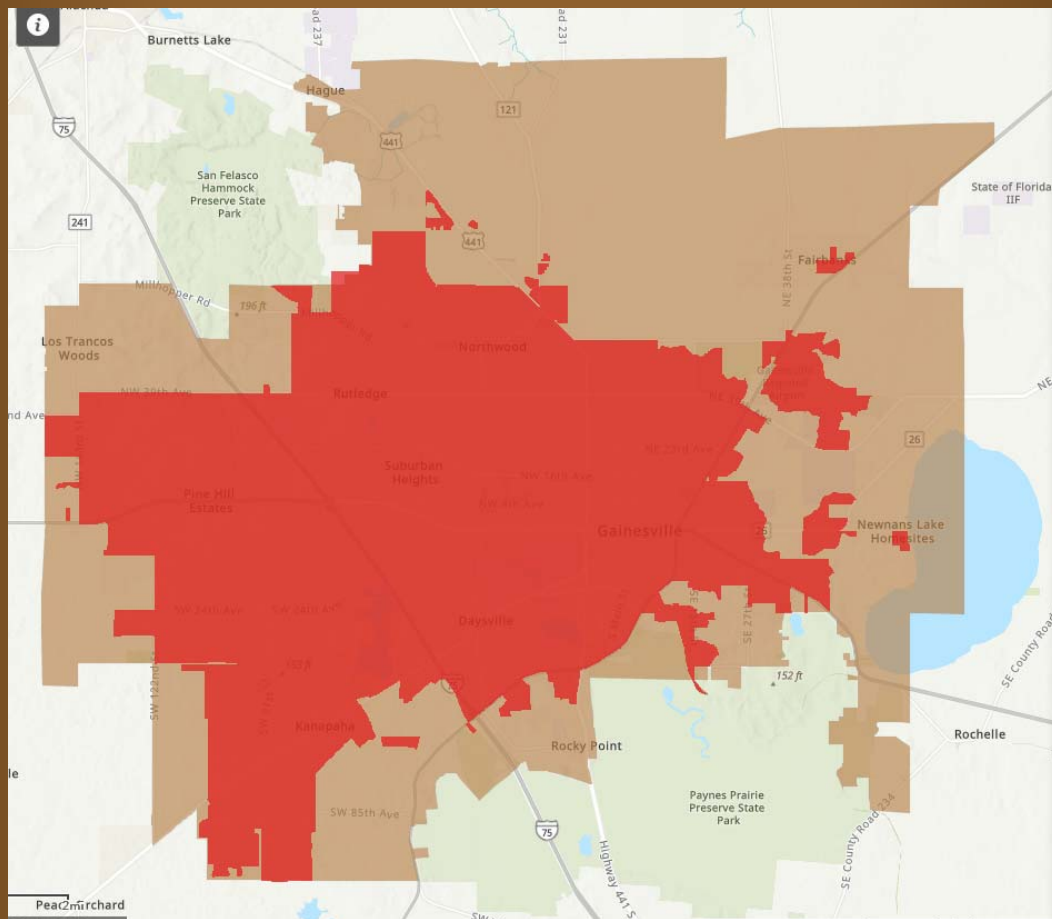


Membership Apportionment Plan - 2020 Census Reapportionment and 2023 Transportation Management Area Designation

October 2, 2023



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

Membership Apportionment Plan - 2020 Census Reapportionment and 2023 Transportation Management Area Designation



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Table of Contents

Chapter I: Introduction.....	33
A. Purpose.....	3
B. Metropolitan Planning Organization Membership- Current and Proposed	4
C. 2020 Census of Population	5
D. Metropolitan Planning Organization Handbook Guidance.....	6
Chapter II: Existing Conditions.....	13
A. Gainesville Metropolitan Area - 2013.....	13
Chapter III: Proposed Alternatives.....	19
A. Option 1 - Proposed Membership - Gainesville Metropolitan Areawide	19
B. Option 2A - Proposed Membership - Alachua Countywide	22
C. Option 2B - Proposed Membership - Alachua Countywide	25
D. Option 3 - Proposed Membership - Metropolitan Statistical Areawide	28
Chapter IV: Evaluation of Alternatives.....	33
A. Option 1 - Proposed Membership - Gainesville Metropolitan Area.....	33
B. Option 2A - Proposed Membership - Alachua Countywide	34
C. Option 2B - Proposed Membership - Alachua Countywide	35
D. Option 3 - Proposed Membership - Metropolitan Statistical Areawide	36
Chapter V: Conclusions and Recommendations.....	39
A. Conclusions.....	39
B. Recommendations	40
Appendix A Metropolitan Planning Organization Samples.....	45
A. Indian River County.....	45
B. Ocala/Marion County	46
C. Polk County	47
D. Tallahassee Metropolitan Statistical Area	47
Appendix B Membership Apportionment Planning Process.....	33

Illustrations

Illustration 1 Gainesville Metropolitan Area Map - 2013	15
Illustration 2 2020 Census Gainesville Urban Area-2013 Gainesville Metropolitan Area Overlay Map.....	16
Illustration 3 Gainesville Metropolitan Area	21
Illustration 4 Alachua Countywide Planning Area 2A	24
Illustration 5 Alachua Countywide Planning Area 2B	27
Illustration 6 Gainesville Metropolitan Statistical Planning Area	30
Illustration 7 Metropolitan Planning Area Recommendation.....	41
Illustration 8 Indian River County Metropolitan Planning Organization.....	45
Illustration 9 Ocala/Marion County Transportation Planning Organization	46
Illustration 10 Polk County Transportation Planning Organization	47
Illustration 11 Capital Region Transportation Planning Agency	49

Tables

Table 1 2020 Census of Population - Gainesville Metropolitan Statistical Area.....	5
Table 2 2010 Population to 2020 Population Comparison.....	13
Table 3 Membership Voting Status - Current and Proposed Gainesville Metropolitan Area.....	20
Table 4 Membership Voting Status - Current and Proposed Alachua Countywide 2A.....	23
Table 5 Membership Voting Status - Current and Proposed Alachua Countywide 2B.....	26
Table 6 Membership Voting Status - Current and Proposed Metropolitan Statistical Areawide.....	29
Table 7 Proposed Membership Voting and Metropolitan Planning Area Alternatives Summary.....	39

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Chapter I

Introduction

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Chapter I: Introduction

Federal laws and regulations require metropolitan planning organizations to be designated for each urban area with a population greater than 50,000 people [23 Code of Federal Regulations 450.310(a), 23 United States Code 134(d)]. This designation is accomplished by agreement between the Governor and the affected units of local government. The federal rules allow the states and units of local government to largely determine the specific composition of the metropolitan planning organizations. In Florida, Section 339.175, Florida Statutes, provides the requirements for metropolitan planning organization membership composition and apportionment of the voting membership. Pursuant to these state and federal rules, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area was created in 1976. According to the 2020 Census, the Gainesville Urban Area has a population of 213,748 and has surpassed the 200,000 person threshold for Transportation Management Area designation. Official Transportation Management Area designation was published in the Federal Register on June 6, 2023.

As a result of the Transportation Management Area designation, the voting membership must be modified for representation of the aviation mode. Therefore, the Gainesville-Alachua County Regional Airport Authority will be added to the voting membership of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. For the transit mode, the City of Gainesville voting membership will continue its representation of its Regional Transit System.

For the purpose of long-range transportation planning, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has utilized an Alachua Countywide computer model known as the Gainesville Urbanized Area Transportation Study model. The Year 2050 Long-Range Transportation Plan update will be a four-step analysis performed on the PTV Group Visum platform.

A. Purpose

The purpose of this planning document is to identify potential changes to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area jurisdictional boundaries and operating procedures. As measured in the 2020 Census, changes in growth and development of Alachua County and the cities located within the County, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area:

- May desire to change its jurisdictional boundary (Metropolitan Planning Area Boundary);
- Needs to modify its membership composition;
- May desire to change its voting majorities necessary to render decisions and carry out its responsibilities and duties; and
- May desire to change its non-voting representation.

To address Transportation Management Area requirements for transportation mode voting representation:

- The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, at a minimum, needs to add a voting representative from the Gainesville/Alachua County Regional Airport Authority Board; and
- The City of Gainesville Mayor and City Commissioners will continue to represent its Regional Transit System.

To address prior Federal requirements for urbanized area representation, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area created a Rural Advisor non-voting member position. Currently, the Rural Advisor is appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area from among elected official nominees submitted by the Alachua County municipalities of Alachua, Archer, Hawthorne, High Springs, La Crosse, Micanopy, Newberry and Waldo.

B. Metropolitan Planning Organization Membership - Current and Proposed

Chapter 2 Existing Conditions provides the current metropolitan planning area map, membership and voting representation of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

Chapter 3 Proposed Alternatives provides four options for the metropolitan planning area map, membership and voting representation of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area:

- Option 1 - Gainesville Metropolitan Areawide map and add an aviation mode voting member to existing voting structure;
- Option 2A - Alachua Countywide map and add an aviation mode voting member to existing voting structure;
- Option 2B - Alachua Countywide map and add an aviation mode vote to population apportioned voting structure; and
- Option 3 - Gainesville Metropolitan Statistical Areawide (Alachua County, Gilchrist County and Levy County) map and add an aviation mode vote to population apportioned voting structure.

C. 2020 Census of Population

Table 1 identifies the 2020 Census population of the Gainesville Metropolitan Statistical Area, consisting of Alachua County and its municipalities; Gilchrist County and its municipalities; Levy County and its municipalities; as well as the population of the unincorporated areas of all three counties and jurisdictional percentages. These percentages provide guidance for the population apportioned alternatives.

Table 1
2020 Census of Population - Gainesville Metropolitan Statistical Area

Local Jurisdiction	2020 Population	Percent County	Percent MSA
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			
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			
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)			
Gainesville Metropolitan Statistical Area (MSA)	339,247	-	100.00%

Source: 2020 Census, U.S. Department of Commerce, Bureau of the Census.

D. Metropolitan Planning Organization Handbook Guidance

Florida Department of Transportation Metropolitan Planning Organization Handbook excerpts for voting membership, non-voting advisors, alternate members, metropolitan planning area boundaries and metropolitan planning area boundary maps are provided below.

2.5.1 Voting Membership

The Metropolitan Planning Organization 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. [Section 339.175(3)(a), Florida Statutes] In determining the composition of the Metropolitan Planning Organization Board:

- With the exception of instances in which all of the county commissioners in a single-county Metropolitan Planning Organization are members of the Metropolitan Planning Organization Governing Board, county commissioners shall compose at least one-third of the Metropolitan Planning Organization Governing Board membership. A multicounty Metropolitan Planning Organization may satisfy this requirement by any combination of county commissioners from each of the counties constituting the Metropolitan Planning Organization. In cases where the Metropolitan Planning Organization has more than 15 voting members with a 5-member county commission, or the Metropolitan Planning Organization 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 Metropolitan Planning Organization 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 Section 339.175(3)(a), Florida Statutes, 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 Metropolitan Planning Organization Board if an official of an agency that operates or administers a major mode of transportation has been appointed to the Metropolitan Planning Organization. [Section 339.175(3)(a), Florida Statutes]
- Any authority or agency created by law to perform transportation functions that is not under the jurisdiction of a local government represented on the Metropolitan Planning Organization may be provided voting membership on the Metropolitan Planning Organization. [Section 339.175(3)(b), Florida Statutes]

The Governor also may provide that Metropolitan Planning Organization members who represent municipalities on a Metropolitan Planning Organization Board may alternate with representatives from other municipalities within the Metropolitan Planning Area that do not have members on the Metropolitan Planning Organization. [Section 339.175(3)(a), Florida Statutes]

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 Metropolitan Planning Organization Board if the Metropolitan Planning Organization jurisdiction is wholly contained within the county. In addition to the entire county commission, the Metropolitan Planning Organization established under this provision must include four additional voting members to the Metropolitan Planning Organization: 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. [Section 339.175(3)(d), Florida Statutes]

In addition, the voting membership of any Metropolitan Planning Organization, whose geographical boundaries include any "county" as defined in Section 125.011(1), Florida Statutes, [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. [Section 339.176, Florida Statutes]

A Transportation Management Area is an Urban Area with a population over 200,000, as defined by the Census Bureau and designated by the U.S. Department of Transportation. Note that in some cases, an Urban Area with less than 200,000 residents has been designated as a Transportation Management Area; this is upon special request from the Governor and the Metropolitan Planning Organization designated for the area. Federal law requires the voting membership of a Metropolitan Planning Organization Board in a Transportation Management Area 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 Code of Federal Regulations 450.310(d)(1)]

Florida law states these transportation agencies may be given voting membership on the Metropolitan Planning Organization, regardless of Transportation Management Area status, if such agencies are performing functions that are not under the jurisdiction of a general purpose government represented on the Metropolitan Planning Organization. If such operators of major modes of transportation are represented by elected officials from general purpose governments that are on the Metropolitan Planning Organization, the Metropolitan Planning Organization shall establish the process by which the interests of these operators are expressed. [Section 339.175(3)(b), Florida Statutes]

2.5.2 Non-Voting Advisors

Florida Statutes require Florida Department of Transportation to serve as a nonvoting advisor to the Metropolitan Planning Organization Governing Board. Florida Department of Transportation will be represented by the District Secretary or designee. Additional nonvoting advisors may be appointed by the Metropolitan Planning Organization as deemed necessary; however, to the maximum extent feasible, each Metropolitan Planning Organization shall seek to appoint nonvoting representatives of various multimodal forms of transportation not otherwise represented by voting members of the Metropolitan Planning Organization. Representatives of major military installations, upon their request and subject to the agreement of the Metropolitan Planning Organization, shall be appointed as nonvoting advisors of the Metropolitan Planning Organization. [Section 339.175 (4)(a), Florida Statutes] 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 a Metropolitan Planning Organization, 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 Metropolitan Planning Organization's interlocal agreement, operating procedures, or bylaws. The alternate member may vote at any Metropolitan Planning Organization Board meeting in place of the regular member if the regular member is not in attendance. [Section 339.175(4)(a), Florida Statutes]

2.6 Metropolitan Planning Area Boundaries

The Federal requirements for establishing and adjusting Metropolitan Planning Area boundaries are set out in 23 Code of Federal Regulations 450.312. The boundaries of a Metropolitan Planning Area must be determined by agreement between the Metropolitan Planning Organization and the Governor. At a minimum, the Metropolitan Planning Area 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. A Metropolitan Planning Area boundary may encompass more than one Urban Area 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, Metropolitan Planning Area boundaries must not overlap with each other.

If more than one Metropolitan Planning Organization is designated within an urban area with a population of 50,000 or more, the Infrastructure Investment and Jobs Act requires Metropolitan Planning Organizations to ensure, to the maximum extent practicable, consistency of any data used in the planning process. The Infrastructure Investment and Jobs Act also clarifies that Metropolitan Planning Organizations are not required to jointly develop planning documents (i.e., a unified Long Range Transportation Plan or unified Transportation Improvement Program). [23 United States Code 134(g)(4) and (5)]

Where part of a Urban Area that is served by one Metropolitan Planning Organization extends into an adjacent Metropolitan Planning Area, the Metropolitan Planning Organizations must, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the Metropolitan Planning Organizations. Alternatively, the Metropolitan Planning Organizations may adjust their existing boundaries so the entire Urban Area lies within only one Metropolitan Planning Area. Boundary adjustments that change the composition of the Metropolitan Planning Organization may require redesignation of one or more of the Metropolitan Planning Organizations. [23 Code of Federal Regulations 450.312(h)]

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

The Metropolitan Planning Organization must review its Metropolitan Planning Area boundaries after each Census, in cooperation with the State and public transportation operator(s), to determine if existing Metropolitan Planning Area boundaries meet the minimum statutory requirements for new and updated Urban Areas. The boundaries should be adjusted as necessary. [23 Code of Federal Regulations 450.312(j)]

2.6.1 Metropolitan Planning Area Boundary Maps

The Florida Department of Transportation Office of Policy Planning provides 2020 Census urban area boundaries and population data to Metropolitan Planning Organizations for the purpose of establishing or updating existing Metropolitan Planning Area 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 Metropolitan Planning Organization shall create or revise a final map showing the Metropolitan Planning Area 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 Metropolitan Planning Area boundary; and
- Documentation used to support the inclusion of any geographic areas for Metropolitan Planning Area funding purposes that are not expected to be urban within the next 20 years.

The Metropolitan Planning Organization will adopt the Metropolitan Planning Area Boundary Map when it adopts its Membership Apportionment Plan. The Metropolitan Planning Organization shall submit both documents to Florida Department of Transportation Office of Policy Planning's Metropolitan Planning Organization 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 Code of Federal Regulations 450.312(j), the Florida Department of Transportation Office of Policy Planning will provide copies of the maps to Federal Highway Administration and Federal Transit Administration following approval by the Metropolitan Planning Organization and the Governor.

Metropolitan Planning Area 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; and
- Metropolitan Planning Area Boundary.

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Chapter II

Existing Conditions

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Chapter II: Existing Conditions

This chapter includes membership information, voting procedures and planning area boundary maps for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. 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. Appendix A includes the following sample Florida metropolitan planning organizations: Indian River County, Ocala-Marion County, Polk County and Tallahassee Metropolitan Statistical Area.

A. Gainesville Metropolitan Area - 2013

1. Current Membership

a. Voting Membership

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is comprised of 12 voting members:

- All five of the Alachua County Board of County Commissioners; and
- City of Gainesville Mayor and all six City Commissioners.

A positive majority of each jurisdiction participating in a vote is required for a motion to pass.

b. Non-Voting Membership

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also includes three non-voting members:

- Florida Department of Transportation District 2 Secretary or his designee (per Florida Statutes);
- Rural Advisor; and
- University of Florida President or his/her designee.

2. Metropolitan Planning Area Population

Table 2 shows changes in population in Alachua County, including the Gainesville Metropolitan Area, the metropolitan planning area of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, between the 2010 Census and the 2020 Census.

**Table 2
2010 Population to 2020 Population Comparison**

Area / Jurisdiction	2010 Population	2020 Population
Gainesville Urban Area	-	213,748
Gainesville Metropolitan Area	199,517	224,788
Alachua County	247,336	278,468
Gilchrist County	16,939	17,864
Levy County*	40,801	42,915
Metropolitan Statistical Area	303,076	339,247

*Levy County, included for comparison, was not part of the 2010 Metropolitan Statistical Area

3. Metropolitan Planning Area Boundary

The boundaries of the Metropolitan Planning Area are determined by agreement between the metropolitan planning organization and the Governor and, at minimum, encompass the entire existing urban area (as defined by the Census Bureau) plus the contiguous area expected to become urban within a 20-year forecast period (23 Code of Federal Regulations 450.312).

The current 2010 Census-based Metropolitan Planning Area, the Gainesville Metropolitan Area, is located in north central Florida in Alachua County (see Illustration 1). The Gainesville Metropolitan Area includes:

- Alachua County unincorporated areas within the City of Gainesville urbanized area;
- Alachua County Urban Cluster portions within the City of Gainesville urbanized area;
- Alachua County Urban Cluster portions contiguous with the City of Gainesville urbanized area;
- City of Alachua urbanized corporate areas contiguous with the City of Gainesville urbanized area;
- City of Gainesville urbanized area;
- City of Gainesville corporate areas not in the City of Gainesville urbanized area; and
- 20-year planning horizon boundary as defined by the Gainesville Urban Reserve Area Map.

Illustration 2 shows the 2020 Census-based Gainesville Urban Area as overlaid on the 2013 Gainesville Metropolitan Area map. This overlay shows that all of the 2020 Gainesville Urban Area is within the current Gainesville Metropolitan Area map.

Currently, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is coordinating with the Florida Department of Transportation concerning the smoothing of the Gainesville Urban Area map and development of the Functional Classification Map.

Metropolitan Planning Area mapping includes the following elements.

- 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; and
- Transit/intermodal facilities and airports.

Illustration 1
Gainesville Metropolitan Area Map - 2013

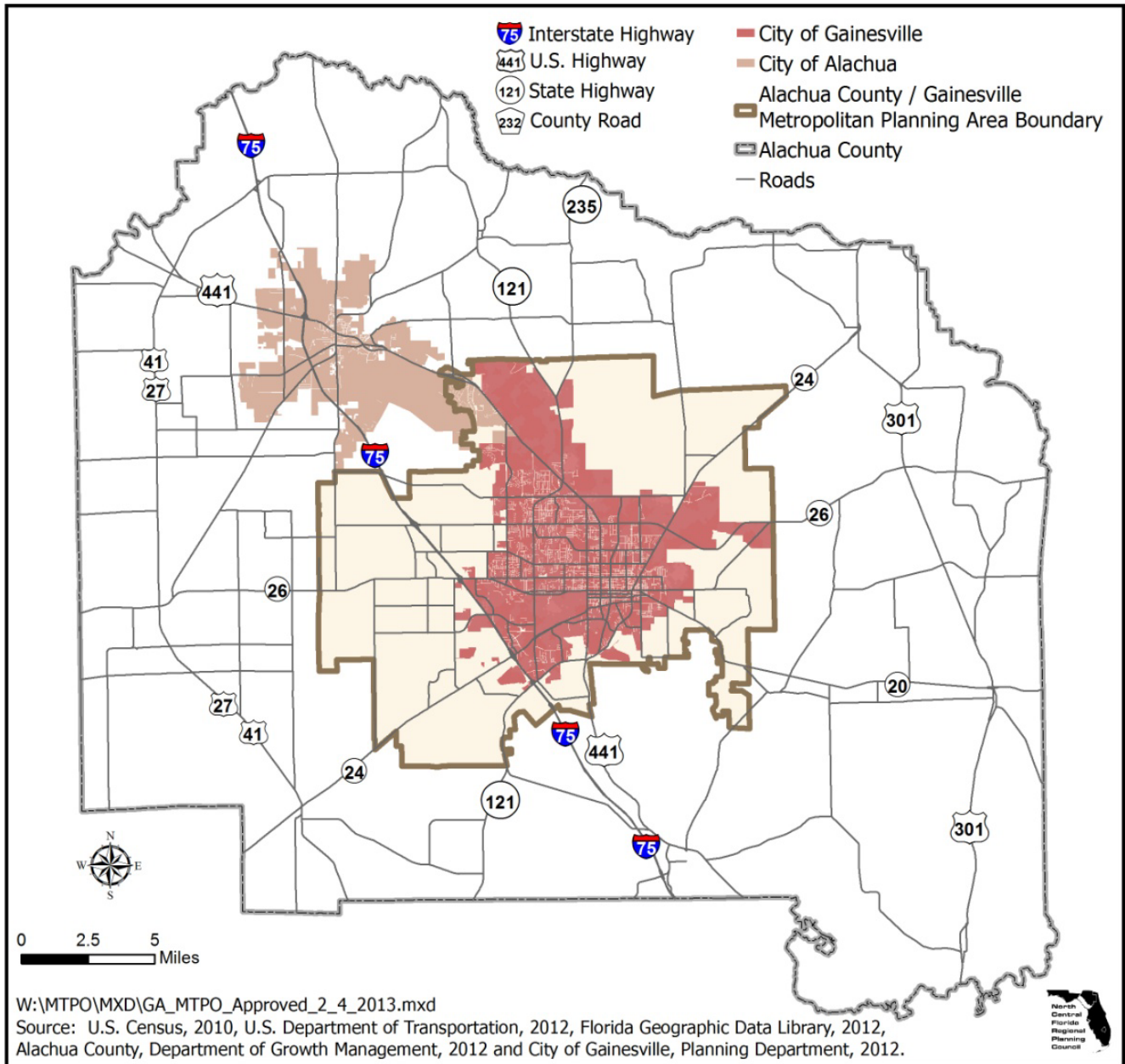
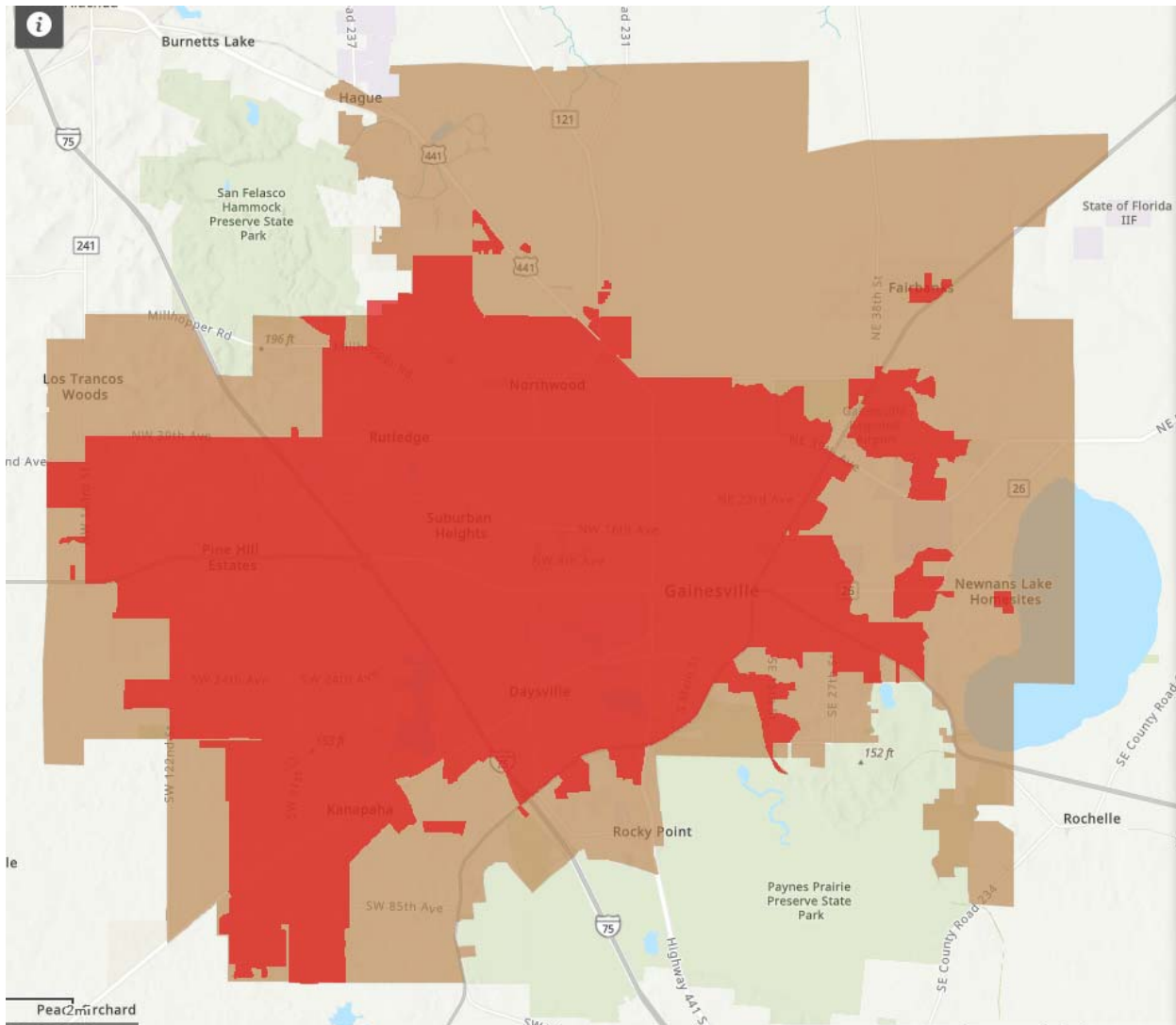




Illustration 2 2020 Census Gainesville Urban Area-2013 Gainesville Metropolitan Area Overlay Map



-  2013 Gainesville Metropolitan Area
-  2020 Census Gainesville Urban Area

Chapter III

Proposed Alternatives

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Chapter III: Proposed Alternatives

A. Option 1 - Proposed Membership - Gainesville Metropolitan Area

Option 1 consists of retaining the current boundary for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area known as the Gainesville Metropolitan Area. This membership scenario also retains the existing voting governance (current membership and separate majority voting requirements for both the City of Gainesville Mayor and City Commissioners as well as the Alachua County Board of County Commissioners) as augmented by the aviation mode voting representative and the non-voting representatives. The Rural Advisor non-voting representative would continue to be appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Transit mode representation would continue to be the City of Gainesville membership.

1. Voting Membership

The proposed Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area would be comprised of 13 voting members:

- All five of the Alachua County Board of County Commissioners; and
- City of Gainesville Mayor and all six City Commissioners; and
- One Gainesville-Alachua County Regional Airport Authority Board member and alternates.

A simple majority vote would be required for a motion to pass.

2. Non-Voting Membership

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also includes three non-voting members:

- Florida Department of Transportation District 2 Secretary or his designee (per Florida Statutes);
- Rural Advisor; and
- University of Florida President or his/her designee.

Table 3 shows the current membership and voting status of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area members and also shows possible voting representation related to changes due to:

- Population in Alachua County, including the Gainesville Urban Area, for the 2020 Census; and
- Transportation Management Area Designation.

Table 3
Membership Voting Status - Current and Proposed Gainesville Metropolitan Area

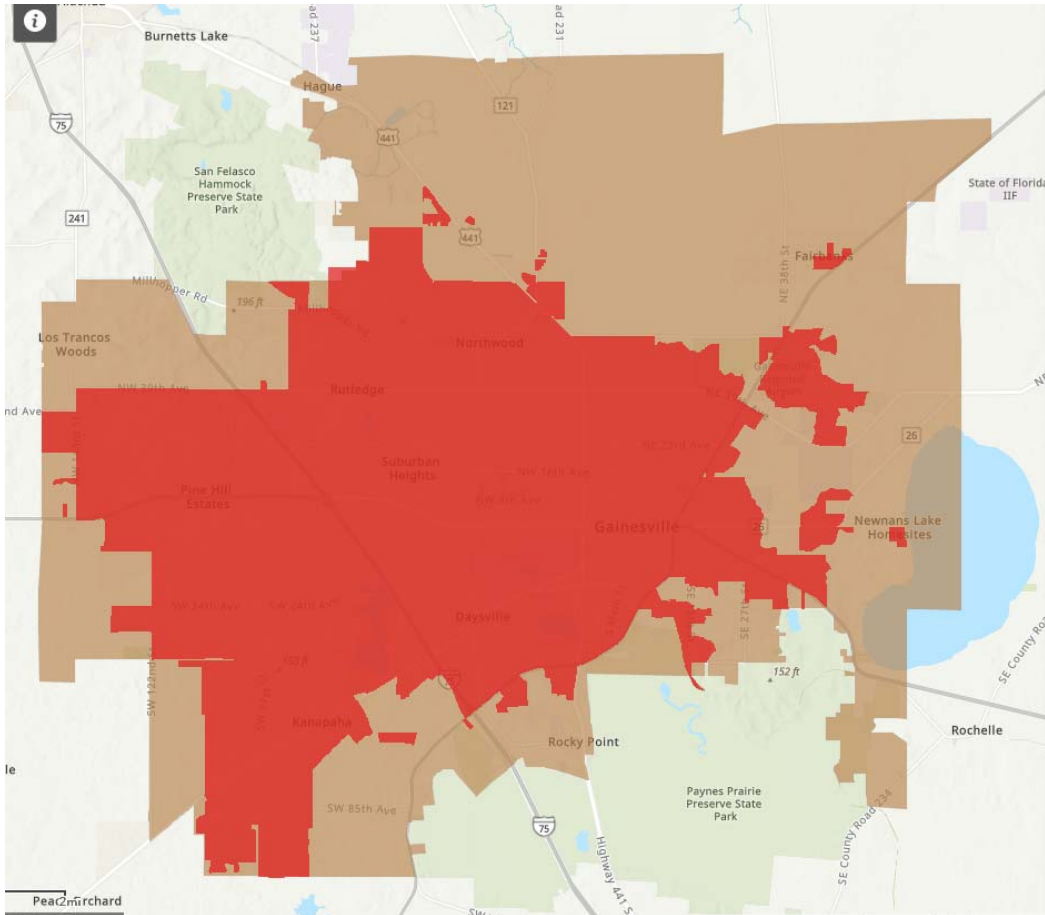
Jurisdiction/ Agency/ Entity	Current Membership			Proposed Membership		
	Number of Voting Members	Number of Non-Voting Members	Percent of Total Votes	Number of Voting Members	Number of Non-Voting Members	Percent of Total Votes
Gainesville*	7	-	50%	7		54%
Alachua County*	5	-	50%	5		38%
Florida Department of Transportation*		1			1	0%
University of Florida*		1			1	0%
Rural Advisor		1			1	0%
Gainesville-Alachua County Regional Airport Authority*	-	-	-	1		8%
Total	12	3	100%	13	3	100%



*Currently participates on Technical Advisory Committee

3. Metropolitan Planning Area Map

Illustration 3 shows the proposed Gainesville Metropolitan Area for Option 1.

Illustration 3
Gainesville Metropolitan Area



-  2013 Gainesville Metropolitan Area
-  2020 Census Gainesville Urban Area

B. Option 2A - Proposed Membership - Alachua Countywide

Option 2A consists of a countywide metropolitan planning area for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. This membership scenario retains the existing voting governance (current membership) as augmented by the aviation mode voting representative and the non-voting representatives. The Rural Advisor non-voting representative would continue to be appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Transit mode representation would continue to be the City of Gainesville membership.

1. Voting Membership

The proposed Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area would be comprised of 13 voting members:

- All five of the Alachua County Board of County Commissioners; and
- City of Gainesville Mayor and all six City Commissioners; and
- One Gainesville-Alachua County Regional Airport Authority Board member and alternates.

A simple majority vote would be required for a motion to pass.

2. Non-Voting Membership

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also includes three non-voting members:

- Florida Department of Transportation District 2 Secretary or his designee (per Florida Statutes);
- Rural Advisor; and
- University of Florida President or his/her designee.

Table 4 shows the current membership and voting status of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area members and also shows possible voting representation related to changes due to:

- Population in Alachua County, including the Gainesville Urban Area, for the 2020 Census;
- Expansion of the metropolitan planning area to Alachua Countywide; and
- Transportation Management Area Designation.

Table 4
Membership Voting Status - Current and Proposed 2A Alachua Countywide

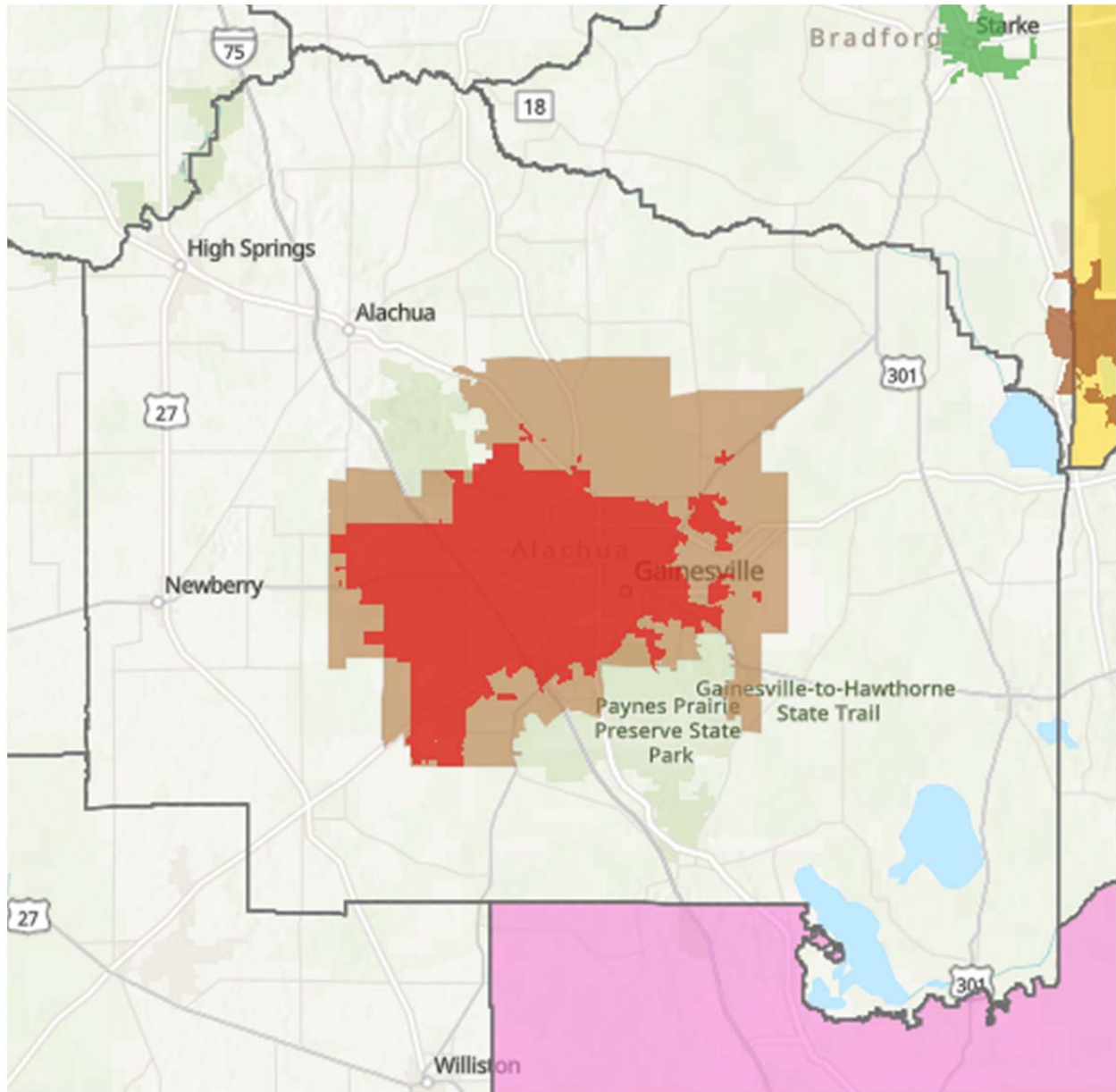
Jurisdiction/ Agency/ Entity	Current Membership			Proposed Membership		
	Number of Voting Members	Number of Non-Voting Members	Percent of Total Votes	Number of Voting Members	Number of Non-Voting Members	Percent of Total Votes
Gainesville*	7	-	50%	7		54%
Alachua County*	5	-	50%	5		38%
Florida Department of Transportation*		1			1	0%
University of Florida*		1			1	0%
Rural Advisor		1			1	0%
Gainesville-Alachua County Regional Airport Authority*	-	-	-	1		8%
Total	12	3	100%	13	3	100%



*Currently participates on Technical Advisory Committee

3. Metropolitan Planning Area Map

Illustration 4 shows the proposed Alachua Countywide metropolitan planning area map for Option 2A.

Illustration 4
Alachua Countywide Planning Area 2A



-  2013 Gainesville Metropolitan Area
-  2020 Census Gainesville Urban Area

C. Option 2B - Proposed Membership - Alachua Countywide

Option 2B consists of a countywide metropolitan planning area for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The voting governance for this membership scenario would provide for population apportioned voting governance that includes representation from the Alachua County Board of County Commissioners, the City of Gainesville Mayor/City Commissioners, the Rural Representative and an aviation mode representative. The Rural Representative would be appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Florida Department of Transportation and University of Florida non-voting representatives are retained in this alternative. Transit mode representation is provided by the City of Gainesville membership.

1. Voting Membership

The proposed Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area would be comprised of nine voting members:

- Three Alachua County Board of County Commissioners; and
- Four City of Gainesville Mayor/City Commissioners;
- One Rural Representative; and
- One Gainesville-Alachua County Regional Airport Authority representative.

A simple majority vote would be required for a motion to pass.

2. Non-Voting Membership

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also includes two non-voting members:

- Florida Department of Transportation District 2 Secretary or his designee (per Florida Statutes);
- University of Florida President or his designee.

Table 5 shows the current membership and voting status of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area members and also show possible voting representation related to changes due to:

- Population in Alachua County, including the Gainesville Urban Area, for the 2020 Census;
- Expansion of the metropolitan planning area to Alachua Countywide; and
- Transportation Management Area Designation.

**Table 5
Membership Voting Status - Current and Proposed 2B Alachua Countywide**

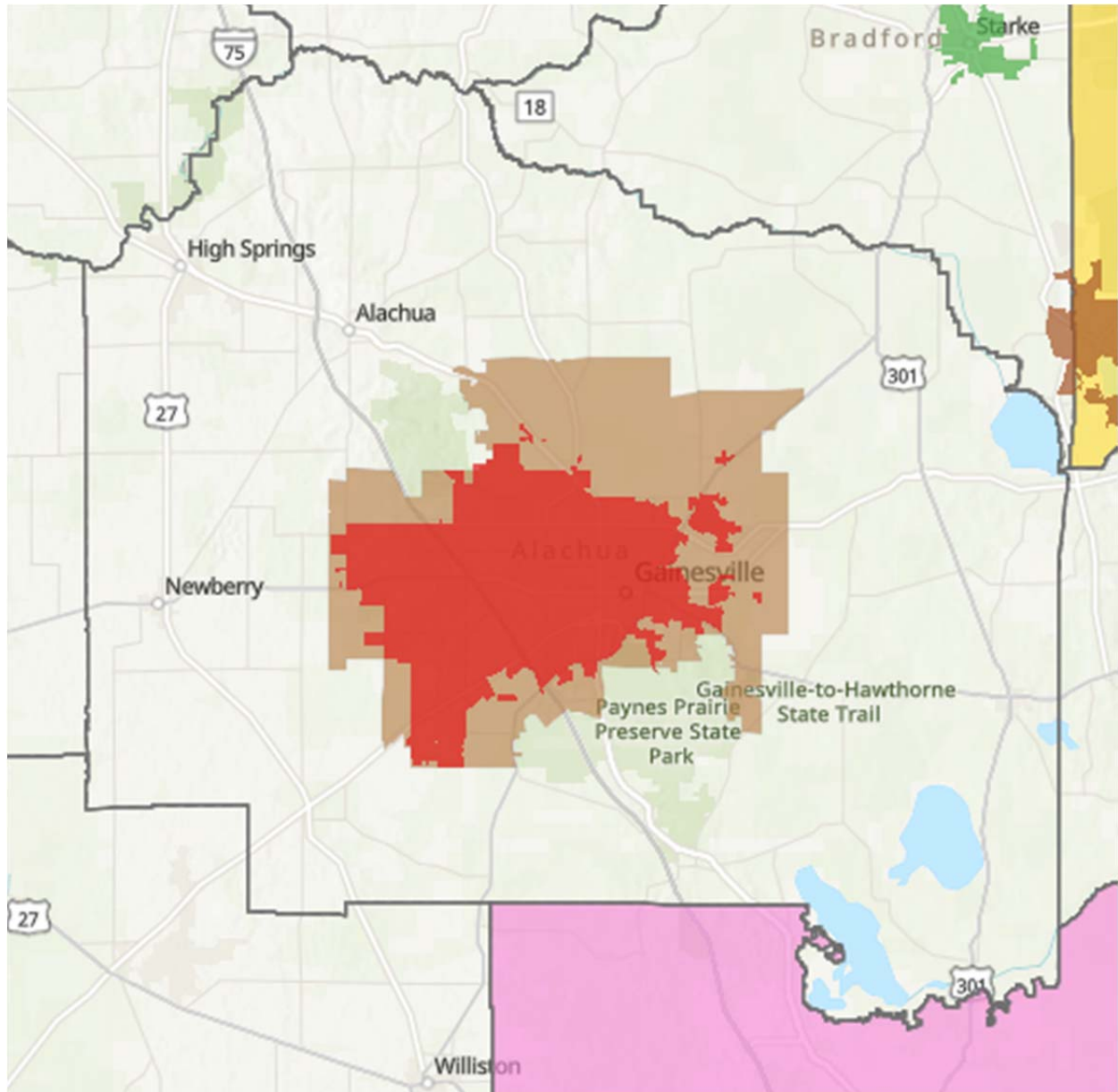
Jurisdiction/ Agency/ Entity	Current Membership			Proposed Membership		
	Number of Voting Members	Number of Non-Voting Members	Percent of Total Votes	Number of Voting Members	Number of Non-Voting Members	Percent of Total Votes
Gainesville*	7	-	50%	4		45%
Alachua County*	5	-	50%	3		33%
Florida Department of Transportation*		1			1	0%
University of Florida*		1		-	1	0%
Rural Representative		1		1	-	11%
Gainesville-Alachua County Regional Airport Authority*	-	-	-	1	-	11%
Total	12	3	100%	9		100%



*Currently participates on Technical Advisory Committee

3. Metropolitan Planning Area Map

Illustration 5 shows the proposed Alachua Countywide metropolitan planning area map for Option 2B.

Illustration 5
Alachua Countywide Planning Area 2B



-  2013 Gainesville Metropolitan Area
-  2020 Census Gainesville Urban Area

D. Option 3 - Proposed Membership - Metropolitan Statistical Areawide

Option 3 consists of the Gainesville Metropolitan Statistical Areawide (Alachua County, Gilchrist County and Levy County) metropolitan planning area for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The voting governance for this membership scenario features population apportioned voting governance that includes all five Alachua County Board of County Commissioners, the City of Gainesville Mayor and all six City Commissioners, one Gilchrist County Commissioner, two Levy County Commissioners, a Rural Representative and an aviation mode voting representative. The Rural Representative would be appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Florida Department of Transportation and University of Florida non-voting representatives are retained in this alternative. Transit mode representation would be provided by the City of Gainesville membership.

1. Voting Membership

The proposed Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area would be comprised of 17 voting members:

- All five Alachua County Board of County Commissioners; and
- City of Gainesville Mayor and all six City Commissioners;
- One Rural Representative;
- One Gilchrist County Commissioner;
- Two Levy County Commissioners; and
- One Gainesville-Alachua County Regional Airport Authority representative.

A simple majority vote would be required for a motion to pass.

2. Non-Voting Membership

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also includes two non-voting members:

- Florida Department of Transportation District 2 Secretary or his designee (per Florida Statutes);
- University of Florida President or his/her designee.

Table 6 shows the current membership and voting status of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area members and also shows possible voting representation related to changes due to:

- Population in Alachua County, Gilchrist County and Levy County for the 2020 Census;
- Expansion of the metropolitan planning area to Gainesville Metropolitan Statistical Areawide;
- Transportation Management Area Designation; and
- Levy County added to the Metropolitan Statistical Area.

Table 6
Membership Voting Status - Current and Proposed Metropolitan Statistical
Areawide

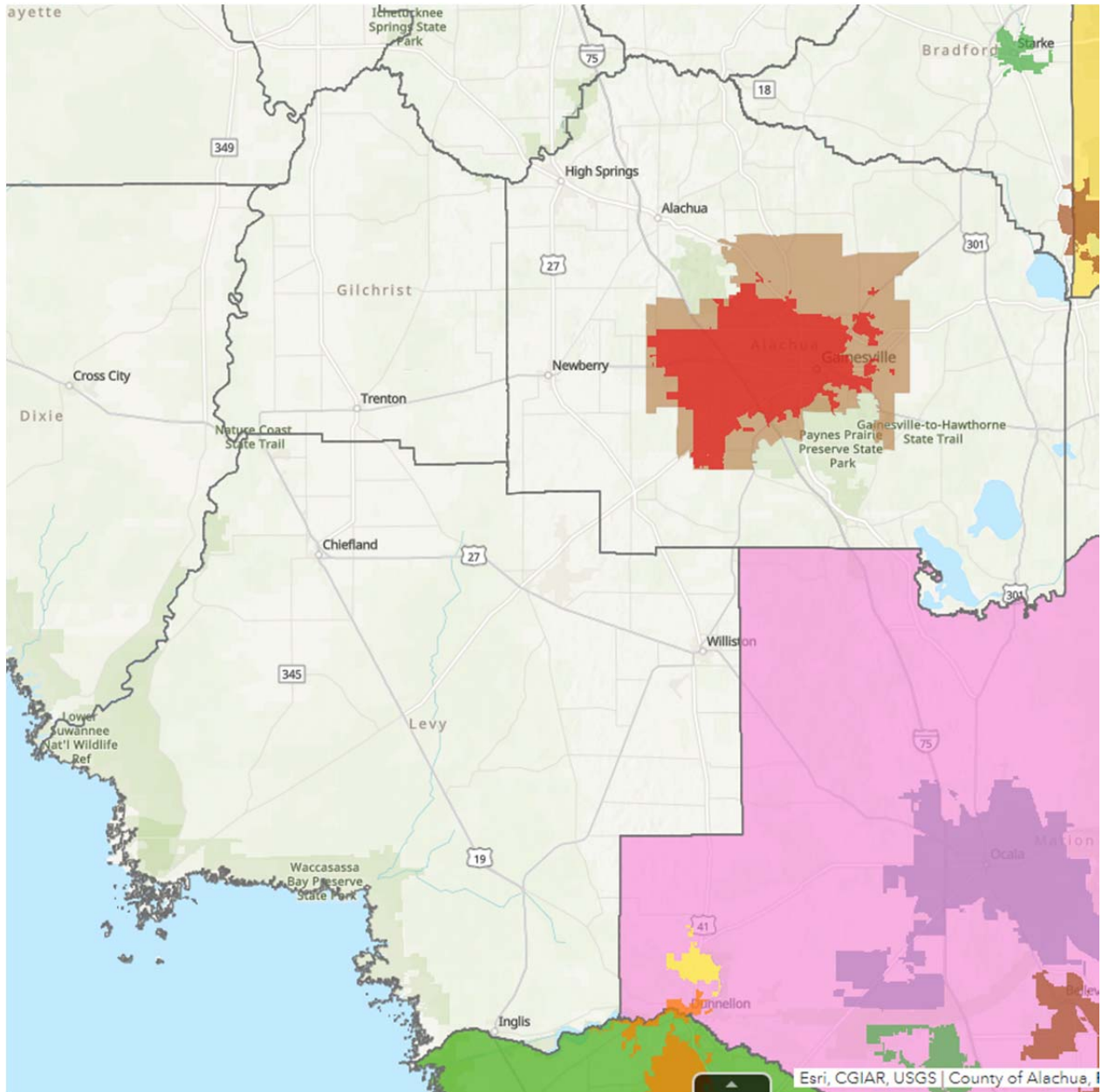
Jurisdiction/ Agency/ Entity	Current Membership			Proposed Membership		
	Number of Voting Members	Number of Non-Voting Members	Percent of Total Votes	Number of Voting Members	Number of Non-Voting Members	Percent of Total Votes
Gainesville*	7	-	50%	7	-	41%
Alachua County*	5	-	50%	5	-	29%
Florida Department of Transportation*		1	0%	-	1	0%
University of Florida*		1	0%		1	0%
Rural Representative		1	0%	1	-	6%
Gainesville-Alachua County Regional Airport Authority*	-	-	-	1	-	6%
Gilchrist County	-	-	-	1	-	6%
Levy County	-	-	-	2	-	12%
Total	12		100%	17	2	100%



*Currently participates on Technical Advisory Committee

3. Metropolitan Planning Area Map

Illustration 6 shows the proposed Gainesville Metropolitan Statistical Area-wide metropolitan planning area map for Option 3.

Illustration 6
Gainesville Metropolitan Statistical Planning Area



-  2013 Gainesville Metropolitan Area
-  2020 Census Gainesville Urban Area

Chapter IV

Evaluation of Alternatives

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Chapter IV: Evaluation of Alternatives

Listed in the following material are the advantages and disadvantages that have been identified with respect to the metropolitan planning area and governance of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the alternatives identified in Chapter III due to the impacts of the 2020 Census and the Transportation Management Area designation.

A. Option 1 - Proposed Membership - Gainesville Metropolitan Area

Below is a listing of advantages and disadvantages concerning the Option 1:

- Current Gainesville Metropolitan Area boundaries;
- Current voting membership with a simple majority vote required to pass a motion;
- Added aviation mode voting representative Gainesville-Alachua County Regional Airport Authority; and
- Current non-voting representatives.

Advantages	Disadvantages
Addresses 2020 Census Gainesville Urban Area (metropolitan planning area) map and governance requirements	Does not provide for countywide transportation planning consistent with Gainesville Urbanized Area Transportation Study Alachua Countywide computer model

B. Option 2A - Proposed Membership - Alachua Countywide

Below is a listing of advantages and disadvantages concerning the Option 2A:

- Alachua Countywide metropolitan planning area boundary;
- Current voting membership with simple majority vote required to pass a motion;
- Added aviation mode voting representative Gainesville-Alachua County Regional Airport Authority; and
- Current non-voting representatives.

Advantages	Disadvantages
Addresses opportunity for an Alachua Countywide metropolitan planning area map and governance requirements; and Consolidates transportation planning of Federal Aid-eligible transportation facilities for Federal and State funding in a single jurisdiction - the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	-
Provides for consistency and compatibility with Alachua County municipal comprehensive plans	-
Provides for countywide transportation planning consistent with Gainesville Urbanized Area Transportation Study Alachua Countywide computer model	-

C. Option 2B - Proposed Membership - Alachua Countywide

Below is a listing of advantages and disadvantages concerning the Option 2B

- Alachua Countywide metropolitan planning area boundary;
- Modified population apportioned (weighted) voting membership with a simple majority vote required to pass a motion;
- Added aviation mode voting representative from the Gainesville-Alachua County Regional Airport Authority;
- Rural voting Representative (elected official nominee from outlying municipality selected by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area); and
- Current Florida Department of Transportation and University of Florida non-voting representatives.

Advantages	Disadvantages
Addresses opportunity for an Alachua Countywide metropolitan planning area map and governance requirements; and Consolidates transportation planning on Federal Aid-eligible transportation facilities for Federal and State funding in a single jurisdiction - the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	-
Provides for consistency and compatibility with Alachua County municipal comprehensive plans	-
Provides for countywide transportation planning consistent with Gainesville Urbanized Area Transportation Study Alachua Countywide computer model	-

D. Option 3 - Proposed Membership - Metropolitan Statistical Areawide

Below is a listing of advantages and disadvantages concerning the Option 3:

- Gainesville Metropolitan Statistical Areawide (Alachua County, Gilchrist County and Levy County) metropolitan planning area boundary;
- Modified population apportioned (weighted) voting membership with simple majority vote required to pass a motion;
- Added aviation mode voting representative from the Gainesville-Alachua County Regional Airport Authority;
- Rural voting Representative (elected official nominee from outlying municipality selected by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area); and
- Current Florida Department of Transportation and University of Florida non-voting representatives.

Advantages	Disadvantages
Addresses opportunity for an Metropolitan Statistical Areawide metropolitan planning area map and essential governance requirements; and Consolidates transportation planning on Federal Aid-eligible transportation facilities for Federal and State funding in a single jurisdiction - the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area	Gainesville Urbanized Area Transportation Study Alachua Countywide computer model would need to be revised to study the multi-county Gainesville Metropolitan Statistical Area
Provides for consistency and compatibility with Alachua County municipal, Gilchrist County and Levy County comprehensive plans	-
Provides for regional transportation planning	-

Chapter V

Conclusions and Recommendations

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Chapter V: Conclusions and Recommendations

Subsequent to the determination by the United States Census Bureau of the 2020 Census of Population for the Gainesville Urban Area, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to evaluate its membership apportionment. As a result of the 2020 Census of Population for the Gainesville Urban Area, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has been designated a Transportation Management Area. The Transportation Management Area designation means that the aviation mode of transportation must have a voting membership on the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

A. Conclusions

In accordance with Federal and State guidance for metropolitan planning organization governance and metropolitan planning area mapping, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has been presented with four alternatives which are summarized in Table 7.

**Table 7
Proposed Membership Voting and Metropolitan Planning Area Alternatives
Summary**

Alternative	Voting Membership	Voting Percent	Non-Voting Membership
Option 1 Gainesville Metropolitan Area (minimum change)	5 - Alachua County Commissioners	46%	Florida Department of Transportation
	7 - Mayor and six City Commissioners	46%	Rural Advisor
	1 - Gainesville- Alachua County Regional Airport Board member	8%	University of Florida
Total	13	100%	
Option 2A Alachua Countywide #1 (planning area change)	5 - Alachua County Commissioners	46%	Florida Department of Transportation
	7 - Mayor and six City Commissioners	46%	Rural Advisor
	1 - Gainesville- Alachua County Regional Airport Board member	8%	University of Florida
Total	13	100%	
Option 2B Alachua Countywide #2 (planning area and population apportioned voting changes)	3 - Alachua County Commissioners	33%	Florida Department of Transportation
	4 - Mayor/City Commissioners	45%	University of Florida
	1 - Gainesville- Alachua County Regional Airport Board member	11%	
	1 - Rural Representative	11%	
Total	9	100%	
Option 3 Gainesville Metropolitan Statistical Area - Alachua, Gilchrist and Levy Counties (planning area and population apportioned voting changes)	5 - Alachua County Commissioners	29%	Florida Department of Transportation
	7 - Mayor/City Commissioners	41%	University of Florida
	1 - Gainesville- Alachua County Regional Airport Board member	6%	
	1 - Rural Representative	6%	
	1 - Gilchrist County Commissioner	6%	
	2 - Levy County Commissioners	12%	
Total	17	100%	

B. Recommendations

The Citizens Advisory Committee and Staff recommended approval of Option 2B. The Technical Advisory Committee recommended approval of the:

- Planning Area Map - Gainesville Metropolitan Area, excluding City of Alachua parcels;
- Voting Membership - all Five of the Alachua County Board of County Commissioners; City of Gainesville Mayor and All Six City Commissioners; and One Gainesville-Alachua County Regional Airport Authority Board representative which requires a majority vote of each commission for a motion to pass; and
- Non-Voting Membership - One Rural Advisor; the Florida Department of Transportation District 2 Secretary or his/her designee (per Florida Statutes); and the University of Florida President or his/her designee.

The Bicycle/Pedestrian Advisory Board recommended approval of the:

- Planning Area Map - Alachua Countywide;
- Voting Membership - all Five of the Alachua County Board of County Commissioners; City of Gainesville Mayor and All Six City Commissioners; One Rural Representative and One Gainesville-Alachua County Regional Airport Authority Board representative which requires a majority vote of each commission for a motion to pass; and
- Non-Voting Membership - The Florida Department of Transportation District 2 Secretary or his/her designee (per Florida Statutes); and the University of Florida President or his/her designee.

1. Voting Membership and Non-Voting Representatives

As approved on October 2, 2023, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area would be comprised of 15 voting members:

- All Five of the Alachua County Board of County Commissioners;
- City of Gainesville Mayor and All Six City Commissioners;
- One Gainesville-Alachua County Regional Airport Authority Board Member Representative;
- One Rural Elected Official Representative; and
- One School Board Member of Alachua County Representative.

A simple majority vote would be required for a motion to pass. The Rural Elected Official Representative would be an local elected official from the outlying Alachua County municipalities (Alachua, Archer, Hawthorne, High Springs, La Crosse, Micanopy, Newberry and Waldo).

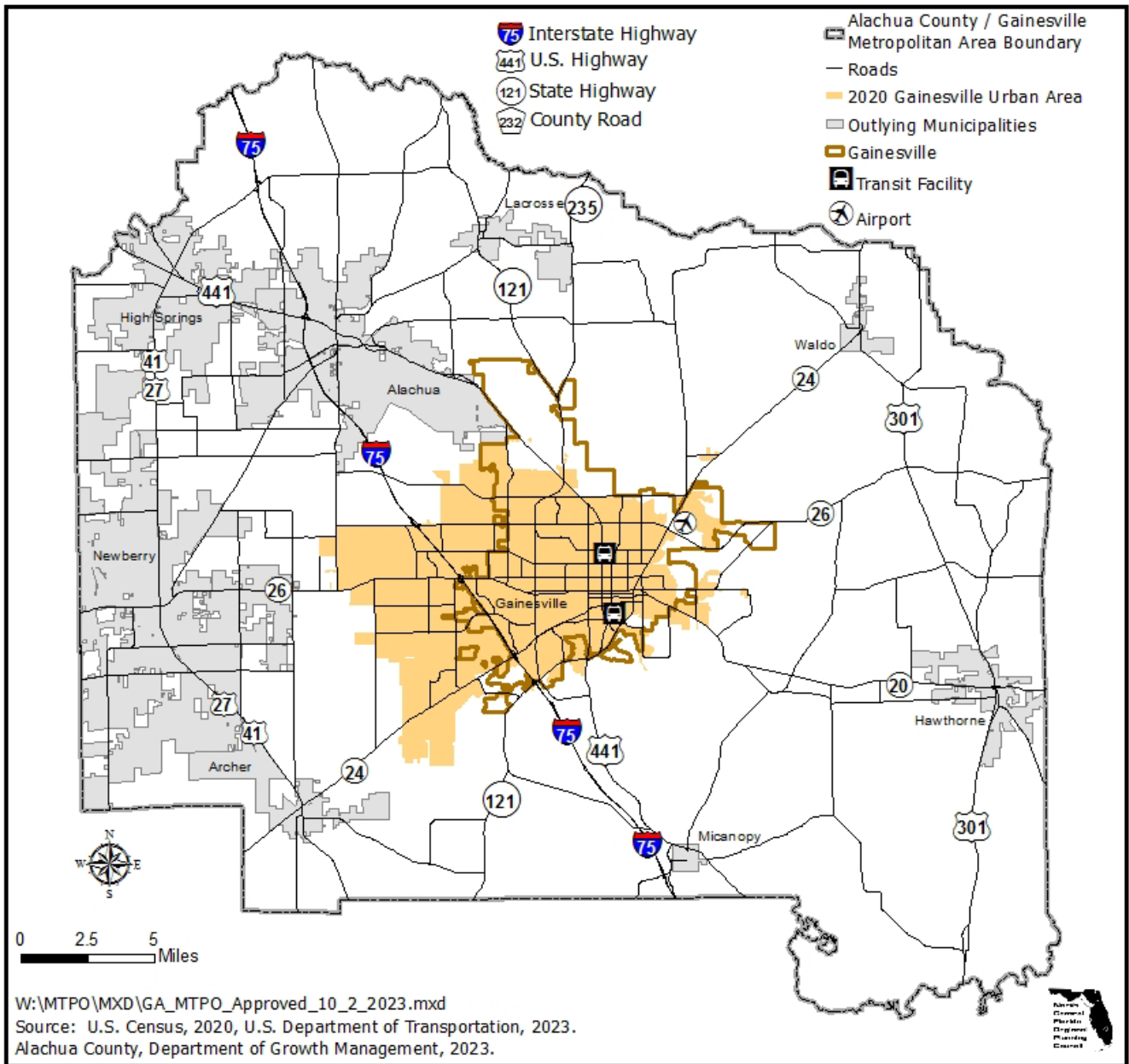
The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area would also include two non-voting members:

- Florida Department of Transportation District 2 Secretary or his/her designee (per Florida Statutes); and
- University of Florida President or his/her designee.

2. Metropolitan Planning Area

Illustration 7 shows the Alachua Countywide-recommended metropolitan planning area map for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as approved on October 2, 2023.

Illustration 7 Metropolitan Planning Area Recommendation



3. Membership Apportionment Planning Process

For the development of the Membership Apportionment Plan, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area participated in in-person meetings and webinars with Federal Highway Administration and Florida Department of Transportation staffs. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area utilized information and materials from the Federal Highway Administration and Florida Department of Transportation websites. Appendix B includes a copy of Resolution No. 2023-04 and correspondence related to the development and approval of the Membership Apportionment Plan.

Appendix A

Metropolitan Planning Organization Samples

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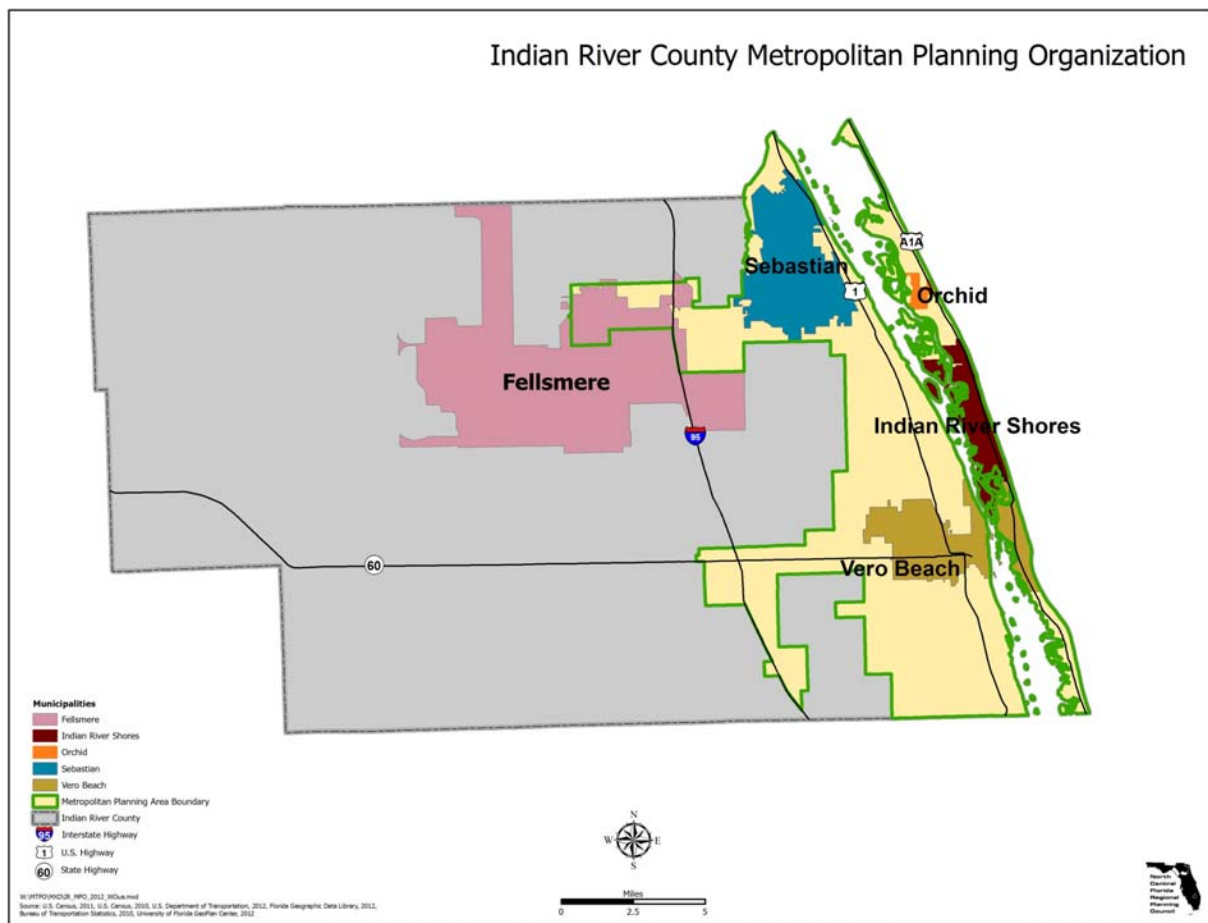
Appendix A: Metropolitan Planning Organization Samples

For informational purposes, this appendix includes sample Florida metropolitan planning organizations.

A. Indian River County

The Indian River County Metropolitan Planning Organization is responsible for transportation planning in the urbanized area of Indian River County. It consists of 12 voting members representing the local governments within the County. Membership includes all five County Commissioners, one representative from the City of Fellsmere, two representatives from the City of Sebastian, two representatives from the City of Vero Beach, one representative from the Town of Indian River Shores, and one representative from the County School Board. Additionally, it has two non-voting representatives from the Florida Department of Transportation and one non-voting representative from the Town of Orchid. Decisions are made by a simple majority of voting members present at a meeting. Illustration 8 identifies the boundary of the planning organization.

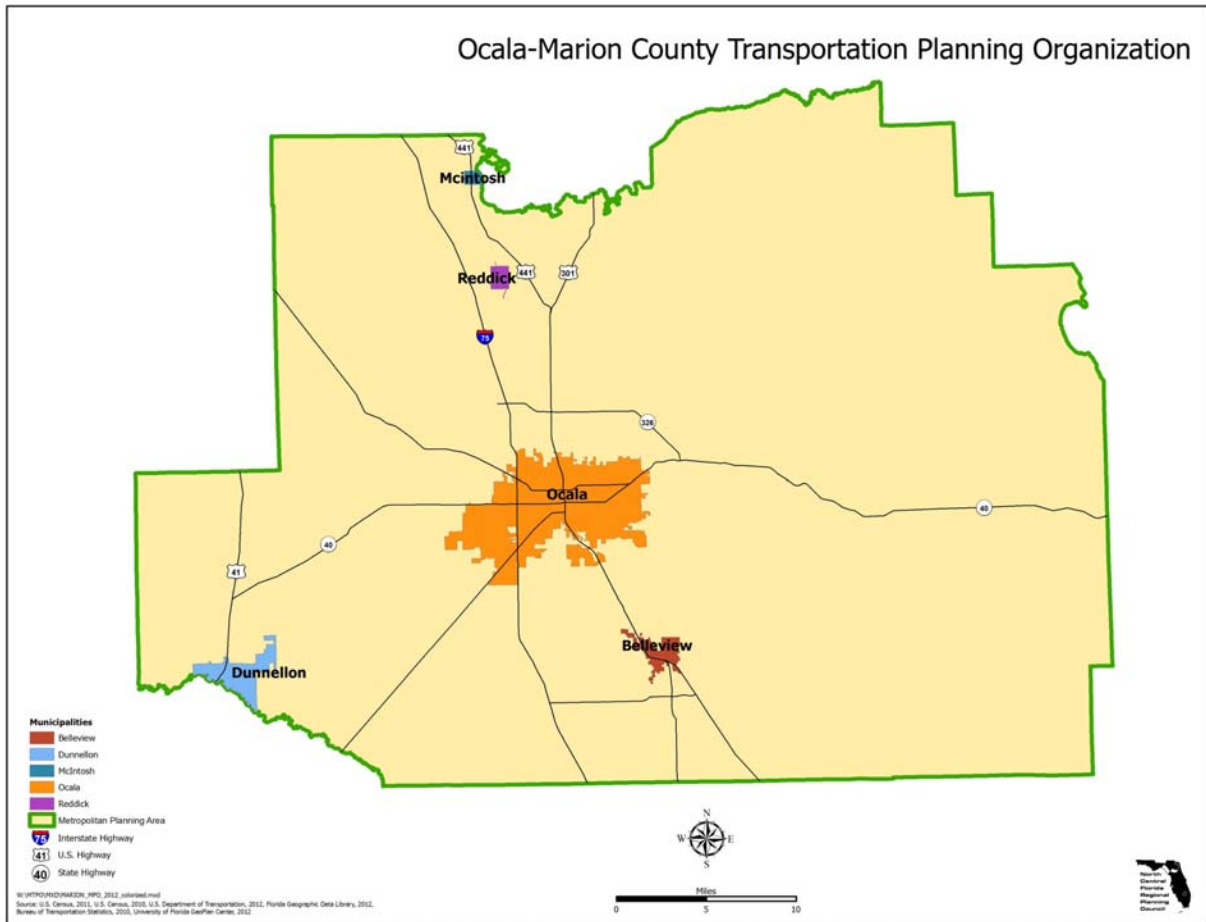
Illustration 8
Indian River County Metropolitan Planning Organization Boundary



B. Ocala/Marion County

The Ocala/Marion County Transportation Planning Organization is responsible for transportation planning in the City of Ocala as well as Marion County. The Board is comprised of 12 voting members. Members include the City of Ocala Mayor and four members of the Ocala City Council, all five Marion County Commissioners, and one representative each from the Belleview City Commission and the Dunnellon City Council. Decisions are made by a simple majority of voting members present at a meeting. Illustration 9 identifies the boundary of the planning organization.

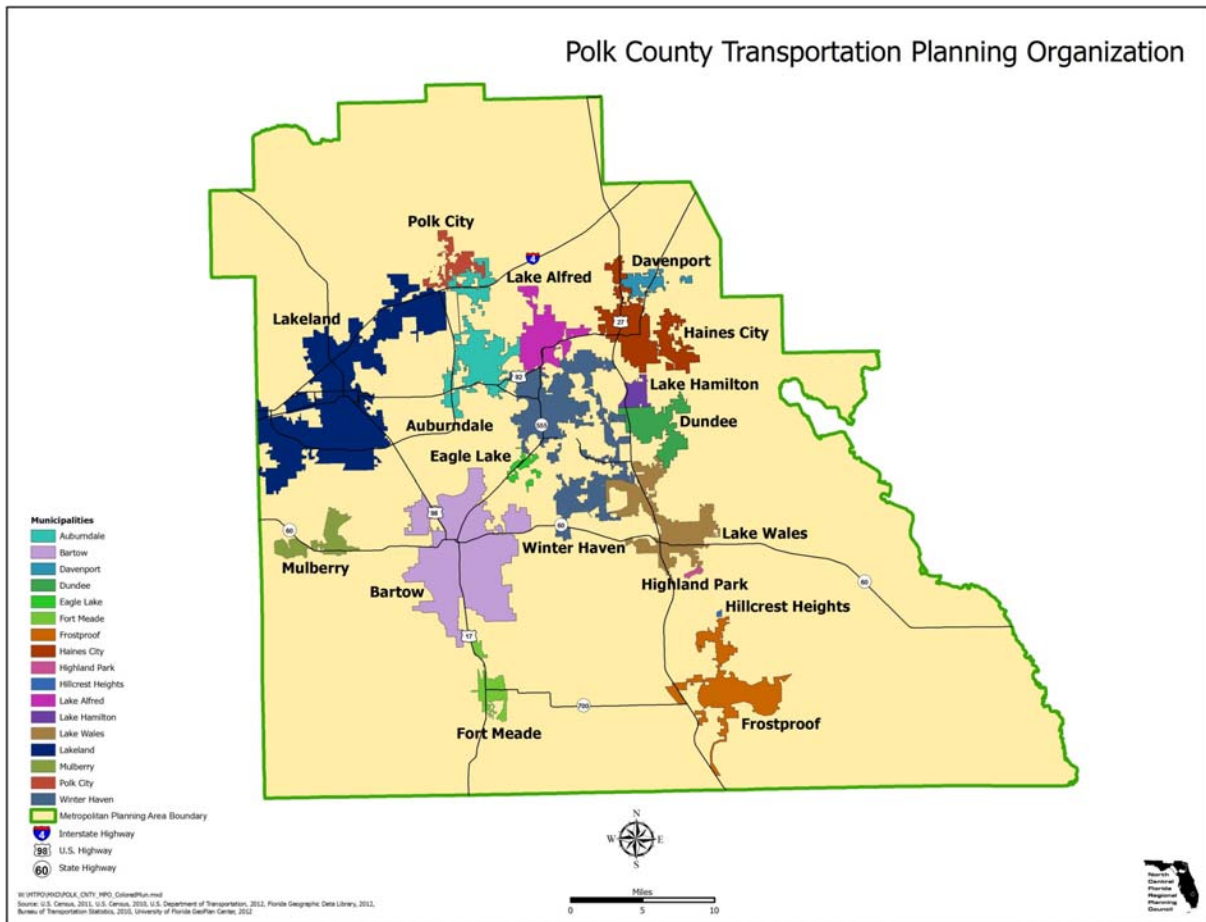
Illustration 9
Ocala/Marion County Transportation Planning Organization Boundary



C. Polk County

The Polk County Transportation Planning Organization is the transportation planning agency for Polk County. The Board has 19 voting members with five representatives from the Polk County Board of County Commissioners, six representatives from the City of Lakeland; two representatives from the City of Winter Haven, and one representative each from the City of Auburndale, City of Bartow, City of Haines City and City of Lake Wales. In addition, the Board has one representative for the South County Bloc, which consists of a shared voting member for the municipalities of Fort Meade, Mulberry and Frostproof, as well as one representative for the East County Bloc, which consists of a shared voting member for the municipalities of Lake Alfred, Dundee, Eagle Lake, Davenport, Polk City and Lake Hamilton. Decisions are made by a simple majority of voting members present at a meeting. Illustration 10 identifies the boundaries of the planning organization.

Illustration 10
Polk County Transportation Planning Organization



D. Tallahassee Metropolitan Statistical Area

The Capital Region Transportation Planning Agency is the transportation planning agency for Gadsden County, Jefferson County, Leon County and Wakulla County. The Board has 11 voting members with three representatives from the Leon County Board of County Commissioners, three representatives from the City of Tallahassee City Commission, one representative each from the Gadsden County Board of County Commissioners, Jefferson County Board of County Commissioners and Wakulla County Board of County Commissioners. In addition, the Board has one representative for the Gadsden County municipalities, which consists of a shared voting member for the municipalities of Chattahoochee, Greensboro, Gretna, Havana, Midway and Quincy, as well as one representative for the Leon County School Board. Decisions are made by a majority of voting members present at a meeting per the weight shown below. Illustration 11 identifies the boundaries of the planning organization.

This Metropolitan Planning Organization consist of the entirety of Gadsden, Jefferson, Leon and Wakulla Counties, including the municipalities of

- Chattahoochee, Greensboro, Gretna, Havana, Midway and Quincy of Gadsden County;
- Monticello of Jefferson County; and
- St. Marks and Sopchoppy of Wakulla County.

Voting Membership [Voting Points Calculated from Each Member Vote]

Jurisdiction/Agency	Members	Voting Points
Leon County School Board	1	1
Jefferson County ¹	1	1
Gadsden Municipalities ²	1	4
Gadsden County Commissioner	1	5
Wakulla County Commissioner ³	1	8
Leon County Commissioners ⁴	3	37
City of Tallahassee Commissioners ⁵	3	37
Total	11	100

¹ The County Representative will also represent the City of Monticello.

² The Cities of Chattahoochee, Greensboro, Gretna, Havana, Midway and Quincy will consolidate their membership and weighted vote into one membership.

³ The County Representative will also represent the Cities of St. Marks and Sopchoppy.

⁴ The voting members are determined by the Leon County.

⁵ The voting members are determined by the City of Tallahassee.

Non-Voting Membership

- Florida Department of Transportation

Illustration 11
Capital Region Transportation Planning Agency



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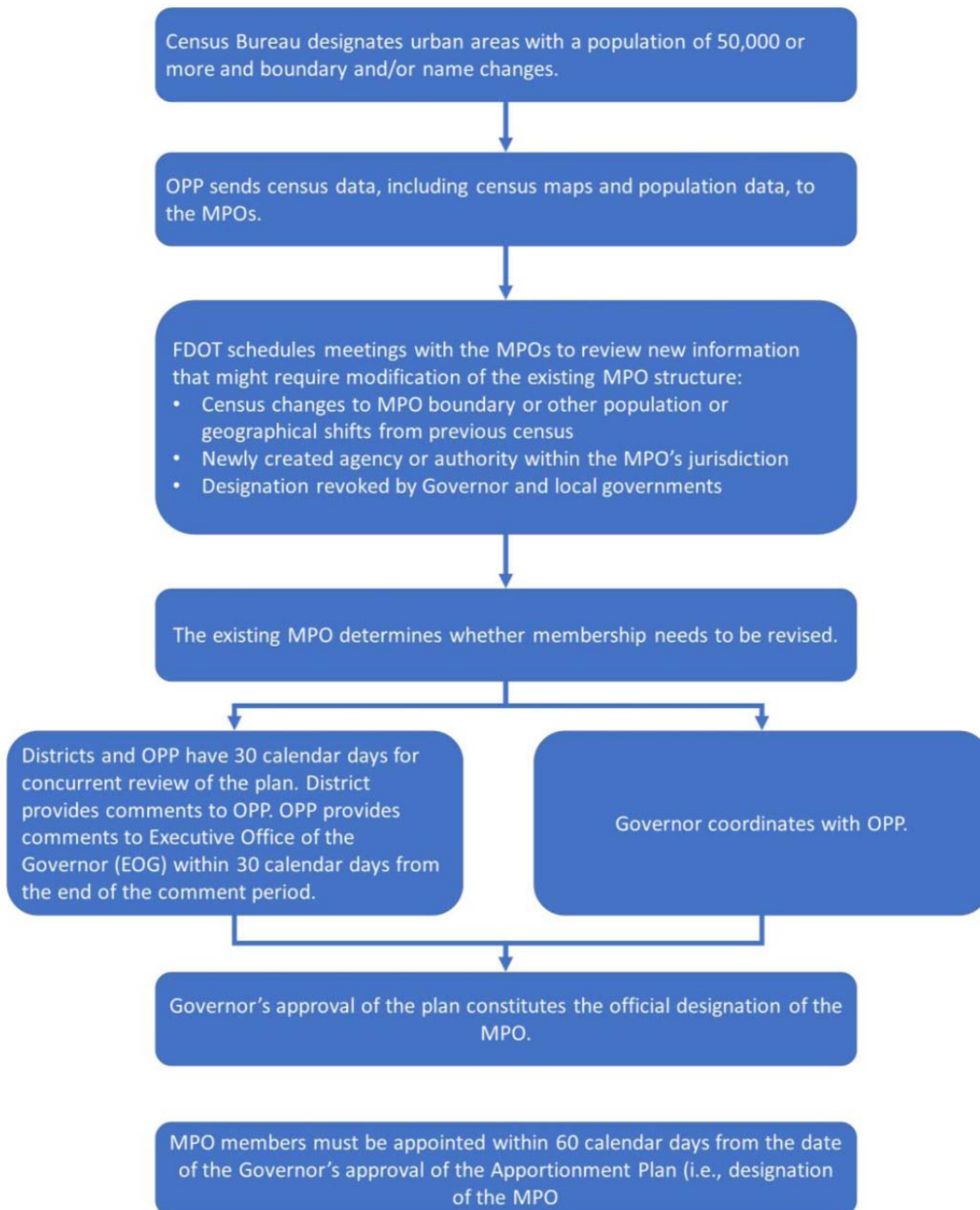
Appendix B

Membership Apportionment Planning Process

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Appendix B: Membership Apportionment Planning Process

Below is a Florida Department of Transportation Metropolitan Planning Organization Handbook excerpt that illustrates the membership apportionment planning process. Also included in Appendix B is a copy of Resolution No. 2023-04 and copies of membership reapportionment-related correspondence.



RESOLUTION NO. 2023-04

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA SUPPORTING THE ADOPTION OF THE METROPOLITAN PLANNING ORGANIZATION MEMBERSHIP APPORTIONMENT PLAN; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the agency designated to conduct a continuing, coordinated, and comprehensive transportation planning process in Alachua County and the City of Gainesville; and

WHEREAS, Section 134 Title 23 of the United States Code requires the designation of metropolitan planning organizations in urban areas, as defined by the United Census Bureau of the Census; and

WHEREAS, Section 134 of Title 23 of the United State Code sets forth membership requirements for metropolitan planning organizations designated for transportation management areas with a population of 200,000 or more residents; and

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area met on October 2, 2023 to review its voting composition and agreed on the composition presented herein; and

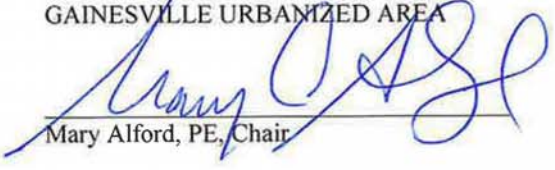
WHEREAS, Section 339.175(4)(a), Florida Statutes, requires the Governor to review the composition of the metropolitan planning organization membership in conjunction with the decennial census.

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

1. Approves the submittal of a Metropolitan Planning Organization Membership Apportionment Plan to the Governor's Office; and
2. That this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 2nd day of October A.D., 2023.

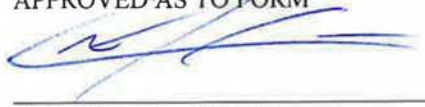
METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA


Mary Alford, PE, Chair

ATTEST:


Marihelen Wheeler, Secretary/Treasurer

APPROVED AS TO FORM


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

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Membership Apportionment Planning Process Correspondence

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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Membership Apportionment Plan Team

Scott R. Koons, AICP, Executive Director

* Michael Escalante, Senior Planner

** Lauren Yeatter, AICP, Senior Planner

* Primary Responsibility
** Secondary Responsibility



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

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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