



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

May 25, 2022

TO: Citizens Advisory Committee
 Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On June 1, 2022, the Technical Advisory Committee will meet at 2:00 p.m. in the **Gainesville Regional Utilities General Purpose Meeting Room, 301 SE 4th Avenue.**

Also, on June 1, 2022 the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street.** Times shown on this agenda are for the Citizens Advisory Committee meeting.

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

STAFF RECOMMENDATION

- | | | | |
|-----------------------|------|---|------------------------------|
| 7:00 p.m. | I. | Introductions (if needed)* | |
| Page #1
7:05 p.m. | II. | Approval of Meeting Agenda | APPROVE AGENDA |
| Page #3
7:10 p.m. | III. | Approval of Committee Minutes | APPROVE MINUTES |
| CAC Only | IV. | Committee Elections* | ELECT CHAIR AND VICE-CHAIR |
| | | <u>Each year, a new Chair and Vice-Chair are elected.</u> | |
| Page #11
7:15 p.m. | V. | Transportation Improvement Program for Fiscal Years 2022-23 to 2026-27 | APPROVE STAFF RECOMMENDATION |
| | | <u>The Metropolitan Transportation Planning Organization needs to approve its Transportation Improvement Program in order to receive federal and state funds.</u> | |

Page #15
7:20 p.m.

VI. **List of Priority Projects for
Fiscal Years 2023-24 to 2027-28**

**APPROVE STAFF
RECOMMENDATION**

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

Page #17
7:25 p.m.

VII. **Public Involvement Plan Update**

**APPROVE STAFF
RECOMMENDATION**

Each year, the Metropolitan Transportation Planning Organization reviews its public involvement plan to ensure that its process provides full and open access to all citizens.

Page #21
7:30 p.m.
CAC Only

VIII. **Kermit Sigmon Citizen Participation Award - 2020**

SELECT RECIPIENT

Each year, the Citizens Advisory Committee selects a recipient for this award.

IX. **Information Items**

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

Page #23
Page #37
Page #45
Page #47

- A. Florida Department of Transportation Performance Measures - April 2022
- B. Florida Department of Transportation District 2 "Safety Brake" - April 2022
- C. Advisory Committee Attendance Records
- D. Meeting Calendar - 2022

*No handout included with the enclosed agenda item.

MINUTES

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

Gainesville Regional Utilities Administration Building
301 SE 4th Avenue
Gainesville, Florida

April 6, 2022
2:00 p.m.

<u>MEMBERS PRESENT IN PERSON</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT IN PERSON</u>
Chris Dawson, Chair Dekova Batey Ronald Fuller Deborah Leistner Rachel Mandell Mari Schwabacher Jason Simmons Thomas Strom	Aaron Carver Yaima Droese		Michael Escalante
			<u>STAFF PRESENT VIA TELEPHONE</u>
			Scott Koons

MEMBERS PRESENT
VIA TELEPHONE

None

CALL TO ORDER

Chair Chris Dawson, Alachua County Transportation Planning Manager, called the meeting to order at 2:04 p.m.

I. INTRODUCTIONS

Chair Dawson announced himself and other members in attendance.

II. APPROVAL OF THE MEETING AGENDA

Chair Dawson and asked for approval of the agenda.

MOTION: Ron Fuller moved to approve the meeting agenda. Dekova Batey seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Dawson stated that the October 6, 2021 minutes were ready for consideration for approval by the Technical Advisory Committee.

MOTION: Ron Fuller moved to approve the October 6, 2021 Technical Advisory Committee minutes. Thomas Strom seconded; motion passed unanimously.

IV. COMMITTEE ELECTIONS

Michael Escalante, Senior Planner, stated that it was time to select a new Chair and Vice-Chair.

MOTION: Ron Fuller moved to elect Deborah Leistner as the Technical Advisory Committee Chair and Thomas Strom as the Technical Advisory Committee Vice-Chair. Dekova Batey seconded; motion passed unanimously.

V. UNIFIED PLANNING WORK PROGRAM FISCAL YEAR 2022-23 AND FISCAL YEAR 2023-24

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to approve its Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program in order to receive federal funding. He discussed the draft Unified Planning Work Program and answered questions.

MOTION: Mari Schwabacher moved to recommend that the Metropolitan Transportation Planning Organization approve its Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program. Ron Fuller seconded; motion passed unanimously.

VI. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS - VARIOUS PROJECTS

Mr. Escalante stated that the Florida Department of Transportation has requested four Transportation Improvement Program amendments for Fiscal Years 2021-22 to 2025-26. He said that the Regional Transit System has requested a Transportation Improvement Program amendment for Fiscal Years 2021-22 for a Federal Transit Administration Section 5339(c) grant award. He discussed the Transportation Improvement Program amendment projects and answered questions.

MOTION: Ron Fuller moved to recommend that the Metropolitan Transportation Planning Organization amend its Fiscal Year 2021-22 to Fiscal Year 2025-26 Transportation Improvement Program for:

- Archer Road (State Road 24) at SW 16th Street (State Road 226) Traffic Signal Update [4343964] construction in Fiscal Year 2022-23;
- Archer Road (State Road 24) at SW 34th Street (State Road 121) Traffic Signal Update [4498441] preliminary engineering in Fiscal Year 2022-23; and
- Interstate 75 (State Road 93) at NW 39th Avenue Intersection North Bound Off Ramp Modification [2129346] construction in Fiscal Year 2022-23;
- Newberry Road (State Road 26) from Tower Road to SE 9th Street Streetlighting Upgrade [4398081] construction in Fiscal Year 2021-22; and
- Federal Transit Administration \$10,660,817 Bus Replacement and East Gainesville Transfer Center Construction grant award [D2022-BUSC-023] in Fiscal Year 2021-22.

Deborah Leistner seconded; motion passed unanimously.

VII. PUBLIC TRANSPORTATION SAFETY TARGETS - 2022

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to set transit safety targets for fatalities and serious injuries annually to meet federal legislation requirements. He discussed the safety measures and targets and answered questions.

MOTION: Mari Schwabacher moved to recommend that the Metropolitan Transportation Planning Organization set transit safety performance targets consistent with the City of Gainesville Regional Transit System targets (see Exhibit 1). Ron Fuller seconded; motion passed unanimously.

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

IX. KERMIT SIGMON CITIZEN PARTICIPATION AWARD - 2021
[Citizens Advisory Committee-Only Item]

X. LIST OF PRIORITY PROJECTS FORMAT

Mr. Escalante stated that the Technical Advisory Committee wanted to discuss the format of the List of Priority Projects.

It was a consensus of the Technical Advisory Committee to refer development of a single List of Priority Projects to a Working Group consisting of Chris Dawson, Deborah Leistner and Mari Schwabacher.

XI. INFORMATION ITEMS

Chair Dawson announced that the next meeting is scheduled for June 1, 2022 at 2:00 p.m. in the Gainesville Regional Utilities General Purpose Meeting Room and requires an in-person quorum.

Deborah Leistner, Gainesville Transportation Planning Manager, discussed the status of the HDR State Road 26 (University Avenue) and U.S. Highway 441/State Road 25 (SW 13th Street) Complete Street/Safety Study and answered questions.

Dekova Batey, Bicycle/Pedestrian Coordinator, discussed the Downtown Connector Trail Crossing at Williston Road (State Road 331).

Ron Fuller discussed smart signals.

ADJOURNMENT

The meeting was adjourned at 4:05 p.m.

Date

Deborah Leistner, Chair

EXHIBIT 1

**Draft Public Transportation Safety Targets
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2022**

Safety Performance Targets							
Targets below are consistent with the City of Gainesville Regional Transit System public transportation safety targets. The Regional Transit System updated its targets for 2022 after its review of the previous year of Regional Transit System safety performance. Analysis of the data is based off 100,000 vehicle revenue miles (VRM).							
Mode of Transit Service	Fatalities (total)	Fatalities (Per 100 Thousand VRM)	Injuries (total)	Injuries (Per 100 Thousand VRM)	Safety Events (total)	Safety Events (Per 100 Thousand VRM)	System Reliability (VRM / Failures)
Fixed Route Bus Actual 2021	0	0	5	0.1	17	0.4	6.5
Fixed Route Bus Targets for 2022	0	0	2	0.05	22	0.6	14

MINUTES

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

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

April 6, 2022
7:00 p.m.

MEMBERS PRESENT
IN PERSON

Craig Brashier
Dean Covey
Gilbert Levy
Chris Towne

MEMBERS ABSENT

Nelle Bullock
Joshua Williams

OTHERS PRESENT

Ruth Steiner

STAFF PRESENT
IN PERSON

Michael Escalante

STAFF PRESENT
VIA TELEPHONE

Scott Koons

CALL TO ORDER

Michael Escalante, Senior Planner, called the meeting to order at 7:01 p.m. He noted that the Chair and Vice-Chair were absent and that it was necessary to select an Acting Chair.

MOTION: Chris Towne moved to have Gilbert Levy serve as Acting Chair for the meeting. Dean Covey seconded; motion passed unanimously.

I. INTRODUCTIONS

Acting Chair Levy introduced herself and asked members to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Acting Chair Levy asked for approval of the agenda.

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

III. APPROVAL OF COMMITTEE MINUTES

Acting Chair Levy asked for approval of the October 6, 2021 Citizens Advisory Committee meeting minutes.

MOTION: Chris Towne moved to approve the October 6, 2021 Citizens Advisory Committee minutes. Dean Covey seconded; motion passed unanimously.

IV. COMMITTEE ELECTIONS

Michael Escalante, Senior Planner, stated that it was time to select a new Chair and Vice-Chair.

MOTION: Dean Covey moved to defer Committee Chair and Vice-Chair elections. Chris Towne seconded; motion passed unanimously.

V. UNIFIED PLANNING WORK PROGRAM FISCAL YEAR 2022-23 AND FISCAL YEAR 2023-24

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to approve its Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program in order to receive federal funding. He discussed the draft Unified Planning Work Program and answered questions.

MOTION: Dean Covey moved to recommend that the Metropolitan Transportation Planning Organization approve its Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program. Craig Brashier seconded; motion passed unanimously.

VI. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS - VARIOUS PROJECTS

Mr. Escalante stated that the Florida Department of Transportation has requested four Transportation Improvement Program amendments for Fiscal Years 2021-22 to 2025-26. He said that the Regional Transit System has requested a Transportation Improvement Program amendment for Fiscal Years 2021-22 for a Federal Transit Administration Section 5339(c) grant award. He discussed the Transportation Improvement Program amendment projects and answered questions.

MOTION: Chris Towne moved to recommend that the Metropolitan Transportation Planning Organization amend its Fiscal Year 2021-22 to Fiscal Year 2025-26 Transportation Improvement Program for:

- Archer Road (State Road 24) at SW 16th Street (State Road 226)Traffic Signal Update [4343964] construction in Fiscal Year 2022-23;
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Craig Brashier seconded; motion passed unanimously.

VII. PUBLIC TRANSPORTATION SAFETY TARGETS - 2022

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MOTION: Chris Towne moved to recommend that the Metropolitan Transportation Planning Organization set transit safety performance targets consistent with the City of Gainesville Regional Transit System targets (see Exhibit 1). Craig Brashier seconded; motion passed unanimously.

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

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

MOTION: Craig Brashier moved to defer selection for the 2020 Kermit Sigmon Citizen Participation Award. Chris Towne seconded; motion passed unanimously.

IX. KERMIT SIGMON CITIZEN PARTICIPATION AWARD - 2021
[Citizens Advisory Committee-Only Item]

Mr. Escalante stated that the Citizens Advisory Committee deferred selection for the 2021 award.

Ruth Steiner suggested Elisabeth Staten as the recipient for her efforts for the Florida Not One More transportation safety advocacy group.

MOTION: Chris Towne moved to select Elisabeth Staten as the 2021 recipient of the Kermit Sigmon Citizens Participation Award. Craig Brashier seconded; motion passed unanimously.

X. LIST OF PRIORITY PROJECTS FORMAT
[Technical Advisory Committee-Only Item]

XI. INFORMATION ITEMS

Mr. Escalante announced that the next meeting is scheduled for June 1, 2022 at 7:00 p.m. in the Grace Knight Conference Room and requires an in-person quorum.

ADJOURNMENT

The meeting was adjourned at 8:04 p.m.

Date

, Chair

EXHIBIT 1
Draft Public Transportation Safety Targets
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2022

Safety Performance Targets							
Targets below are consistent with the City of Gainesville Regional Transit System public transportation safety targets. The Regional Transit System updated its targets for 2022 after its review of the previous year of Regional Transit System safety performance. Analysis of the data is based off 100,000 vehicle revenue miles (VRM).							
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Fixed Route Bus Targets for 2022	0	0	2	0.05	22	0.6	14



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May 25, 2022

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

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Transportation Improvement Program for Fiscal Years 2022-23 to 2026-27

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program as modified to incorporate review agency comments.

BACKGROUND

Please find a draft copy of the Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program (Exhibit 1) at the following website:

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2022/TIPDOC22dft.pdf

The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville.

Exhibit 2 is a copy of the advertisement for publication in The Gainesville Sun and Gainesville Guardian on June 16, 2022 and in The Independent Florida Alligator on June 13, 2022.

Authorization of Funds

The Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In order for federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and included in this document.

Attachments

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EXHIBIT 2



COMMUNITY TRANSPORTATION MEETING

July 11, 2022 at 5:00 p.m.

On-Site - John R. "Jack" Durrance Auditorium, Alachua County Administration Building
12 SE 1st Street, Gainesville, Florida

Audio/Video - Cox Channel 12 and the Alachua County Video on Demand Website [link below]

<https://alachuacounty.us/Pages/AlachuaCounty.aspx>

PURPOSE: The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has scheduled a public meeting to receive input concerning the proposed Transportation Improvement Program for Fiscal Years 2022-23 to 2026-27. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with the Alachua County and City of Gainesville comprehensive plans.

Projects in the proposed Transportation Improvement Program are also consistent with the Gainesville Metropolitan Area Year 2045 Long-Range Transportation Plan. This plan identifies transportation system modifications expected to be needed to serve projected volumes and patterns of traffic through the Year 2045. A final decision regarding all projects contained in the Transportation Improvement Program will be forwarded to the Florida Department of Transportation by the adoption of this Transportation Improvement Program document.

Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program will satisfy the Program of Projects.

The Federal Obligations Reports are included in Appendix B of the Transportation Improvement Program. These Reports show the expenditure of federal funds within the Gainesville Metropolitan Area from October 1, 2020 through September 30, 2021.

This map only shows some of the transportation projects scheduled during the next five years. The proposed Transportation Improvement Program includes transportation projects such as: bicycle; pedestrian; project development and environmental studies; resurfacing/repaving; school safety concern; transportation alternatives; and transit projects, including transportation disadvantaged projects.

In accordance with COVID-19 Public Health Emergency protocols, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on-site on July 11, 2022 at 5:00 p.m.

Public comment and/or exhibits on the draft Transportation Improvement Program in advance of its approval shall be provided:

- In written format one business day prior to the meeting to escalante@ncfrc.org; or
- In written and/or oral presentation in-person at the meeting in the John R. "Jack" Durrance Auditorium.

Copies of the meeting agenda and more detailed information concerning the Federal Obligations Report and proposed Transportation Improvement Program can be obtained by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, c/o North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida 32653, at the www.ncfrc.org/mtpo website, or by calling 352.955.2200. Copies of the meeting agenda will also be posted at the above address. All persons are advised that, if they decide to contest any decision made at this public meeting, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which it is to be based. All interested persons are invited to attend and be heard. Public participation is solicited without regard to race, color, national origin, age, sex, sexual orientation, marital status, religious status, disability, familial status or gender identity. Persons who require special accommodations under the American with Disabilities Act, or persons who require translation services (free of charge), should contact Michael Escalante at 352.955.2200, extension 114, at least 48 hours before the public meeting.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area consists of the Gainesville City Commission, the Alachua County Commission and nonvoting advisors of the University of Florida, the Florida Department of Transportation and a rural community advisor. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.



May 25, 2022

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

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: List of Priority Projects for Fiscal Years 2023-24 to 2027-28

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2023-24 to 2027-28 List of Priority Projects.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization develops recommended transportation priorities for projects that are needed, but not currently funded (or fully-funded). This information is used by the Florida Department of Transportation each fall to develop its Tentative Five-Year Work Program. The draft List of Priority Projects (Exhibit 1) can be viewed at the following website link:

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2022/LOPP22dft.pdf

Please note that project priorities have been reformatted, as follows:

- Year 2045 Long-Range Transportation Plan Cost Feasible Plan project priorities have been consolidated into Table 1 - Transportation System Priorities along with other bicycle, pedestrian and safety-related project priorities;
- Table 2 - Transit Priorities includes priorities from the City of Gainesville Regional Transit System Transit Development Plan; and
- Table 3 - Strategic Intermodal System Priorities includes the Florida Transportation Plan Strategic Intermodal System priorities.

Attachment

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

May 25, 2022

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

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Public Involvement Plan Update

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization approve the revised Public Involvement Plan.

BACKGROUND

Each year, the Public Involvement Plan is reviewed, and revised if necessary, in order to ensure that the planning program provides for a proactive public involvement process. The draft Public Involvement Plan this year includes an additional substantive revision related to conducting public meetings, public workshops and public hearings in the event of impacts on normal business operations, public meetings, public workshops and public hearings. This revision provides for conducting meetings in hybrid format, both on-site at an appropriately public noticed location and virtually via communications technology which is also appropriately public noticed.

Exhibit 1 is a copy of the advertisement for publication in The Gainesville Sun and Gainesville Guardian on May 26, 2022 and in The Independent Florida Alligator on May 23, 2022 (University of Florida Summer Session publication date). These advertisements address federal public notice requirements for the Public Involvement Plan. Below is the link to the draft Public Involvement Plan (Exhibit 2).

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2022/PIPLAN22dft.pdf

Attachments

EXHIBIT 1

NOTICE OF PROPOSED REVISIONS TO THE PUBLIC INVOLVEMENT PLAN OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will consider revisions to its Public Involvement Plan at its Monday, July 11, 2022 meeting at 5:00 p.m. in the Jack Durrance Auditorium, Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is inviting interested persons to review and comment on these proposed revisions at this meeting.

The Public Involvement Plan document may be viewed at the following website (www.ncfrpc.org/mtpo) and at the Alachua County Library District Branches within the Gainesville Metropolitan Area and at its staff office, 2009 NW 67th Place, Gainesville, Florida 32653 if they are open to the public. For further information, call 352.955.2200.



May 25, 2022

TO: Citizens Advisory Committee
 FROM: Scott R. Koons, AICP, Executive Director *SRK*
 SUBJECT: Dr. Kermit Sigmon Citizen Participation Award - 2020

STAFF RECOMMENDATION

Select a recipient for the Dr. Kermit Sigmon Citizen Participation Award for 2020.

BACKGROUND

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

Previous Recipients	
1997- Ruth Sigmon	2010- Mayor Mark Goldstein
1998- Perry Maull	2011- Ed Poppell
1999- South West Alliance for Planning	2012- Scott Fox
2000- Var Heyl and Cindy Smith	2013- Thomas Hawkins
2001- Chandler Otis	2014- Ron Cunningham
2002- Gerry Dedenbach	2015- Marlie Sanderson
2003- Dr. Linda Crider	2016- Gainesville Citizens for Active Transportation
2004- Dan Burden	2017- Joakim "Jay" B. Nordqvist
2005- Julia Reiskind	2018- Charles "Charlie" E. Lane
2006- Dr. Ruth Steiner	2019- Penelope "Penny" Wheat
2007- Martin Gold	2020-
2008- Mike and Susan Wright	2021- Elisabeth Staten
2009- Sharon Hawkey	

Please note that the Citizens Advisory Committee has deferred the selection of the 2020 award recipient several times.

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May 25, 2022

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

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Florida Department of Transportation Performance Measures - April 2022

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

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

- Exhibit 1 - Metropolitan Planning Organization Requirements;
- Exhibit 2 - Performance Measure 1 [PM1] Safety Performance Management;
- Exhibit 3 - Performance Measure 2 [PM2] Bridge and Pavement Performance Management;
- Exhibit 4 - Performance Measure 3 [PM3] System Performance Management;
- Exhibit 5 - Public Transit Safety Performance Management; and
- Exhibit 6 - Transit Assess Management Performance Management.

Attachments

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MPO Requirements

EXHIBIT 1



Florida Department of Transportation Office of Policy Planning

Transportation Performance Management

April 2022

OVERVIEW

This document highlights key provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation, Metropolitan Planning Organizations, and transit providers, including target setting, performance reporting, and deadlines.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule in 2016 to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for state DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA performance measures (PM) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety.

The Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). FHWA and FTA are expected to issue an updated planning rule in 2022 to incorporate changes introduced in the Bipartisan Infrastructure Law passed in November 2021.



Long-Range Transportation Plans

The Planning Rule specifies how performance management is incorporated into the MPO's LRTP. The LRTP must:

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

Transportation Improvement Programs

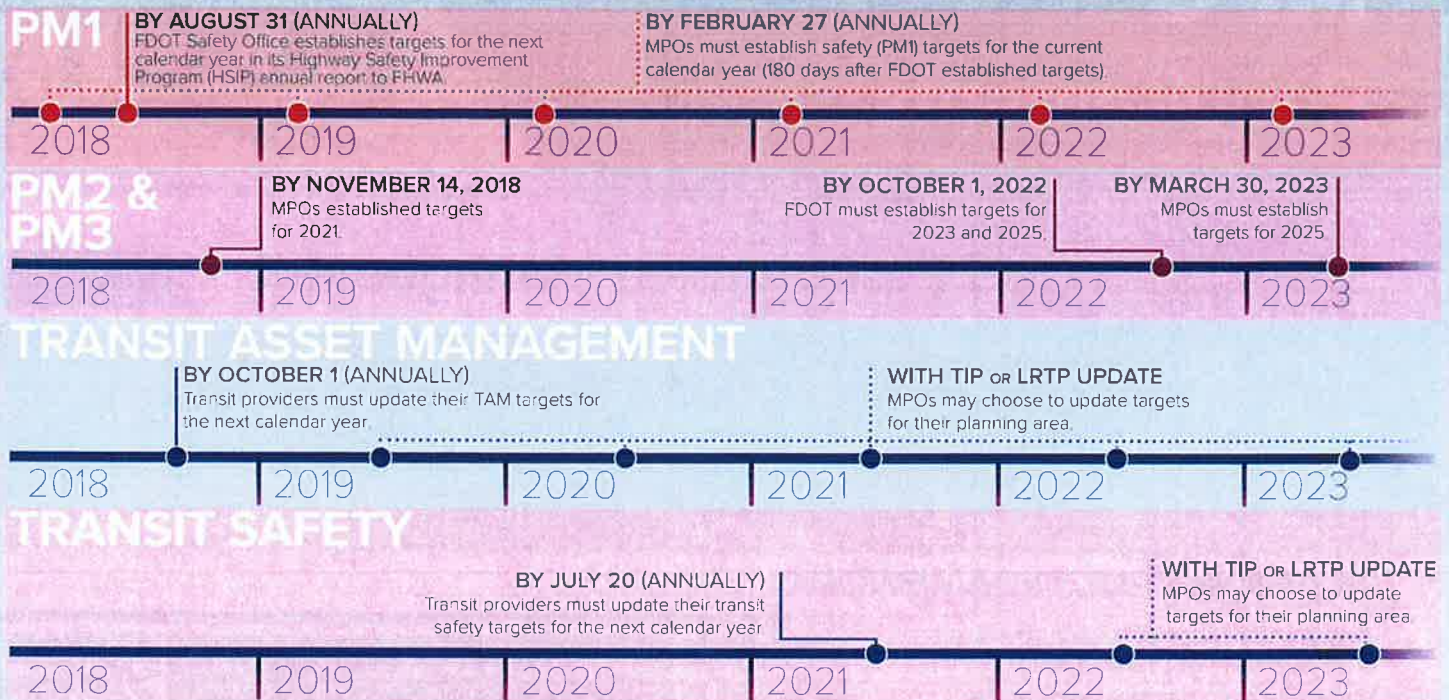
The TIP must:

- » Reflect the investment priorities established in the current long-range transportation plan.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- » Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets.

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

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

TIMELINE FOR MPO ACTIONS



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation set their respective performance targets in coordination with one another. Each MPO establishes a target for each applicable performance measure. For the **PM1**, **PM2**, and **PM3** measures, each MPO establishes targets by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO provides documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishment of FDOT's statewide target for that performance measure.

OR

Establish own target.

If the MPO chooses to establish its own target, the MPO coordinates with FDOT regarding the approach used to develop the target and the proposed target prior to establishing a final target. The MPO provides documentation to FDOT that includes the final target and the date the MPO established the target.

MPOs must establish their targets no later than 180 days after FDOT sets its target.

For the **transit asset management and safety measures**, MPOs may support the targets established by transit providers or establish their own targets. Initial action by the MPO must take place within 180 days of the transit provider action to establish targets. Subsequent MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current provider targets in the updated TIP.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

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MAP-21 Performance Management

April 2022

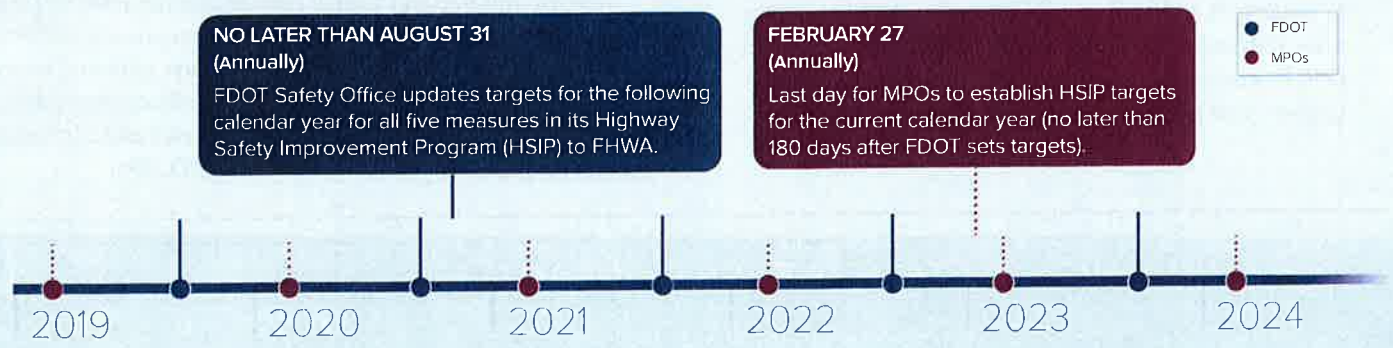
OVERVIEW

The first of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on April 14, 2016, establishing measures to assess the condition of road safety. This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

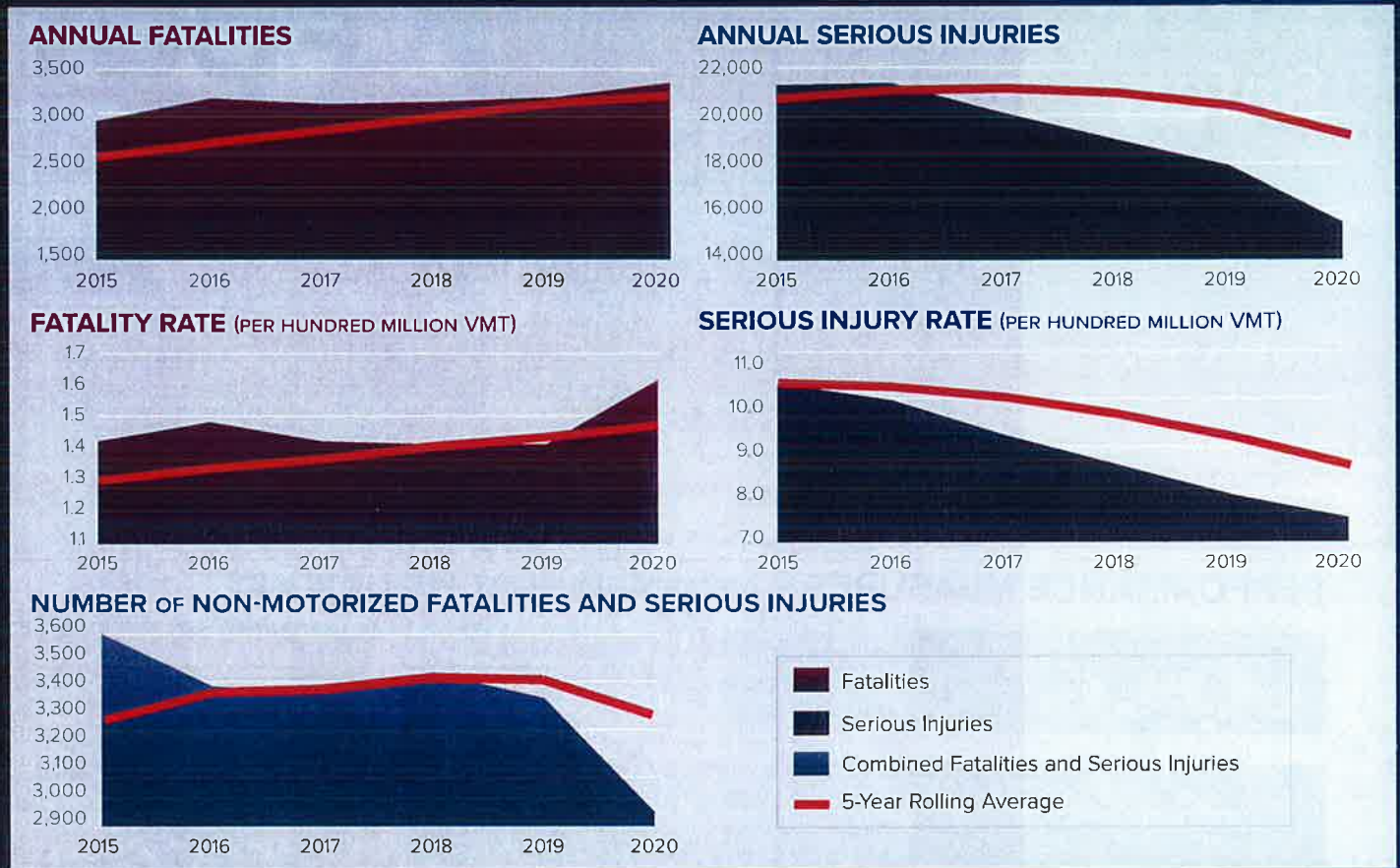
NUMBER OF FATALITIES	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	<p>COORDINATION WITH OTHER PLANS</p> <p>Updates to FDOT's Florida Transportation Plan (FTP) and MPO's Long-Range Transportation Plans (LRTP) must include most recently reported safety performance data and targets.</p> <p>Updates to the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIP) must include a description of how the STIP/TIP contributes to achieving safety performance targets in the FTP/LRTP.</p>
RATE OF FATALITIES	The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.	
NUMBER OF SERIOUS INJURIES	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.	
RATE OF SERIOUS INJURIES	The total number of serious injuries per 100 million VMT in a calendar year.	
NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.	

TIMELINE



* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS



Source: FLHSMV, 2021.

STATEWIDE TARGETS

- » FDOT annually establishes statewide safety targets for the following calendar year as part of the HSIP Annual Report, which must be submitted by August 31 each year.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

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

MPO TARGETS

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

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

Based on FHWA's review, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPS.

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PM2: Bridge and Pavement

EXHIBIT 3



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule, the targets Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PAVEMENT PERFORMANCE MEASURES

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

BRIDGE PERFORMANCE MEASURES

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

GOOD CONDITION

Suggests no major investment is needed.

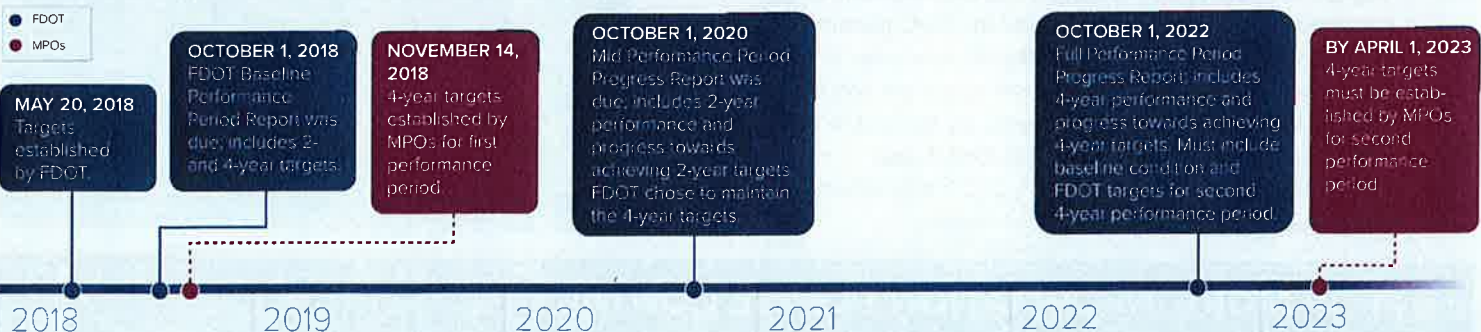
POOR CONDITION

Suggests major investment is needed.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

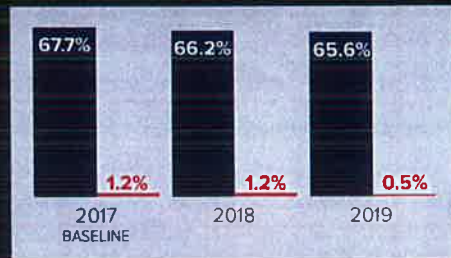
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



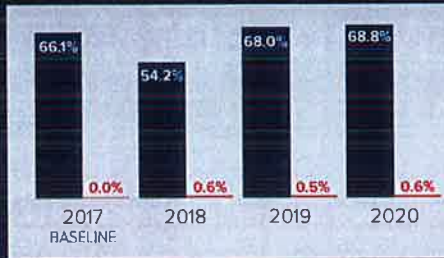
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

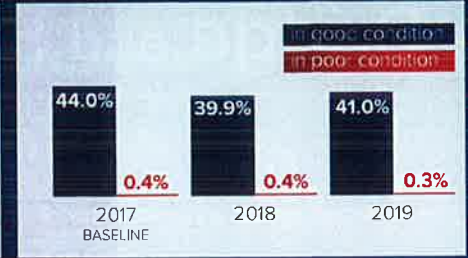
NHS Bridges



Interstate Pavements



Non-Interstate NHS Pavements



Source: FDOT.

STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

Performance Measure	2-Year Target	4-Year Target
Pavement		
% of Interstate pavements in GOOD condition	Not required	≥ 60%
% of Interstate pavements in POOR condition	Not required	≤ 5%
% of non-Interstate NHS pavements in GOOD condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in POOR condition	≤ 5%	≤ 5%
Bridge		
% of NHS bridges (by deck area) classified in GOOD condition	≥ 50%	≥ 50%
% of NHS bridges (by deck area) classified in POOR condition	≤ 10%	≤ 10%

Note: Two-year targets were not required for Interstate pavement condition for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

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

In January 2021, FHWA determined Florida had made significant progress toward the two-year bridge and pavement targets based on reported data for 2018 and 2019. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended L RTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the statewide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

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

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PM3: System Performance

EXHIBIT 4



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

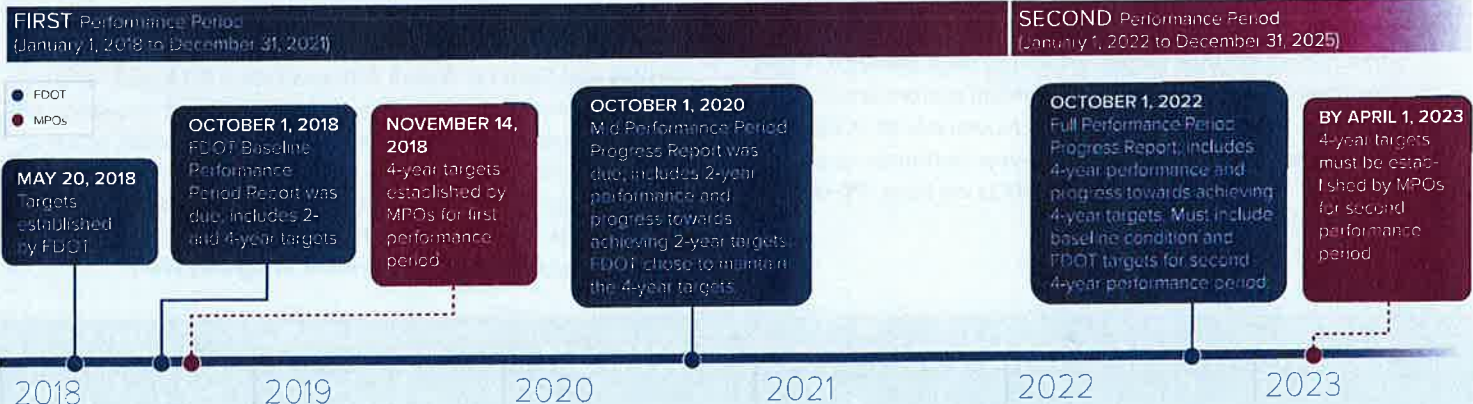
The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES

Performance Measure	Typically Referred to As	What It Measures
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non- Interstate NHS that are reliable	Non-Interstate reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.
Truck travel time reliability (TTTR) index	Truck reliability	Seeks to assess how reliable the Interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.

This rule also contains measures addressing CMAQ Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to FDOT or any of Florida's MPOs.

TIMELINE



* Please refer to the fact sheet addressing MPO Requirements for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

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



NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Note: A higher Interstate and non-Interstate NHS reliability percentage means greater reliability. However, a higher TTR index means lower reliability.

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

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

Performance Measure	2-Year Target	4-Year Target
Interstate reliability	≥ 75%	≥ 70%
Non-Interstate NHS reliability	Not required	≥ 50%
Truck reliability	≤ 1.75	≤ 2.00

Note: Two-year targets were not required for non-Interstate reliability for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set system performance targets for the first performance period by November 14, 2018. FDOT will set its targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

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

In January 2021, FHWA determined Florida had made significant progress toward the two-year targets for Interstate and truck reliability based on reported data. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated and amended Long-Range Transportation Plans (LRTP), and approval of MPO Transportation Improvement Programs (TIP).

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PUBLIC TRANSIT Safety Performance



MAP-21 Performance Management

April 2022

OVERVIEW

The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. Development and implementation of agency safety plans will help ensure that public transportation systems are safe nationwide. This fact sheet summarizes the requirements of this rule and the responsibilities of Florida's transit providers and Metropolitan Planning Organizations (MPOs) in implementing the rule.

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

RECIPIENTS AND SUB-RECIPIENTS OF FTA 5307 FUNDS	FTA is deferring applicability for operators that only receive 5310 and/or 5311 funds.
SMALL PUBLIC TRANSPORTATION PROVIDERS (5307S)	Agencies: a) without rail; and b) with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

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

INJURIES

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

SAFETY EVENTS

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

SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMELINE



PTASP CERTIFICATION AND REVIEW

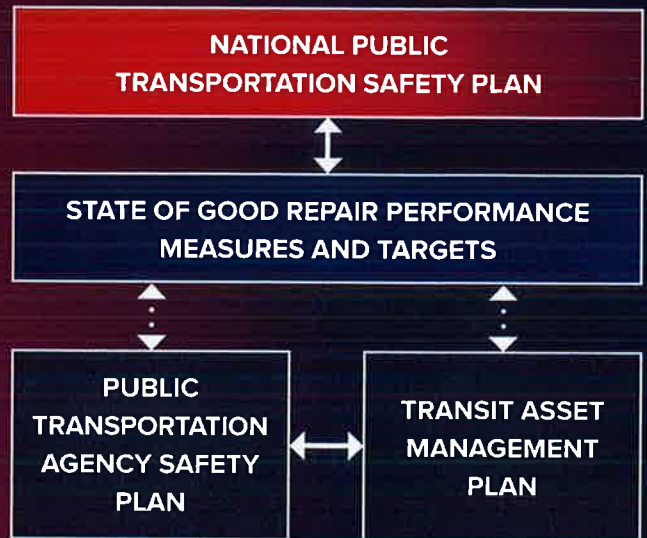
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 transit provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). The FTA PTASP rule and Florida's SSPP requirements are similar, but have some differences. Because Section 5307 providers in Florida must already have a SSPP, FDOT recommends that transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

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

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

PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



REQUIREMENTS

COORDINATION WITH METROPOLITAN, STATEWIDE, AND NON-METROPOLITAN PLANNING PROCESSES

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

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TRANSIT Asset Management

EXHIBIT 6



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces requirements for new State of Good Repair (SGR) performance measures and Transit Asset Management (TAM) Plans. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit agencies are required to report transit asset performance measures and targets annually to the National Transit Database (NTD). Targets should be supported by the most recent condition data and reasonable financial projections.

Transit Asset Categories and Related Performance Measures

FTA Asset Categories	Type of Measure	Performance Measures
EQUIPMENT Non-revenue support-service and maintenance vehicles	Age	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Age	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Performance	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Condition	Percentage of facilities within an asset class rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

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

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

TIMELINE



Transit providers set targets annually in October, January, or April, depending on the provider's fiscal year.

TAM PLAN

By October 1, 2018 (two years from effective date of the Final Rule), Transit Asset Management Plans (TAM Plan) were required for all providers. These plans are either developed by the providers or by a group sponsor on behalf of multiple providers. These plan must be updated every four years. The Group TAM Plan must be updated by October 1, 2022, and individual TAM Plans by Tier I and Tier II providers must be updated by the start of the provider's fiscal year.

Tier I versus Tier II Agencies

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

TIER I

Owns, operates, or manages either:
> = 101 vehicles in revenue service during peak regular service across **ALL fixed route** modes or **ANY one non-fixed route** mode
OR
Rail transit

TIER II

Owns, operates, or manages either:
< = 100 vehicles in revenue service during peak regular service across **ALL non-rail fixed route** modes or in **ANY one non-rail fixed route** mode
OR
Subrecipient under the 5311 program
OR
Native American Tribe

TAM Plan Elements

1. Inventory of Capital Assets **ALL PROVIDERS**
2. Condition Assessment **ALL PROVIDERS**
3. Decision Support Tools (Tiers I and II)
4. Investment Prioritization
5. TAM and SGR Policy
6. Implementation Strategy **TIER I ONLY**
7. List of Key Annual Activities **TIER I ONLY**
8. Identification of Resources **TIER I ONLY**
9. Evaluation Plan

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

TIER II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. State Departments of Transportation (DOT) that pass FTA funds to subrecipients are required to be group TAM plan sponsors. The unified targets and narrative report for group plan participants are submitted on behalf of all participating agencies by the sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan. The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2018. The plan included collective targets for subrecipients.

MPO COORDINATION

- » Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider operates services.
- » MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider TAM targets in the updated TIP.
- » When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider's targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from provider targets, especially if there are multiple transit agencies in the MPO planning area.
- » MPOs are required to coordinate with transit providers and group plan sponsors when selecting targets to ensure alignment of targets.
- » FTA will not assess MPO progress toward achieving transit targets. However, the Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated LRTPs, and approval of MPO TIPs.

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May 25, 2022

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

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Florida Department of Transportation District 2 "Safety Brake" - April 2022

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

The Florida Department of Transportation District 2 has provided its April 2022 edition of "Safety Brake." This newsletter provides information concerning efforts to address achieving Target Zero for fatalities and serious injuries.

Attachment



Safety Brake

District 2: Lake City, FL



Vol. 2, Issue 2 - April 2022

D2 Deploys First-Ever Dual Message Blank-Out Signs in Florida



FIRST-EVER DUAL BLANK-OUT SIGNS

The District Two Safety Office deployed a first-of-its-kind sign in our state at one of the busiest intersections in Gainesville, University Avenue (SR 26) and NW 13th Street (US 441).

After the District Two Safety Office reviewed the pedestrian and bicyclist crashes along University Avenue in Gainesville, the team recommended a variety of countermeasures to improve safety for bicyclists and pedestrians along this busy roadway bordering the University of Florida. One of the countermeasures the Safety Office

developed was an electronic dual blank-out sign to better alert vehicles turning right at the intersection of University and NW 13th Street.

Standard electronic blank-out signs are dark (or “blank”) until certain conditions are met, and then they illuminate, typically to show “NO RIGHT TURN” or “NO TURN ON RED.” Found on most arms, these standard blank-out signs help reduce crashes related to right-turning vehicles that fail to yield to oncoming traffic or pedestrians and bicyclists within the crosswalk.

District Two’s Safety Office developed a blank-out sign that combines two messages: “NO TURN ON RED” and “TURNING VEHICLES STOP FOR PEDS.” Working with Pete Vega and Glenn English from the District’s Transportation Systems Management and Operations (TSM&O) group and Emmanuel Posadas with the City of Gainesville, the team built these one-of-a-kind dual blank-out signs and installed them at the intersection. Different messages are displayed depending upon the signal phase.

FDOT’s Traffic Engineering Manual (TEM) recommends the use of either “NO TURN ON RED” or “TURNING VEHICLES STOP FOR PEDESTRIANS” signs to improve vehicle compliance. By using this new dual blank-out sign, FDOT can implement both.

District Two is now looking to expand the use of these electronic signs at more locations, so be on the lookout for these innovative signs at intersections near you.

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Community Traffic Safety Program Marks Florida Bike Month

While we are excited to celebrate Florida Bike Month in April, we are also concerned that Florida is still one of the most dangerous states for cyclists. In 2021, 6,146 Floridians were injured in bike-related crashes. Of those, 500 injuries and 13 fatalities occurred in District Two. The District Two Community Traffic Safety Program wants to take this opportunity to remind cyclists, pedestrians, and motorists of the updated Florida bike safety law. This bill went into effect on July 1, 2021, and was passed to improve bike safety on our roadways.

Changes to bike safety implemented in this bill include:

- Motorists **MUST** obey the 3 feet passing law.
- Motorists can make a right turn while passing a bicyclist only if the bicyclist is a minimum of 20 feet from the intersection.
- Cyclists in groups of 10 or fewer can proceed through an intersection after coming to a complete stop. Motorists must let the last rider pass before proceeding.
- Bicycle safety questions are being added to the Florida driver’s license exams.
- Drivers who do not obey the law could be subject to a non-criminal moving violation.

The TrafficSafetyTeam.org website has dozens of important bicycle safety tips and resources. There are bookmarks, tip cards, posters, videos, and social media graphics, as well as a Safety for Kids page with bike safety activities.



BIKE-PED SAFETY MONTH

Safety Brake

For more information visit: [FDOT.gov/Safety](https://www.fdot.gov/Safety)

Duval Corridor Reviews Examine Bike/Ped Safety Issues

In the first quarter of 2022, District Two began safety reviews of four corridors in Duval County. Targeted as part of a safety initiative out of Central Office, these corridors were selected based on a proactive, risk-based screening analysis. Over the first few weeks of this year, District Two staff conducted preliminary desktop and subsequent field reviews on segments of Baymeadows Road, San Jose Boulevard, Kings Road, and University Boulevard looking for safety issues that might impact pedestrians and/or bicyclists.

A multi-disciplinary team including members from District Two offices including Maintenance, Safety, Traffic Operations, and Design walked each corridor together to truly get the perspective of pedestrians and bicyclists. During these field reviews, the team noted a variety of conditions that could be addressed to improve bike/ped safety such as inadequate curb ramps, faded or missing crosswalk markings, missing signage, needs for new signage, opportunities to add or improve lighting, and remove vegetation that encroached on travel areas and/or restricted sight distances.

Based on their field reviews, the team is working to finalize reports that recommend countermeasures for the safety concerns. Among these



VEGETATION LIMITING SIGHT DISTANCE

countermeasures are adding blank-out signs, midblock crossings, and Rectangular Rapid Flashing Beacons (RRFBs) and implementing Leading Pedestrian Intervals (LPIs) at signalized intersections. In addition to these more traditional countermeasures, District Two will also be implementing some more innovative concepts including painting bicycle lanes green to increase visibility. One other tactic the team will use is to add "BICYCLES ENTERING CROSSWALK BOTH DIRECTIONS," "BICYCLES

ARRIVING FROM BOTH SIDES," and "BICYCLES APPROACHING FROM RIGHT," to existing stop signs and by driveways to increase awareness of bicyclists. As part of the comprehensive review, staff is developing short term, mid-term and long term solutions that will address items that can be fixed immediately and improvements that will be included as part of a future project.

Some of the recommendations, such as maintenance work items, have already been implemented to quickly improve safety along the four corridors. Others are underway in conjunction with local partners. For example, the District is actively working with JEA to complete a lighting study for upgrading the lighting to the new light intensity requirements for pedestrians. Still other recommendations will be added into future roadway improvements such as resurfacing projects.

This innovative, multi-disciplinary approach to safety improvements reflects the Department's ongoing commitment to making Florida's roadways safe for all users.

RECOMMENDED SIGNAGE



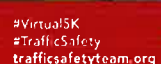
Get Out and Move for Safety: Virtual Race

The District Two Community Traffic Safety Program invites you to join the traffic safety movement with a fun bike, walk, or run challenge - the district's first-ever virtual Traffic Safety Spring Bike/Walk/Run. In 2021, there were 875 pedestrian-related crashes in Northeast Florida counties, and 92 of those resulted in fatalities. Our virtual race was designated to raise awareness about the importance of traffic, pedestrian, and bicycle safety.

Complete your own 5K - that's 3.1 miles and a great distance for beginners or exercise regulars. You can choose to

cycle or two-foot it by walking, jogging, walking, jogging, or running. If you choose to cycle, please be sure to wear a helmet! You may finish your 5K on any day, at any time, and from any location - starting on Saturday, April 23 and ending on Saturday, April 30.

Invite your family and friends to join the Traffic Safety Spring Bike/Walk/Run. The first 10 participants to upload their results to the dashboard win a Traffic Safety Team hat! Everyone is a winner and will receive a finisher certificate. Most importantly, we want you to be safe and have fun.



Register for the Bike/Walk/Run here:

<https://raceroster.com/events/2022/53648/virtual-traffic-safety-spring-bikewalkrun>

Diverging Diamond Intersections Shine in D2

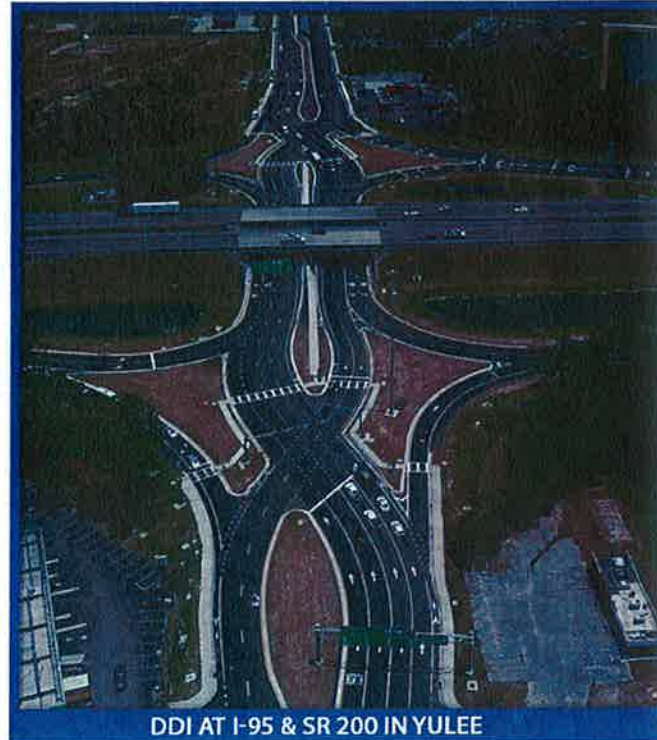
In the last two years, District Two has opened two Diverging Diamond Intersections (DDIs) as part of ongoing efforts to improve safety while enhancing mobility. The first - located at I-95 and SR 200 in Nassau County - opened in March of 2021, and the second - located at Butler Boulevard and San Pablo Road in Duval County - opened in March of 2022.

Designed to reduce both traffic congestion and conflict points, DDIs eliminate left turns against oncoming traffic while allowing free-flow turning movements to enter and exit an interstate or other limited access highway. In addition, this innovative intersection design reduces last-minute lane changes and provides better sight distances, which serves to further reduce crash rates. In fact, a national study published in 2019 showed that DDIs constructed at 26 interchanges reduced overall crashes by 37 percent and reduced crashes with serious injuries and fatalities by more than 50 percent. The DDIs constructed in District Two also included safety

enhancements for bicyclists and pedestrians.

High-visibility crosswalks help motorists identify crosswalks so they are on the lookout for pedestrians, and the crossing distances pedestrians need to traverse were shortened. Dedicated bike lanes were constructed to promote safety for bicyclists who navigate the intersection alongside motor vehicles.

Although the traffic patterns of DDIs may feel unusual at first for those accustomed to traditional diamond interchanges, the end result is positive. Daily commutes are significantly reduced, traffic moves through the intersection more efficiently, and the intersection is safer for all roadway users.

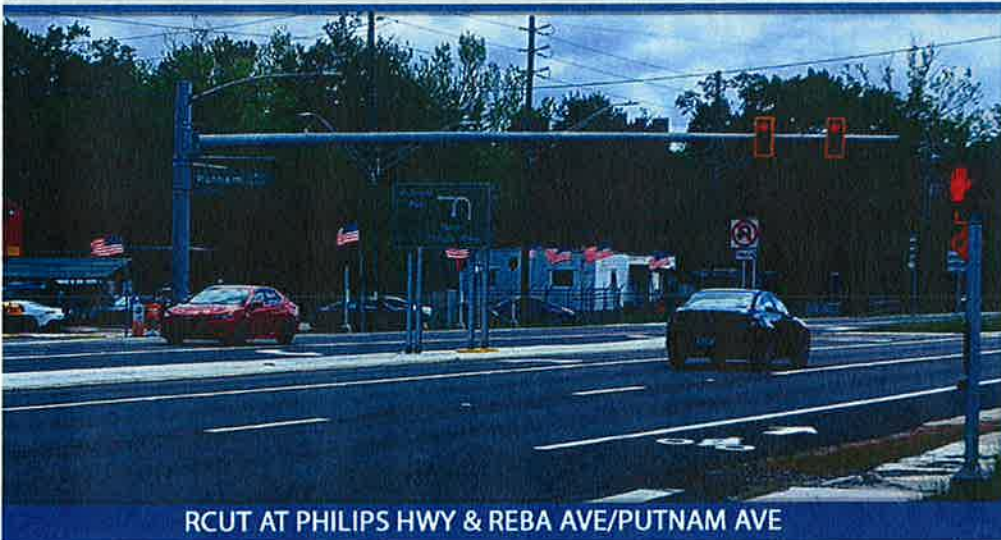


DDI AT I-95 & SR 200 IN YULEE

Learn more about how DDIs improve bike/pedestrian safety in this video:
<https://vimeo.com/229891772/088fld7405>

RCUT Intersections Improve Safety

As FDOT drives towards Target Zero, one of the major emphasis areas is intersections. More than 240 people were seriously injured in crashes at intersections in District Two in 2020, and more than 50 people were killed. For this reason, the District is working diligently to improve intersection safety in a variety of ways. One of those ways is through the



RCUT AT PHILIPS HWY & REBA AVE/PUTNAM AVE

implementation of Restricted Crossing U-Turn (RCUT) concepts. First widely implemented in North Carolina, RCUTs are an alternative intersection design that force all movement from minor roads to be right turns. In order to make left turns or go straight through intersections, drivers use controlled U-turns further down from the intersection. These U-turns are controlled with stop signs or signals depending on both location and traffic volumes. While restricting the movements of vehicles turning from minor roads, RCUTs provide those on the major street with full access to minor streets.

Check out this animation that demonstrates the movement of traffic in RCUTs here:
<https://vimeo.com/436803609/a59b0c5c8d>

FDOT District Two recently implemented the RCUT concept on Philips Highway in Duval County at the Reba Avenue and Putnam Avenue intersections. By adding traffic signals and improved crosswalks at the intersections, the Department provided pedestrians and motorists alike with optimal, safe solutions.

Inspection Teams Help Keep Transit Moving

According to the National Fire Protection Association, the leading causes of vehicle fires are mechanical and electrical failures/malfunctions. In cases where a fire occurs, passengers have approximately two minutes to safely exit a vehicle before it becomes engulfed in flames. This timeframe becomes exponentially more dangerous for public transit vehicles, where passengers may be mobility challenged or become panicked in a chaotic situation. Most public transit vehicles are equipped with fire suppression systems in the engine compartment that, when operating properly, can detect and extinguish fires automatically without the driver being aware that a thermal event has occurred. Fire suppression systems are required to be checked during the transit agency pre-trip inspection prior to the vehicle being used for passenger transportation. Fire suppression systems must also be inspected and serviced on an annual or semi-annual basis by a certified fire suppression technician, and the extinguishing agent must be replaced at specific intervals also.

Florida's public transportation vehicles have recently experienced an increase in fires. The Florida Department of Transportation (FDOT) Central Office

has determined the cause for these events is most often related to mechanical malfunctions and electrical failures. Due to the sensitive nature of transit vehicles providing service to the public, safety is FDOT's utmost concern. Therefore, it is our goal to mitigate these risks by reducing the chances that mechanical malfunctions or electrical failures occur.

When the FDOT District Two team inspects a transit agency vehicle, we review the pre-trip inspections and the maintenance records to verify the annual or semi-annual inspection by a certified fire suppression technician is complete and up to date. We also visually inspect any interior fire extinguishers to ensure they have been inspected, are ready to be used, and mounted in the appropriate location for easy driver access.

Another way to diminish risk is to use properly trained maintenance professionals to maintain transit vehicles. There are components specific to these types of vehicles that require specialized training that exceeds basic maintenance certifications. Nassau Transit recently experienced a fire due to an electrical malfunction caused when an improper modification was made during an electrical repair. The vehicle was parked and turned off, and luckily, the driver was outside of the vehicle. Incidents like these

can be avoided by ensuring that maintenance technicians who work on transit vehicles have received the appropriate training.

The Florida Department of Transportation has established free maintenance technician training courses through Lively Technical College to help agencies ensure the technicians who work on their transit vehicles have been properly trained.

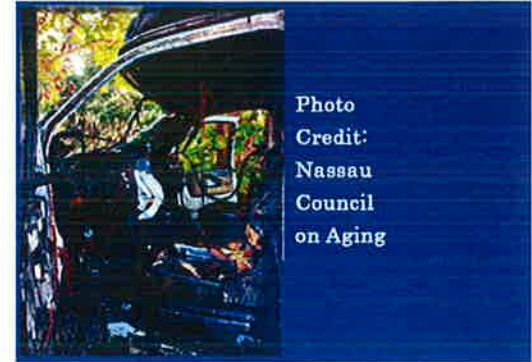


Photo
Credit:
Nassau
Council
on Aging

For information about maintenance technician training opportunities sponsored by FDOT, please contact Randy Free, the Lively Paratransit Instructional Program Manager, at randy@redroseconsulting.biz or visit www.livelypip.com

New Roundabout under Construction in Columbia County

One of District Two's major emphasis areas for Target Zero is improving intersection safety. The District is working on a variety of projects to do just this, and these projects range from minor changes like altering signal timing to completely changing intersection shape and geometry. An example of the latter is under construction now at US 41 and Bascom Norris Drive in Columbia County.

This particular intersection had several issues. There were a number of crashes, and one field review team actually witnessed a minor accident while they were on-site. Fortunately, that particular crash was minor, but the incident underscored the importance of improving this intersection. In addition to the number of crashes, this intersection was the site of frequent back-ups, often with five or more cars backed up on Bascom Norris, waiting to turn onto 41.

After studying the intersection, project staff recommended changing the intersection to a roundabout. Studies

have shown that converting a two-way stop-controlled intersection like the one at Bascom Norris and US 41 can reduce crashes that cause injury by 82 percent and crashes that cause fatalities by 78 percent. The roundabout design for this intersection will slow traffic on US 41 and allow traffic on Bascom Norris to merge in at safe speeds.

Additionally, the new intersection will include the installation of both bicycle and pedestrian facilities to and around the roundabout, further improving safety for all roadway users. This roundabout also includes a new design element, bicycle ramps, intended specifically to help keep bicyclists safe.

District Two is committed to improving safety and to being a good community partner, so project staff consider multiple factors when developing new projects. One challenge the design team for the US 41/Bascom Norris roundabout faced was accommodating massive trucks that carry long beams to and from a nearby manufacturing facility. Together, they

developed a roundabout that can be navigated by trucks carrying 120-foot long beams from the manufacturing plant.



The US 41/Bascom Norris roundabout is expected to open later this year.

ICE PROCESS ENCOURAGES COOL SAFETY IMPROVEMENTS

In 2020, FDOT implemented a new process when planning a new or modified intersection called Intersection Control Evaluation, or ICE. Designed to assist with the intersection planning and decision-making process, ICE is a data-driven, performance-based approach used to objectively screen intersection alternatives to identify the best solution for all road user groups. Given the rate of serious injuries and fatalities at intersections in Florida, the implementation of ICE is an important advancement the Department has made as we drive towards Target Zero.

The three-stage ICE procedure promotes thoughtful consideration of alternative intersection types by considering a variety of influences, such as context classification, design user, target speed, crash evaluations, unconventional intersection geometry, adjacent intersections, cost, social and environmental impacts, and more. Using data points like these, the ICE process evaluates several alternatives and then ranks them based on their operational and safety performance. Implementation of the ICE process is raising awareness and increasing the use of alternative intersections like Roundabouts, Restricted Crossing U-Turns (RCUTs), Diverging Diamond Intersections (DDIs), and Displaced Left Turns (DLTs) rather than the traditional stop control or signalization.



Everyday Actions Count

Every safety initiative FDOT highlights is important. Work Zone Safety Week (April 11-15), however, focuses on our FDOT family. Like our families at home, we care for one another and never want to see anyone injured or killed. Unfortunately, statistics reveal in 2020, the Federal Highway Administration (FHWA) stated speeding was a factor in over 37 percent of fatal work zone crashes. Also, 20 percent of fatal work-zone crashes involved rear-end collisions. Florida experienced more than 53,000 work-zone related crashes, including 376 fatalities. One fatality is too many! Our team members depend on motorists staying focused and making good decisions behind the wheel. This is a sobering thought.

This year, I challenged all District Two offices to display mock MOT work zones. The MOT scenes are highly visible to the public, so every time a person drives by one of our offices, they can see the cones, equipment, and signs. A constant reminder not everyone works behind a desk. Motorists need to stay alert, slow down, and avoid distractions. This is key to keeping our FDOT members safe and able to go home at night to their loved ones. Work zones may be stressful to motorists, however, like I always say, "Construction is a short-term inconvenience for a long-term transportation solution."

- Greg Evans



DISTRICT 2 SECRETARY GREG EVANS



Check out 3PointTurn, a driver safety podcast from the Florida Department of Highway Safety and Motor Vehicles.

**TECHNICAL ADVISORY COMMITTEE
ATTENDANCE RECORD**

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 10/6/2021	MEETING DATE 4/6/2022	IN VIOLATION IF ABSENT AT NEXT MEETING?
MARIE DANIELS Alt - Michael Castine Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
JAMES TONY FLEGERT Alt - Thomas Strom (Vice Chair) Alt - Ramon Gavarrete	Alachua County Public Works Department	P	P	NO
Dekova Batey	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	A	P	NO
JASON SIMMONS Alt - Andrew Persons	City of Gainesville Department of Sustainable Development	P	P	NO
DEBORAH LEISTNER (Chair) Alt - Jesus Gomez Alt - Scott Wright	City of Gainesville Department of Mobility [Operations, Planning and Transit] Department of Public Works [Engineering, Maintenance, Pavement Management]	P	P	NO
AARON CARVER Alt - Suzanne Schiemann Alt - Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	A	YES
MARI SCHWABACHER Alt - Karen Taulbee	Florida Department of Transportation	<i>P</i>	P	NO
YAIMA DROESE Alt - Reginald Thomas	School Board of Alachua County	A	A	YES
RACHEL MANDELL Alt - Linda Dixon	University of Florida Planning, Design & Construction Division	P	P	NO
RON FULLER Alt - Scott Fox	University of Florida Transportation & Parking Services	P	P	NO

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

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Italics indicates participation via communications media technology

Attendance Rule:

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

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	4/7/2021	6/2/2021	4/6/2022	Violation If Absent At Next Meeting 6/1/2022
Craig Brashier	23-Dec	P	E	P	-
Nelle Bullock	22-Dec	P	P	E	-
Charles Dean Covey	23-Dec	-	P	P	-
Gilbert Levy	23-Dec	P	P	P	-
Ruth Steiner	24-Dec	-	-	-	-
Chris Towne	23-Dec	P	P	P	-
VACANT	23-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-

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

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ATTENDANCE RULE

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

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

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

SCHEDULED 2022 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	<i>CANCELLED</i>	<i>CANCELLED</i>	<i>CANCELLED</i>
APRIL	April 6	April 7	April 25 at 3:00 p.m.
JUNE	June 1	June 2	July 11 at 5:00 p.m.
AUGUST	August 3	August 4	August 22 at 3:00 p.m.
OCTOBER	October 5	October 6	October 24 at 3:00 p.m.
DECEMBER	November 16	November 17	December 12 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the General Purpose Meeting Room of the Gainesville Regional Utilities Administration Building;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building; and
3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building unless noted.

MTPO means Metropolitan Transportation Planning Organization

TAC means Technical Advisory Committee

CAC means Citizens Advisory Committee

B/PAB means Bicycle/Pedestrian Advisory Board

NCFRPC means North Central Florida Regional Planning Council

TMC means City of Gainesville Traffic Management Center

