot.gov), or Mark Montgomery, Office of Chief Counsel (TCC), (202) 366-1017, via email at [mark.montgomery@dot.gov](mailto:mark.montgomery@dot.gov), Federal Transit Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours for FTA are from 8:00 a.m. to 5:00 p.m., et., Monday through Friday, except Federal holidays.

For FHWA related questions, please contact Kenneth Petty, Office of Planning (HEPP), (202) 366-6654, or via email at [kenneth.petty@dot.gov](mailto:kenneth.petty@dot.gov), or Michael Harkins, Office of Chief Counsel (HCC), 202-366-1523, via email at [michael.harkins@dot.gov](mailto:michael.harkins@dot.gov), Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours for FHWA are from 8:00 a.m. to 4:30 p.m., et., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** The Census Bureau's urban-rural classification is a delineation of geographical areas, identifying individual urban areas as well as the rural portion of the Nation. The resulting classification of "urban areas" is distinguishable from FHWA and FTA's definition of "urbanized areas," but the population data from the decennial census informs which geographical areas meet the definition of "urbanized area" for transportation planning purposes under Titles 23 and 49 of the United States Code (23 U.S.C. 101(a)(36) and 49 U.S.C. 5302(24)).

The Census Bureau defined the qualifying urban areas from the 2020 Census using the criteria published in the *Federal Register* on March 24, 2022 (87 FR 16706). As a result of these criteria and a decade of population and land use change, there are significant differences in the UZAs based on the 2020 Census from those based on the 2010 Census, including place names, boundary shapes, and population counts. Notably, 192 UZAs have populations over 200,000, the statutory threshold for TMA designation, including 15 UZAs that were not identified in the *Federal Register* on July 18, 2012 (77 FR 42354). Furthermore, 2 UZAs that were previously above 200,000 are now below the threshold (i.e., Norwich-New London, Connecticut, and Visalia, California).

Titles 23 and 49 of the United States Code (U.S.C.) (23 U.S.C. 134(k)(1)(A) and 49 U.S.C. 5303(k)(1)(A)) require the Secretary of Transportation to identify each UZA over 200,000 in population as a TMA. The UZAs that meet this threshold, as determined by the 2020

Census, are listed in the table below and are hereby identified as TMAs. For the multistate UZAs over 200,000 in population, the UZA is listed under the State with the largest share of the population; however, the TMA designation applies to the entire multistate area.

The TMAs are subject to special transportation planning and programming requirements. These requirements apply to the metropolitan planning areas that must be determined jointly by the metropolitan planning organization (MPO) and Governor, in accordance with 23 U.S.C. 134(e) and 49 U.S.C. 5303(e). The FTA and FHWA have developed a series of "Questions and Answers" related to applying 2020 Census data to urban areas and UZAs in the joint FTA and FHWA planning processes. More information can be found at: [https://www.fhwa.dot.gov/planning/census\\_issues/urbanized\\_areas\\_and\\_mpo\\_tma/](https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/) and <https://www.transit.dot.gov/census>.

Additional UZAs may be designated as TMAs by the Secretary of Transportation upon request of the Governor and the MPO or affected local officials. Notification of any additional TMAs will be issued through a Secretarial Memorandum to the appropriate State Governors and MPOs, not as a notice published in the *Federal Register*.

For example, the Governor of Texas and the Permian Basin MPO (formerly the Midland Odessa Transportation Organization) requested TMA designations in 2012 for the Midland, Texas, and the Odessa, Texas, UZAs. On July 31, 2012, the Secretary of Transportation approved the request and designated both UZAs as TMAs. Although the Midland, Texas, and Odessa, Texas, UZAs do not meet the statutory population threshold for TMA designation under the 2020 Census, FHWA and FTA continue to recognize the Midland, Texas and Odessa, Texas UZAs as TMAs due to the Secretary's prior action.

In addition, the bi-State Lake Tahoe MPO region shall be treated as a TMA with a UZA population of 145,000 in the State of California and 65,000 in the State of Nevada, per 23 U.S.C. 134(r).

**Authority:** 23 U.S.C. 315, 23 U.S.C. 134(k)(1)(A), 49 U.S.C. 5303(k)(1)(A), 49 CFR 1.85(c)(19), and 49 CFR 1.91(a).

**Shailen P. Bhatt,**  
Administrator, FHWA.  
**Nuria Fernandez,**  
Administrator, FTA.

State/urbanized area (UZA)	UZA 2020 population	Area comparison to 2010 census TMAs; population
<b>Alabama:</b>		
Birmingham, AL .....	774,956	
Huntsville, AL .....	329,066	
Mobile, AL .....	321,907	
Montgomery, AL .....	254,348	
State Total .....	1,680,277	
<b>Alaska:</b>		
Anchorage, AK .....	249,252	
State Total .....	249,252	
<b>Arizona:</b>		
Phoenix—Mesa—Scottsdale, AZ .....	3,976,313	Name Change.
Tucson, AZ .....	875,441	
Phoenix West—Goodyear—Avondale, AZ .....	419,946	New TMA.
State Total .....	5,271,700	
<b>Arkansas:</b>		
Little Rock, AR .....	461,864	
Fayetteville-Springdale—Rogers, AR-MO .....	373,687	
State Total .....	835,551	
<b>California:</b>		
Los Angeles—Long Beach-Anaheim, CA .....	12,237,376	
San Francisco—Oakland, CA .....	3,515,933	
San Diego, CA .....	3,070,300	
Riverside—San Bernardino, CA .....	2,276,703	
Sacramento, CA .....	1,946,618	
San Jose, CA .....	1,837,446	
Fresno, CA .....	717,589	
Mission Viejo—Lake Forest—Laguna Niguel, CA .....	646,843	Name Change.
Bakersfield, CA .....	570,235	
Concord—Walnut Creek, CA .....	538,583	Name Change.
Temecula—Murrieta—Menifee, CA .....	528,991	Name Change.
Stockton, CA .....	414,847	
Oxnard—San Buenaventura (Ventura), CA .....	376,117	Name Change.
Indio—Palm Desert—Palm Springs, CA .....	361,075	Name Change.
Palmdale—Lancaster, CA .....	359,559	Name Change.
Modesto, CA .....	357,301	
Victorville—Hesperia—Apple Valley, CA .....	355,816	Name Change.
Antioch, CA .....	326,205	
Santa Rosa, CA .....	297,329	
Santa Clarita, CA .....	278,031	
Livermore—Pleasanton—Dublin, CA .....	240,381	New TMA.
Thousand Oaks, CA .....	213,986	
Santa Barbara, CA .....	202,197	New TMA.
State Total .....	31,669,461	
<b>Colorado:</b>		
Denver—Aurora, CO .....	2,686,147	
Colorado Springs, CO .....	632,494	
Fort Collins, CO .....	326,332	
State Total .....	3,644,973	
<b>Connecticut:</b>		
Hartford, CT .....	977,158	
Bridgeport—Stamford, CT-NY .....	916,408	
New Haven, CT .....	561,456	
State Total .....	2,455,022	
<b>Delaware:</b>		
State Total .....	N/A	
<b>District of Columbia:</b>		
Washington—Arlington, DC-VA-MD .....	5,174,759	Name Change.
State Total .....	5,174,759	
<b>Florida:</b>		
Miami—Fort Lauderdale, FL .....	6,077,522	Name Change.
Tampa—St. Petersburg, FL .....	2,783,045	
Orlando, FL .....	1,853,896	
Jacksonville, FL .....	1,247,374	
Bradenton—Sarasota—Venice, FL .....	779,075	Name Change.

State/urbanized area (UZA)	UZA 2020 population	Area comparison to 2010 census TMA; population
Cape Coral, FL .....	599,242	
Palm Bay—Melbourne, FL .....	510,675	
Port St. Lucie, FL .....	437,745	
Bonita Springs—Estero, FL .....	425,675	Name Change.
Kissimmee—St. Cloud, FL .....	418,404	Name Change.
Daytona Beach—Palm Coast—Port Orange, FL .....	402,126	
Pensacola, FL—AL .....	390,172	
Lakeland, FL .....	277,915	
Winter Haven, FL .....	253,251	
Tallahassee, FL .....	252,934	
Navarre—Miramar Beach—Destin, FL .....	226,213	New TMA.
<b>Gainesville, FL .....</b>	<b>213,748</b>	<b>New TMA.</b>
Deltona, FL .....	210,712	New TMA.
State Total .....	17,359,724	
Georgia:		
Atlanta, GA .....	4,999,259	
Augusta—Richmond County, GA-SC .....	431,480	
Savannah, GA .....	309,466	
Columbus, GA-AL .....	267,746	
Gainesville, GA .....	265,218	New TMA.
State Total .....	6,273,169	
Hawaii:		
Honolulu, HI .....	853,252	Name Change.
State Total .....	853,252	
Idaho:		
Boise City, ID .....	433,180	
State Total .....	433,180	
Illinois:		
Chicago, IL-IN .....	8,671,746	
Rockford, IL .....	276,443	
Round Lake Beach—McHenry—Grayslake, IL-WI .....	261,835	
Peoria, IL .....	259,781	
State Total .....	9,469,805	
Indiana:		
Indianapolis, IN .....	1,699,881	
Fort Wayne, IN .....	335,934	
South Bend, IN-MI .....	278,921	
Evansville, IN .....	206,855	Name Change.
State Total .....	2,521,591	
Iowa:		
Des Moines, IA .....	542,486	
Davenport, IA-IL .....	285,211	
State Total .....	827,697	
Kansas:		
Wichita, KS .....	500,231	
State Total .....	500,231	
Kentucky:		
Louisville/Jefferson County, KY-IN .....	974,397	
Lexington-Fayette, KY .....	315,631	
State Total .....	1,290,028	
Louisiana:		
New Orleans, LA .....	914,531	
Baton Rouge, LA .....	631,326	
Shreveport, LA .....	288,052	
Lafayette, LA .....	227,316	
State Total .....	2,061,225	
Maine:		
Portland, ME .....	205,356	
State Total .....	205,356	
Maryland:		
Baltimore, MD .....	2,212,038	

State/urbanized area (UZA)	UZA 2020 population	Area comparison to 2010 census TMAs; population
Bel Air—Aberdeen, MD .....	214,647	Name Change.
State Total .....	2,426,685	
Massachusetts:		
Boston, MA-NH .....	4,382,009	Name Change.
Worcester, MA-CT .....	482,085	
Springfield, MA-CT .....	442,145	
Barnstable Town, MA .....	303,269	
State Total .....	5,609,508	
Michigan:		
Detroit, MI .....	3,776,890	
Grand Rapids, MI .....	605,666	
Lansing, MI .....	318,300	
Ann Arbor, MI .....	317,689	
Flint, MI .....	298,964	
Kalamazoo, MI .....	204,562	
State Total .....	5,522,071	
Minnesota:		
Minneapolis—St. Paul, MN .....	2,914,866	Name Change.
State Total .....	2,914,866	
Mississippi:		
Jackson, MS .....	347,693	
Gulfport—Biloxi, MS .....	236,344	Name Change.
State Total .....	584,037	
Missouri:		
St. Louis, MO-IL .....	2,156,323	
Kansas City, MO-KS .....	1,674,218	
Springfield, MO .....	282,651	
State Total .....	4,113,192	
Montana:	N/A	
State Total.		
Nebraska:		
Omaha, NE-IA .....	819,508	
Lincoln, NE .....	291,217	
State Total .....	1,110,725	
Nevada:		
Las Vegas—Henderson—Paradise, NV .....	2,196,623	Name Change.
Reno, NV-CA .....	446,529	
State Total .....	2,643,152	
New Hampshire:		
Nashua, NH-MA .....	242,984	
State Total .....	242,984	
New Jersey:		
Trenton, NJ .....	370,422	
Atlantic City—Ocean City—Villas, NJ .....	294,921	Name Change.
State Total .....	665,343	
New Mexico:		
Albuquerque, NM .....	769,837	
State Total .....	769,837	
New York:		
New York—Jersey City—Newark, NY-NJ .....	19,426,449	Name Change.
Buffalo, NY .....	948,864	
Rochester, NY .....	704,327	
Albany—Schenectady, NY .....	593,142	
Syracuse, NY .....	413,660	
Poughkeepsie—Newburgh, NY .....	314,766	Name Change.
State Total .....	22,401,208	
North Carolina:		
Charlotte, NC-SC .....	1,379,873	
Raleigh, NC .....	1,106,646	
Winston-Salem, NC .....	420,924	

State/urbanized area (UZA)	UZA 2020 population	Area comparison to 2010 census TMAs; population
Durham, NC .....	396,118	
Greensboro, NC .....	338,928	
Fayetteville, NC .....	325,008	
Asheville, NC .....	285,776	
Concord, NC .....	278,612	
Wilmington, NC .....	255,329	
Hickory, NC .....	201,511	
<b>State Total</b> .....	<b>4,988,725</b>	
North Dakota:		
Fargo, ND-MN .....	216,214	New TMA.
<b>State Total</b> .....	<b>216,214</b>	
Ohio:		
Cleveland, OH .....	1,712,178	
Cincinnati, OH-KY .....	1,686,744	Name Change.
Columbus, OH .....	1,567,254	
Dayton, OH .....	674,046	
Akron, OH .....	541,879	
Toledo, OH-MI .....	497,952	Name Change.
Youngstown, OH .....	320,901	
Canton, OH .....	295,319	
<b>State Total</b> .....	<b>7,296,273</b>	
Oklahoma:		
Oklahoma City, OK .....	982,276	
Tulsa, OK .....	722,810	
<b>State Total</b> .....	<b>1,705,086</b>	
Oregon:		
Portland, OR-WA .....	2,104,238	
Eugene, OR .....	270,179	
Salem, OR .....	268,331	
<b>State Total</b> .....	<b>2,642,748</b>	
Pennsylvania:		
Philadelphia, PA-NJ-DE-MD .....	5,696,125	
Pittsburgh, PA .....	1,745,039	Name Change.
Allentown—Bethlehem, PA-NJ .....	621,703	
Harrisburg, PA .....	490,859	Name Change.
Lancaster—Manheim, PA .....	394,530	
Scranton, PA .....	366,713	
Reading, PA .....	276,278	
York, PA .....	238,549	
<b>State Total</b> .....	<b>9,829,796</b>	
Puerto Rico:		
San Juan, PR .....	1,844,410	
Aguadilla—Isabela—San Sebastian, PR .....	232,573	
<b>State Total</b> .....	<b>2,076,983</b>	
Rhode Island:		
Providence, RI-MA .....	1,285,806	
<b>State Total</b> .....	<b>1,285,806</b>	
South Carolina:		
Charleston, SC .....	684,773	Name Change.
Columbia, SC .....	590,407	
Greenville, SC .....	387,271	
Myrtle Beach—North Myrtle Beach, SC-NC .....	298,954	Name Change.
Rock Hill, SC .....	218,443	New TMA.
<b>State Total</b> .....	<b>2,179,848</b>	
South Dakota:	N/A	
<b>State Total</b> .....		
Tennessee:		
Nashville—Davidson, TN .....	1,158,642	
Memphis, TN-MS-AR .....	1,056,190	
Knoxville, TN .....	597,257	
Chattanooga, TN-GA .....	398,569	
Clarksville, TN-KY .....	200,947	New TMA.

State/urbanized area (UZA)	UZA 2020 population	Area comparison to 2010 census TMAs; population
<b>State Total</b> .....	3,411,605	
<b>Texas:</b>		
Houston, TX .....	5,853,575	
Dallas—Fort Worth—Arlington, TX .....	5,732,354	
San Antonio, TX .....	1,992,689	
Austin, TX .....	1,809,888	
El Paso, TX-NM .....	854,584	
McAllen, TX .....	779,553	
McKinney—Frisco, TX .....	504,803	New TMA.
Denton—Lewisville, TX .....	429,461	
The Woodlands—Conroe, TX .....	402,454	Name Change.
Corpus Christi, TX .....	339,066	
Lubbock, TX .....	272,280	
Killeen, TX .....	257,222	
Laredo, TX .....	251,462	
Brownsville, TX .....	216,444	
College Station—Bryan, TX .....	206,137	New TMA.
Amarillo, TX .....	205,860	New TMA.
<b>State Total</b> .....	20,107,832	
<b>Utah:</b>		
Salt Lake City, UT .....	1,178,533	Name Change.
Ogden—Layton, UT .....	608,857	
Provo—Orem, UT .....	588,609	
<b>State Total</b> .....	2,375,999	
<b>Vermont:</b> .....	N/A	
<b>State Total.</b>		
<b>Virginia:</b>		
Virginia Beach—Norfolk, VA .....	1,451,578	Name Change.
Richmond, VA .....	1,059,150	
Roanoke, VA .....	217,312	
<b>State Total</b> .....	2,728,040	
<b>Washington:</b>		
Seattle—Tacoma, WA .....	3,544,011	Name Change.
Spokane, WA .....	447,279	
Kennewick—Richland—Pasco, WA .....	255,401	Name Change.
Bremerton, WA .....	224,449	New TMA.
Olympia—Lacey, WA .....	208,157	
<b>State Total</b> .....	4,679,297	
<b>West Virginia:</b>		
Huntington, WV-KY-OH .....	200,157	
<b>State Total</b> .....	200,157	
<b>Wisconsin:</b>		
Milwaukee, WI .....	1,306,795	
Madison, WI .....	450,305	
Appleton, WI .....	230,967	
Green Bay, WI .....	224,156	
<b>State Total</b> .....	2,212,223	
<b>Wyoming:</b> .....	N/A	
<b>State Total.</b>		

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**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary**  
 [Docket No. DOT-OST-2023-0087]

**Department of Transportation Equity Action Plan Update**

**AGENCY:** Office of the Secretary (OST), Department of Transportation (DOT).  
**ACTION:** Request for information.

**SUMMARY:** The Office of the Secretary of Transportation (OST) invites public comment regarding how our work to advance equity has impacted organizations and communities, as well as input on performance metrics, data sets, tools, and research to measure and advance transportation equity. The responses to this RFI will help the Department understand the impact of our equity activities to date and inform

## EXHIBIT 3

# Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation Frequently Asked Questions Topic 1: Definitions

### Urban and Rural Areas

**Urban Area (Census)** - A statistical geographic entity consisting of a densely settled core created from census blocks and contiguous qualifying territory that together have at least 2,000 housing units or 5,000 persons. ([87 FR 16706](#))

**Urban Area (FHWA)** - The term "urban area" means an urbanized area or, in the case of an urbanized area encompassing more than one State, that part of the urbanized area in each such State, or urban place as designated by the Census Bureau having a population of 5,000 or more and not within any urbanized area, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall encompass, at a minimum, the entire urban place designated by the Census Bureau, except in the case of cities in the State of Maine and in the State of New Hampshire. ([23 U.S.C. 101\(a\)\(35\)](#))

**Rural (Census)** - Territory not defined as urban. ([87 FR 16706](#))

**Rural Areas (FHWA)** - All areas of a State not included in urban areas. ([23 U.S.C. 101\(a\)\(25\)](#))

### Urbanized Area (UZA)

**Urbanized Area (Census)** - A retired statistical geographic entity type consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have a minimum population of 50,000 people. Urbanized areas were not identified for the 2020 Census. ([87 FR 16706](#))

*Please note that for the 2020 Decennial Census, the Census Bureau designated all qualifying areas as "urban areas" and did not distinguish any urban areas as an "urbanized area".*

**Urbanized Area (FHWA)** - The term "urbanized area" means an area with a population of 50,000 or more designated by the Census Bureau, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall encompass, at a minimum, the entire urbanized area within a State as designated by the Census Bureau. ([23 U.S.C. 101\(a\)\(36\)](#))

### Urban Cluster (UC)

**Urban Cluster (Census)** - A retired statistical geographic entity type consisting of a densely settled core created from census tracts or blocks and contiguous qualifying territory that together have at least 2,500 persons but fewer than 50,000 persons. Urban clusters were not identified for the 2020 Census. ([87 FR 16706](#))

*Please note that for the 2020 Decennial Census, the Census Bureau designated all qualifying areas as "urban areas" and did not distinguish any urban areas as an "urban cluster".*

### Adjusted Urban and Urbanized Areas

**Adjusted Urban Area (FHWA)** - A Census-defined urban area with a population of 5,000 or more where the boundaries have been adjusted to include additional territory by responsible State and local officials in cooperation with each other. Per [23 U.S.C. 101\(a\)\(35\)](#), adjusted urban areas are subject to approval by the Secretary of Transportation.

**Adjusted Urbanized Area (FHWA)** - A Census-defined urban area with a population of 50,000 or more where the boundaries have been adjusted to include additional territory by responsible State and local officials in cooperation with each other. Per [23 U.S.C. 101\(a\)\(36\)](#), adjusted urbanized areas are subject to approval by the Secretary of Transportation.

*Please note that [FHWA Order M1100.1A](#) delegates the authority to approve adjusted urban area boundaries from the Secretary of Transportation to FHWA Division Administrators.*

### **Metropolitan Planning Area (MPA)**

**Metropolitan Planning Area (FHWA)** - The geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out. ([23 CFR 450.104](#))

### **Core Based Statistical Area (CBSA) / Metropolitan Statistical Area (MSA) / Combined Statistical Area (CSA)**

**Core Based Statistical Area (Office of Management and Budget)** - A statistical geographic entity consisting of the county or counties associated with at least one core (urban area) of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties with the counties containing the core. Metropolitan and micropolitan statistical areas are the two categories of core based statistical areas. ([86 FR 37770](#))

**Metropolitan Statistical Area (Office of Management and Budget)** - A Core Based Statistical Area associated with at least one urban area that has a population of at least 50,000. The MSA comprises the central county or counties containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting. ([86 FR 37770](#))

**Combined Statistical Area (Office of Management and Budget)** - A geographic entity consisting of two or more adjacent Core Based Statistical Areas with employment interchange measures of at least 15. ([86 FR 37770](#))

### **Metropolitan Planning Organization (MPO)**

**Metropolitan Planning Organization (FHWA)** - The policy board of an organization created and designated to carry out the metropolitan transportation planning process. ([23 CFR 450.104](#))

### **Transportation Management Area (TMA)**

**Transportation Management Area (FHWA)** - An urbanized area with a population over 200,000, as defined by the Census Bureau and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation. ([23 CFR 450.104](#))

### **Transportation Improvement Program (TIP)**

**Transportation Improvement Program (FHWA)** - A prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53. ([23 CFR 450.104](#))

### **Metropolitan Transportation Plan (MTP)**

**Metropolitan Transportation Plan (FHWA)** - The official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process. ([23 CFR 450.104](#))

### **Congestion Management Process (CMP)**

**Congestion Management Process (FHWA definition)** - A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of travel demand reduction and operational management strategies. ([23 CFR 450.104](#))

## EXHIBIT 4

# Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation

## Frequently Asked Questions Topic 2: 2020 Urban Area Delineation

### **Where can I find a description of the urban area delineation process used by the Census Bureau?**

On March 24, 2022, the Census Bureau published a Federal Register notice that provided the final criteria for defining urban areas based on the results of the 2020 Decennial Census ([87 FR 16706](#)).

On December 29, 2022, the Census Bureau published a Federal Register notice announcing the list of qualifying urban areas based on the results of the 2020 Decennial Census ([87 FR 80114](#)). This notice also provides clarifications to the Census Bureau's criteria for defining urban areas as published in the Federal Register on March 24, 2022.

All questions concerning the criteria used and the process of designating urban areas should be directed to Census Bureau staff at [geo.geography@cenus.gov](mailto:geo.geography@cenus.gov).

### **Where can I find the list of the 2020 Census urban areas?**

The Census Bureau's Federal Register notice from December 29, 2022 ([87 FR 80114](#)), identifies population and housing counts for each urban area and the associated land area (in square miles).

The Census Bureau also published spreadsheets that contain population and housing counts for each urban area on its [Urban and Rural website](#) and geographic shapefiles on its [TIGER/Line website](#).

FHWA has published geographic shapefiles for the 2020 urban areas on [HEPGIS](#) with population and housing unit data (refer to the "MPO & Air Quality" tab).

### **Is it possible for urban area boundaries to overlap?**

No. The Census Bureau assigns geographic areas to only a single urban area. The Census Bureau's final criteria for defining urban areas based on the results of the 2020 Decennial Census ([87 FR 16706](#)) includes a methodology for splitting large urban agglomerations and merging block aggregations.

### **Since an area will qualify as urban if it contains at least 2,000 housing units, does that mean the resulting Census-defined urban area could have a population less than 5,000 people?**

Yes. An area will qualify as urban if it contains at least 2,000 housing units or has a population of at least 5,000, per [87 FR 16706](#). This means that an area with a population less than 5,000 could qualify as urban if it contains at least 2,000 housing units. This situation could occur if the area's average household size is lower than 2.5 people per household, the housing vacancy rate is high, or there is a large number of vacation homes.

Please note that the Census Bureau defines urban areas primarily based on housing unit density measured at the census block-level of geography. Three housing unit densities are used in the delineation – 425 housing units per square mile (HPSM) to identify the initial core of urban block agglomerations and the cores of noncontiguous peripheral urban territory; 200 HPSM to expand the urban block agglomerations into less dense, but structurally connected portions of urban areas; and 1,275 HPSM to identify the presence of higher-density territory representing the urban nucleus. ([87 FR 16706](#))

In addition, unless otherwise noted, FHWA will use the urban area population threshold of 5,000 or more for allocating program funds, establishing program standards, and implementing program provisions. ([23 U.S.C. 101\(a\)\(35\)](#))

## EXHIBIT 5

# Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation

## Frequently Asked Questions Topic 4: Existing MPOs

### **When do MPA boundaries for existing MPOs need to be updated to reflect the 2020 urbanized area boundaries?**

MPOs (in cooperation with the State and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s) and shall adjust them as necessary. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. ([23 CFR 450.312\(i\)](#))

The MPA boundaries of existing MPOs should be updated no later than the next scheduled MTP update after October 1, 2023, or within 4 years of the designation of the 2020 urbanized area boundary (i.e., December 29, 2026), whichever occurs first.

### **What geographic area must be included within the MPA boundary? Can the MPA extend as far as the MSA boundary? What is the process for preparing and submitting adjusted MPA boundaries?**

The boundaries of a MPA shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget. ([23 CFR 450.312\(a\)](#))

MPA boundaries shall not overlap with each other, per [23 CFR 450.312\(g\)](#). Where part of an urbanized area served by one MPO extends into an adjacent MPA, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs. Alternatively, the MPOs may adjust their existing boundaries so that the entire urbanized area lies within only one MPA. Boundary adjustments that change the composition of the MPO may require redesignation of one or more such MPOs. ([23 CFR 450.312\(h\)](#))

Following MPA boundary approval by the MPO and the Governor, the MPA boundary descriptions shall be provided for informational purposes to FHWA and FTA. The MPA boundary descriptions shall be submitted either as a geo-spatial database or described in sufficient detail to enable the boundaries to be accurately delineated on a map. ([23 CFR 450.312\(j\)](#))

Please keep in mind that not all FHWA Division Offices have GIS capabilities; in some instances the State may be required to print hard-copy maps or create portable document format (PDF) files for the Division. We stress that the approved (either signed or e-signed) boundary files and maps must be retained and retrievable as part of the State's and FHWA's file system until the next adjustment update.

After the boundaries are approved, the State DOT(s) or the FHWA Division Office(s) should provide the boundary files electronically to the FHWA Office of Planning for inclusion into FHWA's Planning, Environment, Realty Geographic Information System ([HEPGIS](#)) database. The preferred submission formats are ArcGIS or TransCAD GIS file formats - the GIS software packages most commonly used by State DOTs and MPOs. E-mail or File Transfer Protocol (FTP) submissions are strongly encouraged. Please contact Supin Yoder ([Supin.Yoder@dot.gov](mailto:Supin.Yoder@dot.gov)) for detailed submission instructions.

The following metadata needs to be included when submitting new MPA boundary files:

- MPO Contact Information
  - MPO Name:
  - MPO Acronym (if any):
  - Address:
  - Telephone:
  - Fax:
  - Website:
- MPO Executive Director and/or Transportation Contact
  - Name:
  - E-mail:
  - Telephone:
- MPO Designation
  - Date of Designation:
  - Names of 2020 Census Urban Areas served:
  - TMA Status:
  - 2020 MPO Census Population:

**If a new urbanized area boundary lies entirely within an existing MPA boundary, must the MPA boundary be adjusted?**

No. The existing MPA boundary does not need to be adjusted if it contains the entire urbanized area boundary identified using the 2020 Census. However, the MPO may still need to adjust its MPA boundary to include new areas that are likely to become urbanized within the 20-year forecast period for the MTP.

**Does an MPA boundary adjustment trigger redesignation of the MPO?**

It depends. Expansion of the MPA boundary to reflect changes in the urbanized area boundary, or the addition of new members to the MPO policy board to provide representation for newly included areas, do not automatically trigger redesignation of the MPO. However, MPA boundary adjustments that change the composition of the MPO may require redesignation of one or more such MPOs, per [23 CFR 450.312\(h\)](#).

Per [23 CFR 450.310\(j\)](#), redesignation of an MPO is required whenever the existing MPO proposes to make:

- A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or
- A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.

Per [23 CFR 450.310\(i\)](#), the following changes to an MPO do not require a redesignation (as long as they do not trigger a substantial change as described in [23 CFR 450.310\(j\)](#)):

- The identification of a new urbanized area (as determined by the Bureau of the Census) within an existing metropolitan planning area;
- Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area;
- Adding members to satisfy the specific membership requirements described in paragraph (d) of this section for an MPO that serves a TMA; or
- Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws.

**Two or more MPAs now cover portions of an urbanized area. Must all MPA boundaries be adjusted to ensure that the urbanized area lies entirely within a single MPA? Will FHWA and FTA "strongly encourage" MPOs to merge in this situation?**

FHWA and FTA strongly urge that one MPO cover an entire urbanized area, but for various reasons, that is not always the case. FHWA and FTA will not require that existing MPOs merge unless the members of those respective MPOs agree to do so, with the concurrence of the Governor(s), and the redesignation provisions of [23 CFR 450.310](#) are followed.

There are at least three options available to handle this situation:

- By mutual agreement, each MPO represents the portion of the urbanized area lying within its existing MPA boundary. This option requires no boundary adjustment or MPO redesignation, so long as the interests of the urbanized area population residing within the adjacent MPA boundary are adequately addressed.
- The MPOs adjust their MPA boundaries to ensure that the urbanized area is located entirely within a single MPA. This will result in a net increase in the size of one MPA and a corresponding decrease in the other MPA(s). This option may require redesignation of one or more MPOs under [23 CFR 450.310](#), depending on the nature of the changes and the procedures established by State and local laws and MPO bylaws.
- Adjacent MPOs decide to consolidate into a single MPO. This option will require redesignation under [23 CFR 450.310](#).

**If the Census Bureau adds a small area in a neighboring State to an MPO's urbanized area, does the new area need to be included in the MPO's MPA boundaries? What happens if the new area does not want to be part of the MPO?**

Yes. The MPA boundaries shall encompass the entire existing urbanized area (as defined by the Census Bureau), per [23 CFR 450.312\(a\)\(1\)](#). The jurisdiction(s) on the other side of the State line should be given the opportunity to be a part of the MPO policy board and planning process. To what extent those representatives need to be part of the process can be tailored to meet their needs and interests; however, any projects proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 in that new area still need to be included in the MPO's MTP and TIP. The existing MPO for the urbanized area will need to work with the relevant jurisdictions and the Governor of the neighboring State to develop an agreement to include that area in the MPO's planning process and MPO policy board, to the extent appropriate.

The new area could decide not to participate in the existing MPO, but then they would lack a direct role in how Federal surface transportation funds would be used in the area. The other members of the MPO, in cooperation with the State DOT and local transit operator(s), would determine which projects would be included in the MTP and the TIP for that particular area. The purpose of the metropolitan planning process is to support and facilitate regional cooperation in transportation system decision-making, so the parties need to find a way to work together as a region.

If you believe the Census Bureau has made an error, please contact [geo.geography@census.gov](mailto:geo.geography@census.gov).

**If an existing MPO expands its MPA to include a new urbanized area, what changes need to be made to its policy board?**

Changes to an MPO's policy board should be determined by the MPO according to the bylaws or enabling statute of the organization and the provisions in [23 U.S.C. 134\(d\)](#) and [23 CFR 450.310](#).

Per [23 U.S.C. 134\(d\)\(2\)](#), each MPO that serves an area designated as a TMA shall consist of local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials. In designating officials or representatives under [23 U.S.C. 134\(d\)\(2\)](#) for the first time, subject to the bylaws or enabling statute of the organization, the MPO shall consider the equitable and proportional representation of the population of the MPA. ([23 U.S.C. 134\(d\)\(3\)\(D\)](#))

Per [23 CFR 450.310\(j\)](#), redesignation of an MPO is required whenever the existing MPO proposes to make:

- A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or
- A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.

Per [23 CFR 450.310\(l\)](#), the following changes to an MPO do not require a redesignation (as long as they do not trigger a substantial change as described in [23 CFR 450.310\(j\)](#)):

- The identification of a new urbanized area (as determined by the Bureau of the Census) within an existing metropolitan planning area;
- Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area;
- Adding members to satisfy the specific membership requirements described in paragraph (d) of this section for an MPO that serves a TMA; or
- Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws.

**Will the MTP and TIP need to be modified immediately to assure that projects located in the new urbanized area boundary are eligible for advancement in existing MPO areas?**

Following the Census 2010 urban area definitions, the MPA should have been expanded (if necessary) to include the 2010 Census-defined urbanized area, plus any additional area anticipated to be urbanized within the next 20 years, per [23 CFR 450.312\(i\)](#). Therefore, it is likely that no immediate changes to the MTP or TIP will be needed. However, in cases where the urbanized area boundary has increased significantly beyond what was expected to become urbanized, the MPO should review and adjust the MPA boundary by the next MTP update occurring after October 1, 2023, or within 4 years of the Census definition of the 2020 urban areas (whichever is sooner), to incorporate new urbanized areas outside the current MPA, as well as additional areas expected to become urbanized in the next 20 years.

New MPA boundaries must be approved by the MPO and the Governor and submitted to FHWA and FTA, per [23 CFR 450.312\(j\)](#). Once the expanded MPA boundary has been submitted, projects in the expanded MPA can be added to the MTP and TIP.

**If an MPO is in the middle of an MTP update but doesn't expect to be finished by October 1, 2023, when should the MPO complete modifications to the MPA boundary?**

FHWA has called for the next MTP update occurring after October 1, 2023, to reflect revised MPA boundaries based on the Census 2020 urban areas. We understand that some MPOs began their MTP updates before the Census 2020 population figures and boundaries were released. That work can be finished on your regular update schedule. However, the MPA should be revised to cover all of the Census 2020 urban areas (and additional areas forecasted to become urbanized within the next 20 years) as soon as possible.

**If an urbanized area population dropped below 50,000 as a result of the 2020 Census, can the associated MPO retain its MPO designation?**

Yes. Per 23 U.S.C. 134(d)(5) and 23 CFR 450.310(g), an MPO designation shall remain in effect until an official redesignation has been made in accordance with 23 CFR 450.310. As such, the Governor(s) and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city, based on population, as named by the Bureau of the Census) shall decide whether to redesignate an MPO representing an urbanized area with a population below 50,000. The MPOs that retain their designations and their responsibilities for carrying out the metropolitan transportation planning provisions under 23 U.S.C. 134 remain eligible to receive the Metropolitan Planning funds apportioned to States under 23 U.S.C. 104(b)(6).

There were three urbanized areas in this situation after the 2010 Census: Danville, Virginia; Sandusky, Ohio; and Galveston, Texas. The Danville MPO and the Erie County Regional Planning Commission (the MPO for the Sandusky, Ohio urbanized area) decided to maintain their MPO designations. Galveston, Texas was 1 of 4 urbanized areas represented by the Houston-Galveston Area Council (H-GAC). H-GAC retained Galveston in its MPA and continued serving the 3 other urbanized areas: Houston, Lake Jackson-Angleton, and Texas City.

The table below presents the urbanized areas from the 2010 Census (organized by State) that are under 50,000 as a result of the 2020 Census.

State	2010 Urbanized Area	2020 Population
Arkansas	Pine Bluff, AR	46,683
California	Delano, CA	44,410
Illinois	Carbondale, IL	31,488
Illinois	Danville, IL	40,044
Maryland	Cumberland, MD--WV--PA	46,296
Maryland	Westminster--Eldersburg, MD	N/A
North Carolina	New Bern, NC	47,988
New Jersey	Twin Rivers--Hightstown, NJ	N/A
New Jersey	Villas, NJ	N/A
Pennsylvania	Bloomsburg--Berwick, PA	39,212
Pennsylvania	East Stroudsburg, PA--NJ	47,891
Pennsylvania	Monessen--California, PA	49,962
Pennsylvania	Pottstown, PA	N/A
Pennsylvania	Uniontown--Connellsville, PA	32,560
Texas	Texas City, TX	N/A
Wisconsin	West Bend, WI	34,552

## EXHIBIT 6

# Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation Frequently Asked Questions Topic 5: TMA Designations

### **When will the Secretary of Transportation designate new TMAs?**

On December 29, 2022, the Census Bureau published a Federal Register notice announcing the qualifying urban areas from the 2020 Census ([87 FR 80114](#)). On June 5, 2023, USDOT (FHWA and FTA) published a Federal Register notice ([88 FR 36637](#)) designating TMAs for urban areas with populations more than 200,000, as determined by the Census Bureau and the results of the 2020 Decennial Census. Please see FHWA's [Estimated Schedule of Activities](#) for more information.

For areas that do not meet the population threshold but want to be designated as a TMA, the Governor and the MPO designated for the area can formally request TMA designation from the Secretary of Transportation. ([23 U.S.C. 134\(k\)\(1\)\(B\)](#))

Santa Barbara, California and Odessa-Midland, Texas are historic examples of areas that previously requested and received TMA designation from the Secretary of Transportation.

### **Which population number will USDOT use for the Federal Register notice designating TMAs?**

USDOT (FHWA and FTA) will use the population numbers published in the Census Bureau's Federal Register notice with the list of qualifying urban areas ([87 FR 80114](#)).

### **What happens when an urban area is designated as a TMA?**

When an urban area is designated as a TMA, the MPO responsible for that urban area is subject to the following transportation planning requirements:

- [23 U.S.C. 134\(d\)](#) and [23 CFR 450.310\(d\)](#) regarding MPO structure,
- [23 CFR 450.322](#) regarding a Congestion Management Process,
- [23 CFR 450.332\(c\)](#) regarding project selection from the TIP, and
- [23 CFR 450.336\(b\)](#) regarding review and certification from FHWA and FTA no less than once every 4 years.

TMAs designated for urban areas with a population over 200,000 are also subject to the following provisions:

- [23 CFR 490 Subpart G](#) regarding traffic congestion performance measures (for areas designated as nonattainment or maintenance for ozone, carbon monoxide, or particulate matter), and
- [23 U.S.C. 133\(d\)](#) regarding the State's suballocation of Surface Transportation Block Grant (STBG) Program funding for urbanized areas with a population over 200,000.

### **Will urban areas designated as TMAs based on the results of the 2010 Census retain their designations if their 2020 populations dropped below 200,000?**

On June 5, 2023, USDOT (FHWA and FTA) published a Federal Register notice ([88 FR 36637](#)) designating TMAs for urban areas with populations more than 200,000, as determined by the Census Bureau and the results of the 2020 Decennial Census. This Federal Register notice superseded the previous TMA designations made on July 18, 2012 ([77 FR 42354](#)). If an urban area did not meet the statutory population threshold for TMAs, FHWA and FTA did not designate the area as a TMA in the Federal Register notice.

For areas that do not meet the population threshold but want to be designated as a TMA, the Governor and the MPO designated for the area can formally request TMA designation from the Secretary of Transportation. ([23 U.S.C. 134\(k\)\(1\)\(B\)](#))

**Does an existing MPO in an area that is newly designated as a TMA have to modify its policy board?**

Changes to an MPO's policy board should be determined by the MPO according to the bylaws or enabling statute of the organization and the provisions in [23 U.S.C. 134\(d\)](#) and [23 CFR 450.310](#).

Per [23 U.S.C. 134\(d\)\(2\)](#), each MPO that serves an area designated as a TMA shall consist of local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials.

Per [23 CFR 450.310\(j\)](#), redesignation of an MPO is required whenever the existing MPO proposes to make:

- A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or
- A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.

Per [23 CFR 450.310\(l\)](#), the following changes to an MPO do not require a redesignation (as long as they do not trigger a substantial change as described in [23 CFR 450.310\(j\)](#)):

- The identification of a new urbanized area (as determined by the Bureau of the Census) within an existing metropolitan planning area;
- Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area;
- Adding members to satisfy the specific membership requirements described in paragraph (d) of this section for an MPO that serves a TMA; or
- Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws.

**When must an area that is designated as a TMA establish a CMP?**

A newly designated TMA shall implement a CMP within 18 months of designation, per [23 CFR 450.340\(g\)](#). The USDOT (FHWA and FTA) published a Federal Register notice designating TMAs on June 5, 2023 ([88 FR 36637](#)). As such, new TMAs must have a CMP by December 5, 2024.

## EXHIBIT 7

### Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation Frequently Asked Questions Topic 6: Funding

#### **How will FHWA determine each State's apportionment of Metropolitan Planning (PL) funds? Will the population numbers from the 2020 Census factor into these apportionments?**

The [Infrastructure Investment and Jobs Act \(IIJA\)](#) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" or BIL) authorizes a single, combined amount for each fiscal year for all apportioned highway programs combined. That amount is first apportioned among the States, and then each State's apportionment is divided among the individual apportioned programs. (FHWA's [BIL apportionment fact sheet](#))

For FHWA's PL funds, each State's apportionment is calculated for each fiscal year (FY) by multiplying the total national PL apportionment by the ratio of the State's FY 2020 PL apportionment to all States' FY 2020 PL apportionments. ([23 U.S.C. 104\(b\)\(6\)](#))

The population numbers from the 2020 Census do not factor into the States' apportionments of PL funds; however, they will impact the States' PL distribution formulas under [23 CFR 420.109](#).

#### **When will the distribution of FHWA's PL funds have to change to account for new urbanized areas?**

On December 29, 2022, the Census Bureau published a Federal Register notice announcing the qualifying urban areas from the 2020 Census ([87 FR 80114](#)). As a result, States should begin evaluating and revising their intra-state PL distribution formulas, as necessary. FHWA requests that States and their MPOs reaffirm the existing formula or agree on a new intra-state formula. Each State should work cooperatively with the existing MPOs (and local officials in newly-defined urbanized areas) to review the existing formula, then submit it to the appropriate FHWA Division Office for review and approval if any revisions are made. October 1, 2023, is the target date for finalizing the PL distribution formulas so that States can distribute the FY 2024 PL funds to MPOs based on the new Census numbers.

For example PL distribution formulas, please see FHWA's [Review of State DOT Approaches to Distribute Federal Metropolitan Planning \(PL\) Funds to MPOs](#).

#### **Can a new urbanized area receive FHWA's PL funds if an MPO has not yet been designated?**

No. A new urbanized area cannot receive PL funds until the State's PL distribution formula has been approved by the FHWA Division Office, per [23 CFR 420.109](#), and an MPO has been officially designated, per [23 CFR 450.310](#).

In situations where an intra-State distribution formula has been approved by the FHWA Division Office but an MPO has not yet been officially designated, the State can reserve the PL funds until the MPO designation is complete.

States may provide State Planning and Research (SPR) funds or Surface Transportation Block Grant (STBG) funds to support "start-up" planning activities in anticipation of a new MPO designation.

#### **How will the 2020 Census urban areas impact STBG funding?**

Per [23 U.S.C. 133\(d\)\(1\)\(A\)](#), 55% of each State's STBG apportionment (after the set-aside for Transportation Alternatives) is to be obligated in the following areas, in proportion to their relative shares of the State's population:

- In urbanized areas of the State with an urbanized area population of over 200,000,
- In urbanized areas of the State with an urbanized area population of not less than 50,000 and not more than 200,000,
- In urban areas of the State with a population not less than 5,000 and not more than 49,999, and
- In other areas of the State with a population less than 5,000.

This suballocation formula will use the population totals from the 2010 Census until the Census Bureau publishes their Federal Register notice announcing the qualifying urban areas based on the results of the 2020 Decennial Census. The remaining 45% of each State's STBG apportionment may be obligated in any area of the State.

In addition, [23 U.S.C. 133\(g\)\(1\)](#) allows States to use up to 15% of the STBG amounts suballocated for a fiscal year for use in areas with a population of not more than 49,999 on:

- Roads functionally classified as rural minor collectors or local roads; or
- Critical rural freight corridors designated under [23 U.S.C. 167\(e\)](#).

**How will STBG funds be suballocated between two or more MPOs that cover the same urbanized area?**

There is no specific provision in Federal transportation legislation for the allocation of STBG funds among multiple MPOs serving the same urbanized area. In these circumstances States should coordinate with MPOs and local officials to address State and local transportation needs.

**Does each urbanized area receive its own STBG funding allocation? Are these funds eligible to be used for projects outside the designated urbanized area, but within the MPA?**

STBG funding allocations are sub-allocated to urbanized areas in proportion to their relative shares of the State's population. ([23 U.S.C. 133\(d\)\(1\)\(A\)](#))

For urbanized areas with a population greater than 200,000, this portion is to be divided among those areas based on their relative share of population unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. ([23 U.S.C. 133\(d\)\(1\)\(A\)\(i\)](#) and [23 U.S.C. 133 \(d\)\(4\)](#))

For urbanized areas with population of at least 50,000 but no more than 200,000, the State is to establish a process to consult with relevant MPOs and describe how funds will be allocated equitably. ([23 U.S.C. 133\(d\)\(1\)\(A\)\(ii\)](#) and [23 U.S.C. 133 \(d\)\(3\)\(A\)](#))

STBG funds attributed to an urbanized area with a population greater than 200,000 may be obligated anywhere within the MPA that encompasses the urbanized area. ([23 U.S.C. 133\(d\)\(2\)](#))

## EXHIBIT 8

### Federal Highway Administration Planning Census Urban Areas and MPO/TMA Designation Frequently Asked Questions Topic 7: Adjusting Urban Area Boundaries and Implications for FHWA's Programs

#### **Are States, MPOs, and local governments required to adjust Census-designated urban area boundaries?**

No. [23 U.S.C. 101\(a\)\(35\)](#) and [23 U.S.C. 101\(a\)\(36\)](#) allow States and local officials to adjust urban and urbanized area boundaries; however, there is no Federal requirement for them to make these adjustments or to recalculate the population numbers if they chose to adjust the boundaries. If an urban area is within an MPO's MPA, local officials coordinate with their MPO and State DOT on the boundary adjustment, per [23 CFR 470.103](#). States, MPOs, and local governments may choose to make boundary adjustments for a variety of reasons, including, but not limited to:

- Aligning urban area boundaries with existing planning boundaries (e.g., MPA boundaries, local municipal boundaries),
- Addressing irregularities in urban area boundary shapes,
- Maintaining consistency with highway functional classifications,
- Including transit routes and/or traffic generators,
- Incorporating local knowledge of urban form (e.g., current and future land use), and/or
- Fostering an inclusive, effective, and comprehensive transportation planning process.

#### **If an area with a population less than 5,000 qualifies as urban because it contains at least 2,000 housing units, can States, MPOs, and local governments adjust the urban area boundaries?**

No. Per [23 U.S.C. 101\(a\)\(35\)](#), only the boundaries of an urban area with a population of 5,000 or more can be adjusted.

#### **Can States, MPOs, and local governments adjust urban area boundaries to include less area than the Census-designated boundaries?**

It depends. Per [23 U.S.C. 101\(a\)\(35\)](#), urban area boundary adjustments shall encompass, at a minimum, the entire urban area designated by the Census Bureau, except in the case of cities in the State of Maine and in the State of New Hampshire. Per [23 U.S.C. 101\(a\)\(36\)](#), urbanized area boundary adjustments shall encompass, at a minimum, the entire urbanized area as designated by the Census Bureau.

#### **Does the MPA need to contain the entire adjusted urbanized area?**

At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan, per [23 CFR 450.312\(a\)\(1\)](#). Therefore, it is most likely that the MPA would need to include the entire adjusted urbanized area.

#### **How often can States, MPOs, and local governments adjust urban area boundaries?**

Although there is no specific FHWA policy on how often urban area boundaries can be adjusted, States, MPOs, and local governments are strongly encouraged to make such adjustments as infrequently as possible and only when deemed absolutely necessary to maintain consistency in the transportation planning process and FHWA's programs.

FHWA recommends that States complete the urban area adjustment process within 1 year of the Census Bureau's Federal Register notice announcing the qualifying urban areas based on the results of the 2020 Decennial Census (i.e., December 29, 2023). FHWA will consider all urban area boundaries final as of April 15, 2025, and will use the original 2020 Census boundaries for all urban areas that have not been adjusted. The HPMS data submissions on April 15, 2025, and June 15, 2025, should conform to these urban area boundaries.

### **What is the process for preparing and submitting adjusted urban area boundaries?**

The determination to adjust an urban area boundary is a State and local decision that should be made cooperatively between State and local officials and MPOs if the boundary is located within an MPO's MPA. Urban area boundary adjustments are subject to approval by the Secretary of Transportation, per [23 U.S.C. 101\(a\)\(35\)](#) and [23 U.S.C. 101\(a\)\(36\)](#), but [FHWA Order M1100.1A](#) delegates the approval authority to the FHWA Division Administrator.

FHWA considers a State's DOT, working with the appropriate local government entities, to be the leading authority during this process and relies upon State DOTs to take an active leadership role. FHWA's [Highway Functional Classification Concepts, Criteria and Procedures](#) recommends the following process for State DOTs, which typically takes 6-12 months to complete:

- Establish an interagency review team,
- Obtain urban area boundary data from the Census Bureau and generate data and maps,
- Coordinate with local governments and MPOs to adjust urban area boundaries,
- Document the urban area adjustments and the cooperative process (including concurrence from State and local officials),
- Send the documentation to the respective FHWA Division Office for review and approval, and
- Incorporate adjusted urban area boundaries into enterprise systems, planning documents, and processes.

Please keep in mind that not all FHWA Division Offices have GIS capabilities; in some instances the State may be required to print hard-copy maps for the Division to review and approve. We stress that the approved (either signed or e-signed) boundaries files and maps must be retained and retrievable as part of the State's and FHWA's system file, until the next adjustment update.

After the boundaries are approved, the State DOT(s) or the FHWA Division Office(s) should provide the boundary files electronically to the FHWA Office of Planning for inclusion into FHWA's [HEPGIS](#) database. The preferred submission formats are ArcGIS or TransCAD GIS file formats - the GIS software packages most commonly used by State DOTs and MPOs. E-mail or File Transfer Protocol (FTP) submissions are strongly encouraged. Please contact Supin Yoder ([Supin.Yoder@dot.gov](mailto:Supin.Yoder@dot.gov)) for detailed submission instructions.

### **What FHWA programs are impacted by adjustments to urban area boundaries?**

The following FHWA programs distinguish between urban and rural areas and are impacted by adjustments to urban area boundaries:

- **Highway Functional Classification:** The highway functional classification system distinguishes both by type of roadway facility and whether the facility is located in an urban or rural area. A specific type of roadway facility may have different design criteria depending on whether it is in a rural or urban area, but highway design criteria are not applied strictly according to an urban versus rural boundary designation. If a roadway facility is located within an adjusted urban area boundary, it will be classified as an urban facility. If a roadway facility is located outside of an adjusted urban area boundary, it will be classified as a rural facility. See FHWA's [Highway Functional Classification Concepts, Criteria and Procedures](#) for more information.

- **HPMS Reporting:** FHWA's [Highway Performance Monitoring System \(HPMS\)](#) requests States to report annual highway statistics (i.e., lane and centerline miles, vehicle miles traveled) by highway functional classification, including urban versus rural. Several tables in FHWA's annual [Highway Statistics Series](#) also summarize information by urban versus rural classifications. If an urban area boundary has been adjusted, the State must include it in the annual HPMS submittal. See FHWA's [HPMS Field Manual](#) for more information on reporting requirements.
- **Critical Freight Corridors:** The National Highway Freight Program (NHFP) ([23 U.S.C. 167](#)) uses the urbanized area definition in [23 U.S.C. 101\(a\)\(36\)](#), which includes adjusted urbanized areas, for the designation of critical rural freight corridors (CRFCs) and critical urban freight corridors (CUFCs):
  - [23 U.S.C. 167\(e\)](#) establishes criteria for designating CRFCs for public roads not within an urbanized area, and
  - [23 U.S.C. 167\(f\)](#) establishes criteria for designated CUFCs for public roads within an urbanized area.

Per FHWA's [NHFP guidance](#), being located inside or outside an adjusted urbanized boundary determines whether a public road can be designated as a CRFC or a CUFC. CUFC routes must be within the adjusted boundaries of an urbanized area. CRFC routes must be outside the adjusted boundaries of any urbanized area.

- **STBG Apportionment Formula:** Urban area boundary adjustments affect where funds may be spent within a State, not how much funding the State receives. Per [23 U.S.C. 133\(d\)\(1\)\(A\)](#), 55% of each State's STBG apportionment (after the set-aside for Transportation Alternatives) is to be obligated in the following areas, in proportion to their relative shares of the State's population:

- In urbanized areas of the State with an urbanized area population of over 200,000,
- In urbanized areas of the State with an urbanized area population of not less than 50,000 and not more than 200,000,
- In urban areas of the State with a population not less than 5,000 and not more than 49,999, and
- In other areas of the State with a population less than 5,000.

- **STBG Special Rule for Areas Less Than 50,000:** [23 U.S.C. 133\(g\)\(1\)](#) allows States to use up to 15% of the STBG amounts suballocated for a fiscal year for use in areas with a population of not more than 49,999 on:

- Roads functionally classified as rural minor collectors or local roads; or
- Critical rural freight corridors designated under [23 U.S.C. 167\(e\)](#).

- **CMAQ Traffic Congestion Performance Measures:** Per [23 CFR 490.105\(d\)\(2\)](#), State DOTs and MPOs shall establish a single urbanized area target that represents the performance of the transportation network in each applicable area for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program traffic congestion performance measures, as specified in [23 CFR 490.703](#). The boundaries of urbanized areas shall be identified based on the most recent Decennial Census, unless FHWA approves adjustments to the urbanized area and these adjustments are submitted to HPMS. ([23 CFR 490.103\(b\)](#))

- **Control of Outdoor Advertising:** The Outdoor Advertising Control Program ([23 U.S.C. 131](#)) uses the urban area definition in [23 U.S.C. 101\(a\)\(35\)](#), which includes adjusted urban areas, to specify the boundary between locations where signage can be placed beyond 660 feet and be intended to be read from the highway. See FHWA's [Outdoor Advertising Control](#) website for more information.

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District Two

# URBAN AREA BOUNDARY UPDATE

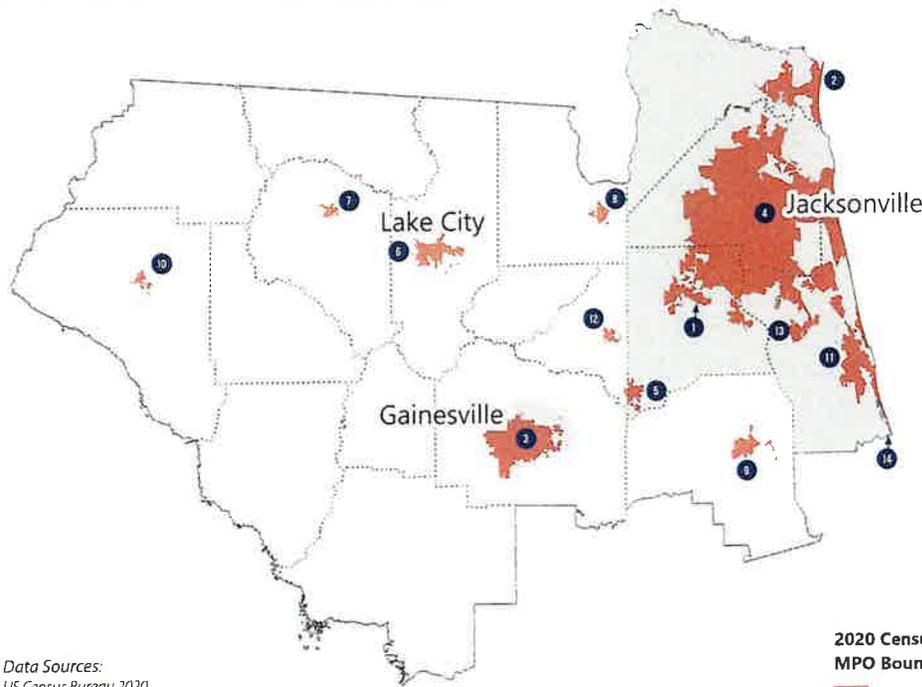


## PURPOSE

Urban Areas represent densely populated areas. The U.S. Census Bureau revises these urban areas every 10 years based on population counts from the decennial census. The Federal Highway Administration (FHWA) provides state DOTs the opportunity to adjust and revise these boundaries to be more consistent with transportation planning needs. The purpose of this document is to outline the activities and schedule regarding the adjustment of Urban Area Boundaries within FDOT District 2.



Source: U.S. Census Bureau 2020



### CENSUS URBAN AREAS (2020 Population)

1. Asbury Lake-Middleburg (23,649)<sup>1</sup>
2. Fernandina Beach-Yulee (50,805)<sup>2</sup>
3. Gainesville (213,748)<sup>3</sup>
4. Jacksonville (1,247,374)
5. Keystone Heights (8,218)
6. Lake City (25,334)
7. Live Oak (6,668)
8. Macclenny (10,881)
9. Palatka (20,032)
10. Perry (6,531)
11. St. Augustine (91,786)
12. Starke (6,486)
13. World Gold Village (19,679)
14. Daytona Beach-Palm Coast-Port Orange (402,126)<sup>4</sup>

<sup>1</sup> Was part of 2010 Jacksonville UA  
<sup>2</sup> Fernandina Beach and Yulee were separate urban areas in 2010  
<sup>3</sup> New Transportation Management Area (TMA)  
<sup>4</sup> Daytona Beach-Palm Coast-Port Orange Urban Area: One census block is in FDOT District 2 (coordinate with District 5)

Data Sources:  
 US Census Bureau 2020

### 2020 Census Urban Areas and MPO Boundaries

■ Census Urban Areas (2020)  
 □ MPO Boundary

## PROCESS TIMELINE

- |  |  |
|--|--|
| <p><b>2023</b></p> <ul style="list-style-type: none"> <li>• <b>May 2023 - July 2023:</b> Internal FDOT coordination and preparation</li> <li>• <b>August 2023:</b> Stakeholder kick-off meeting (virtual webinar)</li> <li>• <b>August 2023 - September 2023:</b> One-on-one meeting with MPOs/TPOs and other Local Entities for additional coordination</li> <li>• <b>August 2023 - November 2023:</b> Stakeholder meetings to adjust UABs and compile all adjustments for draft submissions</li> </ul> | <p><b>2024</b></p> <ul style="list-style-type: none"> <li>• <b>January 2024:</b> Stakeholder final meeting (virtual webinar)</li> <li>• <b>January 2024 - May 2024:</b> Additional coordination to update UABs and submit 14 UABs to FDOT Central Office (CO)</li> <li>• <b>May 2024:</b> FDOT and FHWA finalize adjustments to UABs</li> <li>• <b>December 2024:</b> Adjusted UABs integrated with FDOT Business Systems</li> </ul> |
|--|--|

# RESOURCES



## REFERENCE MATERIAL

### **FDOT DISTRICT 2 URBAN BOUNDARY CHANGES WEB-APP COMMENT FORM:**

<https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=88120e0c8d344bb5bd75420e871e8af6>

### **FDOT CENTRAL OFFICE HUB SITE WITH DATA:**

<https://urban-boundary-functional-class-update-2020-fdot.hub.arcgis.com/>

### **FDOT CENTRAL OFFICE GUIDANCE:**

<https://www.fdot.gov/statistics/hwysys/UBFC-update-process.shtm>

### **URBAN AREA CRITERIA FOR 2020 CENSUS – FINAL CRITERIA:**

<https://www.federalregister.gov/documents/2022/03/24/2022-06180/urban-area-criteria-for-the-2020-census-final-criteria>

### **FEDERAL HIGHWAY ADMINISTRATION: FREQUENTLY ASKED QUESTIONS:**

[https://www.fhwa.dot.gov/planning/census\\_issues/urbanized\\_areas\\_and\\_mpo\\_tma/faq/page07.cfm](https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page07.cfm)

## LIST OF TOOLS

### **VIRTUAL MEETINGS:**

GoToWebinar



### **DATA DELIVERY**

**FORMAT:** ArcGIS & Microsoft Office formats (if applicable)



### **MAPS:**

PDF formats for viewing and printing



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July 12, 2023

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

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Metropolitan Transportation Planning Organization  
Reapportionment

STAFF RECOMMENDATION**FOR INFORMATION ONLY**BACKGROUND:

In order to meet the federal deadline for reapportionment service area and governance requirements, the Metropolitan Transportation Planning Organization will be presented a reapportionment plan at its October 2, 2023 meeting. In advance of decisions to be made at that meeting, the Metropolitan Transportation Planning Organization is being provided several reapportionment-related information items consisting of:

- Exhibit 1 - Florida Department of Transportation Metropolitan Planning Organization Handbook Chapter 2 Metropolitan Planning Organization Formation and Modification;
- Exhibit 2 - Florida Metropolitan Planning Organization/Transportation Management Area Map;
- Exhibit 3 - 2020 Census Gainesville Urban Area-2010 Gainesville Metropolitan Area Overlay Map; and
- Exhibit 4 - 2020 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Scenarios.

The 2020 Census Gainesville Urban Area population is 213,748 persons, which is above the Transportation Management Area population threshold of 200,000 persons.

Attachments

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# 2 Metropolitan Planning Organization Formation and Modification

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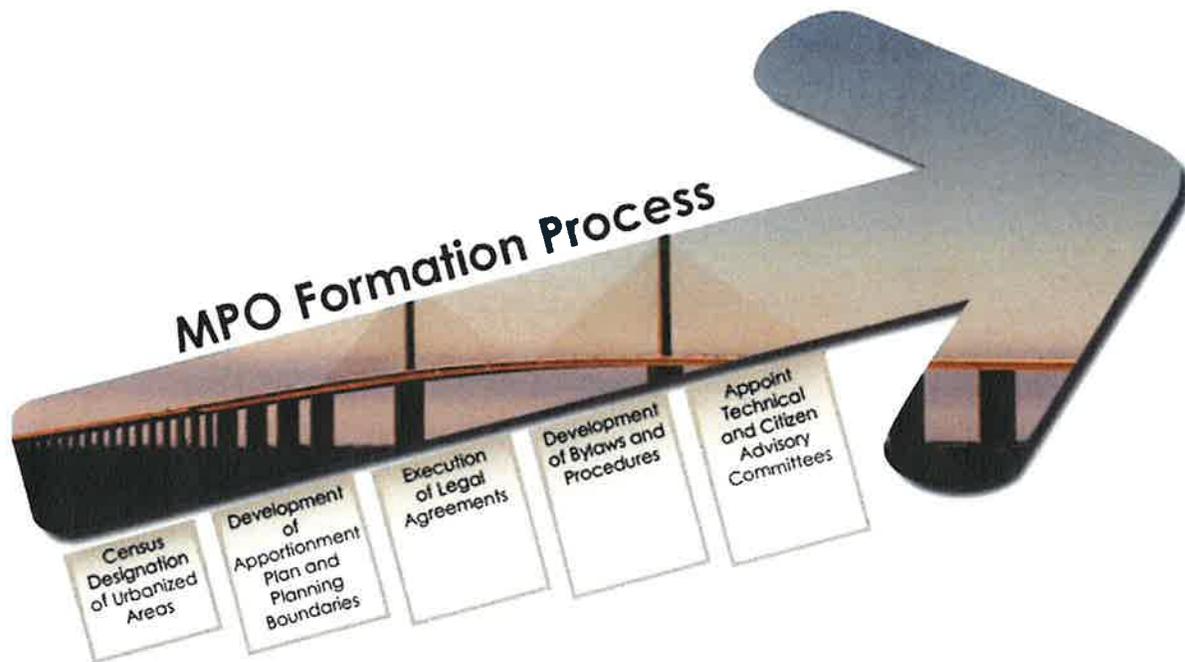
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## 2.1 Purpose

This chapter addresses Metropolitan Planning Organization (MPO) designation and redesignation, establishing and reviewing transportation planning boundaries, MPO membership apportionment, and required agreements for MPO formation, organization, planning, and compliance. This chapter may be used by Florida Department of Transportation (FDOT) staff as a guideline for the formation of an emerging MPO and changes to an existing MPO's membership or boundaries. **Figure 2.1** illustrates the general process for MPO designation and formation.

**Figure 2.1 MPO Designation and Formation**



## 2.2 Authority

This section lists the Federal and State statutes, regulations, and rules related to the designation of MPOs.

**Table 2.1 Federal and State Statutes and Codes**

Citation	Description
<b>Designation/Redesignation</b>	
<a href="#">23 U.S.C. 134(d) and (e)</a> <a href="#">49 U.S.C. 5303(d) and (e)</a> <a href="#">23 C.F.R. 450.310</a> <a href="#">s.339.175(2), F.S.</a>	Describes the requirements for the designation and redesignation of MPOs
<b>Voting &amp; Apportionment</b>	
<a href="#">23 U.S.C. 134(d)(2)</a> <a href="#">49 U.S.C. 5303(d)(2)</a> <a href="#">23 C.F.R. 450.310(d)</a> <a href="#">s.339.175(3) and (4), F.S.</a> <a href="#">s.339.176, F.S.</a>	Describes the MPO voting membership and membership apportionment requirements
<b>Planning Boundaries</b>	
<a href="#">23 U.S.C. 134(e)</a> <a href="#">49 U.S.C. 5303(e)</a> <a href="#">23 C.F.R. 450.312</a> <a href="#">s.339.175(2)(c) and (d), F.S.</a>	Describes the requirements and process for establishing MPO transportation planning boundaries
<b>Agreements</b>	
<a href="#">23 C.F.R. 450.314</a> <a href="#">s.339.175(2)(b), F.S.</a> <a href="#">s.339.175(10), F.S.</a>	Describes the agreements necessary to implement the metropolitan transportation planning process
<b>Advisory Committees</b>	
<a href="#">s.339.175(6)(d) and (e), F.S.</a>	Specifies the requirement to appoint an MPO Technical Advisory Committee and Citizens' Advisory Committee

Citation	Description
<b>Census</b>	
<a href="#">Urban Area for the 2020 Census-Final Criteria</a>	Census Bureau, Department of Commerce, Federal Register March 24, 2022, pages 16706-16715
<a href="#">2020 Census Qualifying Urban Areas and Final Criteria Clarifications</a>	Census Bureau, Department of Commerce, Federal Register December 29, 2022, pages 80114-80154

## 2.3 Census Designation of Urban Areas

The United States Census Bureau conducts a census of the population and housing of the United States of America every 10 years. Approximately two years after the census, the Census Bureau designates Urban areas throughout the United States. For the 2020 Census, urban areas are defined as areas that comprise a densely settled core of census blocks that encompass at least 2,000 housing units or has at least 5,000 people.

The Census Bureau used to designate Urbanized Areas (UZA) as urban areas with 50,000 residents or more. Additionally, the Census used to define urban clusters as densely settled cores created from census tracts or blocks and contiguous qualifying territory that together have at least 2,500 residents but fewer than 50,000 residents. The 2020 Census no longer distinguishes between urbanized areas and urban clusters. All qualifying areas are now designated as urban areas. [\[Urban Area Criteria for the 2020 Census-Final Criteria\]](#)

Urban areas (UAs) designations are critical to the administration of the nation’s surface transportation programs. Key Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) planning programs impacted by UA designations include MPO designation, application of metropolitan transportation planning requirements, FHWA and FTA funding availability and eligibility, and application of air quality conformity requirements.

## 2.4 MPO Designations

UAs are the building blocks of MPO formation. Federal law and regulations require an MPO to be designated for each UA with a population of 50,000 or more, or group of contiguous UAs. [\[23 C.F.R 450.310\(a\)\]](#) The designation must be made by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population, including the largest incorporated city, or according to procedures established by State or local law. [\[23 C.F.R 450.310\(b\)\]](#)

To the extent possible, only one MPO shall be designated for each UA or group of contiguous UAs. More than one MPO may be designated to serve a UA only if the Governor and the existing MPO determine that the size and complexity of the UA makes designation of more than one MPO appropriate. [\[23 C.F.R. 450.310\(e\), s.339.175\(2\)\(a\)\(2\), F.S.\]](#) If more than one MPO is designated for a UA, the MPOs must establish an official written agreement that identifies the areas of coordination and division of responsibilities between MPOs.

Each designated MPO carries out the metropolitan transportation planning process within a defined Metropolitan Planning Area (MPA). The MPA must encompass the entire UA plus the contiguous area expected to become urban within a 20-year forecast period. An MPA boundary may encompass more than one UA. See [Section 2.6: Metropolitan Planning Area Boundaries](#) for more information about establishing and reviewing MPA boundaries.

Each designated MPO may encompass newly designated UAs. A newly identified UA may be incorporated into an existing MPA, which is encouraged by FDOT, and does not require redesignation of the existing MPO. [\[23 C.F.R 450.312\(e\)\]](#)

When the Census Bureau designates a new UA that is not within or overlaps an existing MPA, the District will provide the information to all local governmental entities (e.g., cities and counties); administrators or operators of major modes of transportation; local and regional planning agencies; and, where applicable, Native American Tribal governments. Designation and redesignation must be agreed upon by the Governor and units of local government that together represent at least 75 percent of the affected population, including the largest incorporated city, as named by the Census Bureau.

An existing MPO should review new census data to assess potential changes in its boundaries or Governing Board membership. When the Census Bureau releases UA designations, FDOT's Office of Policy Planning (OPP) will review and transmit the information to MPOs, including applicable UA boundaries and population information. This information will be used by MPOs to develop apportionment plans, as well as to assist in potential MPO redesignation and/or reapportionment. OPP shall keep the MPOs informed on all census information affecting new and existing UAs.

Existing MPOs must review the information to determine whether the membership on the MPO policy body and other committees maintains the appropriate level of representation. If the census information indicates that UAs of separate existing MPOs have become a single UA, the affected MPOs should consider consolidating into a single MPO. If the MPOs and Governor agree the MPOs will remain separate, the affected MPOs must develop and implement a coordinated planning process. This process must result in, but not be limited to, the following: a regional Long-Range Transportation Plan (LRTP) covering the combined MPA that will serve as the basis for the Transportation Improvement Programs (TIP) of each MPO, a coordinated project prioritization and selection process, a regional public involvement process, and a coordinated air quality planning process if in a nonattainment area.

FDOT will schedule meetings to fully acquaint the emerging and existing MPOs with Federal and State requirements. The following topics will be discussed:

- Census population.
- The process the MPO uses for submitting a Membership Apportionment Plan for review and approval/disapproval by the Governor and subsequent designation (or redesignation) of an MPO by the Governor.
- The required legal agreements for formation, organization, transportation planning, and funding.
- The establishment of bylaws and procedures.
- Delineation of boundaries for the MPA.
- Types of funding available to an MPO. This will include an explanation that an emerging MPO is not eligible to receive Federal planning funds to establish an

MPO. The District also should explain what funding is available after designation: Metropolitan Planning (PL) Funds and FTA Section 5305(d) funds.

- All Federal regulations concerning the formation and responsibilities of an MPO.
- All State laws and rules that govern the organization, operation, and responsibilities of MPOs.
- All procedures, handbooks, and manuals used by FDOT to assist MPOs in meeting the requirements for Federal and State funding purposes and fulfilling the requirements of the transportation planning process in an MPA.
- All FDOT procedures, software, and user manuals concerning the development and validation of travel demand forecasting models using the Florida Standard Urban Transportation Model Structure (FSUTMS) or any other FDOT-approved travel demand forecasting model.
- The overall role of FDOT, including any pertinent planning documents (e.g., Florida Transportation Plan, Strategic Intermodal System, Strategic Highway Safety Plan, and the Annual Performance Report) and specific District contact persons.
- The role of the MPO and its intergovernmental relationships with State and local governments, regional planning councils or agencies, and other transportation and land use agencies.

Each new MPO must be fully operational no later than six months following its designation. [\[s.339.175\(2\)\(e\), F.S.\]](#) An MPO designation remains in effect until an official redesignation has been made. [\[23 C.F.R. 450.310\(g\)\]](#)

## 2.5 Membership Apportionment Plan

Federal law and regulation allow the State and units of local government to largely determine the composition of the MPO. [\[23 U.S.C. 134\(d\), 23 C.F.R. 450.310\]](#) Florida Statute refers to this process as “apportionment.” [\[s.339.175\(4\), F.S.\]](#) The Governor apportions the membership of the MPO with the agreement of the affected local governments. [\[s.339.175\(4\)\(a\), F.S.\]](#) Each MPO must review the composition of its membership in conjunction with each decennial census. Each existing and emerging

MPO must submit a Membership Apportionment Plan that meets the requirements of [s.339.175\(3\), F.S.](#), [s.339.175\(4\), F.S.](#), and [23 C.F.R. 450.310](#).

## 2.5.1 Voting Membership

The MPO voting membership, as reflected in the Membership Apportionment Plan, must consist of between 5 and 25 apportioned members; the exact number is to be determined on an equitable geographic-population ratio basis by the Governor, based on an agreement among the affected units of general purpose local government, as required by Federal rules and regulations. [\[s.339.175\(3\)\(a\), F.S.\]](#) In determining the composition of the MPO Board:

- With the exception of instances in which all of the county commissioners in a single-county MPO are members of the MPO Governing Board, county commissioners shall compose at least one-third of the MPO Governing Board membership. A multicounty MPO may satisfy this requirement by any combination of county commissioners from each of the counties constituting the MPO. In cases where the MPO has more than 15 voting members with a 5-member county commission, or the MPO comprises 19 members with a 6-member county commission, the county commissioners can comprise less than one-third of the voting members. In the two situations outlined above, all county commissioners must be members of the Board.
- All voting members shall be elected officials of general purpose local governments, except that an MPO may include as part of its apportioned voting members a member of a statutorily authorized planning board, an official of an agency that operates or administers a major mode of transportation, and/or an official of the Spaceport Florida Authority. As used in [s.339.175\(3\)\(a\), F.S.](#), the term “elected official” excludes constitutional officers, such as sheriffs, tax collectors, supervisors of elections, property appraisers, clerks of the court, and similar types of officials.
- County commissioners shall compose not less than 20 percent of the voting membership of the MPO Board if an official of an agency that operates or administers a major mode of transportation has been appointed to the MPO. [\[s.339.175\(3\)\(a\), F.S.\]](#)

- Any authority or agency created by law to perform transportation functions that is not under the jurisdiction of a local government represented on the MPO may be provided voting membership on the MPO. [\[s.339.175\(3\)\(b\), F.S.\]](#)

The Governor also may provide that MPO members who represent municipalities on an MPO Board may alternate with representatives from other municipalities within the MPA that do not have members on the MPO. [\[s.339.175\(3\)\(a\), F.S.\]](#)

Any county chartered under [Subsection 6\(e\), Article VIII](#) of the Constitution of the State of Florida may elect to have its county commission serve as the MPO Board if the MPO jurisdiction is wholly contained within the county. In addition to the entire county commission, the MPO established under this provision must include four additional voting members to the MPO: one of whom must be an elected official representing a municipality within the county, one of whom must be an expressway authority member, one of whom must be a nonelected individual residing in the unincorporated portion of the county, and one of whom must be a school board member. [\[s.339.175\(3\)\(d\), F.S.\]](#)

In addition, the voting membership of any MPO, whose geographical boundaries include any “county” as defined in [s.125.011\(1\), F.S.](#), [a county chartered under Subsection 6(e) Article VIII of the Constitution of the State of Florida (Miami-Dade County)], must include an additional voting member appointed by that city’s governing body for each city with a population of 50,000 or more residents. [\[s.339.176, F.S.\]](#)

A Transportation Management Area (TMA) is a UA with a population over 200,000, as defined by the Census Bureau and designated by the U.S. Department of Transportation (U.S. DOT). Note that in some cases, a UA with less than 200,000 residents has been designated as a TMA; this is upon special request from the Governor and the MPO designated for the area. Federal law requires the voting membership of an MPO Board in a TMA must include:

- Local elected officials;
- Officials of public agencies that administer or operate major transportation systems in the metropolitan area (such as rail, airports, ports, and transit); and
- Appropriate State officials. [\[23 C.F.R. 450.310\(d\)\(1\)\]](#)

Florida law states these transportation agencies may be given voting membership on the MPO, regardless of TMA status, if such agencies are performing functions that are not under the jurisdiction of a general purpose government represented on the MPO. If such operators of major modes of transportation are represented by elected officials from general purpose governments that are on the MPO, the MPO shall establish the process by which the interests of these operators are expressed. [\[s.339.175\(3\)\(b\), F.S.\]](#)

## 2.5.2 Nonvoting Advisors

Florida Statutes require FDOT to serve as a nonvoting advisor to the MPO Governing Board. FDOT will be represented by the District Secretary or designee. Additional nonvoting advisors may be appointed by the MPO as deemed necessary; however, to the maximum extent feasible, each MPO shall seek to appoint nonvoting representatives of various multimodal forms of transportation not otherwise represented by voting members of the MPO. Representatives of major military installations, upon their request and subject to the agreement of the MPO, shall be appointed as nonvoting advisors of the MPO. [\[s.339.175 \(4\)\(a\), F.S.\]](#) All nonvoting advisors may attend and fully participate in board meetings but may not vote or be members of the Board.

Urban areas that include Tribal reservation lands should include the appropriate Native American Tribal Council's government in the metropolitan transportation planning process.

## 2.5.3 Alternate Members

At the request of the majority of the affected units of general-purpose local government comprising an MPO, they and the Governor shall cooperatively agree upon and prescribe who may serve as an alternate member and agree on a method for appointing alternate members. This method must be included as part of the MPO's interlocal agreement, operating procedures, or bylaws. The alternate member may vote at any MPO Board meeting in place of the regular member if the regular member is not in attendance. [\[s.339.175\(4\)\(a\), F.S.\]](#)

## 2.5.4 Board Member Terms

The MPO Board members shall serve four-year terms. The membership of any public official automatically terminates upon the member leaving his or her elected or appointed office for any reason or may be terminated by a majority vote of the entity's governing board represented by the member. A vacancy shall be filled by the original appointing

entity. A member may be reappointed for one or more additional four-year terms. The MPO Board members who represent municipalities on the basis of alternating with representatives from other municipalities that do not have members on the MPO may serve terms up to four years, as provided in the MPO interlocal agreement, operating procedures, or bylaws. [\[s.339.175\(4\)\(b\), F.S.\]](#)

## 2.5.5 Membership Apportionment Plan Content

The MPO Membership Apportionment Plan shall include the following:

- 2010 and 2020 Census population data for the total MPO area
- Current MPO membership (local governments and agencies)
- Proposed MPO membership (local governments and agencies)
- The methodology used to determine the proposed MPO membership changes (if there are proposed changes)
- MPA Boundary map
- MPO Board resolution adopting the Apportionment Plan

Under Florida law, a chartered county with a population over one million may elect to reapportion the membership of the MPO whose jurisdiction is wholly within the county. [\[s.339.175\(3\)\(c\), F.S.\]](#) The charter county may exercise this option if:

- The MPO approves the Reapportionment Plan by a three-fourths vote of its membership;
- The MPO and charter county determine the Reapportionment Plan is needed to fulfill specific goals and policies applicable to that MPA; and
- The charter county determines the reapportionment plan otherwise complies with all Federal requirements pertaining to MPO membership.

Any chartered county that elects to exercise this option must notify the Governor in writing. [\[s.339.175\(3\)\(c\), F.S.\]](#) This may be addressed in a cover letter accompanying the MPO Membership Apportionment Plan.

## 2.5.6 Membership Apportionment Plan Review

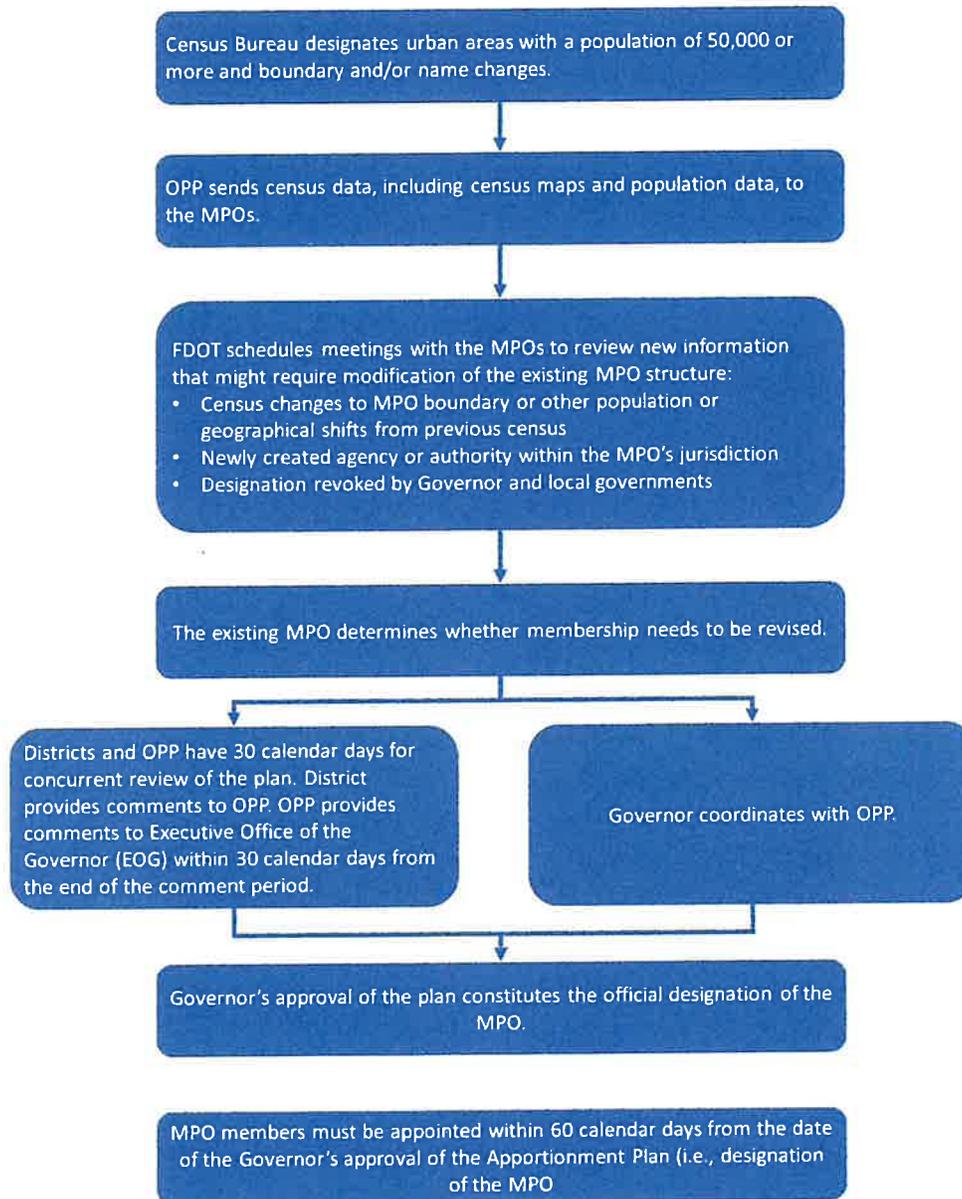
The MPO submits the Membership Apportionment Plan and MPA Boundary Map (see page 2-15) to OPP's MPO Statewide Coordinator. The MPO shall at the same time provide copies of the Plan to the District Planning Manager or designee. The District planning staff and OPP will have 30 calendar days from the date of receipt to concurrently review the MPO Membership Apportionment Plan for consistency with Federal and State requirements. At the end of the 30-day review period, the District will provide comments to OPP. Within 30 calendar days after the end of the 30-day review period, FDOT will provide a recommendation to the Policy Coordinator in the Transportation Unit of the Executive Office of the Governor (EOG). The recommendation will be for the Governor to either approve or disapprove the proposed Membership Apportionment Plan. The Governor's approval of the Apportionment Plan constitutes official designation of the MPO, as required by [23 U.S.C. 134\(d\)\(5\)](#), [s.339.175\(3\), F.S.](#), and [s.339.175\(4\), F.S.](#)

## 2.5.7 Governor's Action on Membership Apportionment Plan

The MPO should appoint representatives to serve on the Board within 60 days after the Governor has approved the proposed Membership Apportionment Plan. If a governmental entity fails to fill an assigned appointment to an MPO within 60 days after notification by the Governor of its duty to appoint, that appointment shall be made by the Governor from the eligible representatives of that governmental entity. [\[s.339.175\(4\)\(c\), F.S.\]](#) If the Governor should disapprove the proposed Membership Apportionment Plan, the District shall assist in addressing any issues identified by the Governor.

**Figure 2.2** shows the process for developing the MPO Membership Apportionment Plan.

**Figure 2.2 Developing the MPO Membership Apportionment Plan**



## 2.6 Metropolitan Planning Area Boundaries

The Federal requirements for establishing and adjusting MPA boundaries are set out in [23 C.F.R 450.312](#). The boundaries of an MPA must be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries must

encompass the entire existing urban area of 50,000 people plus the contiguous area expected to become part of the urban area within a 20-year forecast period. An MPA boundary may encompass more than one UA and may be established to coincide with regional economic development and growth forecasting areas, as well as with a Metropolitan Statistical Area or Combined Statistical Area, as defined by the U.S. Office of Management and Budget. In addition, MPA boundaries must not overlap with each other.

If more than one MPO is designated within an urban area with a population of 50,000 or more, the Infrastructure Investment and Jobs Act (IIJA) requires MPOs to ensure, to the maximum extent practicable, consistency of any data used in the planning process. The IIJA also clarifies that MPOs are not required to jointly develop planning documents (i.e., a unified LRTP or unified TIP). [\[23 U.S.C. 134\(g\)\(4\) and \(5\)\]](#)

Where part of a UA that is served by one MPO extends into an adjacent MPA, the MPOs must, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs. Alternatively, the MPOs may adjust their existing boundaries so the entire UA lies within only one MPA. Boundary adjustments that change the composition of the MPO may require redesignation of one or more of the MPOs. [\[23 C.F.R. 450.312\(h\)\]](#)

The MPA can include all or part of a given county; this can include areas that, due to their growth characteristics, are anticipated to become a UA within the next 20 years. The District, in consultation with the MPO, shall review and make recommendations on areas outside the projected 20-year area. FHWA should be consulted in such expansions with supporting documentation that justifies the expansion.

The MPO must review its MPA boundaries after each Census, in cooperation with the State and public transportation operator(s), to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated UAs. The boundaries should be adjusted as necessary. [\[23 C.F.R. 450.312\(j\)\]](#)

## **2.6.1 MPA Boundary Maps**

OPP provides 2020 Census urban area boundaries and population data to MPOs for the purpose of establishing or updating existing MPA boundaries. These data can be found on the [Urban Area Boundary and Functional Classification Data Hub](#).

Within 180 calendar days of receipt of the decennial census information, the MPO shall create or revise a final map showing the MPA boundaries. Information used to develop the map shall include, but not be limited to, the following:

- The Census-based criteria and data assumptions (i.e., population estimates provided by the Bureau of Economic and Business Research, University of Florida) used to determine the 20-year growth area for drawing the MPA boundary; and
- Documentation used to support the inclusion of any geographic areas for MPA funding purposes that are not expected to be urban within the next 20 years.

The MPO will adopt the MPA Boundary Map when it adopts its Membership Apportionment Plan. The MPO shall submit both documents to OPP's MPO Statewide Coordinator and the District Planning Manager or designee in accordance with the review procedure set out in **Section 2.5.6: Membership Apportionment Plan Review**. In accordance with [23 C.F.R. 450.312\(j\)](#), OPP will provide copies of the maps to FHWA and FTA following approval by the MPO and the Governor.

MPA boundary maps should be developed at a scale that best meets the needs of the urban area; in addition to the aforementioned boundaries, the maps shall clearly designate the following information:

- 2020 urban areas with 50,000+ people
- Graphic scale and north arrow
- Legend, including the date the map was initially approved and the date of revision(s)
- Major city or county-designated roadways
- Interstates, U.S., and State highways
- Transit/intermodal facilities and airports
- MPA Boundary

## 2.6.2 Modification of MPO Boundary Maps

Requests for modification to the MPA boundary may be initiated by the MPO or the District. OPP periodically releases Census population information developed by the Bureau of Economic and Business Research Department at the University of Florida. This information may be used to modify transportation planning boundaries.

Any changes to the relevant MPO boundaries may require the MPO to review and/or revise its voting apportionment, LRTP, TIP, UPWP, and all existing agreements and documents, as necessary.

## 2.7 Redesignation and Reapportionment

An existing MPO may be redesignated only by agreement between the Governor and units of local government that together represent at least 75 percent of the existing MPA population, including the largest incorporated city. [\[23 C.F.R. 450.310\(h\)\]](#)

Redesignation of an existing MPO is required whenever the MPO proposes to make 1) a substantial change in the proportion of its voting members, or 2) a substantial change in the decision-making authority or responsibility of the MPO or in decision-making procedures established in the MPO's bylaws. [\[23 C.F.R. 450.310\(i\)\]](#)

The following changes to an MPO do not require a redesignation if the changes do not trigger a substantial change as described in 23 C.F.R. 450.310(j):

- Identification of a new UA (as determined by the Census Bureau) within an existing MPA;
- Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the MPA;
- Adding members to satisfy the specific membership requirements for an MPO that serves a TMA; and/or
- Periodic rotation of members representing units of general purpose local government, as established under MPO bylaws.

An MPO seeking redesignation must submit a Reapportionment Plan that meets the same requirements and must go through the same review and approval process as

outlined in **Section 2.5: Membership Apportionment Plan**. The District shall assist the MPO and provide the MPO with guidance as the proposed MPO Reapportionment Plan must include the following:

- 2010 and 2020 Census population data for the total MPO area
- Current MPO membership (local governments and agencies)
- Proposed MPO membership (local governments and agencies)
- The methodology used to determine the proposed MPO membership changes (if there are proposed changes)
- MPA Boundary map
- MPO Board resolution adopting the Apportionment Plan

As appropriate, the MPO should appoint or remove representatives to serve on the Board within 60 days after completion of an amended interlocal agreement. The interlocal agreement should be updated to incorporate the changes made in the approved Membership Apportionment Plan. The MPO shall notify the District when membership changes are made. If the Governor disapproves the proposed Redesignation Plan, the District shall assist the MPO in addressing the issues identified by the Governor.

## 2.8 Execution of an Interlocal Agreement

The responsibilities of each agency involved in carrying out the metropolitan transportation planning process shall be clearly identified by written agreement between the parties. [\[23 C.F.R. 450.314\(a\), s.339.175\(2\)\(b\), and s.339.175\(10\)\(a\), F.S.\]](#) This is accomplished through the execution of an interlocal agreement [\[Form No. 525-010-01\]](#) pursuant to the Florida Interlocal Cooperation Act of 1969 [\[s.163.01, F.S.\]](#). This form should be used for the creation of a new MPO, as well as for the re-designation of an existing MPO. This form is available for download from the [FDOT Procedural Document Library](#).

The interlocal agreement is a standard document drafted specifically to address the metropolitan transportation planning requirements identified in Federal and State law and regulations. The parties to this interlocal agreement shall be FDOT and the governmental

entities designated by the Governor for MPO membership, including nonvoting members. [\[s.339.175\(2\)\(b\), F.S.\]](#)

After a new MPO has been designated, or modifications to an existing MPO have been approved by the Governor, the District shall hold a meeting with the responsible MPO staff to discuss the execution of a new or updated interlocal agreement.

The interlocal agreement should indicate if a member government is to represent other local governments on the MPO and whether the voting membership is to rotate annually. The District shall request its legal staff to review the agreement before forwarding it to the MPO for execution. The text of all standard interlocal agreements shall not be modified in any manner that impacts FDOT or changes the statutory duties and responsibilities of the MPO.

Copies of the approved interlocal agreement shall be distributed to the MPO, the District, OPP, and each signatory to the agreement. Copies of the interlocal agreement must be filed with the Clerk of the Circuit Court in each county in which a party to the agreement is located. The District legal office shall ensure the interlocal agreement is filed in the county in which the District office is located.

The interlocal agreement is reviewed and updated at least every five years, or sooner when MPO membership changes. [\[s.339.175\(10\)\(a\), F.S.\]](#) When an interlocal agreement is updated, the MPO serves as the coordinating body for agreement review, negotiations, and execution among all parties. The MPO provides copies of the updated agreement to all signatories for filing purposes.

An emerging MPO, upon execution of the interlocal agreement, must immediately establish bylaws or operating procedures for the conduct of daily business and decision-making. Once the MPO is formally designated, the bylaws or operating procedures should be revised as needed and adopted again by the MPO. Each District and emerging MPO should coordinate and mutually agree to a timetable suitable for the MPO to be fully operational within six months from its designation.

## **2.9 Execution of Other Required Agreements**

The District shall meet with the MPO to develop each of the standard agreements discussed below. The District shall process each standard agreement after approval by all parties and approved by the MPO through a resolution. The District shall coordinate the

review of the agreement with District legal staff and FDOT's Comptroller's Office, if needed, before transmitting it for execution. The language contained in all standard agreements shall not be modified in any manner that impacts FDOT or changes the statutory duties and responsibilities of the MPO. The District shall request the MPO approve each agreement and provide an appropriate number of copies of the agreement to FDOT. The MPO will return all signed versions to the District for FDOT approval. The District Secretary (or designee) must sign each agreement, thereby, executing the agreement for FDOT.

One original agreement shall be sent to each of the following: the MPO, the District, the OPP MPO Statewide Coordinator, and each signatory as needed. For Joint Participation Agreements, two copies of the executed agreement should be provided to the Comptroller's Office. The same process applies whenever an agreement is updated. The following subsections provide detail on each of the agreements.

### **2.9.1 MPO Agreement**

The MPO Agreement establishes the cooperative relationship between the MPO and FDOT to accomplish the transportation planning requirements of Federal and State law. [\[s.339.175\(10\)\(a\)\(1\), F.S., 23 C.F.R. 450.314\(a\)\]](#). Specifically, the Agreement accomplishes three things: 1) provides Federal financial assistance to the MPOs for transportation-related planning activities, as found in the Unified Planning Work Program (UPWP); 2) establishes the terms and conditions for accepting that Federal assistance; and 3) creates the framework of cooperation between FDOT and the MPO for development of the UPWP. The Agreement must be reviewed and updated, as necessary, or at least every two years.

The standard MPO Agreement is [Form No. 525-010-02 1](#) and is available for download from the [FDOT Procedural Document Library](#). **Note:** The Central Office General Counsel Office must review all proposed changes to the standard MPO Agreement.

### **2.9.2 Public Transportation Grant Agreement**

To fund its public transportation programs using FTA planning funds, the designated MPO may choose to enter into a Public Transportation Grant Agreement with FDOT. This agreement provides "State funding" to the MPO to assist in meeting FTA local match requirements. It outlines certain administrative and program requirements that must be met to receive State funds for FTA match purposes. These agreements are executed annually and differ in how FDOT chooses to provide the "State match," which may be

cash, in-kind services, or both. At this time, the soft-match option used for FHWA Metropolitan Planning (PL) funds is not applicable for FTA planning funds. The Public Transportation Grant Agreement, including exhibits, extensions, and amendments ([Form No. 725-000-01](#), [Form No. 725-000-02](#), [Form No. 725-000-03](#), and [Form No. 725-000-04](#)) are available for download from the [FDOT Procedural Document Library](#).

### **2.9.3 Interstate Compact**

Where the boundaries of the MPA extend across two or more states, the governors, the MPO(s), and public transportation operators must coordinate transportation planning for the entire multistate area; this includes jointly developing planning products for the MPA. The states may enter into agreements or compacts for cooperative efforts and mutual assistance in support of metropolitan planning activities, and may establish agencies to implement the compacts or agreements. [\[23 C.F.R. 450.314\(f\)\]](#)

### **2.9.4 Multiple MPOs in One Urban Area**

If more than one MPO has been designated to serve an urban area, then there must be a written agreement between the MPOs, the state(s), and the public transportation operator(s) that describes how the metropolitan transportation planning processes will be coordinated to ensure the development of consistent LRTPs and TIPs across the MPA boundaries, particularly in cases in which a proposed transportation investment extends across the boundaries of more than one MPA. The planning processes must reflect coordinated data collection, analysis, and planning assumptions across the MPAs. Alternatively, a single LRTP and/or TIP for the entire area may be developed jointly by the MPOs. Coordination is also strongly encouraged for neighboring MPOs that are not within the same MPA. Coordination efforts and outcomes must be documented in submittals of the UPWP, the LRTP, and the TIP to the state(s), the FHWA, and the FTA. [\[23 C.F.R. 450.314\(e\)\]](#)

### **2.9.5 Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement**

The Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement (ICAR) is an agreement that promotes cooperation between FDOT, the MPO, the regional planning council(s) (RPC), and local government agencies to optimize the planning and programming of the transportation system within the Metropolitan Planning Area (MPA). This agreement ensures cooperation between these

agencies on the UPWP, TIP, LRTP, and any applicable corridor or subarea studies. This agreement also provides a process through the RPC(s) for intergovernmental coordination and review and identification of inconsistencies between proposed MPO transportation plans and local government comprehensive plans. [\[s. 163, F.S.\]](#) Furthermore, the agreement provides a process for conflict and dispute resolution through the RPC. The ICAR has a term of five years. At the end of each term, the agreeing parties review the ICAR, where they will reaffirm the agreement unless the parties agree on changes to the provisions. If changes are agreed upon, the ICAR is amended. The standard MPO Agreement is [Form No. 525-010-03](#) is available for download from the [FDOT Procedural Document Library](#).

## 2.10 Appointment of Technical and Citizens' Advisory Committees

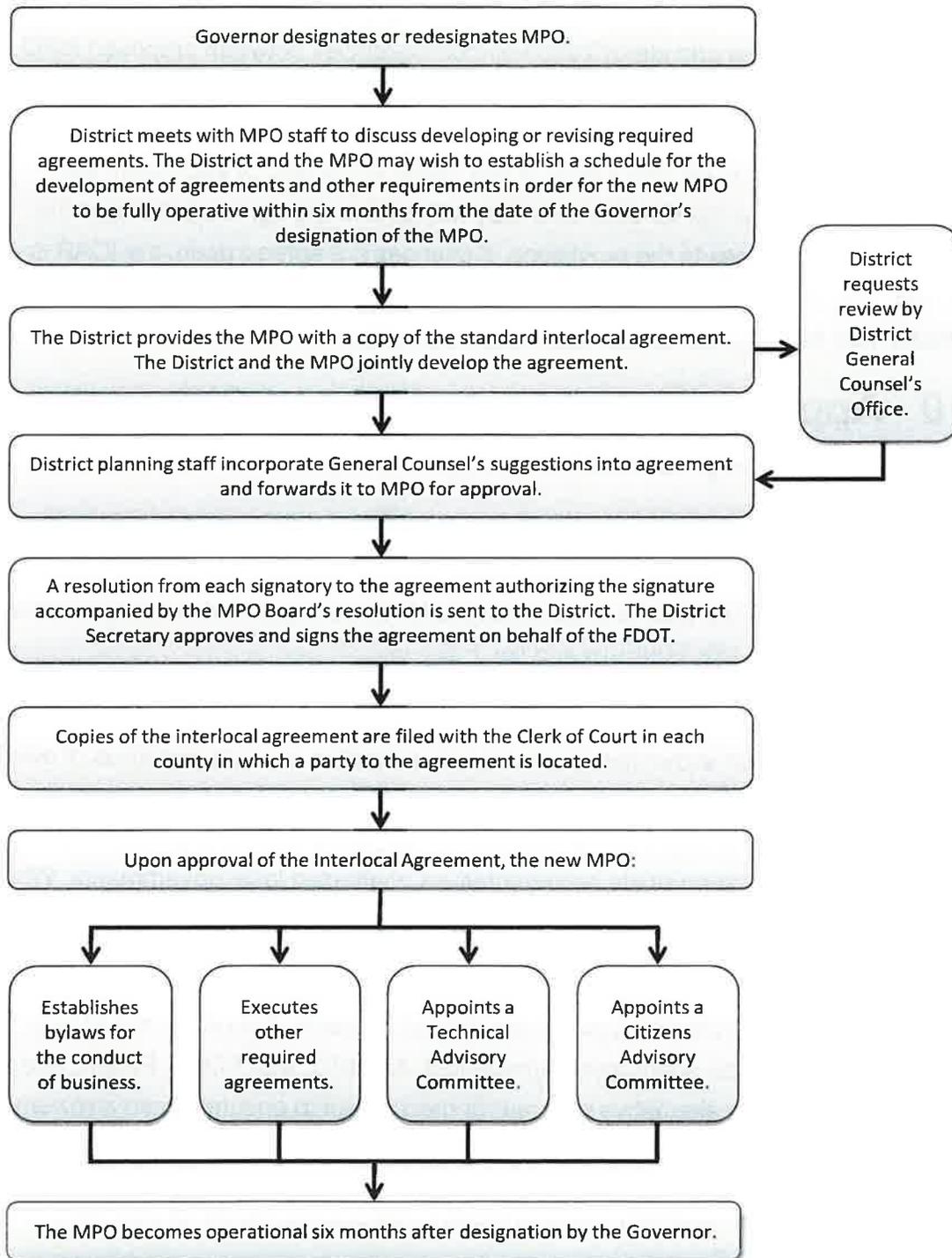
Florida Statute requires that each MPO appoint a Technical Advisory Committee (TAC) and a Citizens' Advisory Committee (CAC), the members of which shall serve at the pleasure of the MPO. The District shall assist the MPO, as requested in the appointment of a TAC and CAC. [\[s.339.175\(6\)\(d\) and \(e\), F.S.\]](#)

The TAC, when possible, must include planners, engineers, representatives of local aviation authorities, port authorities, public transit authorities or representatives of aviation departments, seaport departments, public transit departments of municipal or county governments, the school superintendent (or designee) of each county covered by the MPO, as well as other appropriate representatives of affected local governments. While not required by State law, Federal and State agency representatives, whose actions are transportation related, may also serve on the TAC. [\[s.339.175\(6\)\(d\), F.S.\]](#)

The CAC must reflect a broad cross-section of local residents. Minorities, the elderly, and the handicapped must be adequately represented. An MPO, with FDOT, FHWA, and FTA approval, may adopt an alternative program or mechanism to ensure citizen involvement in the transportation planning process. [\[s.339.175\(6\)\(e\), F.S.\]](#)

**Figure 2.3** provides an overview of the process to develop agreements and appoint the required committees.

**Figure 2.3 Agreement Development Process**



## 2.11 References

This section provides a list of references/definitions from State law, including key procedures and forms, related to MPOs.

**Table 2.2**    **References**

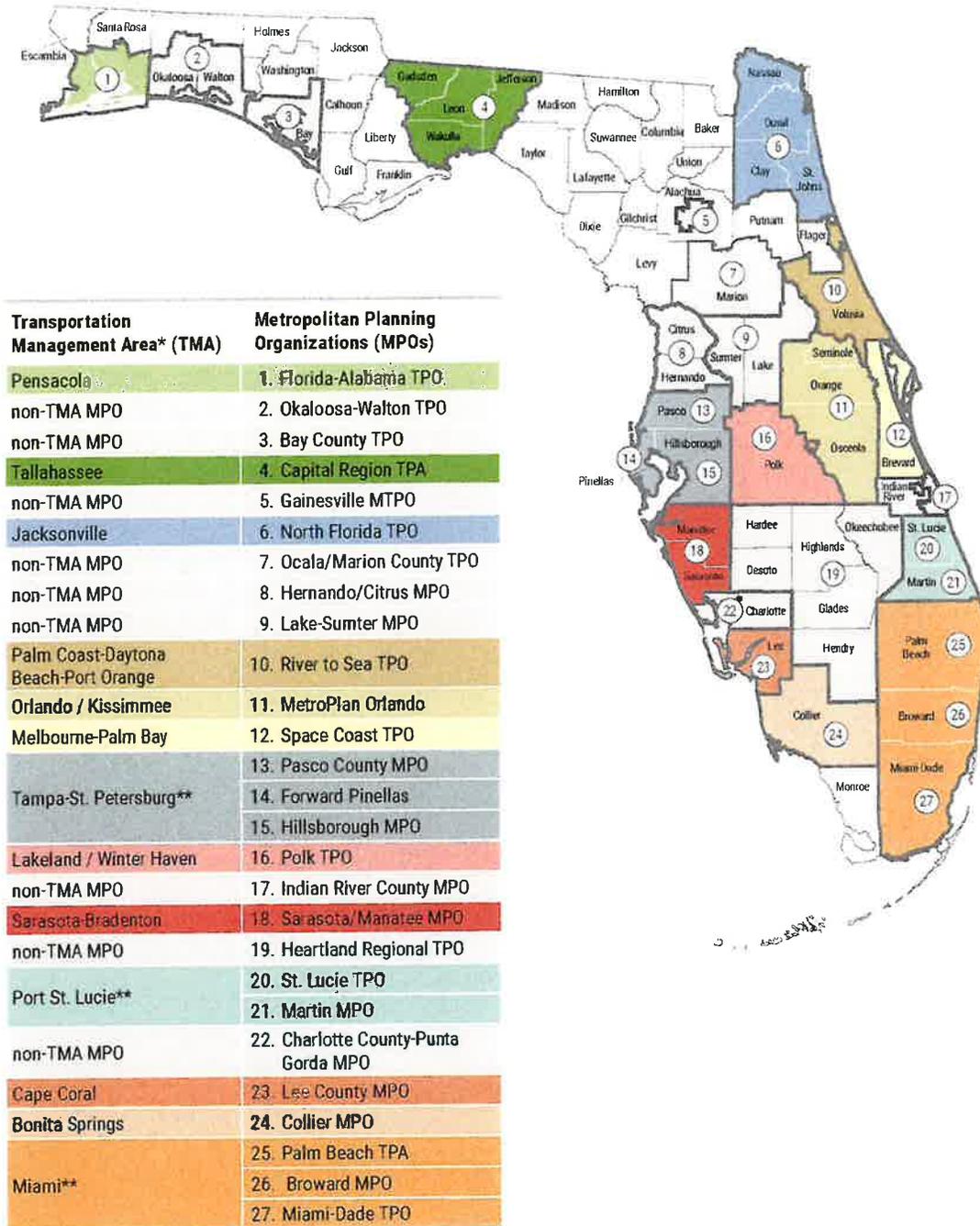
Reference	Description
<b>Florida Constitution</b>	
<a href="#">Article VIII of the Florida Constitution</a> <a href="#">Section 6(e)</a>	Provides for home rule and charter counties
<b>Florida Statutes</b>	
<a href="#">s.125.011(1), F.S.</a>	Defines “county”
<a href="#">Section 163.01, F.S., The Florida Intergovernmental Cooperation Act of 1969</a>	Provides for interlocal agreements
<a href="#">Section 339.175, F.S.</a>	Florida’s MPO Statute
<b>FDOT Procedures</b>	
<a href="#">Procedure No. 525-020-311</a>	FHWA Urban Boundary and Federal Functional Classification, defines the procedures and responsibilities for designating urban boundaries and determining Federal functional classification designations for all public roads
<p><i>(The language in the samples may be adjusted with the advice and guidance of the District general counsel to address an individual MPO’s needs.)</i></p>	
<a href="#">Form No. 525-010-01</a>	Interlocal Agreement for Creation of the MPO
<a href="#">Form No. 525-010-02</a>	Metropolitan Planning Organization Agreement

Reference	Description
<a href="#">Procedure No. 725-000-005-i</a> <a href="#">Form No. 725-000-01</a>	Public Transportation Grant Agreement
<a href="#">Form No. 725-000-02</a>	Public Transportation Grant Agreement Exhibits
<a href="#">Form No. 725-000-03</a>	Amendment to the Public Transportation Grant Agreement
<a href="#">Form No. 725-000-04</a>	Amendment for Extension of the Public Transportation Grant Agreement
<a href="#">Form No. 525-010-03</a>	Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement

EXHIBIT 2

FDOT MPO Program Management Handbook

Figure 1.4 Florida MPO/TMA Areas



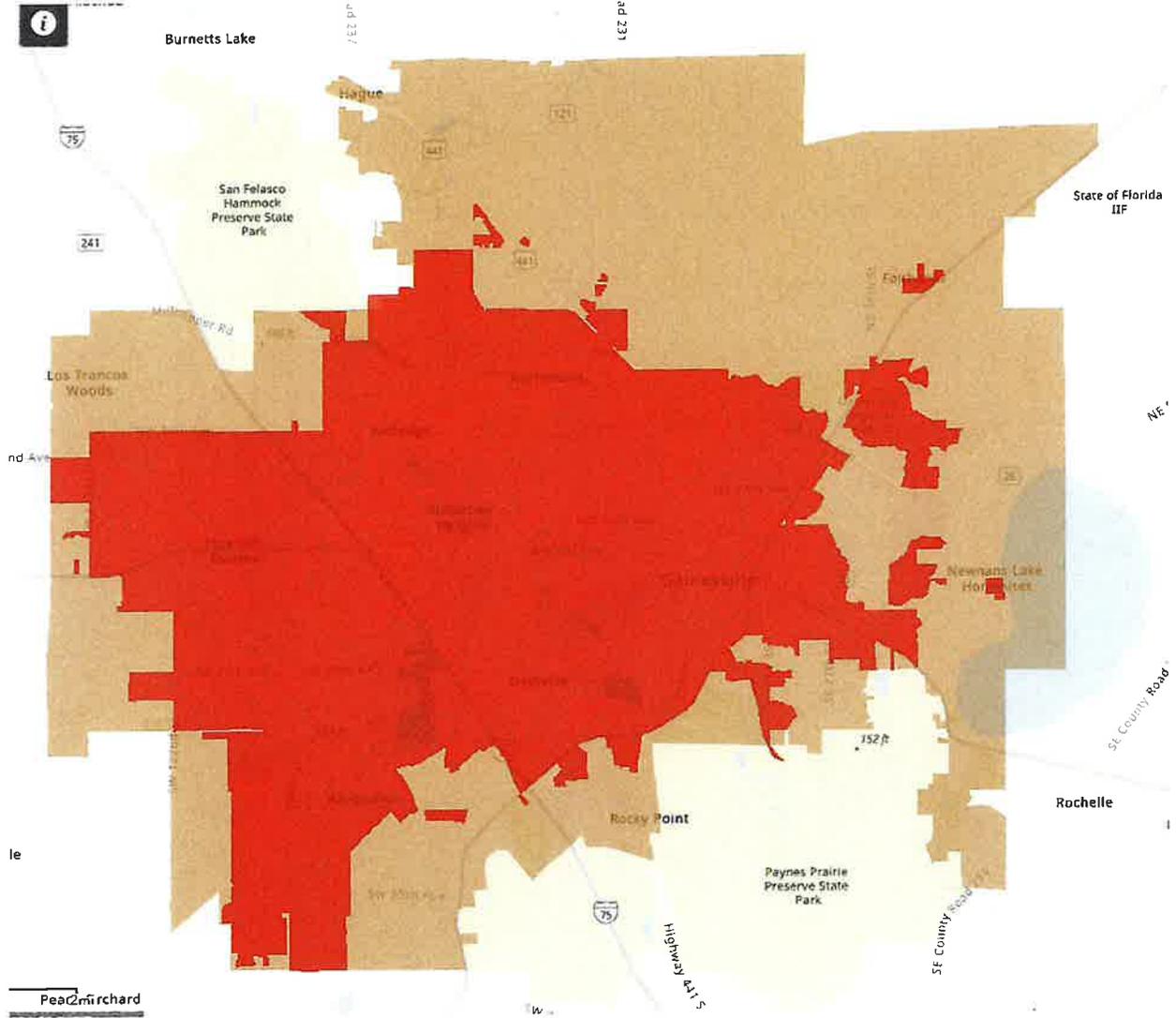
\* Urbanized population over 200,000

\*\* Tampa-St. Petersburg, Port St. Lucie and Miami TMA's contain multiple MPOs



**EXHIBIT 3**

**2020 Census Urban Area  
2010 Gainesville Metropolitan Area**



## EXHIBIT 4

### 2020 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Scenarios

#### Scenario 1

#### Metropolitan Statistical Areawide Metropolitan Planning Organization

This Metropolitan Planning Organization consist of the entirety of Alachua, Gilchrist and Levy Counties, including the unincorporated areas of each county and the municipalities of:

- Alachua, Archer, Gainesville, Hawthorne, High Springs, La Crosse, Micanopy, Newberry and Waldo of Alachua County;
- Bell, Fanning Springs (part) and, Trenton of Gilchrist County; and
- Bronson, Cedar Key, Chiefland, Fanning Springs (part), Inglis, Otter Creek, Williston and Yankeetown of Levy County.

Voting Membership [Population Apportioned]

Jurisdiction/Agency	Voting Percentage
Alachua County and its Municipalities	82
Gilchrist County and its Municipalities	5
Levy County and its Municipalities	13
Total	100

Non-Voting Membership

- Florida Department of Transportation; and
- University of Florida President or Designee.

#### Scenario 2

#### Alachua Countywide Metropolitan Planning Organization

This Metropolitan Planning Organization consist of the entirety of Alachua County, including the unincorporated area and the municipalities of Alachua, Archer, Gainesville, Hawthorne, High Springs, La Crosse, Micanopy, Newberry and Waldo.

Voting Membership [Population Apportioned]

Jurisdiction/Agency	Voting Percentage
Alachua County Unincorporated	39.1
City of Alachua	3.8
City of Archer	0.4
City of Gainesville	50.7
City of Hawthorne	0.5
City of High Springs	2.2
Town of La Crosse	0.1
Town of Micanopy	0.2
City of Newberry	2.7
City of Waldo	0.3
Total	100

Non-Voting Membership

- Florida Department of Transportation; and
- University of Florida President or Designee.

**Scenario 3  
Gainesville Metropolitan Areawide Metropolitan Planning Organization**

This Metropolitan Planning Organization consists of the 2020 Census Gainesville Urban Area, 2020 Census Area Adjustments by the Florida Department of Transportation, Alachua County Urban Clusters, City of Gainesville and Gainesville Urban Reserve Area.

Voting Membership [Population Apportioned]

<b>Jurisdiction/Agency</b>	<b>Voting Percentage</b>
Alachua County Urban Unincorporated	34
City of Gainesville	66
Total	100

Non-Voting Membership

- Florida Department of Transportation; and
- University of Florida President or Designee; and
- Rural Advisor.

**2020 Census Population  
Gainesville Metropolitan Statistical Area**

Jurisdiction	2020 Population	Percent County Population	Percent MSA Population
Alachua County	278,468	100.00%	82.08%
Alachua	10,574	3.80%	3.12%
Archer	1,140	0.41%	0.34%
Gainesville	141,085	50.66%	41.59%
Hawthorne	1,478	0.53%	0.44%
High Springs	6,215	2.23%	1.83%
La Crosse	316	0.11%	0.09%
Micanopy	648	0.23%	0.19%
Newberry	7,342	2.64%	2.16%
Waldo	846	0.30%	0.25%
Unincorporated	108,824	39.08%	32.08%
Gilchrist County	17,864	100.00%	5.27%
Bell	518	2.90%	0.15%
Fanning Springs (part)	478	2.68%	0.14%
Trenton	2,015	11.28%	0.59%
Unincorporated	14,853	83.14%	4.38%
Levy County	42,915	100.00%	12.65%
Bronson	1,140	2.66%	0.34%
Cedar Key	687	1.60%	0.20%
Chiefland	2,316	5.40%	0.68%
Fanning Springs (part)	704	1.64%	0.21%
Inglis	1,476	3.44%	0.44%
Otter Creek	108	0.25%	0.03%
Williston	2,976	6.93%	0.88%
Yankeetown	588	1.37%	0.17%
Unincorporated	32,920	76.71%	9.70%
Gainesville Metropolitan Statistical Area (MSA)	339,247	-	100.00%

Source - 2022 Population Estimates, University of Florida Bureau of Economic and Business Research



**North  
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Planning  
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July 12, 2023

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

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

SUBJECT: Florida Department of Transportation Freight Mobility and Trade Plan - 2024 Update

STAFF RECOMMENDATION

**For Information Only.**

BACKGROUND

The Florida Department of Transportation is in the process of updating its Freight Mobility and Trade Plan. The Florida Department of Transportation has been conducting a statewide series of public forums on the draft Freight Mobility and Trade Plan. Staff participated in the forum held at the District 2 Jacksonville Urban Office. Materials relating to the forum include:

- Exhibit 1 - Freight Mobility and Trade Plan Regional Outreach Flyer;
- Exhibit 2 - Freight Mobility and Trade Plan Regional Freight Forum Series Handout;
- Exhibit 3 - Freight Mobility and Trade Plan Webpage Excerpt.; and
- Exhibit 4 - Freight Mobility and Trade Plan Regional Outreach District 2 Presentation.

Staff has forwarded a comment to the Florida Department of Transportation conveying its truck parking deficiency concern.

Attachments

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# Freight Mobility and Trade Plan

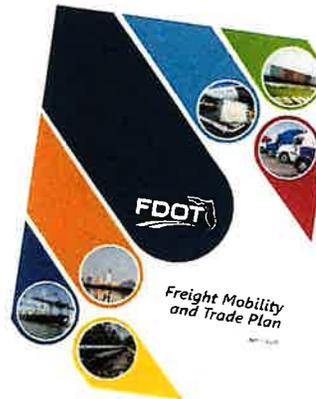
## 2024 Update and Regional Outreach Events

### What is it?

The Freight Mobility and Trade Plan (FMTP) is a comprehensive plan developed by the Florida Department of Transportation (FDOT) that identifies freight transportation needs and facilities critical to the state's economic growth and guides multimodal freight investments in Florida.

The development of a state freight plan is a requirement of the Fixing America's Surface Transportation (FAST) Act to be eligible for funding under the National Highway Freight Program (23 U.S.C. 167). The freight plan must comprehensively address the state's freight planning activities and investments, including both immediate and long-range.

The 2021 Infrastructure Investment and Jobs Act (IIJA) requires state freight plans to be updated every four years, rather than every five years.



### Learn More at our Regional Outreach Events

Freight impacts the everyday lives of Floridians and quality of life, whether a member of the public or a stakeholder in the freight industry. Join FDOT for FMTP Outreach Events in **June 2023** to learn more and participate in breakout sessions to help inform the plan!

### View Event Schedules and Registration



[SurveyMonkey.com/r/FMTP24\\_Outreach](https://www.surveymonkey.com/r/FMTP24_Outreach)





# Regional Outreach Dates

## CENTRAL FL- June 12, 2023 | 1PM-4PM

FDOT Deland - Cypress A&B Conference Room  
719 South Woodland Blvd., Deland, FL 32720

## SOUTHWEST FL- June 13, 2023 | 1PM-4PM

FDOT Southwest Area Office (SWAO) Conference Room  
10041 Daniels Parkway, Ft. Myers, FL 33913

## NORTHEAST FL- June 15, 2023 | 9AM-12PM

FDOT Jacksonville - Urban Office Training Center  
2198 Edison Avenue, Jacksonville, FL 32204

## WEST CENTRAL FL- June 19, 2023 | 1PM-4PM

FDOT District 1 HQ Conference Room  
801 North Broadway Avenue, Bartow, FL 33830

## NORTH FL- June 21, 2023 | 1PM-4PM

FDOT Central Office - Auditorium  
605 Suwannee Street, Tallahassee, Florida 32399

## SOUTH FL- June 29, 2023 | 1PM-4PM

Miami-Dade Public Library - Aventura Branch  
2930 Aventura Blvd., Aventura, FL 33180

## SOUTHEAST FL- June 30, 2023 | 1PM-4PM

FDOT Fort Lauderdale - Auditorium  
3400 West Commercial Blvd., Ft. Lauderdale, FL 33309

## VIRTUAL- July 12, 2023 | 9AM-12PM

GoToWebinar - Register Here:  
[FMTP24.GoToWebinar.Registration](https://www.fdot.gov/fmtp24-go-to-webinar-registration)



# FREIGHT MOBILITY AND TRADE PLAN

## **Regional Freight Forum Series**

Northeast Florida June 15, 2023 9AM-12PM

FDOT Jacksonville - Urban Office Training Center  
2198 Edison Avenue, Jacksonville, FL 32204

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*Forum Objective:* Gather public input on local freight needs, issues, and strategies for a robust statewide freight plan update.

## **Agenda**

9:00 to 9:10 AM	<b>Welcome to the FMTP24 Regional Freight Forum Series</b>
9:10 to 9:45 AM	<b>The Statewide Freight Plan</b> Introduce the importance of statewide freight planning and the FDOT freight planning process
9:45 to 10:30 AM	<b>The Regional Perspective</b> Provide perspective on the issues, challenges, and opportunities related to freight in the District
10:30 to 11:50 AM	<b>Breakout Session</b> Engage participants to examine key regional issues related to freight and summarize participant input
11:50 to 12:00 PM	<b>Concluding Remarks</b> Share next steps for continued collaboration

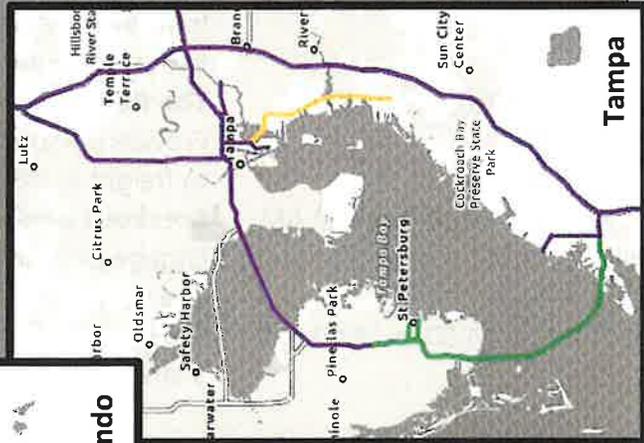
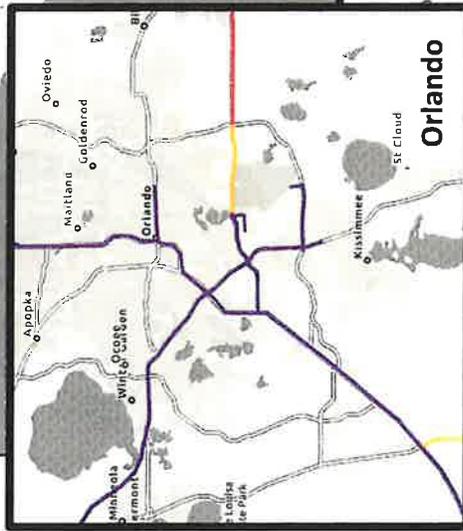
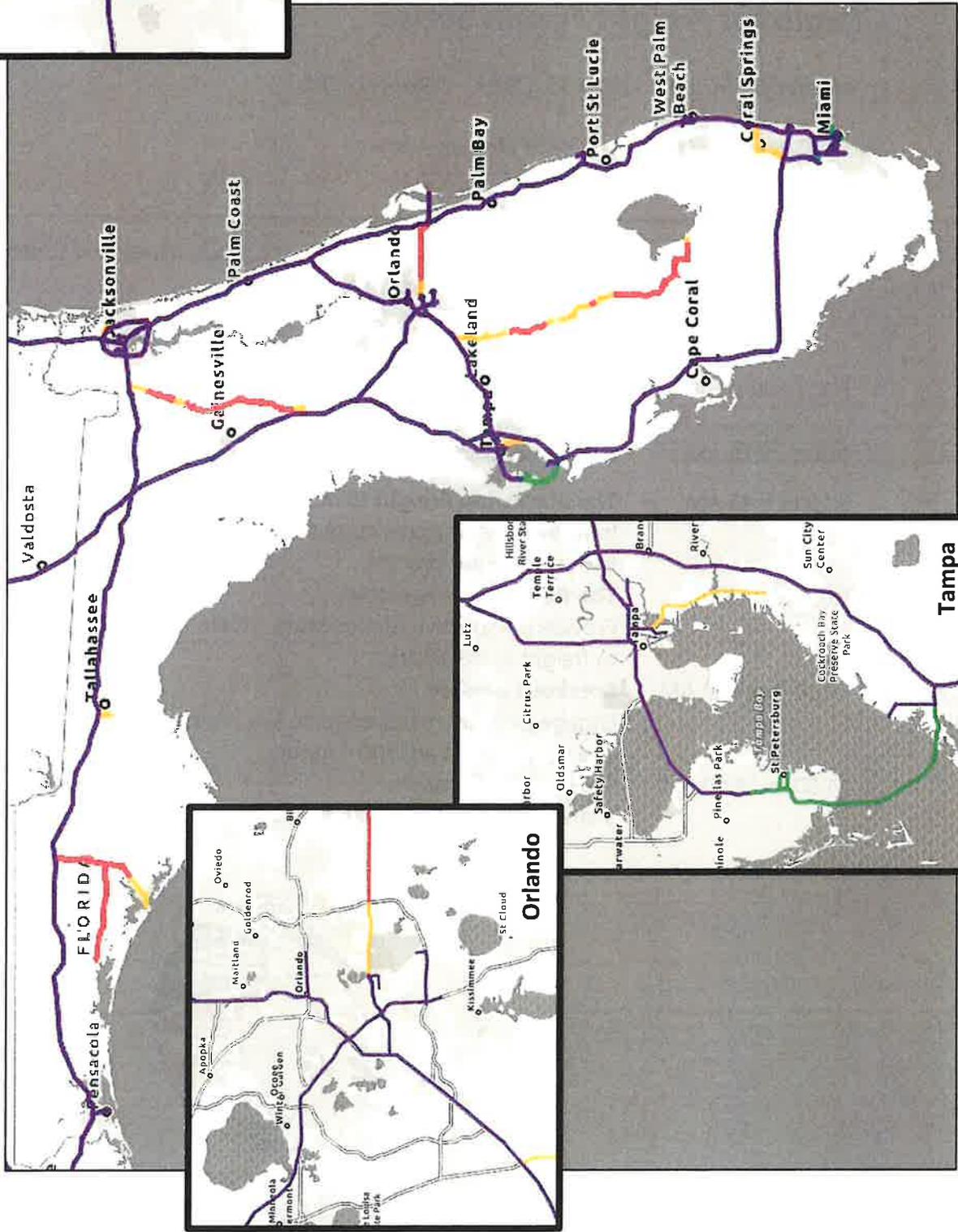
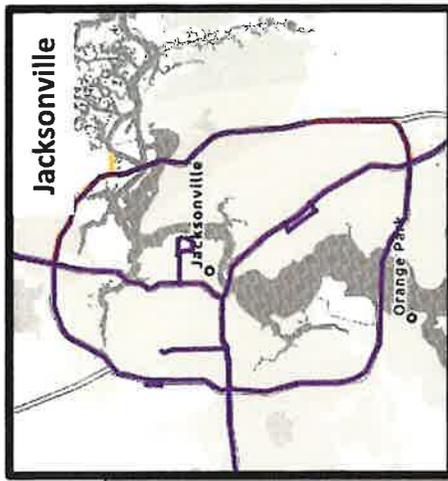


# National Highway Freight Network (NHFN)

- Primary Highway Freight System (PHFS)
- Non-Primary Highway Freight System
- Critical Urban Freight Corridors (CUFC)
- Critical Rural Freight Corridors (CRFC)



Take a closer look using FHWA's Visualization Tool





**Notes**

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## EXHIBIT 3

### Freight Mobility and Trade Plan

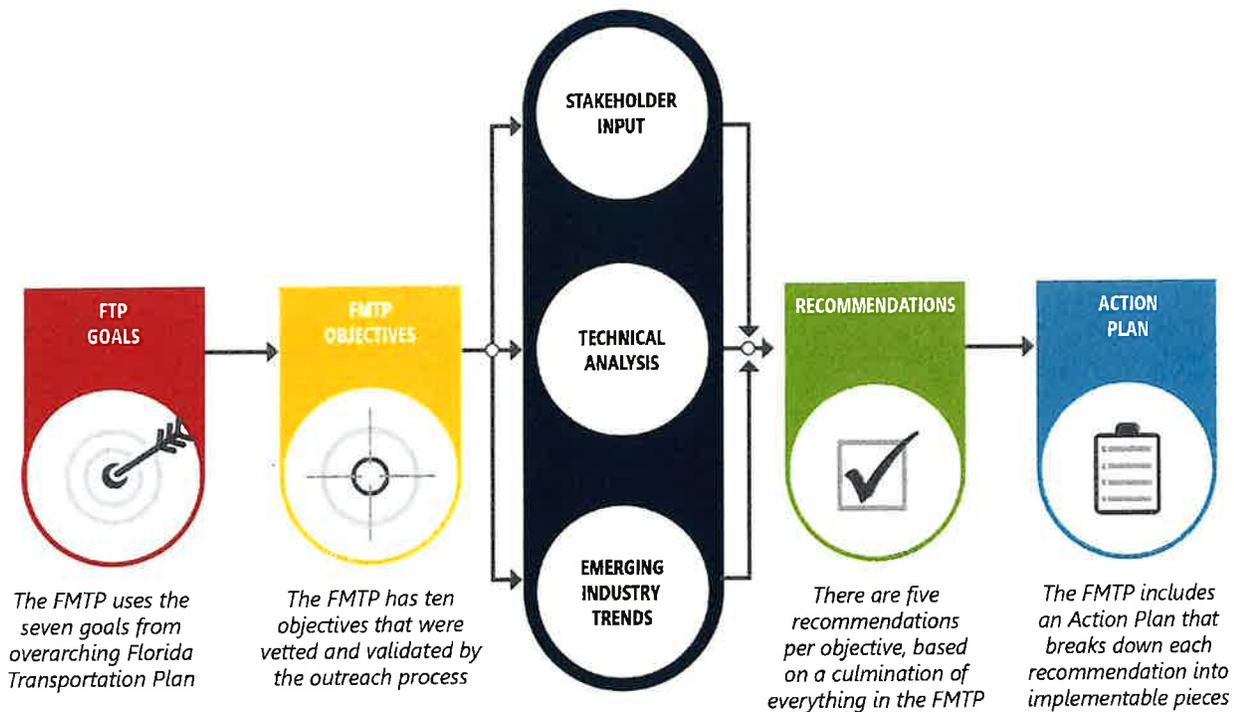
#### Overview

The Freight Mobility & Trade Plan is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state.

To receive funding under the [National Highway Freight Program](#) (23 U.S.C. 167), the FAST Act requires the development of a state freight plan which must comprehensively address the state's freight planning activities and investments both immediate and long-range. The recent Infrastructure Investment and Jobs Act (IIJA) includes several new required elements for State Freight Plans, establishes new priorities States are required to consider in carrying out activities under the State Freight Plan, clarifies the State Freight Plan approval process, and modifies the length of the update cycle for State Freight Plans from every five years to every four years.

Bringing together the perspectives and knowledge of public and private partners, including shippers, carriers, and infrastructure owners and operators, is necessary for developing a comprehensive and relevant State Freight Plan.

#### Planning Process



#### Goals and Objectives

The [Florida Transportation Plan \(FTP\)](#) is the single overarching plan guiding Florida's transportation future. Updated every five years, the FTP is a collaborative effort of state, regional, and local transportation partners in the public and private sectors. The FMTP includes the integration of the FDOT modal plans and studies into a cohesive Freight Mobility and Trade Plan that is focused on supporting the Florida Transportation Plan's goals and federal freight goals.

The FMTP objectives were developed by examining goals and objectives from the [FTP](#), [FDOT Modal Plans](#), partner agency plans, as well as by incorporating feedback provided by the [FLFAC](#). This crosswalk ensured that the FMTP objectives reflect Florida’s collective freight vision and set the stage for collaborative implementation of the FMTP recommendations.

FTP GOALS		FMTP OBJECTIVES
Safety and security for residents, visitors and businesses	1	Leverage multisource data and technology to improve freight system safety and security
Agile, resilient, and quality transportation infrastructure	2	Create a more resilient multimodal freight system
	3	Ensure the Florida freight system is in a state of good repair
Connected, efficient, and reliable mobility for people and freight	4	Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
Transportation choices that improve accessibility and equity	5	Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
	6	Improve last mile connectivity for all freight modes
Transportation solutions that strengthen Florida’s economy	7	Continue to forge partnerships between the public and private sectors to improve trade and logistics
	8	Capitalize on emerging freight trends to promote economic development
Transportation systems that enhance Florida’s communities	9	Increase freight-related regional and local transportation planning and land use coordination
Transportation solutions that protect Florida’s environment	10	Promote and support the shift to alternatively fueled freight vehicles

### Inputs

**Outreach** - Our inclusive engagement process involved soliciting feedback from the freight community - private sector stakeholders in the shipping and manufacturing industries, to business executives and public sector leaders, to the general public.

- Several Florida Freight Advisory Committee meetings focused on the FMTP update to gain targeted industry input during the plan development process - [click here for details!](#)
- A Project Advisory Committee (PAC) was assembled to represent FDOT offices related to freight, provide guidance on the development of the plan, and help validate the results.
- We received local feedback in each of FDOT's 7 districts during a series of Regional Freight Forums - this input is woven into the draft plan documents above, and is [summarized here!](#)

**Technical Analysis** – Data-driven analysis was key to highlighting successes and gaps in Florida’s freight system. The analysis for the FMTP involved examining networks, assets, commodities, and performance measures. A total of 17 performance measures were examined from a host of available datasets, including a few federally required measures such as combination truck hours of delay and truck travel time reliability.

**Emerging Industry Trends** – The evolution of freight transportation is largely shaped by trends in demographics, consumer behavior, economics, regulations, and technological advances. New trends can create new challenges or unique barriers, which is why the FMTP analysis included anticipated future impacts based on our stakeholder feedback and industry research. One important emerging freight trend is the rise in connected and automated vehicle (CAV) and electric vehicle (EV) technology, and the plan highlights how technology can be a capacity multiplier in this arena.

### **Recommendations and Action Items**

Recommendations for action are aligned with the FMTP objectives. Five recommendations have been developed for each FMTP objective based on technical analysis results, capturing stakeholder input, and considering emerging market trends and opportunities. These are documented in the [Freight Mobility and Trade Plan Chapter 9](#).

The Action Items are organized into an implementation plan with a timeline based on short-term (less than 2 years), medium-term (3-5 years), long-term (5+ years) and continuous horizons. These are documented in the [Freight Mobility and Trade Plan Chapter 10](#).

### **FMTP24 Outreach**

Our inclusive engagement process involves soliciting feedback from the freight community - private sector stakeholders in the shipping and manufacturing industries, to business executives and public sector leaders, to the general public.

The June 2023 Regional Outreach Presentations can be viewed here:

- [District 1 & 7 Regional Outreach Presentation](#)
- [District 2 Regional Outreach Presentation](#)
- [District 3 Regional Outreach Presentation](#)
- [District 4 Regional Outreach Presentation](#)
- [District 5 Regional Outreach Presentation](#)
- [District 6 Regional Outreach Presentation](#)

Source - Florida Department of Transportation Freight Mobility and Trade Plan webpage

EXHIBIT 4



- Welcome
- The Statewide Freight Plan
- The Regional Perspective
- Breakout Session
- Concluding Remarks

## AGENDA



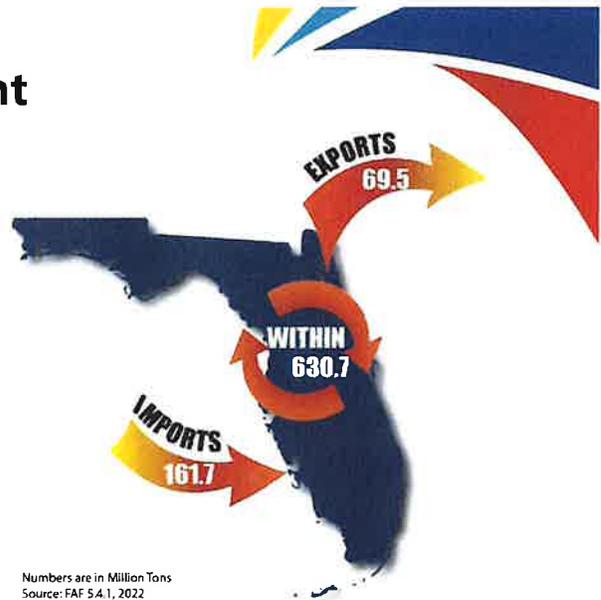
2

## THE STATEWIDE FREIGHT PLAN



### The Importance of Freight

- Freight impacts your everyday life
- Florida's freight system is critical to the economic vitality of the state
- As the third most populous state in the U.S., Florida consumes a significant amount of goods and commodities
- Florida is strategically positioned as a regional and national gateway



# Why Plan for Freight?

## Purpose

- Identify freight mobility issues and needs
- Develop policies, programs and projects
- Support economic development and commercial trade
- Fulfill federal regulations

## Characteristics

- Multimodal – all freight modes
- Intermodal connectivity
- Understandable & pragmatic
- Implementable plan
- Supports on-going planning
- Prioritization: Highest needs matched with project selection

## Cohesion

- Supports LRTP
- Aligns with modal plans: Rail, Highway, Maritime, Space and Air
- Supports federal freight goals
- Provides support & guidance for local freight planning/District plans

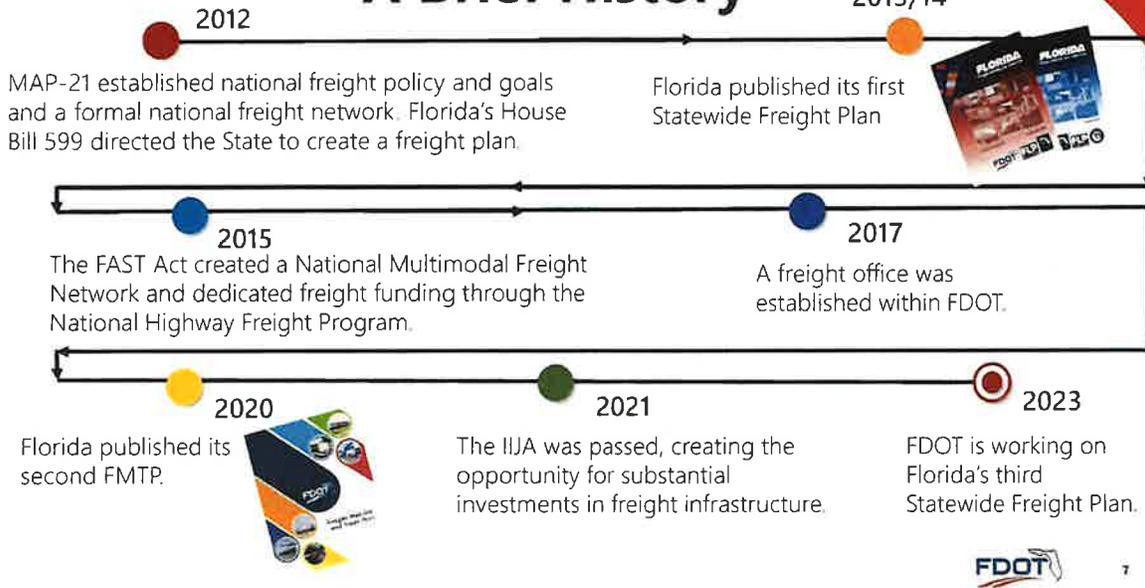


# What is the FMTP?

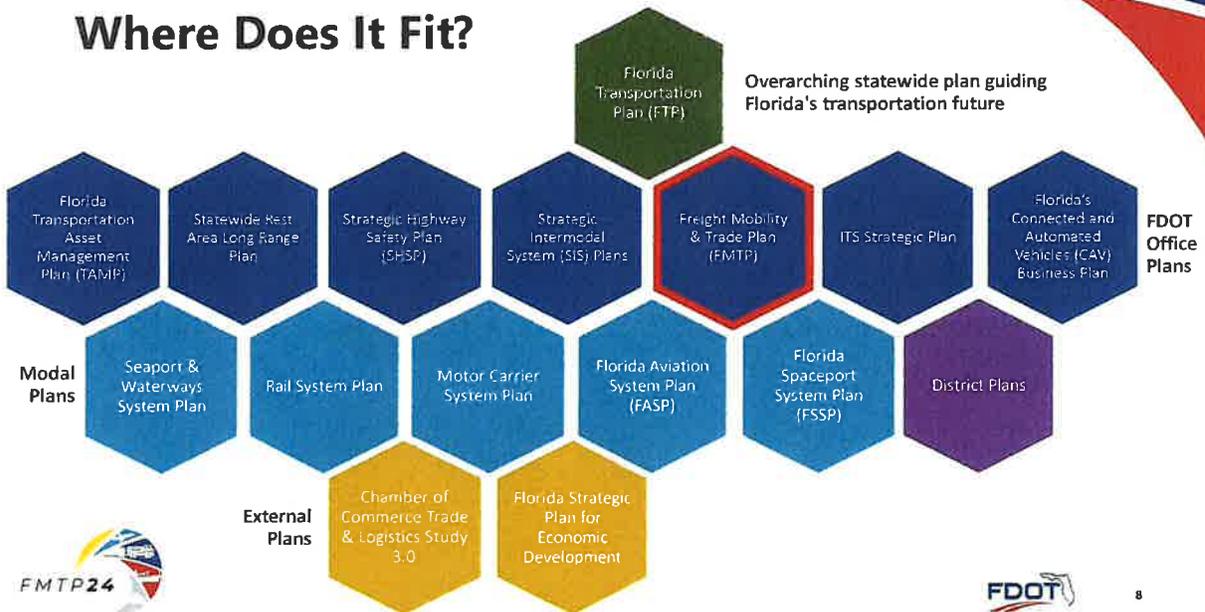
- A comprehensive plan that focuses on the movement of goods in, out, and around Florida
- Identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state
- Required to receive funding under the National Highway Freight Program



# A Brief History



# Where Does It Fit?



## Who Benefits, and How?

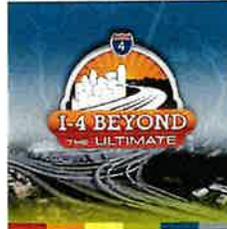
<b>General Public</b>	to understand freight's contribution to every day life
<b>Local Government</b>	to measure progress using plan metrics, leverage grants, apply for funding
<b>Elected Officials (Local/Legislature)</b>	to understand freight's role in economy, manufacturing, jobs
<b>Local Chambers of Commerce</b>	to explore freight's share of economy, logistics efficiency, economic strengths, challenges
<b>Manufacturers</b>	to see freight infrastructure availability, logistics efficiency, what places are pro-business
<b>News Outlets and Trade/Business Media</b>	to witness freight's role in daily life and the economy



9

## National Highway Freight Program (NHFP)

- The FMTP helps to determine which projects submitted from around the state will receive funding from the NHFP
- Expected funding amount per FY is ~\$65M
  - Totals finalized in yearly approval process
- This does not increase with the IIJA



**Title:**  
SR 400 (I-4) 1 Mile of SR 434 to E of SR 15/600 (US17/92)  
242592-4 (I-4 Beyond the Ultimate)  
**NHFP Funds:**  
\$15,000,000



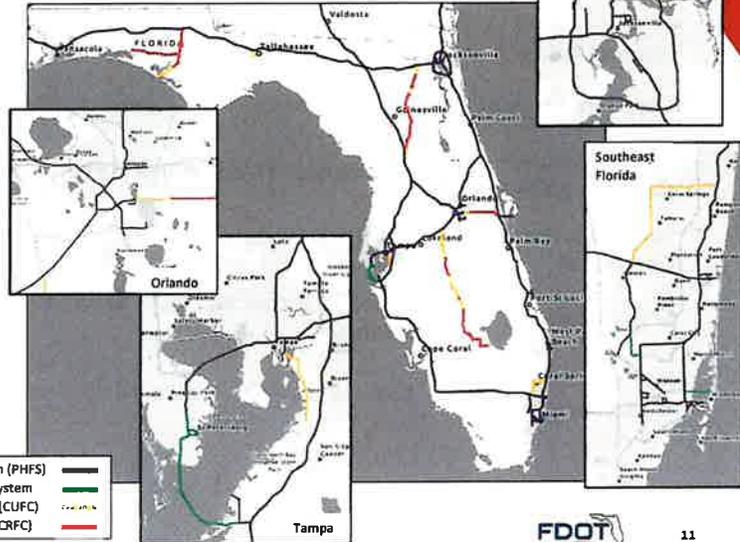
**Title:**  
I-4 Truck Parking Facility  
448698-1-52-01  
**NHFP Funds:**  
\$1,311,404



10

## Relation to the Freight Network

- The National Highway Freight Network (NHFN) helps strategically direct resources toward improved system performance for efficient movement of freight on highways
- Projects submitted for NHFP funding must be on the NHFN or prove that they benefit the NHFN



## The 2020 FMTP

### 8 Technical Memorandums

- TM 1: Policies & Strategies
- TM 2: Systems & Assets
- TM 3: Conditions & Performance
- TM 4: Trends
- TM 5: Needs & Issues
  - Scenario Planning
  - SWOT Analysis
- TM 6: Prioritization & Selection
- **TM 7: Investment & Improvement**
  - Funding
- TM 8: Implementation



### 10 Chapter Visual Plan

- Chapter 1: Approach
- Chapter 2: Outreach
- Chapter 3: Assets & Conditions
- Chapter 4: Trends
- Chapter 5: Issues & Needs
- Chapter 6: Scenario Planning
- Chapter 7: Prioritization
- Chapter 8: Investment
- Chapter 9: Recommendations
- Chapter 10: Implementation

Updated annually



## 2020 Objectives



- 1** Leverage multisource data and technology to improve freight system safety and security
- 2** Create a more resilient multimodal freight system
- 3** Ensure the Florida freight system is in a state of good repair
- 4** Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
- 5** Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
- 6** Improve last mile connectivity for all freight modes
- 7** Continue to forge partnerships between the public and private sectors to improve trade and logistics
- 8** Capitalize on emerging freight trends to promote economic development
- 9** Increase freight-related regional and local transportation planning and land use coordination
- 10** Promote and support the shift to alternatively fueled freight vehicles



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## Changes Since Last Plan

- Modal Development Office transition
- The COVID-19 pandemic and the challenges with the global supply chain
- New federal requirements & funding through the IIJA
- A new group of FLFAC members
- A new Florida Transportation Plan
- New FDOT focus areas



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## BIL Changes to Freight Planning



### Increases investment in multimodal freight infrastructure

- More formula dollars
- New and enhanced competitive programs



### Strengthens policy and programming that guide investments

- Expanded eligibility
- Increases critical freight corridors

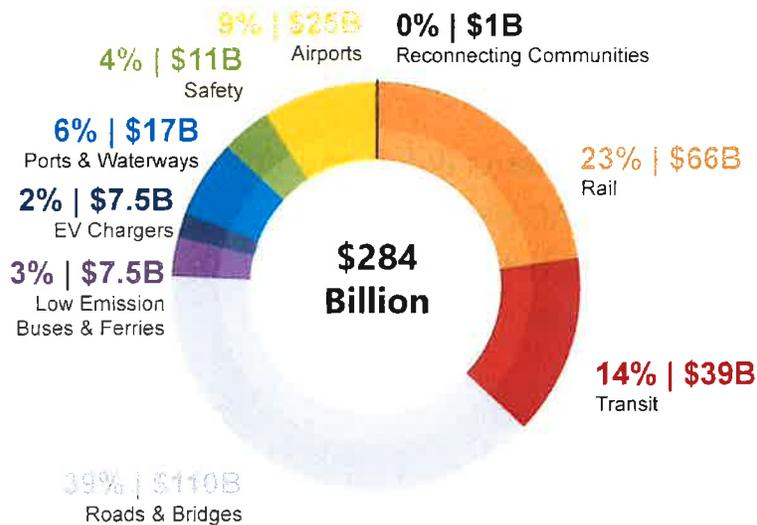


### Establishes Office of Multimodal Freight Infrastructure and Policy within USDOT



15

## New Transportation Investments (Nationally)



16

## Freight Funding Opportunities in IIJA

PROGRAMS	TYPE	FUNDED AMOUNT
National Highway Freight Program	Formula	\$7.2 Billion
National Infrastructure Project Assistance Program ("Mega-projects") <b>(NEW)</b>	Competitive	\$5 Billion
INFRA Program	Competitive	\$8 Billion
RAISE Program	Competitive	\$7.5 Billion
Reduction of Truck Emissions at Port Facilities Program <b>(NEW)</b>	Competitive	\$400 Million



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## New State Freight Plan Requirements

- Must be updated every four years instead of five
- Must include:
  - Supply chain cargo flows
  - Inventory of commercial ports
  - Impacts of e-commerce on freight infrastructure
  - Consideration of military freight
  - Assessment of truck parking facilities in the state
  - Strategies and goals to decrease:
    - The severity of impacts of extreme weather and natural disasters on freight mobility
    - The impacts of freight movement on local air pollution
    - The impacts of freight movement on flooding and stormwater runoff
    - The impacts of freight movement on wildlife habitat loss



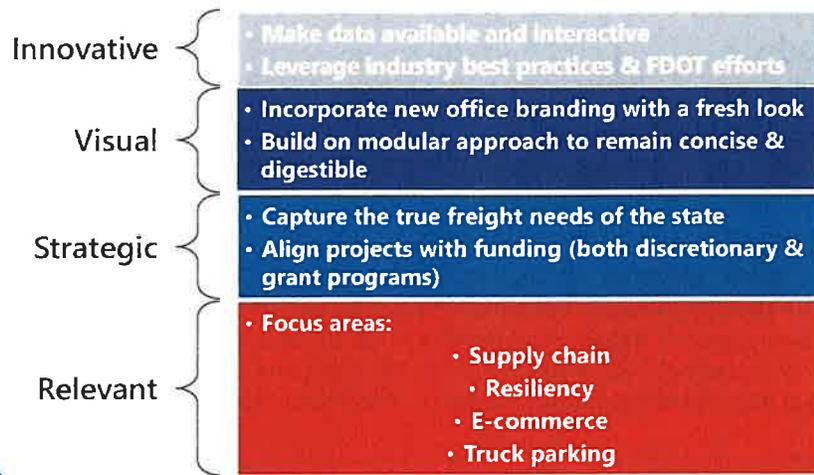
18

# Freight Data

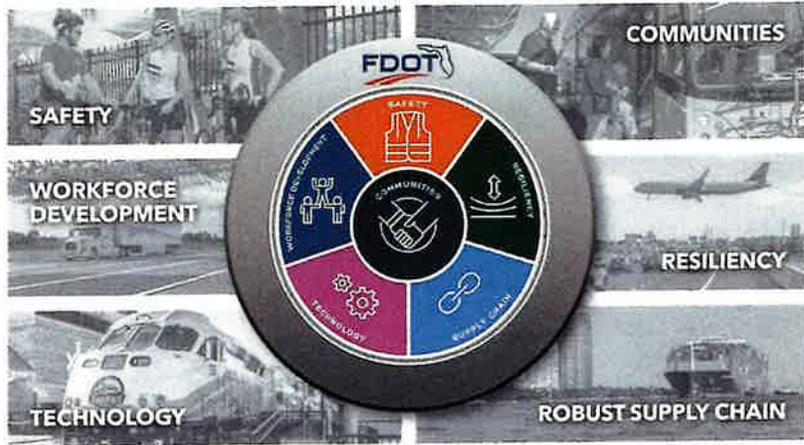
Requirement	Possible Data Source	Data Gap
Commercial motor vehicle parking facilities assessment	Truck parking surveys	-
Areas with a shortage of adequate parking and underlying causes	Truck Parking Development Handbook Truck GPS data	-
Supply chain cargo flows by mode of transportation	Freight Analysis Framework (FAF)	-
Commercial ports	U.S. Army Corps of Engineers Waterborne Commerce Statistics	-
E-commerce	-	E-commerce impacts on demand and delivery
Military freight	Strategic Highway Network (STRAHNET)	-
Impacts of extreme weather and natural disasters on freight mobility	Federal Emergency Management Agency (FEMA) After Action Reports	-
Impacts of freight movement on local air pollution	Environmental Protection Agency (EPA) Motor Vehicle Emission Simulator (MOVES)	-
Impacts of freight movement on flooding and stormwater runoff	-	Hydrology impacts of freight infrastructure
Impacts of freight movement on wildlife habitat loss	-	Wildlife data



# FMTP24 Plan Themes



# FDOT Focus Areas



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## REGIONAL PERSPECTIVE





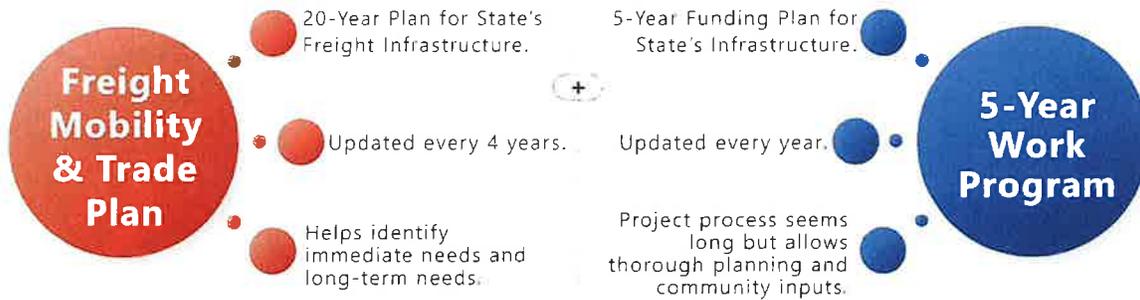
## 5-Year Work Program



23



## FMTP Guides Freight Investments





# District Two

**DISTRICT 2 | 18 Counties**



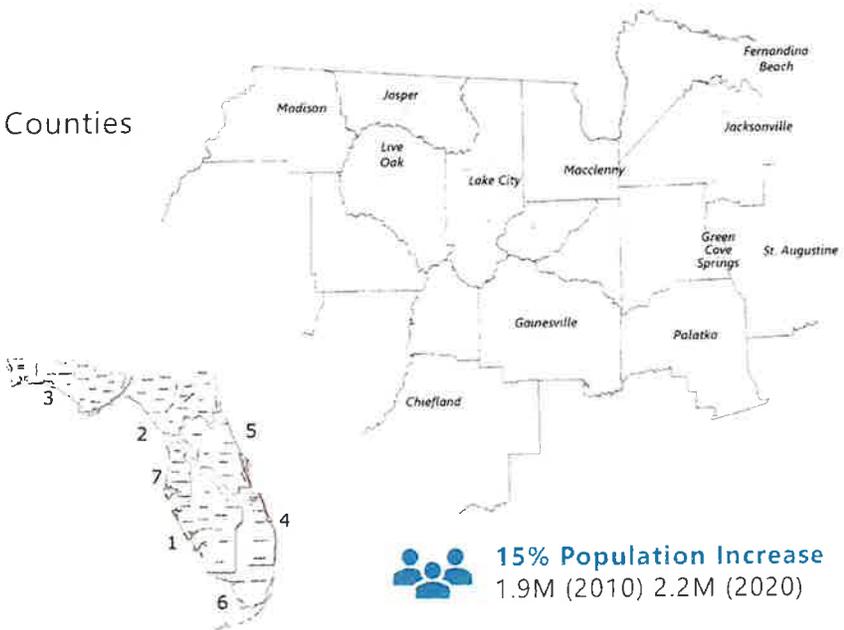
**LAND AREA**  
**11,904**  
sq. miles



**POPULATION**  
**2.2M**  
Residents



**EMPLOYMENT**  
**0.95M**  
jobs



**15% Population Increase**  
1.9M (2010) 2.2M (2020)

Sources: US Census Bureau 2020, US Bureau of Labor and Statistics 2022

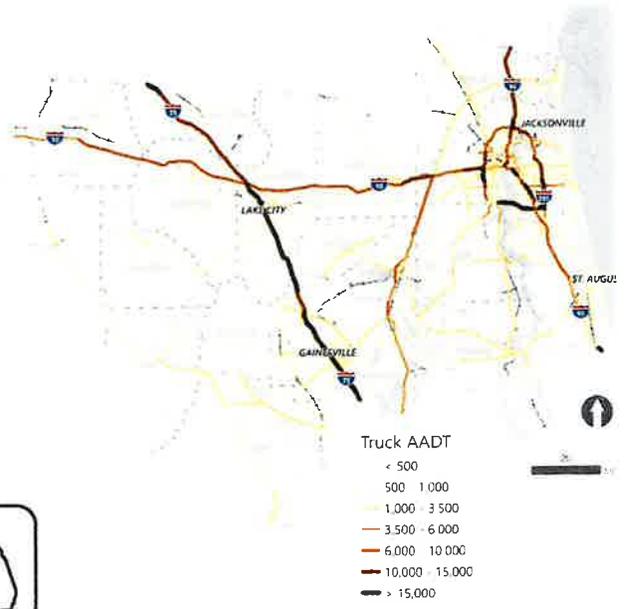
25



# Heavily Traveled Truck Corridors

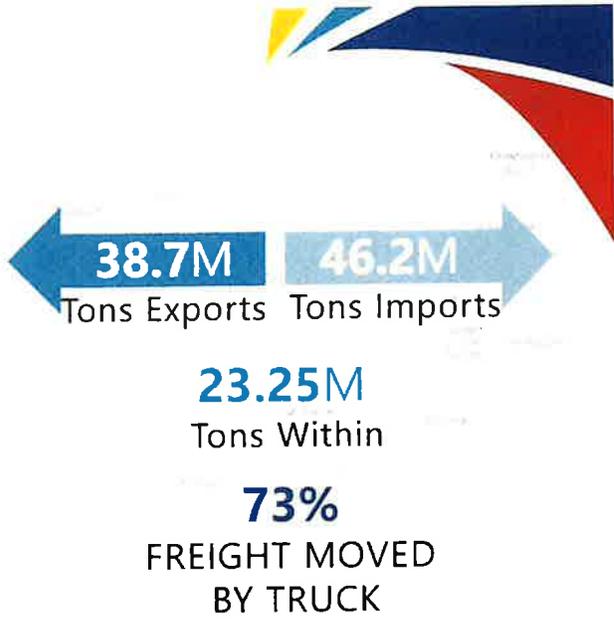


**Corridors with Highest Truck Volumes**



26





Source: FDOT Freight & Logistic Overview 2021

29 29

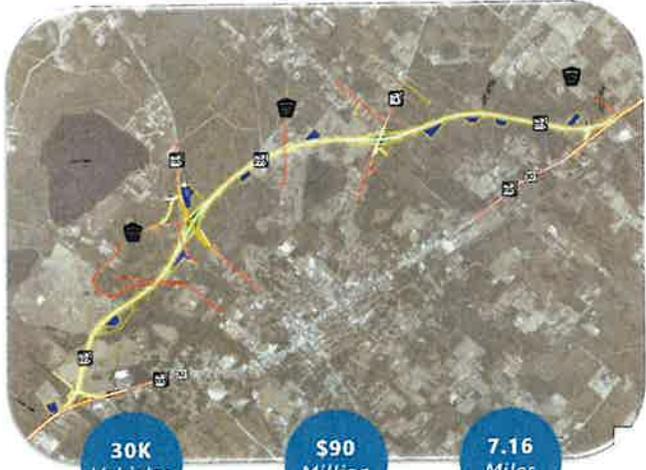
## Major Projects

### STARK TRUCK ROUTE



**4-Lane Rural Facility**  
Opened 2019

- U.S 301 **vital route** for Florida's trucking industry
- New road to **alleviate traffic** on the north and south ends of the U.S. 301 Starke route
- Truck **by-pass route** around the City of Starke
- **Reduction** in traffic congestion and heavy traffic



**30K** Vehicles  
Travel this Segment Daily

**\$90** Million  
Project Cost

**7.16** Miles  
Project Length<sup>30</sup>



## Major Projects **JAXPORT**



**Harbor Deepening Project**  
Deepen shipping channel from 40 feet to 47 feet through Blount Island



**SSA Jacksonville Container Terminal (JCT) at Blount Island**  
\$ 100 million in berth enhancements



**Container Cranes**  
These cranes are equipped to service post-Panamax vessels



## Major Projects **RAIL**



**Rail Capacity Project**  
FM# 446827-2  
**Jacksonville Freight Improvements**  
CSX, NS & FEC Interchange



**Starke RR Overpass From: US 301 to: East of CSX RR**  
FM#436558-1, work started in 2023





## Major Projects

# JAX INTL AIRPORT AIR CARGO RAMP EXPANSION



Completed 2019

- **FM#434876-1**
- Expanded the existing Air Cargo apron by adding **7000 square yards** of concrete to the southern side of the existing apron.
- The existing air cargo apron is located north of runway 14/32 and south of the terminal structure.



**\$2.6**  
Million

Project  
Cost

33



## Major Projects

# AIR CARGO 3 RAMP EXPANSION



Will begin 2023

- **FM#432640-2**
- Expands the existing apron near Air Cargo 3, which is located on the southeast end of the terminal and north of the approach end of Runway 32.
- The expansion will provide approximately **7,300** additional square yards of concrete south of the existing apron and will provide an additional parking spot and ADG IV taxiway access.



**\$5**  
Million

Project  
Cost

34

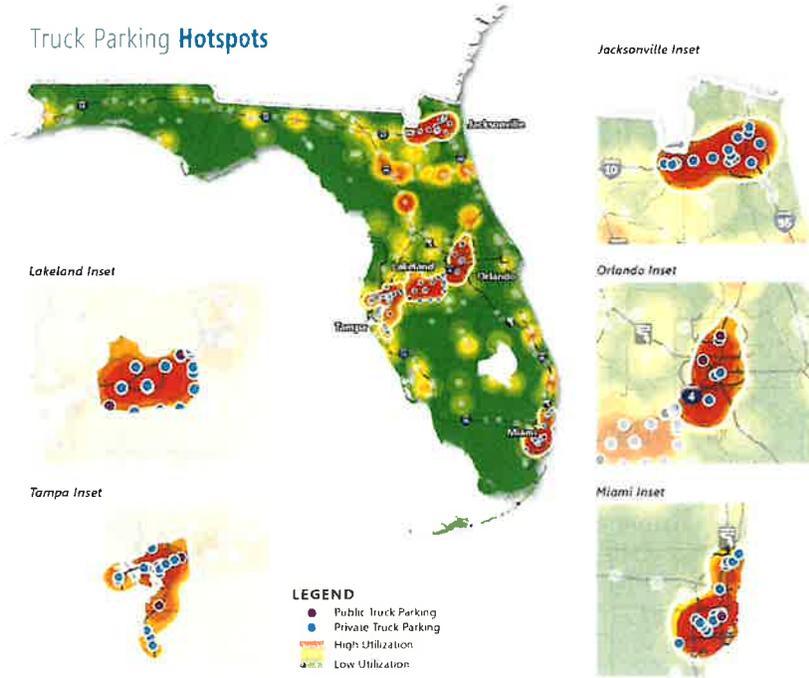
# North-East Florida Truck Parking Study



District Two has **31** public locations with **655** spaces.

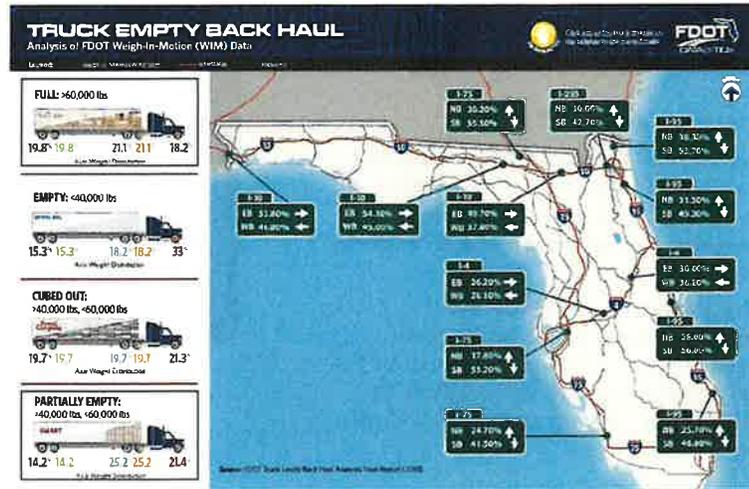
Northeast Florida Truck Parking Study, 2019

## Truck Parking Hotspots



## Looking Ahead FREIGHT IMBALANCE

- 142M Tons Inbound**
- 57M Tons Outbound**
- 656M Tons Within**



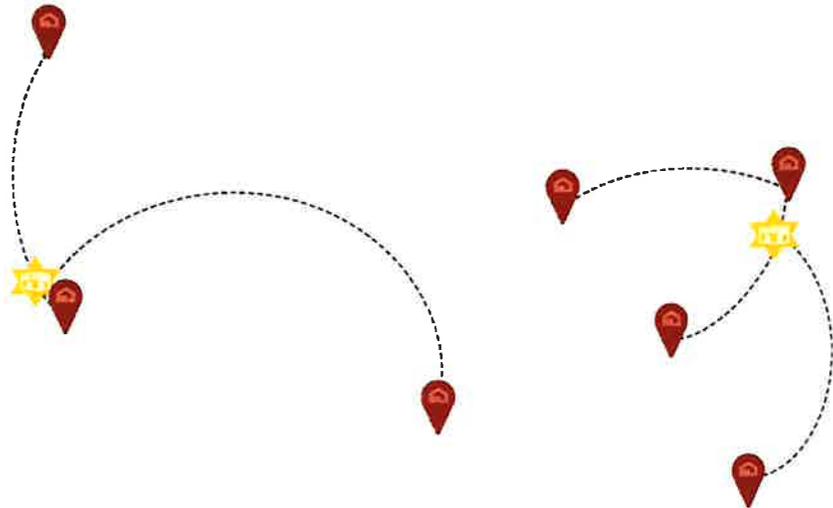
36

**Direct-to-CONSUMER**  
2016-ish



**Legend**

- FTL ROUTE
- PARCEL DELIVERY AREA
- ★ CENTRAL DISTRIBUTION
- 📍 REGIONAL DISTRIBUTION



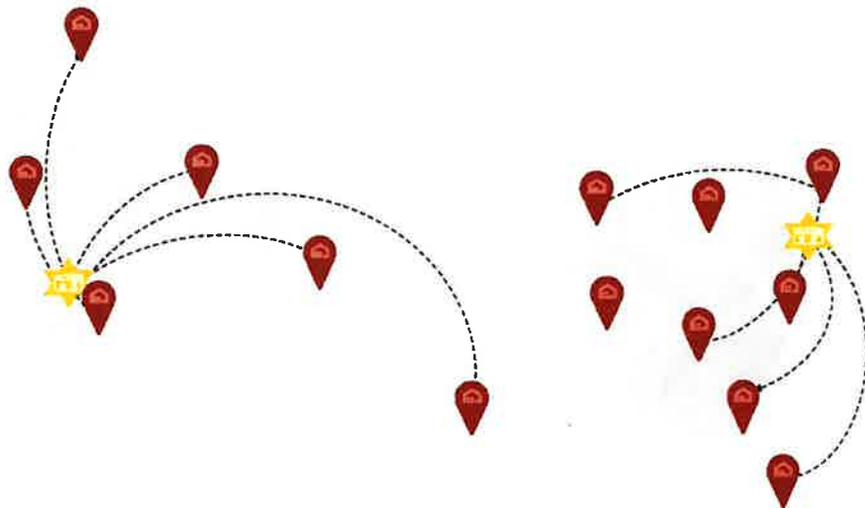
37

**Direct-to-CONSUMER**  
Current



**Legend**

- FTL ROUTE
- PARCEL DELIVERY AREA
- ★ CENTRAL DISTRIBUTION
- 📍 REGIONAL DISTRIBUTION



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# FMT<sup>P</sup>24

FREIGHT MOBILITY AND TRADE PLAN

## Hunter Livingston

FDOT District Two  
Freight, Seaport & Fleet  
[Hunter.Livingston@dot.state.fl.us](mailto:Hunter.Livingston@dot.state.fl.us)



## BREAKOUT SESSION



Go to  
[www.menti.com](http://www.menti.com)

Code  
**7552 8500**



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## Breakout Instructions

- Break up into smaller groups
- Small group facilitated discussions on:
  - Biggest regional issues
  - Potential solutions
  - Strategies to address issues/achieve objectives
- Group leader from each breakout group will report on the group discussions

**This is your chance to provide input! We want to hear from everyone!**



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## CONCLUDING REMARKS

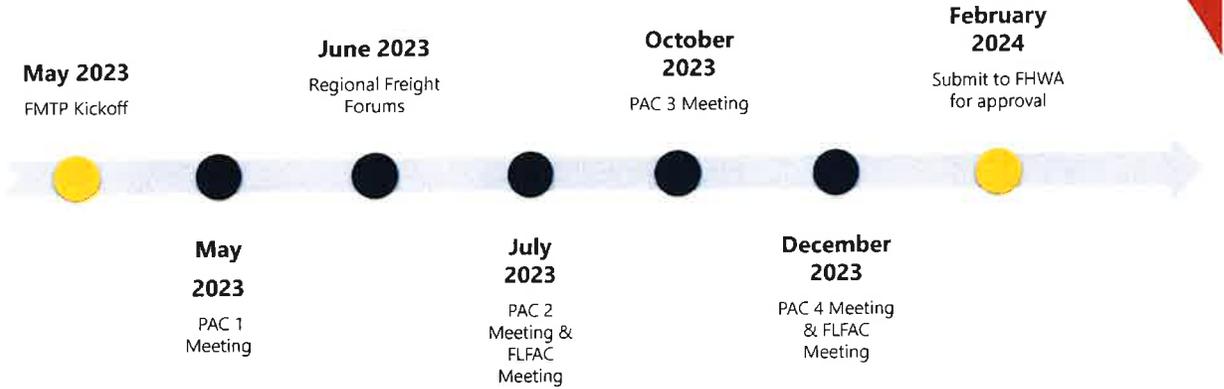


## FMTP Stakeholders/Outreach

	Florida Freight Advisory Committee (FLFAC)	Project Advisory Committee (PAC)	Regional Freight Forums	Public Comment
<b>WHO</b>	A representative cross-section of public and private sector freight stakeholders	Members from relevant FDOT Offices and District Freight Coordinators (DFCs)	Members of the public and freight stakeholders	Members of the public and freight stakeholders
<b>WHAT</b>	Advise on freight-related priorities, issues, projects, and funding needs; Promote the sharing of information between the private/public sectors	Provide project oversight and guidance; Share best practices and lessons learned	Help identify statewide or District-specific freight trends, challenges, needs, and solutions	Ensure the plan appropriately captures public input



## Next Steps



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## Other Ways to Provide Input

- Post-meeting online survey/comment form
- Reach out to your District Freight Coordinator



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# Freight Coordinators

## District 1 | Bartow

Amanda Tyner  
Amanda.Tyner@dot.state.fl.us

## District 2 | Lake City

Hunter Livingston  
Hunter.Livingston@dot.state.fl.us

## District 3 | Chipley

Ray Corbitt  
Ray.Corbitt@dot.state.fl.us

## District 4 | Ft. Lauderdale

Justin Stroh  
Justin.Stroh@dot.state.fl.us

## District 5 | DeLand

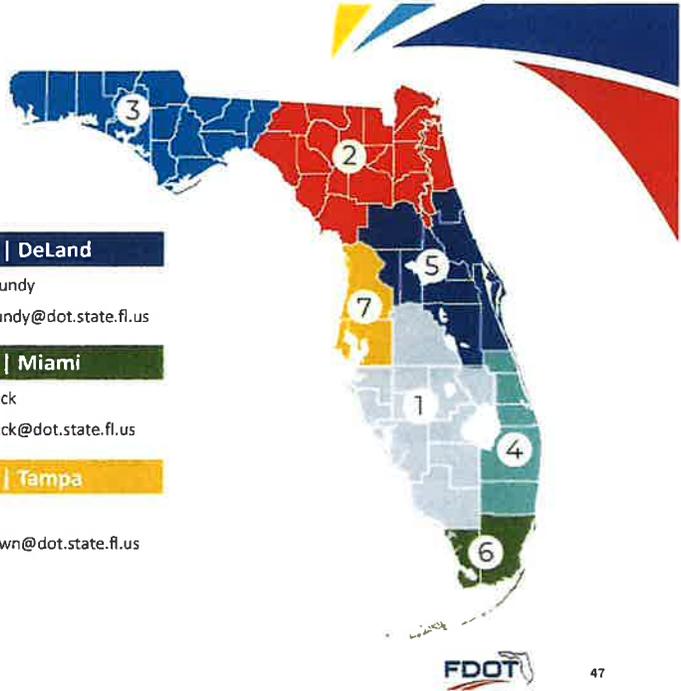
Sarah Van Gundy  
Sarah.VanGundy@dot.state.fl.us

## District 6 | Miami

Daniel Lameck  
Daniel.Lameck@dot.state.fl.us

## District 7 | Tampa

Mike Brown  
Michael.Brown@dot.state.fl.us



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# Regional Outreach Dates



### CENTRAL FL- June 12, 2023 | 1PM-4PM

FDOT Deland - Cypress A&B Conference Room  
719 South Woodland Blvd., Deland, FL 32720

### SOUTHWEST FL- June 13, 2023 | 1PM-4PM

FDOT Southwest Area Office (SWAO) Conference Room  
10041 Daniels Parkway, Ft. Myers, FL 33913

### NORTHEAST FL- June 15, 2023 | 9AM-12PM

FDOT Jacksonville - Urban Office Training Center  
2198 Edison Avenue, Jacksonville, FL 32204

### WEST CENTRAL FL- June 19, 2023 | 1PM-4PM

FDOT District 1 HQ Conference Room  
801 North Broadway Avenue, Bartow, FL 33830

### NORTH FL- June 21, 2023 | 1PM-4PM

FDOT Central Office - Auditorium  
605 Suwannee Street, Tallahassee, Florida 32399

### SOUTH FL- June 29, 2023 | 1PM-4PM

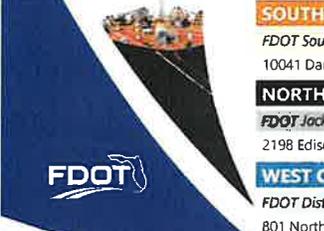
Miami-Dade Public Library - Aventura Branch  
2930 Aventura Blvd., Aventura, FL 33180

### SOUTHEAST FL- June 30, 2023 | 1PM-4PM

FDOT Fort Lauderdale - Auditorium  
3400 West Commercial Blvd., Ft. Lauderdale, FL 33309

### VIRTUAL- July 12, 2023 | 9AM-12PM

GoToWebinar - Register Here:  
[FMTP24 GoToWebinar Registration](#)



**THANK YOU**

**Holly Cohen**  
Freight and Rail Planning  
Administrator  
850.414.4954  
Holly.Cohen@dot.state.fl.us

**Eugene Jules**  
Freight and Rail Planner – RXR  
Opening/Closure Program  
850.414.4528  
eugene.jules@dot.state.fl.us

**FREIGHT@dot.state.fl.us**





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July 12, 2023

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

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Florida Department of Transportation Regional Modeling for  
Long-Range Transportation Plans Flyer

STAFF RECOMMENDATION

**For Information Only.**

BACKGROUND

The Florida Department of Transportation has provided a flyer concerning regional modeling for long-range transportation planning (see Exhibit 1).

Currently, the Florida Department of Transportation District 2 staff coordinates with its two metropolitan planning organizations:

- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; and
- North Florida Transportation Planning Organization

In addition, the Florida Department of Transportation District 2 staff coordinates with the predominantly rural counties and municipalities within District 2 concerning long-range transportation planning needs.

The Metropolitan Transportation Planning Organization utilizes an Alachua Countywide transportation planning model (Gainesville Urban Area Transportation Study). The North Florida Transportation Planning Organization utilizes a multi-county regional model (Northeast Regional Planning Model).

Attachment

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# REGIONAL MODELING FOR LONG RANGE TRANSPORTATION PLANS



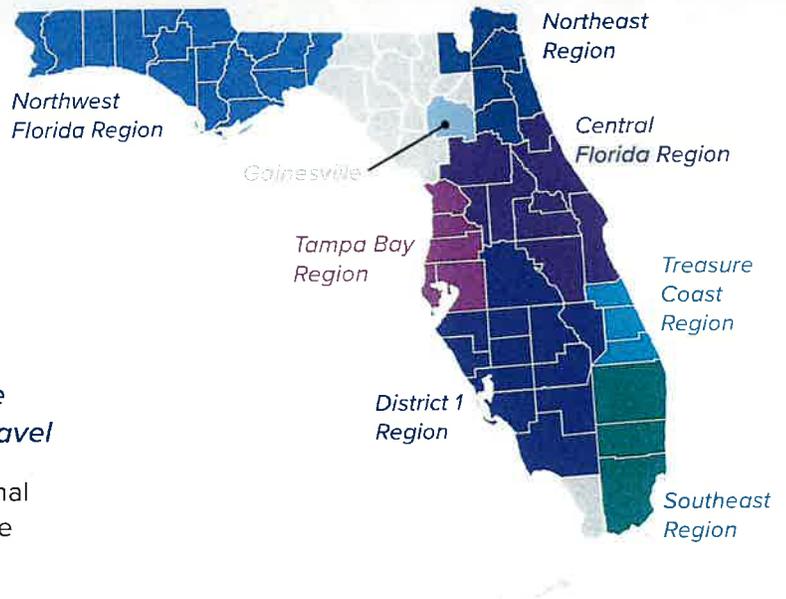
FLORIDA DEPARTMENT  
OF TRANSPORTATION

## WHAT IS REGIONAL MODELING?

Regional modeling is a process used in transportation planning to assess and estimate future travel patterns within a specific geographic region. It involves the analysis of various factors that influence travel demand, such as:

- *Population*
- *Employment*
- *Land use*
- *Existing and future transportation infrastructure and the associated ease of travel*

Travel demand models (TDMs) are the computational tools running on specialized software used to make travel pattern forecasts.



## WHY IS IT IMPORTANT?

The goal of regional modeling is understanding how people travel within a specific region, where people live and work, the modes of transportation they use, and the routes they take to their destinations. TDMs help Metropolitan Planning Organizations (MPOs) develop long range transportation plans (LRTPs) by analyzing travel patterns and land use alongside potential impacts of transportation policies and investments.

## HOW DOES IT WORK?

The modeling process involves several interconnected work stages to capture travel patterns within a region, the first of which is collecting high-quality data that provides a picture of the current socioeconomic and infrastructural landscape of the region to serve as inputs into the model.

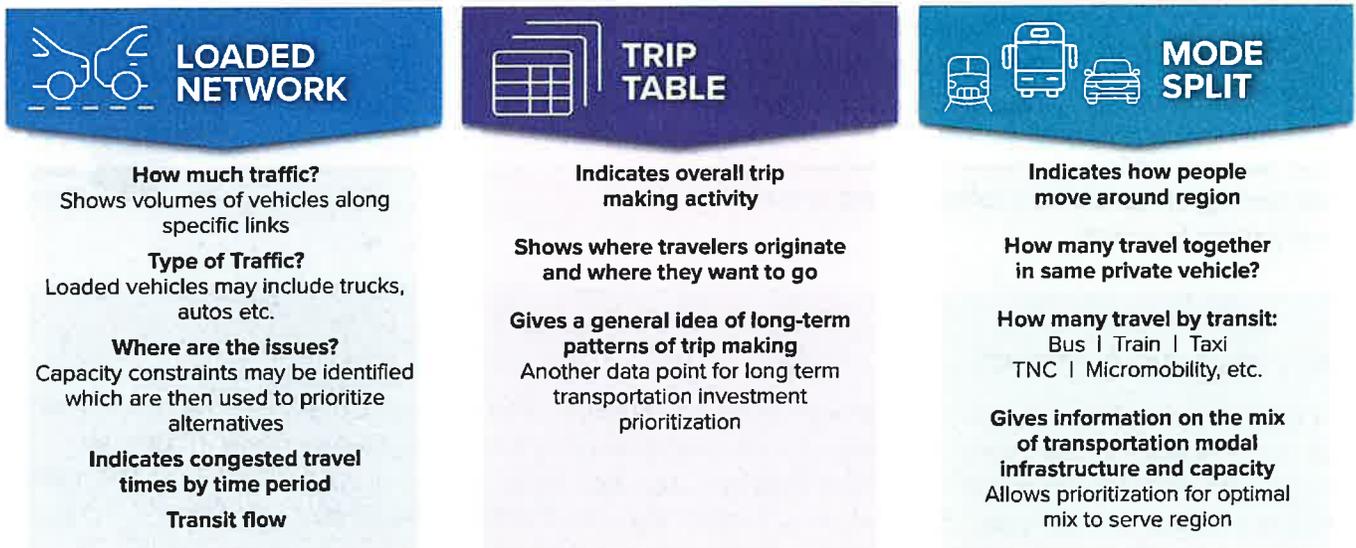
 <p><b>POPULATION DATA</b></p> <p><i>Base Year:</i> U.S. Census Bureau Census Transportation Planning Products (CTPP)</p> <p><i>Future Year:</i> Bureau of Economic and Business Research (BEBR)</p>	 <p><b>HIGHWAY NETWORK</b></p> <p>Includes FDOT's Roadway Characteristic Inventory (RCI)</p> <p><i>Future Year Network Includes:</i> Existing plus committed roadway infrastructure Infrastructure that has been deemed cost feasible</p>	 <p><b>EMPLOYMENT DATA</b></p> <p><i>Public Sources:</i> U.S. Census Bureau County Business Patterns (CBP) Longitudinal Employer-Household Dynamics (LEHD)</p> <p><i>Additional Sources:</i> A number of private sources are also used to develop employment data for regional models</p>
---	---	--

## REGIONAL MODELING FOR LONG RANGE TRANSPORTATION PLANS

Once the current trends in the region have been established, a baseline model run can be executed, which represents no changes in the region's infrastructure beyond those already planned and money allocated (programmed). The results of this run are utilized to identify potential future problems within the region's transportation system, such as overly congested roadways, access limitations, and more. Local planners are then able to assess any potential problems that are identified in the results and determine possible solutions.

The model serves as the key tool for testing these solutions. Any number of scenarios can be crafted containing modifications to the model inputs that reflect the solution(s) being tested. Modifications may involve new roadway alignments and infrastructure like bridges, tunnels etc., new transit service or service patterns, changed roadway characteristics such as widenings, different population, household and employment assumptions, among others. These scenarios are subsequently run to determine the magnitude of the impact of the suggested improvements on the future conditions of the region.

After studying the results from the completed scenarios, planners and decision-makers can determine which improvement projects to prioritize to address the needs of the region's anticipated future travel conditions. Scenarios are used during community engagement to help local stakeholders visualize future needs and consider tradeoffs and prioritization of projects and policies based on their specific regional needs or preferences.



This ultimately results in the development of LRTPs that are built from the prioritization process and represent the list of projects that the community has agreed will best accommodate future growth, reduce congestion, enhance accessibility and generally address the needs, concerns and preferences of the region's stakeholders.

### **ADDITIONAL RESOURCES**

[FHWA Policy and Guidance for Travel Demand Modeling and Traffic Analysis Tools](#)

[Florida Standard Urban Transportation Model Structure](#)

[Florida Department of Transportation Metropolitan Planning Support](#)

[Florida Department of Transportation Forecasting & Trends Office](#)



FORECASTING & TRENDS OFFICE



**XI**

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July 12, 2023

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

FROM: Scott R. Koons AICP, Executive Director 

SUBJECT: Florida Department of Transportation Performance Measures - Target Zero Flyer

STAFF RECOMMENDATION

**For Information Only.**

BACKGROUND

The Florida Department of Transportation has provided a Target Zero flyer (see Exhibit 1). The Target Zero campaign was established in the Florida State Highway Safety Plan. The flyer includes an invitation to join Florida's Target Zero Network. Staff will coordinate with the Florida Department of Transportation to join the network.

Attachment

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# TARGET ZERO

FLORIDA'S TRANSPORTATION SAFETY INITIATIVE



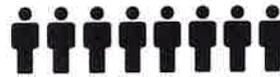
WHAT?

## TOGETHER TOWARD ZERO

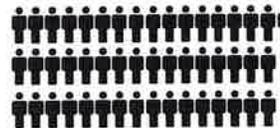
Florida's target is **ZERO FATALITIES AND SERIOUS INJURIES**.

WHY?

## ON FLORIDA'S ROADS...



**8** daily fatalities



**49** daily serious injuries

*But when it comes to human lives, no death or serious injury is acceptable.*

Source: FDOT

## HOW DO WE GET THERE?

### NATIONALLY VISION ZERO NETWORK

The Vision Zero Network is a national collaborative network to help communities eliminate traffic fatalities and serious injuries, while increasing safe, healthy, and equitable mobility. First implemented in Sweden in the 1990s, where traffic deaths have been cut in half even while the number of trips increased, Vision Zero is gaining momentum across the globe, including in many U.S. communities.

### HELPING FLORIDA'S COMMUNITIES ACHIEVE THE NATIONAL VISION



Florida established Target Zero in the **Strategic Highway Safety Plan** to provide a framework for how Florida's communities work to achieve the national vision **TOGETHER**, by:

- Establishing the **FORMAL PERFORMANCE TARGET OF ZERO** fatalities and serious injuries with the **Federal Highway Administration (FHWA)** and **National Highway Traffic Safety Administration (NHTSA)**, and **TRACKING PROGRESS** toward that goal.
- Supporting safety partners by collecting, analyzing, and using data to identify and address **FLORIDA-SPECIFIC NEEDS**, AND prioritize **STRATEGIC INVESTMENTS**.
- Employing a **HUMAN-FACTORS APPROACH** to mitigate human errors in a **SAFE SYSTEM APPROACH**.
- Establishing a **FLORIDA NETWORK** for resource and information **SHARING AMONG COMMUNITY PARTNERS**.





## JOIN FLORIDA'S TARGET ZERO NETWORK

- Participate in the development and implementation of Florida's Strategic Highway Safety Plan.
- Access safety-related data, analysis tools, and dashboards in the **Safety Data Integration Space**.
- Access extensive safety analysis of Florida's top safety challenges, to maximize resources. **See countermeasures to address Florida's top lane departure, pedestrian, and bicyclist safety challenges.**
- Access over 100 **FREE** and pre-recorded **safety courses**, and receive announcements for upcoming safety courses.
- **Access video, audio digital media, social media posts, print materials and more** to support community outreach and engagement.
- Join one of Florida's statewide multiagency and multidisciplinary **Traffic Safety Coalitions**.

## AND GET CONNECTED TO THESE SAFE SYSTEM APPROACH RESOURCES:

### SAFE ROADS

- 🎯 Design and operate **SAFE ROADS** with context-based engineering criteria from the **FDOT Design Manual**, the **FDOT Traffic Engineering Manual**, and **more**.
- 🎯 Obtain FHWA funding for safety infrastructure investments to achieve **SAFE ROADS** on all public roadways. See **The Highway Safety Improvement Program Guidelines** for eligibility.

### SAFE ROAD USERS

- 🎯 Promote **SAFE ROAD USERS** with **access** to video and audio digital media, social media posts, print materials, and more! See our **Annual Safety Calendar** for comprehensive access to resources.
- 🎯 Develop **SAFE ROAD USERS** with funding for safety education and enforcement efforts! See **Traffic Safety Subgrants (fdot.gov)** for programs and eligibility.

### SAFE SPEEDS

- 🎯 Design for **SAFE SPEEDS** using speed management design criteria in **FDOT's Design Manual**.
- 🎯 Establish **SAFE SPEEDS** using **Florida's Speed Zoning Manual**.
- 🎯 Enforce **SAFE SPEEDS** by obtaining **NHTSA funding for speed enforcement**.

### POST CRASH CARE

- 🎯 Access **POST CRASH CARE** resources with **additional enforcement grants**.

### SAFE VEHICLES

- 🎯 Advance **SAFE VEHICLES** by conducting research, developing, and testing emerging transportation technologies in safe and controlled environments at **Florida's SunTrax facility**.



Click here to learn more at [TargetZeroFL.com](https://www.targetzerofl.com)



# BICYCLE/PEDESTRIAN ADVISORY BOARD MEMBER ROSTER

**BPAB Quorum check:** BPAB quorum is 50% +1 of currently appointed BPAB members *(excluding student-seat\*\*\* appointee)*. BPAB currently has 12 regular appointed members. 7 members are needed for meeting action/quorum.

*\* Expired Terms: Stay in office until replaced, termination or resignation*

*Red = VACANT POSITION*

**as of... July 2023**

## GAINESVILLE CITY COMMISSION APPOINTED

Member	Address/E-Mail	Phone	Start	End
<b>Jonathan Coron</b> City Appointee # 1	6334 NW 33rd Street Gainesville, FL 32653 <a href="mailto:coronjonathan@gmail.com">coronjonathan@gmail.com</a>	(352) 375-7151 (hm) (352) 514-0266 (cell)	<b>12/3/2020</b>	<b>12/31/2023</b> (2nd term since Jan20)
<b>Raymond Brady</b> City Appointee # 2	1719 NW 23rd Avenue, Apt. 3F Gainesville, FL 32605 <a href="mailto:rbrady1959@gmail.com">rbrady1959@gmail.com</a>	(352) 554-5328	6/1/2023	<b>12/31/2025</b> (1st term since Jun23)
<b>Dr. Geraldine Klarenberg</b> City Appointee # 3	517 NE 8th Avenue Gainesville, FL 32601 <a href="mailto:gklarenberg@gmail.com">gklarenberg@gmail.com</a>	(386) 517-3952 (cell)	<b>1/21/2021</b>	<b>12/31/2021</b> (1st term since Jan21)
<b>Patrick White</b> City Appointee # 4	320 SE 3rd Street, C10 Gainesville, FL 32601 <a href="mailto:pfwhite9@gmail.com">pfwhite9@gmail.com</a>	(904) 548-8268 (cell)	<b>10/6/2022</b>	<b>12/31/2025</b> (1st term since Oct22)
<del><b>India Blachard</b></del> <del>City Appointee # 5</del> <del>STUDENT SEAT***</del>	<del>928 NW 36th Avenue</del> <del>Gainesville, FL 32609</del> <del><a href="mailto:indiablancha@gmail.com">indiablancha@gmail.com</a></del>	<del>(352) 789-9000 (cell)</del>	<del>11/7/2019</del>	<del>9/30/2022</del> <del>(1st term since Nov19)</del>

**VACANT**

## ALACHUA COUNTY COMMISSION APPOINTED

Member	Address/E-Mail	Phone	Start	End
<b>Alex Anania</b> County Appointee # 1 <b>BPAB VICE-CHAIR**</b>	528 NW 2nd Street Gainesville, FL 32601 <a href="mailto:aanania2@gmail.com">aanania2@gmail.com</a>	(954) 292-9268 (hm)	<b>3/9/2021</b>	<b>8/31/2023</b> (1st term since Mar21)
<b>Ayana Archer</b> County Appointee # 2	1420 SE 41st Avenue Gainesville, FL 32641 <a href="mailto:ayanaarcher@gmail.com">ayanaarcher@gmail.com</a>	(352)871-5552 (hm)	<b>4/11/2023</b>	<b>8/31/2025</b> (1st term since Apr23)
<b>Kathie Ebaugh</b> County Appointee # 3	2323 SW 112th Street Gainesville, FL 32607 <a href="mailto:kathiewe@comcast.net">kathiewe@comcast.net</a>	(352) 505-0843 (wk) (941) 234-6263 (cell)	<b>4/11/2023</b>	<b>8/31/2024</b> (1st term since Apr23)
<b>Joakim "Jay" Nordqvist</b> County Appointee # 4 <b>BPAB CHAIR*</b>	14313 SW 70th Street Archer, FL 32618 <a href="mailto:joakimbnordqvist@hotmail.com">joakimbnordqvist@hotmail.com</a>	(352) 495-6300 (hm) (352) 331-6770 (hm2)	<b>3/9/2021</b>	<b>8/31/2023</b> (1st term since Mar21)

## METROPOLITAN TRANSPORTATION PLANNING ORG. APPOINTED

Member	Address/E-Mail	Phone	Start	End
<b>Emily Hind</b> MTPO Appointee # 1	1923 NW 5th Avenue Gainesville, FL 32603 <a href="mailto:emilyhind@yahoo.com">emilyhind@yahoo.com</a>	(307) 399-1132 (cell)	<b>7/11/2022</b>	<b>10/31/2025</b> (1st term since Jul22)
<b>Kaidian Boubacar</b> MTPO Appointee # 2	1947 NW 34th Avenue Gainesville, FL 32605 <a href="mailto:kaidian.cargill@gmail.com">kaidian.cargill@gmail.com</a>	(347) 400-1030 (cell)	<b>4/3/2023</b>	<b>10/31/2024</b> (1st term since Apr23)
<b>Gina van Blokland</b> MTPO Appointee # 3	310 NE 13th Avenue Gainesville, FL 32601 <a href="mailto:blokland6666@gmail.com">blokland6666@gmail.com</a>	(352) 317-3516 (cell)	<b>4/26/2021</b>	<b>10/31/2023</b> (1st term since Apr21)
<b>Thomas Knapp</b> MTPO Appointee # 4	10102 SW 82nd Lane Gainesville, FL 32608 <a href="mailto:kubby.communications@gmail.com">kubby.communications@gmail.com</a>		<b>4/26/2021</b>	<b>10/31/2023</b> (1st term since Apr21)

## Non-Voting Members (Staff contacts)

Agency	Name	Phone	Email
City of Gainesville	Dekova Batey	(352) 393-8493	<a href="mailto:bikeped@cityofgainesville.org">bikeped@cityofgainesville.org</a>
Alachua County	Chris Dawson	(352) 374-5249 x2222	<a href="mailto:cdawson@alachuacounty.us">cdawson@alachuacounty.us</a>
MTPO	Michael Escalante	(352) 955-2200 x114	<a href="mailto:escalante@ncfrpc.org">escalante@ncfrpc.org</a>
FL Dept. of Transp.	Derek Dixon	(904) 360-5653	<a href="mailto:Derek.Dixon@dot.state.fl.us">Derek.Dixon@dot.state.fl.us</a>

**NAME: Bicycle/Pedestrian Advisory Board (BPAB) Attendance**

**ATTENDANCE ROSTER: JANUARY 1, 2023 through DECEMBER 31, 2023**

Forward to: [bikeped@cityofgainesville.org](mailto:bikeped@cityofgainesville.org)

REGULAR BPAB MEETINGS											# Missed
▼ NAME OF MEMBER ▼	2/2/23 Mtg # 1	3/16/23 Mtg # 2	5/18/23 Mtg # 3	7/20/23 Mtg # 4	9/14/23 Mtg # 5	11/16/23 Mtg # 6					
Jonathan Coron (City1)	C	P	P								0
Raymond Brady (City2)	E	E	E								0
Dr. Geraldine Klarenberg (City3)	C	A	A								2
Patrick White (City4)	R	R	P								0
VACANT (City5) Stud. Seat***	E	E	E	E							0
Alex Anania (County1)	C	A	A								2
Ayana Archer (County2)	C	E	E								0
Kathie Ebaugh (County3)	R	R	P								0
Jay Nordqvist (County4) Chair*	C	P	P								0
Emily Hind (MTPO1)	C	P	P								0
Kaidian Boubacar (MTPO2)	C	R	R								0
Gina van Blockland (MTPO3)	C	P	P								0
Thomas Knapp (MTPO4)	C	A	P								1
No longer Appointed to BPAB											

\*BPAB CHAIR / \*\*BPAB VICE-CHAIR / \*\*\*BPAB STUDENT SEAT / BPAB SECY.\*\*\*\*

**KEY:** A = ABSENT      P = PRESENT      Authorized by: Dekova Batey    07 / 20 / 2023 (BPAB Staff Liaison)  
X =DISREGARD (Workshop/Subcomm.    C = MEETING CANCELLED  
R = RESIGNED/REMOVED      E = EXPIRED TERM      # = ADDED MEETINGS      Q = CANCELLED FOR LACK OF QUORUM



## Bicycle/Pedestrian Advisory Board (BPAB) 2023 Meeting Date Information

**BPAB Meeting Location:** (\*Location Subject to change)

Alachua County Administration Building  
Grace Knight Conference Room, 2nd FL  
12 S.E. 1st Street  
Gainesville, Florida

**BPAB Meeting Time:** Approx. 2 hours, end 9:00 PM (*Times Subject to Change*)

7:00 PM for regular meetings / 6:00 PM for Subcommittees, trainings and workshops

**BPAB Meeting Day:** Specific Thursday dates.

# 2023

BPAB Meeting Dates: (*Subject to Change*)

**Submit agenda items by:**

- ~~1.) Thursday, February 02, 2023----- CANCELLED-----Tues. 1/24/2023~~
- 2.) Thursday, March 16, 2023-----Thurs. 3/02/2023
- 3.) Thursday, May 18, 2023-----Thurs. 5/04/2023
- 4.) Thursday, July 20, 2023-----Thurs. 7/06/2023
- 5.) Thursday, September 14, 2023-----Thurs. 8/31/2023
- 6.) Thursday, November 16, 2023-----Thurs. 11/02/2023

**BPAB Meeting Contact:**

Bicycle/Pedestrian Advisory Board  
Dekova T. Batey, Staff Liaison  
P.O. Box 490, M.S. 5  
Gainesville, FL 32627-0490

Phone (352) 393-8493

Email [bikeped@cityofgainesville.org](mailto:bikeped@cityofgainesville.org)

D.T.B. 01/16/2023, **04/20/2023**