

Gainesville & Alachua County Transportation Planning Organization

Connecting communities

Unified Planning Work Program

Fiscal Years 2026-27 and 2027/28

Adopted _____

Prepared by the Gainesville & Alachua County TPO
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The preparation of this report was performed by the Gainesville & Alachua County Transportation Planning Organization doing business as (DBA) and serving in its role as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) and has been financed in part through grants from the Florida Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the United States Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, United States Code as well as Alachua County and the City of Gainesville. The contents of this report do not necessarily reflect the official views or policy of the United States Department of Transportation.

Title VI Nondiscrimination Statement

It is the policy of the Gainesville & Alachua County Transportation Planning Organization (TPO) that no person shall, on the basis of race, color, and national origin, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any TPO programs or activity.

Florida Department of Financial Services Cost Analysis Certification

**[HOLD FOR COST ANALYSIS
CERTIFICATION STATEMENT]**

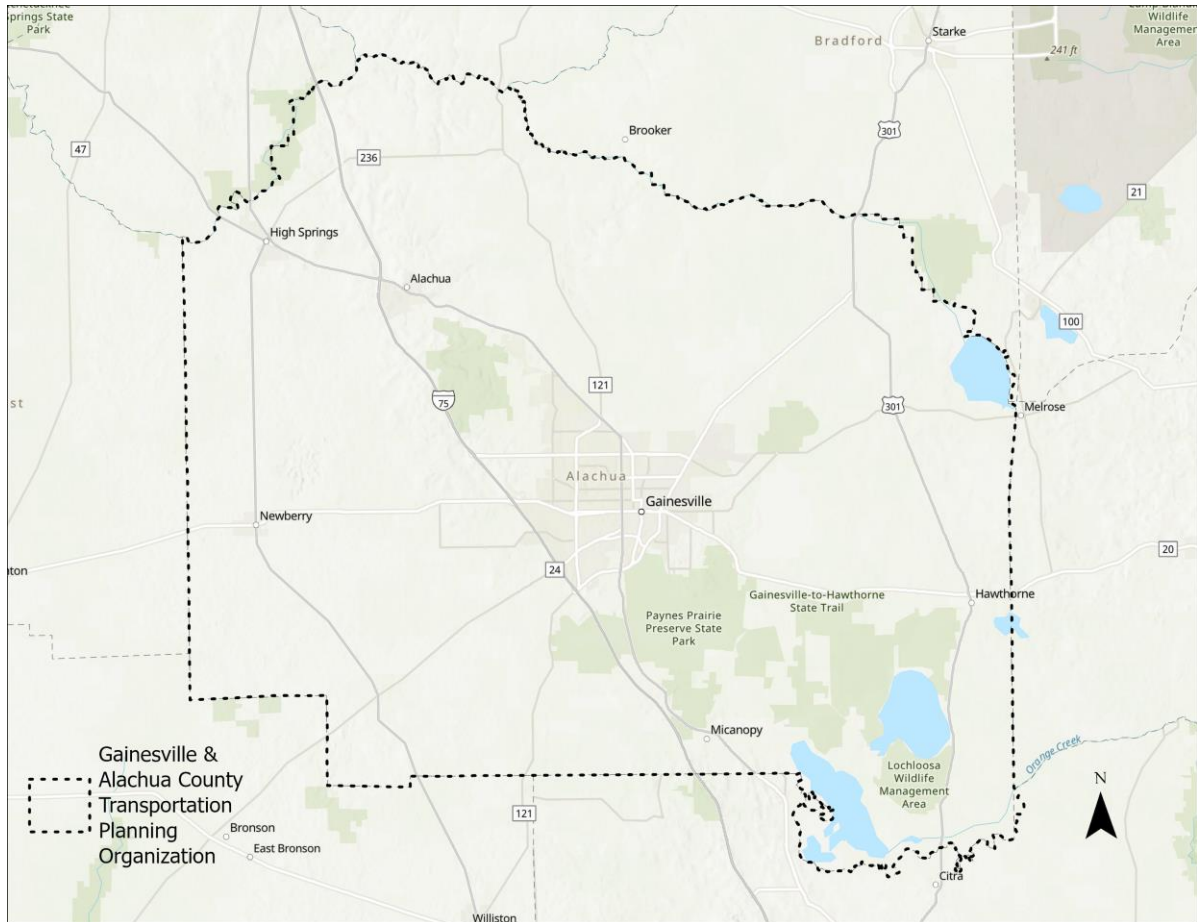
Table of Contents

Introduction.....	3
Chapter I: Organization and Management.....	12
Chapter II: Work Program	15
1.0 Administration.....	16
2.0 Data Collection.....	20
3.0 Transportation Improvement Program.....	22
4.0 Long-Range Transportation Plan	24
5.0 Special Project Planning.....	26
6.0 Public Participation	29
7.0 Systems Planning	31
Chapter III: Summary Budget Tables.....	35
Appendix A: Funding Codes.....	37
Appendix B: Gainesville & Alachua County TMA Planning Studies	38
Appendix C: Revisions Log.....	40
Appendix D: Title VI Program	41
Appendix E: Planning Emphasis Areas	44
Appendix F: Joint Certification	59
Appendix G: Acronyms.....	67
Appendix H: Staff Services Agreement	68
Appendix I: Public Involvement	80
Appendix J: Review Agency Comments and Responses.....	82

Introduction

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (the "MTPO") has been expanded its geographic boundary to include the entirety of Alachua County, which, according to the 2020 United States Census, had a population of approximately 278,000. Effective June 5, 2023, the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) announced that all urbanized areas with populations greater than 200,000 are identified as Transportation Management Areas (TMA), which are subject to and eligible for special transportation planning and programming requirements and funding. Therefore, the MTPO became a TMA. Subsequently, the MTPO Board reconsidered the name of the organization at its February 2, 2026, meeting and approved a name change from the "Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area" to the "Gainesville & Alachua County Transportation Planning Organization" (GACTPO). Figure 1 below depicts the new GACTPO planning boundary map.

Figure 1. Gainesville & Alachua County TPO Boundary Map



A. UPWP Definition and Purpose

The Code of Federal Regulations (CFR) defines a Unified Planning Work Program (UPWP) as “a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, timeframes for completing the work, the cost of the work, and the source(s) of funds.” [2cFR 450.104]. Federal and state regulations require the GACTPO to develop a UPWP to serve as the TPO’s transportation planning work program which identifies the planning budget and tasks the TPO will perform over the two (2) state fiscal years.

This Unified Planning Work Program, prepared in accordance with state and federal regulations, has been prepared for fiscal years July 1, 2026 to June 30, 2027 (Year 1) and July 1, 2027 to June 30, 2028 (Year 2), and outlines the tasks to be performed with funds under Title 23 Sections 134 (Metropolitan Transportation Planning) and 135 (Statewide Transportation Planning), as well as Title 49 (Public Transportation). This UPWP also serves to define planning tasks and activities for the public as well as public officials and agencies that contribute funds and in-kind services and resources to the transportation planning process.

The UPWP contains seven (7) primary tasks or elements that provide the framework for the work program. Within each Task/Element, the subtasks further define the planning activities, including products, projects, and plans. Any UPWP planning tasks funded in partnership agency is identified as a “Joint Planning Task”, established through an Agreement or Memorandum of Understanding (MOU) between the parties. At this time, the GACTPO is not proposing any tasks that will be funded by a Joint Planning Agreement. It is the obligation of the UPWP to reflect and incorporate State and Federal Planning Priorities and Factors, as further elaborated herein.

B. Overview of Local and Regional Comprehensive Transportation Planning Activities

Comprehensive transportation planning studies and activities within the GACTPO are in response to and intended to meet the communities’ transportation and mobility needs with a greater emphasis on safe, efficient, and connected multimodal transportation systems to provide accessibility to essential services, sustainability, and health of the community and natural resources through a strategic built environment with the end-user in mind.

This UPWP is therefore guided by the adopted 2050 Long Range Transportation Plan, adopted comprehensive plans of Alachua County and its municipalities and plans prepared or adopted by Regional Transit System (RTS), the University of Florida (UF), Gainesville Regional Airport (GRA), Alachua County School Board (ACSB), and the Florida Department of Transportation (FDOT) Work Program.

C. Planning Tasks and Priorities

The planning work tasks required to be included in the UPWP are those necessary to meet the transportation planning needs of the TPO Transportation Management Area and to provide a level of proficiency and efficiency necessary for continued certification by the federal agencies involved and for eligibility to receive federal funds to implement transportation projects within the TPO’s Long Range Plan. This UPWP’s seven (7) Tasks to be performed under Title 23 United States Code and 49 United States Code, Chapter 53, are summarized below and detailed later in this document.

Task 1 Administration & Management. This Task involves the tasks and budgeting required to manage the transportation planning process on a continual basis, including program administration, development, review and reporting, anticipated staff development, and an annual single audit. This Task also includes addressing federal TMA certification, conducting the FDOT annual certifications, and/or participating in the US Census activities. All administrative costs associated with conducting the metropolitan planning processes in

conformance with applicable federal and state regulations and to ensure the maintenance of a continuing, cooperative, and comprehensive transportation process for the TMA and to develop the UPWP, including monitoring and maintaining grants and contract agreements and regularly invoicing for grant reimbursements are captured in a single administrative tasks with sub-tasks as necessary.

Task 2 Data Development and Management. This Task includes collection, sharing, and maintenance of and up-to-date inventory of planning and transportation data, which includes but is not limited to, land use, travel patterns, travel mode, transit ridership, and socio-economic and demographic statistics based on best available data. Data will be developed using travel demand forecasting, field work, and other best management practices.

Task 3 Transportation Improvements Program (TIP). This Task involves the development and maintenance of a 5-Year Transportation Improvements Program that must be consistent with the Long Range Transportation Plan and Statutes. The TIP is a multi-year, multimodal investment plan for the implementation of improvements and projects developed pursuant to 23 CFR part 450 and Title 23 USC 134(h) and Section 339.175, Florida Statutes.

Task 4 Long Range Transportation Plan (LRTP). This Task involves the development and maintenance of the TPO's 25-year vision as established in a Long Range Transportation Plan. The current 2050 Long Range Transportation Plan was adopted by the Board in 2024 and serves as a roadmap for transportation investments priorities focusing on enhancing mobility and maintaining a safe, efficient, connected, and reliable transportation infrastructure system to serve all modes and users to support economic growth and community and housing needs for the TMA. The LRTP must be reviewed and updated every five (5) years, and efforts to begin the next LRTP is anticipated to begin in 2028.

Task 5 Special Projects Planning. This Task is related to non-recurring planning projects or activities that do not fit easily into the other categories, such as feasibility studies, corridor studies, municipal plans, or resiliency or sustainability plans. This Task also involves coordination with and assistance to those local agencies conducting studies of interest to the TPO and area-wide transportation improvements that enhance or promote the county's intermodal and intramodal facilities.

Task 6 Public Engagement. This Task is focused on identifying and implementing innovative strategies to inform the public of meetings and opportunities to provide input and ask questions in order to improve the planning and decision-making processes that strengthen communities and regional partnerships.

Task 7 Systems Planning. This Task is intended to promote an integrated program to optimize transportation infrastructure performance through the development and implementation of services and projects that preserve or enhance capacities of existing facilities and improve the safety, security, enforcement, education, and reliability of the TMA's multimodal transportation system.

The Gainesville & Alachua County Transportation Planning Organization emphasizes the following planning priorities:

- Implement a robust Public Participation Plan to inform the public and obtain their input into the transportation planning process to support community livability,
- Develop an accurate, reasonable and implementable Transportation Improvement Program that responds to the communities' need for reliable and accessible transportation choices through a multimodal transportation system,
- Increase economic vitality within the TPO TMA, especially by improving system efficiency and connectivity to increase the area's global competitiveness in the global marketplace,

- Increase the efficiency, sustainability, accessibility, and connectivity of transportation systems for both motorized and non-motorized users to get to their destinations safely,
- Decrease congestion along roadways to improve air quality and quality of life, protect and promote energy conservation, and provide consistency between TPO plans and State and local planned growth and strategic plans,
- Emphasize the preservation of the existing transportation system,
- Provide enhanced and reliable transit and other public transportation services and use, including identifying and implementing bicycle and pedestrian-friendly first/last mile improvements, and
- Support investments that enhance TMA visitors’ mobility experience throughout the county.

D. Public Involvement Process and Title VI

Public involvement during the development of this UPWP was accomplished through in-person meetings. The draft UPWP was presented at the Bicycle/Pedestrian Advisory Committee, Citizens Advisory Committee, Technical Advisory Committee, and TPO Board meetings, which are all open to the public. Announcements of these meetings were made through an Alachua County press release.

Members of the public were encouraged to and had opportunities to ask questions and provide input. TPO staff also coordinated with state and federal agencies to ensure that planning activities and projects are eligible for funding. Public comments, input from transportation providers and stakeholders, and comments from FDOT, FHWA, and FTA on the Draft UPWP were considered when finalizing the document for Board action, with public notice provided in accordance with the Public Participation Plan. A summary of public and agency feedback received is provided in Appendix I.

The Unified Planning Work Program, including its preparation and development, complies with the public involvement provisions of Title VI, which states: *No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.* The TPO has adopted a Title VI Policy Statement and has also adopted a Title VI Complaint Process/Procedure (refer to Appendix D). Appendix D also includes the GACTPO’s Title VI information and certifications and assurances.

E. Planning Emphasis Areas

The Planning Emphasis Areas for the Gainesville & Alachua County Transportation Planning Organization are a combination of Federal and State Emphasis Areas.

United States Department of Transportation

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning have issued updated federal Planning Emphasis Areas. Following the approval of the Bipartisan infrastructure Law in 2021, the United States Department of Transportation released the following seven (7) new planning emphasis areas:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future - To ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change,

- Complete Streets - To work with the Florida Department of Transportation and providers of public transportation to review current policies, rules and procedures to determine their impact on safety for all road users. This effort will work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles,
- Public Involvement - To increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices,
- Strategic Highway Network/U.S. Department of Defense Coordination - To coordinate with representatives from United States Department of Defense in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to Department of Defense facilities,
- Federal Land Management Agency Coordination - To coordinate with Federal Land Management Agencies in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands,
- Planning and Environment Linkages - To implement Planning and Environment Linkages as part of the transportation planning and environmental review processes, and
- Data in Transportation Planning - To incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

Full descriptions of the new United States Department of Transportation planning emphasis areas are in Appendix E.

Florida Department of Transportation

The Florida Department of Transportation also released the following updated planning emphasis areas in 2021:

- **Safety** – To place a top priority on safety, with the state target of zero fatalities and serious injuries. In addition to adopting safety targets, the GACTPO must show how its Long Range Transportation Plan and priority projects in its Transportation Improvement Program (TIP) support progress toward the safety targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects;
- **Resilience** - To address resilience within every planning document; place emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives; and consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure in order to develop planning documents that are ultimately more realistic and cost-effective; and
- **Emerging Mobility** - To address advances in transportation technologies and support the implementation of the seven Florida Transportation Plan goals, the Unified Planning Work Program should recognize the important influence of emerging mobility on the multimodal transportation system and include related planning studies, collaboration efforts, research, or other activities.

Full descriptions of the updated Florida Department of Transportation planning emphasis areas are in Appendix E. Appendix E also includes Florida Department of Transportation District 2 Planning Activities.

F. Performance-Based Approach

The GACTPO planning process will provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals. Later in this document, the performance-based approach is used to identify measurable products for individual UPWP work tasks.

The GACTPO has implemented the Fixing America's Surface Transportation Act performance measures and target setting requirements into its planning process, including its long-range transportation plan and transportation improvement program. In addition, its List of Priority Projects and this UPWP address the federal performance measures. The GACTPO has coordinated with the Florida Department of Transportation and the City of Gainesville Regional Transit System regarding the establishment of performance measures and target setting.

Within this UPWP, the GACTPO addresses the federal performance measures in:

- Task 1 - Administration - Development, maintenance, evaluation and monitoring of performance measures and targets in the transportation planning process and planning documents;
- Task 3 - Transportation Improvement Program - Identification, evaluation and monitoring reporting of performance measures and targets as related to federal and state-funded projects from the Florida Department of Transportation Work Program that are identified in the Transportation Improvement Program;
- Task 4 - Long-Range Transportation Plan - Identification, evaluation and monitoring reporting of performance measures and targets as related to proposed federal and state-funded projects that are identified in the Long-Range Transportation Plan; and
- Task 7 - System Planning - Identification of performance measures and targets as related to proposed federal and state-funded projects and the project prioritization process for the List of Priority Projects.

G. Ten Federal Planning Factors

Implementation of the transportation planning process addresses and is consistent with the Ten Federal Planning Factors, listed below, as required by the Fixing America's Surface Transportation Act.

- FACTOR 1 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- FACTOR 2 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and nonmotorized users.
- FACTOR 3 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the accessibility and mobility options available to people and for freight.
- FACTOR 4 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will protect and enhance the environment, promote energy conservation, promote consistency between transportation improvements and State and local planned growth and economic development patterns and improve quality of life.

- FACTOR 5 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- FACTOR 6 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will promote efficient system management and operation.
- FACTOR 7 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will emphasize the preservation of the existing transportation system.
- FACTOR 8 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the security of the transportation system for motorized and nonmotorized users.
- FACTOR 9 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- FACTOR 10 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance travel and tourism.

Integral to a continuous, cooperative, and comprehensive metropolitan planning process is the consideration and implementation of the projects, strategies, and services into the UPWP that will address the federal planning factors. The matrix below shows the relationship between the Ten Federal Planning Factors by the work tasks.

Task	Federal Metropolitan Planning Factor									
	1	2	3	4	5	6	7	8	9	10
	Economic Vitality	Safety	Mobility	Environment	Connectivity	Operational Efficiency	System Preservation	Security	Resiliency & Reliability	Travel & Tourism
1.0 Administration	X	X	X	X	X	X	X	X	X	X
2.0 Data Collection	-	-	-	-	-	X	X	X	X	X
3.0 Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X
4.0 Long-Range Transportation Plan	X	X	X	X	X	X	X	X	X	X
5.0 Special Projects Planning - Bicycle/Pedestrian Master Plan	X	X	X	X	X	X	X	-	X	X
6.0 Public Participation	X			X	X	-	-	-	-	-
7.0 Systems Planning	X	X	X	X	X	X	X	X	X	X

H. Cost Allocation Plan and Indirect Costs

The GACTPO does not use a cost allocation plan for indirect costs. Instead, all costs are direct costs charged to budget line items (as established in Chapter II: Work Program). Staff services, which were previously provided by the North Central Florida Regional Planning Council through a professional staff services agreement, are provided by various departments within Alachua County Government through a new Staff Services Agreement between the GACTPO and Alachua County Board of County Commissioners, as documented in an *Interlocal Agreement By and Between the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Board of County Commissioners of Alachua County, Florida*, recorded in Book 5203 Page 2744, included herein as Exhibit

H. Details of direct costs are described in the Estimated Budget Tables as Consultant Services.

I. Soft Match and In-Kind Financial Contribution

Section 120 of Title 23, United State Code, permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized under Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized under Chapter 53 of Title 49, United States Code. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100 percent to the extent credits are available. The soft match amount being utilized to match the Federal Highway Administration (FHWA) funding in the Unified Planning Work Program is 18.07 percent of FHWA program funds for a total of \$502,273.

In addition to funding from the Federal Highway Administration, the Federal Transit Administration, the Florida Department of Transportation, Alachua County and the City of Gainesville, the GACTPO includes State Soft Match and Local In-Kind (locally determined amount) contributions in calculating its overall budget reported in this UPWP. The overall budget includes soft match contributions from the Florida Department of Transportation and in-kind contributions provided by Alachua County, the City of Gainesville and the University of Florida. In-Kind contribution amounts are determined and provided by each partner agency. Exhibit 1 shows the soft match amounts identified for each task. Note - Planning Budget for Year 2 in Exhibit 1 is illustrative until approved by the United States Congress and the Florida Legislature.

**Exhibit 1
Soft Match Contributions**

Task	TOTAL PL & PL-CS	TOTAL PL-CS	FDOT PL Soft Match	Total
Year ONE - Fiscal Year 2026 - 27				
1.0 Administration	\$741,022		\$133,903	\$874,925
2.0 Data Collection	\$0		\$0	\$0
3.0 Transportation Improvement Plan	\$19,000		\$3,433	\$22,433
4.0 Long-Range Transportation Plan	\$70,000		\$12,649	\$82,649
5.0 Special Project Planning	\$150,000		\$27,105	\$177,105
6.0 Public Participation	\$0		\$0	\$0
7.0 System Planning	\$80,000		\$14,456	\$94,456
Year One Total:	\$1,060,022		\$191,546	\$1,251,568
Year TWO - Fiscal Year 2027 - 28				
1.0 Administration	\$771,939		\$139,489	\$911,428
2.0 Data Collection	\$50,000		\$9,035	\$59,035
3.0 Transportation Improvement Plan	\$20,000		\$3,614	\$23,614
4.0 Long-Range Transportation Plan	\$70,000		\$12,649	\$82,649
5.0 Special Project Planning	\$214,146	\$69,490	\$51,253	\$334,889
6.0 Public Participation	\$40,000		\$7,228	\$47,228
7.0 System Planning	\$486,000		\$87,820	\$573,820
Year Two Total:	\$1,652,085	\$69,490	\$311,089	\$2,032,664
TWO-Year Total:	\$2,712,107	\$69,490	\$502,635	\$3,284,232

FDOT - Florida Department of Transportation

FTA - Federal Transit Administration

PL - Federal Highway Administration Funds consolidated with Federal Transit Administration Section 5305(d)] Funds

J. Air Quality Considerations

The State of Florida is an air quality attainment area. The GACTPO TMA is also an air quality attainment area. Therefore, the GACTPO is not required to incorporate air quality assessment and mitigation in its transportation planning activities. The GACTPO is not eligible and does not receive Congestion Mitigation Air Quality funding.

Nonetheless, the comprehensive plans for Alachua County and the City of Gainesville support compact and transit-oriented development and multimodal transportation system planning and development. In addition, the long-range transportation planning process of the GACTPO has had a long tradition of supporting and implementing multimodal transportation system planning.

K. Consolidated Planning Grant

The Florida Department of Transportation and the GACTPO participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the GACTPO, FHWA, and FTA, to annually consolidate Florida's Federal Highway Administration Planning funds and Federal Transit Administration 5305(d) metropolitan planning fund allocations into a single grant that is administered by the Federal Highway Administration Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the GACTPO utilizing formulas approved by the Metropolitan Planning Organization Advisory Council, Florida Department of Transportation, Federal Highway Administration, and Federal Transit Administration in accordance with 23 Code of Federal Regulations 420.109 and 49, United States Code Chapter 53. The Florida Department of Transportation is fulfilling CPG required 18.07 percent non-federal share (match) using Transportation Development Credits as permitted by 23 Code of Federal Regulations 120(i) and Federal Transit Administration C 8100.1D.

L. Complete Streets Set-Aside

The Infrastructure Investment and Jobs Act (IIJA) requires each metropolitan planning organization to use at least two point five percent (2.5%) of its planning (PL) funds (and each State to use 2.5 percent of its State Planning and Research funding under 23 United States Code 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities [§ 11206(b)]. For the purposes of this requirement, the term "Complete Streets standards or policies" means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles [§ 11206(a)].

The GACTPO's transportation planning process has incorporated multimodal transportation planning options and solutions for several decades. Over the years, the TPO's long-range transportation planning has included projects in support of creating, maintaining, or enhancing the multimodal transportation system. In addition, the GACTPO has monitored multimodal (automotive/highway, bicycle, pedestrian and transit) levels of service.

M. Review Agency Comments and Responses

Comments were received on the Draft UPWP from the Florida Department of Transportation, Federal Highway Administration and Federal Transit Administration. Appendix J details those comments, and a summary is provided below.

Generally, the state and federal agencies wanted names of the Chair, Executive Director, and other Senior Management of the GACTPO management and operations, greater details and descriptions in tables in Tasks 2 (Data Collection), 5 (Special Projects), and 7 (Systems Planning) as well as more information on transit services and the use of a performance-based approach in the provision of transit services in the TMA. Some clarification on funding use, i.e. 2.5% complete streets funding, and transit funding was also requested.

Chapter I: Organization and Management

A. Responsibilities, Organization, and Management

Agency Responsibilities. The Gainesville & Alachua County Transportation Planning Organization (GACTPO) is a public agency responsible for developing policies, procedures, and planning documents to guide the transportation planning efforts for the Alachua County Transportation Management Area. GACTPO is responsible for performing various tasks and preparing transportation plans and programs as delegated by federal and state laws to ensure that activities and reporting within the Alachua County TMA conform to and are consistent with federal and state regulations so that the TMA continues to be eligible for federal funding. These tasks will be done in an organized, efficient, meaningful, and transparent manner, and consideration is given to all modes of travel with respect to the mobility needs of vulnerable populations. The Tasks in Chapter II details what projects will be performed, who will perform them, the schedule for completing the tasks, and the funding source(s) for each task. Annually recurring sources of funds for the operation and responsibilities of the GACTPO come from the Federal Highway Administration, Federal Transit Administration, and the Florida Department of Transportation via a population-based formula. Other funding sources include the Florida Transportation of Disadvantaged Commission and local sources.

Agency Management. The GACTPO Board is the transportation agency's policy-making, governing body, and the Board Chair is Casey Willits, City of Gainesville Commissioner. The Board is comprised of 15 voting members and 2 non-voting members. The Board voting members consists of:

- Five Alachua County Commissioners,
- Mayor and six City of Gainesville Commissioners,
- One Gainesville/Alachua County Regional Airport Board member,
- One School Board of Alachua County member; and
- One Rural Representative (an elected municipal official selected by Alachua County from nominations from the Alachua County municipalities of Alachua, Archer, Hawthorne, High Springs, La Crosse, Micanopy, Newberry and Waldo.

The two (2) non-voting members are the University of Florida President (or his/her designee) and the Florida Department of Transportation District 2 Secretary (or his/her designee), who serve as Technical Advisors (non-voting members) to the TPO Board. Administrative legal assistance to the TPO is provided by the Alachua County Office of the County Attorney.

The TPO Board is further advised by recommendations and insights from the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), the Bicycle/Pedestrian Advisory Board (BPAB), the Alachua County Traffic Safety Team (ACTST), and the Alachua County Transportation Disadvantaged Coordinating Board (ACTDCB). The composition of the TAC, CAC, and BPAB are established in the GACTPO Bylaws.

- Technical Advisory Committee: The role of the TAC is to conduct research, review plans and programs, and make recommendations to the Board based upon technical expertise.
- Citizens Advisory Committee and Bicycle/Pedestrian Advisory Committee: The role of the CAC and BPAC is to provide citizen viewpoints and recommendations on transportation needs and planned improvements, particularly with regards to bicycle and pedestrian mobility challenges and needs.
- Alachua County Transportation Disadvantaged Coordinating Board: The TDC Board works with agency partners and stakeholders to increase transportation services to low-income persons, the elderly, and persons with disabilities.

Each committee and board conducts its prescribed responsibilities at regularly scheduled meetings. Additional public input is provided through public meetings, meetings with local civic organizations, public workshops and public hearings. In addition, the Alachua County Traffic Safety Team develops and provides recommendations to the GACTPO regarding safety-funded projects.

Agency Authorization, Organization and Staff. The GACTPO's authority, role and responsibilities are established by Title 23, United States Code, and Chapter 339, Florida Statutes. The GACTPO is managed by its Executive Director, Anoch Whitfield, AICP, and conducts its operations through the adopted Bylaws, with administrative, fiscal, technical, and legal services provided through an Interlocal Agreement executed on March 11, 2025, between the then MTPO and the Alachua County Board of County Commissioners (agreement recorded in official records instrument # 3612430 11 PG(S), BK 5203, PG 2744, Alachua County Clerk of Court). The TPO shall abide by the duties detailed in Section 2 and Attachment A of said Interlocal Agreement, and the County shall, in accordance with Section 3, implement policies, decisions, actions, and directives of the TPO under the direction of the TPO Executive Director, who reports to the TPO Board. The efforts required to support the planning process will be conducted by the GACTPO, the Florida Department of Transportation Central Office, and the Florida Department of Transportation District Two Office. The GACTPO does not have a Planning Manager position but currently has a Deputy Director, Alison Moss, on an interim basis, through the above referenced Interlocal Agreement. A copy of said Staff Services Interlocal Agreement is provided in Appendix H.

B. Planning and Funding Agreements

The following planning and funding agreements have been executed by the GACTPO under its previous name "Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area":

Organization Establishment and Function

1. Interlocal Agreement for Creation of the Metropolitan Transportation Planning Organization (May 26, 2004) - The purpose of this Agreement is to ensure eligibility for the receipt of federal capital and operating assistance pursuant to 23 United States Code 134 and Section 3 (a) (2), 4 (a), 5 (g) (1), and 5 (1) of the Urban Mass Transportation Act of 1964, as amended [49 United States Code 1602 (a) (2), 1603 (a), and 1604 (g) (1) and (1)], and to implement and ensure a continuing, cooperative and comprehensive transportation planning process that results in coordinated plans and programs consistent with the comprehensively planned development of the affected urbanized area in cooperation with the Florida Department of Transportation. This agreement will be updated by July 1, 2024.
2. Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (December 13, 2022) - The purpose of this Agreement is to set forth mutually acceptable procedures for implementing the provisions of Title 23 of the Code of Federal Regulations, Chapter 1, Part 450, Subpart A and B, Governor's Executive Order 83-150 and Federal Highway Program Manual 4-1-4. This agreement will be updated by December 12, 2027.
3. Organization Apportionment - Voting Membership and Procedure, non-Voting Membership and Service Area Agreement (July 9, 2013) - This agreement with the Office of the Governor of Florida describes the voting membership and procedure, non-voting membership and includes the Gainesville Metropolitan Area map. This agreement was updated by the Governor's Office via mail dated August 8, 2024.

Organization Staffing- Professional Staff Services Agreement

1. Interlocal Agreement (March 11, 2025) – The Professional Staff Services Agreement adopted on October 28, 2021, between the North Central Florida Regional Planning Council and the MTPO for the NCFRPC to serve as consultant to the MTPO has been terminated. In its place, the TPO entered into an Interlocal Agreement with the Alachua County Board of County Commissioners whereby the County and TPO agreed to abide by certain terms and provisions.

Joint Regional Planning Organization

1. Interlocal Agreement for Creation of a Regional Transportation Plan (December 14, 2006) - The purpose of this Agreement is to create a regional transportation plan which identifies project priorities for funding through the Florida Transportation Regional Incentive Program. Selected members of the GACTPO and the Ocala/Marion County Transportation Planning Organization serve as the Alachua/ Marion County Transportation Regional Incentive Program Executive Committee. This agreement will be updated by December 13, 2026.

Supplemental Organization Advisory Activity

1. Interlocal Agreement for Bicycle/Pedestrian Advisory Board Funding (May 11, 2022) - The purpose of this Agreement is for the GACTPO to provide financial support to the City of Gainesville for providing staff services to the Bicycle/Pedestrian Advisory Board. The Bicycle/Pedestrian Advisory Board advises Alachua County, the City of Gainesville, and the GACTPO on bicycle and pedestrian-related issues. This agreement will be updated by May 10, 2027.

C. Operational Procedures and Bylaws

The Bylaws were amended on August 19, 2025, for the GACTPO and its Advisory Committees. The intent was to provide procedures and policies for the GACTPO and its advisory committees to fulfill the requirements for the transportation planning process for all modes of travel and to ensure the accomplishment of the planning tasks within a cooperative framework properly related to comprehensive planning on a continuing basis. A copy of the Bylaws can be obtained by contacting the GACTPO Executive Director at 352.337.6207 or from the TPO website at www.gactpo.org.

D. State/Metropolitan Planning Organization Certification – Summary Report Required in the Unified Planning Work Program

Appendix F contains certification materials, including a summary report by the Florida Department of Transportation of the findings and noteworthy practices of the GACTPO. Appendix F also includes Resolution 2024-03 that provides for the approval of this Unified Planning Work Program and enables the TPO to receive federal planning funds.

E. Resiliency in the Transportation Planning Process

The Fixing America’s Surface Transportation Act introduced resiliency into the transportation planning process for the development of long-range transportation planning, transportation improvement programming and project prioritization. The 2021 state planning emphasis areas expands application/implementation of resiliency to all planning documents, including the Unified Planning Work Program.

Resiliency was addressed in the development of the Year 2045 Long-Range Transportation Plan.

Resiliency strategies include the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area:

- Coordinating with the Florida Department of Transportation, Alachua County, City of Gainesville and University of Florida to address resiliency in its transportation planning process; and
- Participating in resiliency training provided by the Federal Highway Administration and Florida Department of Transportation.

Chapter II: Work Program

This Unified Planning Work Program covers Fiscal Year (FY) July 1, 2026, to June 30, 2027, and FY July 1, 2027, to June 30, 2028, and was developed by GACTPO, in accordance with its *Public Involvement Plan*, with the cooperation and participation of the Florida Department of Transportation, the public and other transportation agencies.

The UPWP Work Program is organized into seven (7) specific transportation planning tasks to be undertaken during Fiscal Years 2026-27 through 2027-28. Each task provides an objective, previous work accomplished, proposed methodology, responsible agencies, cost estimates and proposed funding sources, as well as the product(s) and deliverables. Summary tables detailing the Tasks by participating agencies and funding sources is provided in Chapter III.

Planning Tasks:

- 1.0 Administration – Task involving the management and implementation of the transportation planning process on a continual basis, including program administration, development, review and reporting, staff development, and an annual audit.
- 2.0 Data Collection – Task involving the need to monitor area travel characteristics and factors affecting travel, such as socioeconomic, community and land use data, transportation system data, natural, physical and human environmental concerns and issues.
- 3.0 Transportation Improvement Program – Task related to the continual monitoring, implementation, development, and updates, as needed, to the transportation improvement program (TIP).
- 4.0 Long-Range Transportation Plan – Task related to the development, implementation, and update, as needed, of the long-range transportation plan, which establishes the long-term, 20- to 25-year planning horizon for the GACTPO transportation planning priorities and projects.
- 5.0 Special Project Planning – Task related to special project planning for those non-recurring planning projects and/or projects that do not fit readily into other Tasks.
- 6.0 Public Participation – Task involving the development and implementation of the TPO’s public participation plan and efforts, as required by federal and state regulations, during the development of the unified planning work program, long-range transportation plan, transportation improvement program and other plans and programs.
- 7.0 Systems Planning – Task involving recurring planning studies, projects, or improvements needed to protect and/or enhance transportation systems, including transit, bicycle/pedestrian, transportation demand management or transportation disadvantaged planning.

It is important to note that this FY 26/28 UPWP contains funds carried over from the FY 24/26 UPWP in the amount of \$1,096,073 in de-obligated funds. Should it be determined that said de-obligated funds are not available based on state funding availability, an amendment to this UPWP will be needed to make the appropriate budget/funding adjustments. This UPWP does not currently reflect or include any anticipated FY 24/26 UPWP close-out funds at the year of that UPWP’s Year Two.

1.0 Administration

Task 1.0 Administration	
<p>Objective:</p> <p>To implement the administrative tasks and activities necessary to guide and effectively manage the tasks identified in this UPWP and maintain an effective and efficient continuing, cooperative and comprehensive transportation planning process.</p>	
<p>Previous Work Completed:</p>	
Work Item	Date/Status
<ul style="list-style-type: none"> ▪ Continuity of Operation Plan and continued support of TPO Advisory Committee and Board meetings 	Ongoing
<ul style="list-style-type: none"> ▪ Continued administration of TPO operations (with and updates as needed), i.e. purchasing, accounting, technical, human resource functions, processing of progress reports and invoices, contract/agreement updates and clerical assistance from County as necessary to support the TPO functions 	Ongoing
<ul style="list-style-type: none"> ▪ Coordination with federal, state and local partners 	Ongoing
<ul style="list-style-type: none"> ▪ Implementation of Membership Apportionment Plan based on 2020 United States Census to add Rural Community representative ▪ ILA amended to add Rural Community, School Board, and Regional Airport as voting members of Board 	<ul style="list-style-type: none"> ▪ October 2023 ▪ August 2025 (ILA Amendment)
<ul style="list-style-type: none"> ▪ Hired new Executive Director 	January 2026
<ul style="list-style-type: none"> ▪ Attendance at workshops and training sessions (MPOAC & FMPP) 	January 2026
<ul style="list-style-type: none"> ▪ Incorporation of performance measures into planning process 	January 2026
<ul style="list-style-type: none"> ▪ Preparation of Joint FDOT-MTPO Certification documents 	February 2026
<ul style="list-style-type: none"> ▪ FHWA/FTA and FDOT Mock TMA On-site Certification Review 	February 2026
<ul style="list-style-type: none"> ▪ Awarding of a General Planning Consultant (GPC) contract (2 firms selected) 	March 2026
<ul style="list-style-type: none"> ▪ Update of Bylaws 	March 2026
<ul style="list-style-type: none"> ▪ MTPO Website Update 	March 2026
<ul style="list-style-type: none"> ▪ Conversion of TIP into interactive platform (EcoInteractive) 	April 2026
<ul style="list-style-type: none"> ▪ Revisions of the FY 24/25 – 25/26 Unified Planning Work Program. 	April 2026
<ul style="list-style-type: none"> ▪ Preparation of FY 26/27 – FY27/28 UPWP (including public participation) 	June 2026

Required Activities:		
Activities and Products	Milestone/Target Date	
▪ Administration of TPO staff (hire new staff)	▪ June 2026	
▪ FHWA/FTA and FDOT TMA On-site Certification Review	▪ January 2027	
▪ Procurement and establishment of new TPO office	▪ January 2027	
▪ Preparation and participation in annual Joint FDOT-MTPO Certification.	▪ February 2027	
▪ Performance of annual single audit.	▪ June 2027	
▪ Administration of TPO operations (Maintenance of financial and administrative records, coordination with partner agencies, including FDOT, FHWA, and FTA, preparation and submission of progress reports and invoices, and general accounting)	▪ Ongoing	
▪ Implementation of metrics to achieve performance measure targets.	▪ Ongoing	
▪ TPO staff and member travel and participation at general trainings, conferences and meetings, including those of the MPOAC & FMPP	▪ Ongoing	
▪ Revisions to Unified Planning Work Program	▪ Ongoing	
▪ Completion of Bicycle/Pedestrian Master Plan Update	▪ December 2026	
End Products:	Completion Dates:	Responsible Agency:
MTPO and Advisory Committee Meetings Minutes	Following each regularly scheduled meeting	TPO
Joint FDOT-MTPO Certification	June 30, 2027; June 30, 2028	
Updated Bylaws (as needed)	January 31, 2027	
Continuity of Operations Plan	Ongoing	
MPOAC and general meetings, workshops, trainings	Ongoing	
Annual Audit Report	June 30, 2027; June 30, 2028	
Maintenance of Financial and Administrative Records	Ongoing	
Performance Measures (countywide)	June 30, 2028	
Progress Reports and Invoices	Ongoing until June 30, 2028	
Reapportionment Report	June 30, 2026	
Unified Planning Work Program	May 30, 2028	

Unified Planning Work Program revisions	June 30, 2028
Updated TPO Website	May/June 2026

All required activities and end products, except for the annual audit report, will be completed by TPO staff with consultant services support. The annual audit report will be completed by independent certified public account.

State Support and Program Administration and Technical Assistance Federal Transit Administration

State Support and Program Administration and Technical Assistance Federal Transit Administration - Administration efforts include guidance and supervision of administrative tasks (program management, development, review and reporting) necessary to carry out the transportation planning process within the metropolitan area boundaries of the Transportation Management Area. Technical assistance includes both computer usage and staff analysis of various systems and project planning efforts (routine reviews and planning evaluations) as identified in study designs. Match for this task is cash and not "soft match" funds. The following eligible Federal Transit Administration Section 5305(d) transit planning activities in Task 1 - Administration - Program Support and Administration (44.21.00) - Development of the Unified Planning Work Program, interagency coordination, public information and local assistance.

In-Kind Financial Contribution - Alachua County, City of Gainesville, and University of Florida

In-kind contribution from Alachua County - Administration efforts include Technical Advisory Committee participation by the Alachua County Growth Management Department and Alachua County Public Works Department. In addition, Alachua County provides legal services and meeting locations for the Bicycle/pedestrian Advisory Board, Citizens Advisory Committee and GACTPO Board.

In-kind contribution from the City of Gainesville - Administration efforts include Technical Advisory Committee participation by the City of Gainesville Planning and Development Services Department, the City of Gainesville Public Works Department, including the Bicycle/Pedestrian Program, and Regional Transit System. In addition, the City of Gainesville provides a meeting location for the Technical Advisory Committee.

In-kind contribution from the University of Florida - Administration efforts include Technical Advisory Committee participation by the University of Florida Planning, Design and Construction Department and Transportation and Parking Services Department.

Continuity of Operations Considerations

Following the nationwide impact that the COVID-19 Public Health Emergency had normal operations of federal, state and local governments which exceeded the scope of the current Continuity of Operations Plan, the then MTPO adopted Resolutions 2020-1, 2020-2 and 2020-3 to address the shortcomings for continuity of operations under extreme circumstances. To continue to promote a healthy and flexible work environment, the Bylaws, Continuity of Operations Plan, and Public Involvement Plan will be modified when they are next reviewed and/or updated to address:

- The conduct of virtual and/or hybrid meetings on communications media technology in accordance with emergency orders of the Office of the Governor and legislation by the Florida Legislature.
- Under a declared county, state or federal State of Emergency and with approval of the Chair of the Transportation Planning Organization, its Executive Director is authorized to:
 - Amend time-sensitive program documents to maintain continuity of operations,
 - Approve the revision and submission of the Unified Planning Work Program and amendments to the Transportation Improvement Program, and
 - Submit information, reports, grant applications or documents.

- Implement public participation and public noticing requirements to ensure timely communications via media technology.
- The conduct of virtual and/or hybrid public hearings, meetings, and workshops of the GACTPO Board, subcommittees, advisory committees and working groups via communications media technology and in-person.

Unified Planning Work Program							
Task 1.0 - Administration							
Budget Category	Budget Category Description	Funding Sources					TOTAL
		FHWA			Local/ Other Cash	FCTD Grant	
		Contract # G3008		SU			
		PL	PL-CS				
Task 1.0 - Estimated Budget for Fiscal Year 2026-27 [Year One]							
Personnel Services							
Personnel & Fringe (40%)		\$ 608,592					\$0
	Subtotal:	\$ 608,592					\$ 608,592
Consultant Services							
Interactive TIP (EcoInteractive)		\$ -			\$ -		\$ -
Annual Audit (Independent CPA)		\$ 50,000					\$ 50,000
TPO Website Maintenance (year 1 included)		\$ -			\$ -		\$ -
County Support Services (via ILA)		\$ 45,000					\$ 45,000
	Subtotal:	\$ 95,000			\$ -		\$ 95,000
Travel							
Member/Staff Travel		\$ -			\$ 5,000		\$5,000
	Subtotal:	\$ -			\$ 5,000		\$5,000
Other Direct Services							
Training/Professional Development		\$ -			\$ 3,750		\$ 3,750
Office Lease		\$ 37,430			\$ 12,250		\$ 49,680
Supplies & Basic Services (Phone/Electric)		\$ -			\$ 3,000		\$ 3,000
	Subtotal:	\$ 37,430			\$ 19,000		\$ 56,430
	Year One FY26/27	\$ 741,022	\$ -	\$ -	\$ 24,000	\$ -	\$ 765,022
Task 1.0 - Estimated Budget for Fiscal Year 2027-28 [Year Two]							
Personnel Services							
Personnel & Fringe (40%)		\$ 635,009					\$635,009
	Subtotal:	\$ 635,009					\$635,009
Consultant Services							
Interactive TIP (EcoInteractive)		\$ -					\$ -
Annual Audit (Independent CPA)		\$ 50,000					\$ 50,000
TPO Website Maintenance		\$ 1,500					\$ 1,500
County Support Services (via ILA)		\$ 45,000					\$ 45,000
Other Consultant Services							\$ -
	Subtotal:	\$ 96,500					\$96,500
Travel							
Member Travel		\$ -			\$5,000		\$5,000
	Subtotal:	\$ -			\$5,000		\$5,000
Other Direct Services							
Training/Professional Development		\$ -			\$3,750		\$ 3,750
Office Lease (@ \$4140/Mo)		\$ 37,430			\$12,250		\$ 49,680
Office Supplies & Basic Services (Phone/Electric)		\$ 3,000			\$3,000		\$ 6,000
	Subtotal:	\$ 40,430			\$19,000		\$59,430
	Year Two 27-28 Total:	\$ 771,939	\$ -	\$ -	\$ 24,000	\$ -	\$ 795,939
	TWO-Year Total:	\$ 1,512,961	\$ -	\$ -	\$ 48,000	\$0	\$ 1,560,961

FCTD - Florida Commission for the Transportation Disadvantaged

FHWA - Federal Highway Administration

FY - Fiscal Year

PL - Consolidated Planning Grant (PL) Planning Funds with Federal Transit Administration Section 5305(d) Allocation PL-CS - Complete Streets

Set-Aside (equal or greater than 2.5 percent)

SU - Surface Transportation Block Grant Funds for urban populations over 200,000

This task includes soft match/in-kind contributions in Exhibit 1 of Section I of the Introduction on pages 9 and 10.

2.0 Data Collection

Task 2.0 Data Collection				
<p>Purpose:</p> <p>Routine surveillance activities to assess the network condition and the actual growth and changes in travel demand characteristics. Task 2.0 is a comprehensive multi-agency, on-going task that is performed each year by the Florida Department of Transportation, Alachua County and the City of Gainesville. For Unified Planning Work Program reporting, data collection performed by Alachua County and the City of Gainesville is funded by in-kind contribution. The proposed use of funds for this Task in this UPWP cycle is a coherent, comprehensive collection of bicycle and pedestrian counts, using a consistent methodology, throughout the county, including counts along trails and other shared/multi-use paths.</p>				
<p>Previous Work Completed:</p> <p>Alachua County and the City of Gainesville, as well as the Florida Department of Transportation, provided transportation facility traffic volume and crash data.</p>				
<p>Required Activities:</p> <table border="1"> <tr> <td> <ul style="list-style-type: none"> Traffic Volume Surveillance Pedestrian/Bicycle counts </td> <td> <ul style="list-style-type: none"> Crash Surveillance </td> </tr> </table>			<ul style="list-style-type: none"> Traffic Volume Surveillance Pedestrian/Bicycle counts 	<ul style="list-style-type: none"> Crash Surveillance
<ul style="list-style-type: none"> Traffic Volume Surveillance Pedestrian/Bicycle counts 	<ul style="list-style-type: none"> Crash Surveillance 			
End Products:	Completion Dates:	Responsible Agency:		
Traffic Volume and Crash Surveillance	June 30, 2027; June 30, 2028	Alachua County and City of Gainesville		
Countywide comprehensive pedestrian/bicycle counts	June 30, 2027; June 30, 2028	Consultant Services (data collection services)		

All activities and end products will be completed by Alachua County and the City of Gainesville.

In-Kind Financial Contribution - Alachua County and City of Gainesville

In-kind contribution from Alachua County - Data Collection efforts include traffic monitoring data, including crash data.

In-kind contribution from the City of Gainesville - Data Collection efforts include traffic monitoring data, including crash data. In addition, the City of Gainesville Traffic Management Center provides traffic operations data.

Unified Planning Work Program							
Task 2.0 - Data Collection							
Budget Category	Budget Category Description	Funding Sources					Total
		FHWA			Local/ Other Cash	FCTD Grant	
		Contract # G3008		SU			
		PL	PL-CS				
Task 2.0 - Estimated Budget for Fiscal Year 2026-27 [Year One]							
Personnel Services							
-		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services							
Consultant Staff Services		\$0	\$0	\$0	\$0	\$0	\$0
Data Collection Consultant Services		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Travel							
Member Travel		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services							
Office Supplies		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
	Year One FY26/27	\$0	\$0	\$0	\$0	\$0	\$0
Task 2.0 - Estimated Budget for Fiscal Year 2027-28 [Year Two]							
Personnel Services							
-		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services							
Consultant Staff Services		\$0	\$0	\$0	\$0	\$0	\$0
Data Collection Consultant Services		\$50,000	\$0	\$0	\$0	\$0	\$50,000
	Subtotal:	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Travel							
Member Travel		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services							
Purchase Newspaper Advertisements		\$0	\$0	\$0	\$0	\$0	\$0
Office Supplies		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
	Year Two 27-28 Total:	\$50,000	\$0	\$0	\$0	\$0	\$50,000
	TWO-Year Total:	\$50,000	\$0	\$0	\$0	\$0	\$50,000

FCTD - Florida Commission for the Transportation Disadvantaged FHWA - Federal Highway Administration

FY - Fiscal Year

PL - Consolidated Planning Grant (PL) Planning Funds with Federal Transit Administration Section 5305(d) Allocation PL-CS - Complete Streets

Set-Aside (equal or greater than 2.5 percent)

SU - Surface Transportation Block Grant Funds for urban populations over 200,000

This task includes soft match/in-kind contributions in Exhibit 1 of Section I of the Introduction on pages 9 and 10.

3.0 Transportation Improvement Program

Task 3.0 Transportation Improvement Program		
<p>Purpose:</p> <p>Tasks required for the development and management of the Transportation Improvement Program, including the incorporation of the Federal Funds Obligation Project List into the TIP and maintenance of an interactive online TIP platform for readily available public accessibility.</p>		
<p>Previous Work Completed:</p> <p>Preparation of the Fiscal Years 2025/2026 - 2029-30 Transportation Improvement Program, contracting with EcoInteractive to create an interactive online TIP platform that is accessible by the TPO, agency partners, and the public, and amending the TIP as needed to move projects forward towards completion.</p>		
<p>Required Activities:</p>		
<ul style="list-style-type: none"> • Preparation and distribution of the Transportation Improvement Program and revisions • Preparation of performance measure and target monitoring materials in the Transportation Improvement Program. 	Ongoing	
End Products:	Completion Dates:	Responsible Agency:
Transportation Improvement Program	June 30, 2026; June 30, 2027	TPO
Transportation Improvement Program revisions	June 30, 2028 (ongoing as needed)	

All required activities and end products will be completed by TPO staff, agency partners, and FHWA/FTA.

State Support and Program Administration and Technical Assistance Federal Transit Administration

State Support and Program Administration and Technical Assistance Federal Transit Administration - Administration efforts include guidance and supervision of administrative tasks (program management, development, review and reporting) necessary to carry out the transportation planning process within the metropolitan area boundaries of the Gainesville Metropolitan Area. Technical assistance includes both computer usage and staff analysis of various systems and project planning efforts (routine reviews and planning evaluations) as identified in study designs. Match for this task is cash and not "soft match" funds. The following eligible Federal Transit Administration Section 5305(d) transit planning activities in Task 3.0 - Transportation Improvement Program - Transportation Improvement Program (44.25.00) - Activities specifically emphasizing Transportation Improvement Program development and monitoring and developing transit project priorities for unfunded transit projects.

In-Kind Financial Contribution - City of Gainesville

In-kind contribution from the City of Gainesville - Transportation Improvement Program efforts include preparation of Transportation Alternatives Program and Safe Routes to School applications.

Unified Planning Work Program							
Task 3.0 - Transportation Improvement Program							
Budget Category	Budget Category Description	Funding Sources					Total
		FHWA			Local/ Other Cash	FCTD Grant	
		Contract # G3008		SU			
		PL	PL-CS				
Task 3.0 - Estimated Budget for Fiscal Year 2026-27 [Year One]							
Personnel Services							
-		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services							
Interactive TIP (EcoInteractive)		\$19,000	\$0	\$0	\$ -	\$0	\$19,000
		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$19,000	\$0	\$0	\$0	\$0	\$19,000
Travel							
Member Travel		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services							
Office Supplies		\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
	Year One FY26/27 Total:	\$19,000	\$0	\$0	\$0	\$0	\$19,000
Task 3.0 - Estimated Budget for Fiscal Year 2027-28 [Year Two]							
Personnel Services							
-		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services							
Interactive TIP (EcoInteractive)		\$20,000	\$0	\$0	\$0	\$0	\$20,000
		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Travel							
Member Travel		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services							
Office Supplies		\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
	Year Two 27-28 Total:	\$20,000	\$0	\$0	\$0	\$0	\$20,000
	TWO-Year Total:	\$39,000	\$0	\$0	\$0	\$0	\$39,000

FCTD - Florida Commission for the Transportation Disadvantaged FHWA - Federal Highway Administration
FY - Fiscal Year

PL - Consolidated Planning Grant (PL) Planning Funds with Federal Transit Administration Section 5305(d) Allocation PL-CS - Complete Streets
Set-Aside (equal or greater than 2.5 percent)

SU - Surface Transportation Block Grant Funds for urban populations over 200,000 TIP - Transportation
Improvement Program

This task includes soft match/in-kind contributions in Exhibit 1 of Section I of the Introduction on pages 9 and 10.
Planning Budget for Year Two is illustrative until approved by the United States Congress and the Florida Legislature.

4.0 Long-Range Transportation Plan

Task 4.0 Long-Range Transportation Plan				
<p>Purpose: Tasks required for the development and management of the Long-Range Transportation Plan, including participation in FDOT Efficient Transportation Decision-Making process.</p>				
<p>Previous Work Completed: Preparation and adoption of the Year 2045 Long-Range Transportation Plan Administrative Modification; Coordinated with FDOT for conversion of the GUATS model platform from Cube Voyager to PTV Group Visum; Initiation of the Year 2050 Long-Range Transportation Plan update.</p>				
<p>Required Activities:</p> <table border="1"> <tbody> <tr> <td> <ul style="list-style-type: none"> • Preparation and adoption of the Year 2050 Long- Range Transportation Plan revisions (as needed). • Preparation of performance measure and target monitoring materials in the Long-Range Transportation Planning process. </td> <td> <ul style="list-style-type: none"> • Coordination with FDOT for the GUATS Model conversion. • Analyze 2020 United States Census for Year 2050 Socio Economic Report. </td> </tr> </tbody> </table>			<ul style="list-style-type: none"> • Preparation and adoption of the Year 2050 Long- Range Transportation Plan revisions (as needed). • Preparation of performance measure and target monitoring materials in the Long-Range Transportation Planning process. 	<ul style="list-style-type: none"> • Coordination with FDOT for the GUATS Model conversion. • Analyze 2020 United States Census for Year 2050 Socio Economic Report.
<ul style="list-style-type: none"> • Preparation and adoption of the Year 2050 Long- Range Transportation Plan revisions (as needed). • Preparation of performance measure and target monitoring materials in the Long-Range Transportation Planning process. 	<ul style="list-style-type: none"> • Coordination with FDOT for the GUATS Model conversion. • Analyze 2020 United States Census for Year 2050 Socio Economic Report. 			
End Products:	Completion Dates:	Responsible Agency:		
Year 2045 Long-Range Transportation Plan revisions	June 30, 2026	TPO		
Year 2050 Long-Range Transportation Plan revisions	June 30, 2028			

Preparation of the long-range transportation plan update will be completed by a transportation planning consultant. Project management and coordination of adoption of the long-range transportation plan will be completed by TPO staff in coordination with FHWA/FDOT and agency partners.

State and Federal Support and Program Administration

State and Federal Support and Program Administration - Administration efforts include guidance and supervision of administrative tasks (program management, development, review and reporting) necessary to carry out the transportation planning process within the metropolitan area boundaries of the Transportation Management Area. Technical assistance includes agency analysis of various systems and project planning efforts (routine reviews and planning evaluations) as identified in study designs. The tasks for this include monitoring of pedestrian, bicycle and transit activity and an assessment of bicycle, pedestrian and transit service using the Florida Department of Transportation Quality/Level of Service Handbook multimodal level of service analysis generalized tables to analyze existing roadway facilities to include evaluation for bicycle, pedestrian and transit modes of travel added to the current highway (automotive) travel mode analysis.

Unified Planning Work Program							
Task 4.0 - Long-Range Transportation Plan							
Budget Category	Budget Category Description	Funding Sources					Total
		FHWA			Local/ Other Cash	FCTD Grant	
		Contract # G3008		SU			
		PL	PL-CS				
Task 4.0 - Estimated Budget for Fiscal Year 2026-27 [Year One]							
Personnel Services							
-		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services							
Consultant Staff Services		\$0	\$0	\$0	\$0	\$0	\$0
Plan Update Consultant Services		\$70,000	\$0	\$0	\$0	\$0	\$70,000
	Subtotal:	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Travel							
Member Travel		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services							
Office Supplies		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
	Year One FY26/27 Total:	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Task 4.0 - Estimated Budget for Fiscal Year 2027-28 [Year Two]							
Personnel Services							
-		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services							
Consultant Staff Services		\$0	\$0	\$0	\$0	\$0	\$0
Plan Update Consultant Services		\$70,000	\$0	\$0	\$0	\$0	\$70,000
	Subtotal:	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Travel							
Member Travel		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services							
Office Supplies		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
	Year Two 27-28 Total:	\$70,000	\$0	\$0	\$0	\$0	\$70,000
	TWO-Year Total:	\$140,000	\$0	\$0	\$0	\$0	\$140,000

FCTD - Florida Commission for the Transportation Disadvantaged FHWA - Federal

Highway Administration

FY - Fiscal Year

PL - Consolidated Planning Grant (PL) Planning Funds with Federal Transit Administration Section 5305(d) Allocation PL-CS - Complete Streets

Set-Aside (equal or greater than 2.5 percent)

SU - Surface Transportation Block Grant Funds for urban populations over 200,000

This task includes soft match/in-kind contributions in Exhibit 1 of Section I of the Introduction on pages 9 and 10.

5.0 Special Project Planning

Task 5.0 Special Project Planning		
<p>Purpose:</p> <p>Preparation of Special Project Planning documents that facilitate and/or support the implementation of the Long-Range Transportation Plan through special projects shall incorporate the three “C’s” process and contribute to the continuous, cooperative and comprehensive metropolitan planning process within the Transportation Management Area for all modes of transportation.</p> <p>Development of a strategic plan that serves as a roadmap for transforming the Regional Transit Agency into an independent transit authority. A new designation, with appropriate dedicated funding, will transform the agency into a regional transit agency that is equipped to deliver effective and sustainable transit services to the entire community.</p>		
<p>Previous Work Completed:</p> <p>Preparation of a Pedestrian Safety Action Plan and State Road 26 Multimodal Emphasis Study report.</p>		
<p>Required Activities:</p> <ul style="list-style-type: none"> Preparation of special project plans as needed <p>Collaboration with RTS to develop a framework that defines processes, responsibilities and funding framework that will enable the agency to deliver transit services to Gainesville and other cities and jurisdiction covered by the TPO</p>		
End Products:	Completion Dates:	Responsible Agency:
SR 24 (Archer Road) Plan	June 30, 2028	TPO
SR 25 (U.S. Highway 441/SW 13th Street) Plan	June 30, 2028	TPO
SR24-SR 331 (Waldo Road-Williston Road) Plan (currently unfunded)	TBD	TPO
Countywide Bicycle/Pedestrian Master Plan Update	August 30, 2026	Alachua County
Development of an Independent Transit Authority framework	December 2027	TPO/RTS/Agency Partners

All required activities and end products will be completed by a transportation planning consultant in consultation with the TPO and FHWA/FTA, and RTS - City of Gainesville Regional Transit System.

Complete Streets Project Funding Participation

Subtask 5.1 Alachua Countywide Bicycle/Pedestrian Master Plan

The Alachua Countywide Bicycle/Pedestrian Master Plan, that was budgeted for at \$354,700 in FY 24/26 UWPW, was scheduled to be completed in June 2026; however, in the event that completion of this project extends slightly into the next fiscal year, this UPWP retains approximately ten percent (10%) or \$35,000 for any needed final close-outs at project completion occurring in FY 26/27. Thus, this 10% allocation from PL funds is reflected in Year One.

Subtask 5.2 State Road 24 (Archer Road) Plan

The State Road 24 (Archer Road) Plan has a funding allocation of \$300,000 in Year Two (2026-27). This is a "Complete Streets" planning activity on Archer Road from State Road 121 (SW 34th Street) to State Road 25/US Highway 441 (Martin Luther King, Jr. Boulevard)/SW 13th Street). Approximately 2.5% of \$2.77 million in PL funds will be allocated to this project in Year Two.

This study is necessary due to safety concerns for bicyclists and pedestrians and improve access to transit. Consideration of pedestrian-actuated midblock crossings and pedestrian safety enhancement at existing traffic signals is to be addressed. It is the intent of this end product to include project recommendations in the List of Priority Projects for consideration in the Transportation Improvement Program and/or Long- Range Transportation Plan. Further development of the scope is forthcoming.

Subtask 5.3 State Road 25/U.S. Highway 441 (SW 13th Street) Plan

The State Road 25 (SW 13th Street) Plan has a funding allocation of \$300,000 in Year One (2025-26). This is a "Complete Streets" planning activity on SW 13th Street from State Road 331 (Williston Road) to State Road 226 (SW 16th Avenue). Approximately 2.5% of \$2.77 million in PL funds will be allocated to this project in Year Two.

This study is necessary due to safety concerns for pedestrians, including access to transit. Consideration of filling in sidewalk gaps, pedestrian-actuated midblock crossings and pedestrian safety enhancement at existing traffic signals is to be addressed. It is the intent of this end product to include project recommendations in the List of Priority Projects for consideration in the Transportation Improvement Program and/or Long-Range transportation Plan. Further development of the scope is forthcoming.

Subtask 5.4 Development of an Independent Transit Authority Framework

As directed by the Gainesville & Alachua County Transportation Planning Organization (GACTPO) Governing Board at its March 2, 2026, meeting, the GACTPO, serving in its role as the MPO and working in coordination with the Gainesville Regional Transit System (RTS) will be working with agency partners, including the Florida Department of Transportation District Two, University of Florida (UF), Regional Transit System (RTS), City of Gainesville, and Alachua County, to development a comprehensive and coordinated transit system that provides transit services countywide and to develop framework for the development of an independent transit authority.

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Unified Planning Work Program							
Task 5.0 - Special Project Planning							
Budget Category	Budget Category Description	Funding Sources				Total	
		FHWA			Local/ Other Cash		FCTD Grant
		Contract # G3008		SU			
PL	PL-CS*						
Task 5.0 - Estimated Budget for Fiscal Year 2026-27 [Year One]							
Personnel Services							
-		\$0	\$0	\$0	\$0	\$0	
	Subtotal:	\$0	\$0	\$0	\$0	\$0	
Consultant Services							
Consultant Staff Services		\$0	\$0	\$0	\$0	\$0	
Special Project Consultant Services		\$275,000	\$0	\$0	\$0	\$275,000	
Subtask 5.1 Bike/Ped Master Plan Close-outs		\$35,000				\$35,000	
Subtask 5.4 Development of Independent Transit Authority Framework		\$125,000				\$125,000	
General Consultant Services		\$115,000				\$115,000	
	Subtotal:	\$275,000	\$0	\$0	\$0	\$275,000	
Travel							
Member Travel		\$0	\$0	\$0	\$0	\$0	
	Subtotal:	\$0	\$0	\$0	\$0	\$0	
Other Direct Services							
Purchase Newspaper Advertisements		\$0	\$0	\$0	\$0	\$0	
Office Supplies		\$0	\$0	\$0	\$0	\$0	
	Subtotal:	\$0	\$0	\$0	\$0	\$0	
	Year One FY26/27 Total:	\$275,000	\$0	\$0	\$0	\$275,000	
Task 5.0 - Estimated Budget for Fiscal Year 2027-28 [Year Two]							
Personnel Services							
-		\$0	\$0	\$0	\$0	\$0	
	Subtotal:	\$0	\$0	\$0	\$0	\$0	
Consultant Services							
Consultant Staff Services		\$0	\$0	\$0	\$0	\$0	
Special Project Consultant Services		\$214,146	\$69,490	\$0	\$0	\$283,636	
Subtask 5.2 SR 24 (Archer Rd) CS Plan			\$34,745			\$34,745	
Subtask 5.3 SR 25/US 441 (SW 13th St) CS Plan			\$34,745			\$34,745	
Subtask 5.4 Development of Independent Transit Authority Framework		\$125,000				\$125,000	
	Subtotal:	\$339,146	\$69,490	\$0	\$0	\$408,636	
Travel							
Member Travel		\$0	\$0	\$0	\$0	\$0	
	Subtotal:	\$0	\$0	\$0	\$0	\$0	
Other Direct Services							
Purchase Newspaper Advertisements		\$0	\$0	\$0	\$0	\$0	
Office Supplies		\$0	\$0	\$0	\$0	\$0	
	Subtotal:	\$0	\$0	\$0	\$0	\$0	
	Year Two 27-28 Total:	\$339,146	\$69,490	\$0	\$0	\$408,636	
	TWO-Year Total:	\$614,146	\$69,490	\$0	\$0	\$683,636	

*These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning. [§ 11206(b)]. 2.5% of the total PL allocation for fiscal year 2027-28 is \$69,490.

6.0 Public Participation

Task 6.0 Public Participation		
<p>Purposes:</p> <p>Tasks necessary to prepare and implement the TPO Public Involvement Plan in order to provide for public participation, including outreach among traditionally underserved and under-involved segments of the population, during development and implementation of the Unified Planning Work Program, Long- Range Transportation Plan, Transportation Improvement Program and other plans and programs as required. This task also implements Title VI regulations in 49 Code of Federal Regulations Part 21 and integrates Title VI provisions and principles, including the USDOT Limited English Proficiency Guidance, into TPO programs and activities; provides procedures for investigating and tracking Title VI complaints and ensure that procedures for filing a complaint are available to members of the public upon request.</p>		
<p>Previous Work Completed:</p> <p>Implementation of Public Involvement Plan strategies and review of the Citizens’ Guide to Transportation Planning. Preparation of meetings, workshops, Long-Range Transportation Plan, Transportation Improvement Program, Public Involvement Plan and advisory committee vacancy public notices. Review and update of the Public Involvement Plan.</p>		
<p>Required Activities:</p>		
<ul style="list-style-type: none"> • Review and update of the Public Involvement Plan. • Preparation of public notice for TPO and its advisory committees meetings, workshops, advisory committee vacancies and planning documents. • Review of the Citizens’ Guide to Transportation Planning. 	<ul style="list-style-type: none"> • Preparation of Title VI Program required forms, as needed. • Review/Update of Title VI Nondiscrimination Program. • Preparation of TIP Comprehensive Transportation Analyses. 	
End Products:	Completion Dates:	Responsible Agency:
Public notice of all meetings, workshops, advisory committee vacancies and planning documents	June 30, 2027; June 30, 2028	TPO
Updated Citizens’ Guide to Transportation Planning (countywide)	June 30, 2027	
Updated TPO website	June 30, 2026, then ongoing	
TIP Comprehensive Multimodal Transportation Analyses (countywide)	December 31, 2026; December 31, 2028	
Title VI Program required forms	June 30, 2027; June 30, 2028	
Update Title VI Nondiscrimination Program	June 30, 2027; June 30, 2028	
Updated Public Involvement Plan (countywide)	June 30, 2027; June 30, 2028	

All required activities and end products will be completed by TPO staff.

State and Federal Support and Program Administration and Technical Assistance

State and Federal Support and Program Administration and Technical Assistance - Administration efforts include guidance and supervision of administrative tasks (program management, development, review and reporting) necessary to carry out the transportation planning process within the Transportation Management Area. Technical assistance analysis of various systems and project planning efforts (routine reviews and planning evaluations) as identified in study designs. Match for this task is cash and not "soft match" funds. The following include eligible Federal Transit Administration Section 5305(d) transit planning activities in Task 6.0 - Public Participation - Program Support and Administration (44.21.00) - Citizen participation and public information.

Unified Planning Work Program							
Task 6.0 - Public Participation							
Budget Category	Budget Category Description	Funding Sources					Total
		FHWA			Local/ Other Cash	FCTD Grant	
		Contract # G3008		SU			
		PL	PL-CS				
Task 6.0 - Estimated Budget for Fiscal Year 2026-27 [Year One]							
Personnel Services							
	-	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services							
	Consultant Staff Services	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Travel							
	Member Travel	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services							
	Purchase Newspaper Advertisements	\$0	\$0	\$0	\$0	\$0	\$0
	Office Supplies	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
	Year One FY26/27 Total:	\$0	\$0	\$0	\$0	\$0	\$0
Task 6.0 - Estimated Budget for Fiscal Year 2027-28 [Year Two]							
Personnel Services							
	-	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Consultant Services							
	Consultant Staff Services	\$40,000	\$0	\$0	\$0	\$0	\$40,000
	Subtotal:	\$40,000	\$0	\$0	\$0	\$0	\$40,000
Travel							
	Member Travel	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
Other Direct Services							
	Purchase Newspaper Advertisements	\$0	\$0	\$0	\$0	\$0	\$0
	Office Supplies	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
	Year Two 27-28 Total:	\$40,000	\$0	\$0	\$0	\$0	\$40,000
	TWO-Year Total:	\$40,000	\$0	\$0	\$0	\$0	\$40,000

7.0 Systems Planning

Task 7.0 Systems Planning			
<p>Purposes:</p> <p>To prepare and maintain planning products that support the continuous, cooperative and comprehensive metropolitan planning process for the TPO, including FDOT Work Program Review, Project Prioritization, an Access to Essential Services Report, Performance-Based Planning and Programming Reporting, Transit Ridership Monitoring, assist in Transit Development Plan development, Maintenance of Congestion Management Process documents. To provide staffing for the Alachua County Transportation Disadvantaged Coordinating Board and assist in development and implementation of its Transportation Disadvantaged Service Plan.</p> <p>RTS: The purpose of this task is to develop a Transit Development Plan, TDP, that represents the transit vision for RTS, functioning as the strategic guide for public transportation for the community. As a development plan for local transit services, the plan will be consistent with community goals, reflect priorities that leadership has established, and integrate the various community characteristics and development patterns that influence decisions and growth.</p>			
<p>Previous Work Completed:</p> <p>Preparation of Transit Ridership Monitoring Report. Preparation of List of Priority Projects. Preparation of Mobility Plan Status Report. Preparation of Multimodal Level of Service Report. Reviewed FDOT Work Program. Coordination with the City of Gainesville Regional Transit System in development of performance measures in 2020. Transportation Disadvantaged Board staffing. Preparation of the Transportation Disadvantaged Service Plan. Participated in Alachua County Traffic Safety Team.</p> <p>RTS:</p> <ul style="list-style-type: none"> • In 2025, RTS completed a major update to the Transit Development Plan • In 2026, RTS completed the annual update to the TDP • Monthly and annually – development of transit ridership report for presentation to the Board 			
<p>Required Activities:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> • Perform FDOT Work Program Review. • Review of the Access to Essential Services Report • Preparation of a Performance-Based Planning and Programming Report. • Update Transit Ridership Monitoring Report. • Preparation of List of Priority Projects, including performance measure materials. • Update Multimodal Level of Service Report. • Update Mobility Plan Status Report • Assist as needed in development of Transit Development Plan. </td> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> • Selection and management of consultant support. • Transportation Disadvantaged Board Staffing. • Preparation of Transportation Disadvantaged Service Plan. • Participate in Alachua County Traffic Safety Team. • Review and Update Mobility Plan • RTS will continue to develop and submit the annual update to the TDP. The agency is required to complete a major update to the TDP in 2030. RTS is also required to develop and submit an update to Title VI Plan in 2028 to FTA </td> </tr> </table>		<ul style="list-style-type: none"> • Perform FDOT Work Program Review. • Review of the Access to Essential Services Report • Preparation of a Performance-Based Planning and Programming Report. • Update Transit Ridership Monitoring Report. • Preparation of List of Priority Projects, including performance measure materials. • Update Multimodal Level of Service Report. • Update Mobility Plan Status Report • Assist as needed in development of Transit Development Plan. 	<ul style="list-style-type: none"> • Selection and management of consultant support. • Transportation Disadvantaged Board Staffing. • Preparation of Transportation Disadvantaged Service Plan. • Participate in Alachua County Traffic Safety Team. • Review and Update Mobility Plan • RTS will continue to develop and submit the annual update to the TDP. The agency is required to complete a major update to the TDP in 2030. RTS is also required to develop and submit an update to Title VI Plan in 2028 to FTA
<ul style="list-style-type: none"> • Perform FDOT Work Program Review. • Review of the Access to Essential Services Report • Preparation of a Performance-Based Planning and Programming Report. • Update Transit Ridership Monitoring Report. • Preparation of List of Priority Projects, including performance measure materials. • Update Multimodal Level of Service Report. • Update Mobility Plan Status Report • Assist as needed in development of Transit Development Plan. 	<ul style="list-style-type: none"> • Selection and management of consultant support. • Transportation Disadvantaged Board Staffing. • Preparation of Transportation Disadvantaged Service Plan. • Participate in Alachua County Traffic Safety Team. • Review and Update Mobility Plan • RTS will continue to develop and submit the annual update to the TDP. The agency is required to complete a major update to the TDP in 2030. RTS is also required to develop and submit an update to Title VI Plan in 2028 to FTA 		

End Products:	Completion Dates:	Responsible Agency:
Performance-Based Planning and Programming Report	June 30, 2025; June 30, 2026	
Transit Ridership Monitoring Report (monthly and annually)	June 30, 2025; June 30, 2026	
List of Priority Projects (countywide)	June 30, 2028 June 30, 2032	
CMP - Mobility Plan (countywide)	Dec. 30, 2026	
CMP - Mobility Plan Status Report (countywide)	Dec. 31, 2026; Dec. 31, 2028	
CMP - Multimodal Level of Service Report (countywide)	Dec. 30, 2026; Dec. 30, 2028	
Transportation Disadvantaged Board Staffing	June 30, 2026	
Transportation Disadvantaged Service Plan	June 30, 2026; June 30, 2028	
Development of Title VI Plan	September 2028	
Development of TDP major update	March 2030	

All required activities and end products will be completed by TPO and RTS staff with consultant services.

State and Federal Support and Program Administration

State and Federal Support and Program Administration and Technical Assistance - Administration efforts include guidance and supervision of administrative tasks (program management, development, review and reporting) necessary to carry out the transportation planning process within the metropolitan area boundaries of the Gainesville Metropolitan Area. Technical assistance includes both computer usage and staff analysis of various systems and project planning efforts (routine reviews and planning evaluations) as identified in study designs. Match for this task is cash and not "soft match" funds. The following eligible Federal Transit Administration Section 5305(d) transit planning activities in Task 7.0 - Systems Planning -

1. Long-Range Transportation Planning- System Level (44.23.01) - The monitoring of pedestrian, bicycle and transit activity. In addition, this task will also include an assessment of bicycle, pedestrian and transit service using the Florida Department of Transportation Quality/Level of Service Handbook multimodal level of service analysis generalized tables to analyze existing roadway facilities to include evaluation for bicycle, pedestrian and transit modes of travel added to the current highway (automotive) travel mode analysis;
2. Short-Range Transportation Planning (44.24.00) - The monitoring of transit activity, including the preparation of an annual transit ridership report, and providing technical assistance to Regional Transit System staff (including providing assistance in the development of the Transit Development Plan); and the monitoring of bicycling activity, including the preparation of a bicycle usage trends program report;
3. Planning Emphasis Areas (44.26.00) - Activities that are a priority for the Federal Highway Administration, Federal Transit Administration and Florida Department of Transportation;
4. Coordination of Non-Emergency Service Transportation (44.26.12) - The planning, development and improvement of transportation services to the elderly and persons with disabilities; and
5. Incorporating Safety and Security in the Transportation Planning (44.26.16) - activities that incorporate

safety and security into the transportation planning process.

In-Kind Financial Contribution - Alachua County, City of Gainesville and University of Florida

In-kind contribution from Alachua County - Systems Planning efforts include assistance in development of the List of Priority Projects, Multimodal Level of Service Report and Mobility Plan Status Report and coordination with the Alachua County Comprehensive Plan.

In-kind contribution from the City of Gainesville - Systems Planning efforts include assistance in development of the List of Priority Projects, Multimodal Level of Service Report, Mobility Plan Status Report and Transit Ridership Monitoring Report and coordination with the City of Gainesville Comprehensive Plan. In addition, the City of Gainesville efforts include updating the Regional Transit System Transit Development Plan.

In-kind contribution from the University of Florida - Systems Planning efforts includes assistance in development of the List of Priority Projects, Multimodal Level of Service Report and Mobility Plan Status Report and coordination with the University of Florida Campus Master Plan.

Federal Transit Administration Transit Award Management System (TrAMS)

Currently, the Gainesville & Alachua County TPO does not apply for Federal Transit Administration grants or uses its Transit Award Management System (*TrAMS*). However, as the region transit provider, Gainesville Regional Transit System (RTS), RTS is a recipient of FTA funds, and as such, RTS efforts are included in this UPWP.

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Unified Planning Work Program							
Task 7.0 - Systems Planning							
Budget Category	Budget Category Description	Funding Sources				Total	
		FHWA			Local/ Other Cash		FCTD Grant
		Contract # G3008		SU			
PL	PL-CS						
Task 7.0 - Estimated Budget for Fiscal Year 2026-27 [Year One]							
Personnel Services							
-		\$0	\$0	\$0	\$0	\$0	
	Subtotal:	\$0	\$0	\$0	\$0	\$0	
Consultant Services							
Consultant Services/Transit Coordination		\$80,000	\$0	\$0	\$0	\$80,000	
Countywide transit investigation		\$80,000				\$80,000	
Coordination with RTS on transit services and ridership monitoring (in-kind)							
	Subtotal:	\$80,000	\$0	\$0	\$0	\$80,000	
Travel							
Member Travel		\$0	\$0	\$0	\$0	\$0	
	Subtotal:	\$0	\$0	\$0	\$0	\$0	
Other Direct Services							
Office Supplies		\$0	\$0	\$0	\$0	\$0	
		\$0	\$0	\$0	\$0	\$0	
	Subtotal:	\$0	\$0	\$0	\$0	\$0	
	Year One FY26/27 Total:	\$80,000	\$0	\$0	\$0	\$80,000	
Task 7.0 - Estimated Budget for Fiscal Year 2027-28 [Year Two]							
Personnel Services							
-		\$0	\$0	\$0	\$0	\$0	
	Subtotal:	\$0	\$0	\$0	\$0	\$0	
Consultant Services							
Consultant Staff Services (Development of a countywide transit system analysis, updates to TDP, evaluation of RTS governance)		\$234,000	\$0	\$0	\$0	\$234,000	
Coordination with RTS on transit services and ridership monitoring (in-kind)							
	Subtotal:	\$234,000	\$0	\$0	\$0	\$234,000	
Travel							
Member Travel		\$0	\$0	\$0	\$0	\$0	
	Subtotal:	\$0	\$0	\$0	\$0	\$0	
Other Direct Services							
Office Supplies		\$0	\$ -	\$ -	\$ -	\$ -	
		\$0	\$0	\$0	\$0	\$500	
	Subtotal:	\$0	\$0	\$0	\$0	\$500	
	Year Two 27-28 Total:	\$234,000	\$0	\$0	\$28,487	\$262,487	
	TWO-Year Total:	\$314,000	\$0	\$0	\$28,487	\$342,487	

Chapter III: Summary Budget Tables

Based on the inclusion of \$1,096,073 of de-obligated funds from the prior FY 24/26 UPWP, the total budget reflected in this FY 26/28 UPWP is \$2,779,597. The following pages contain the following summary budget tables.

Table 1: Agency Funding Participation/Funding Sources by Task Table, Fiscal Year 2026 – 2027

Table 2: Agency Funding Participation/Funding Sources by Task Table, Fiscal Year 2026 – 2028

Table 1
**Agency Funding Participation/
 Funding Sources by Task Table**
Fiscal Year 2026-27

		YEAR ONE								
Task #	Task	FHWA			M T P O Local / Other Cash	F C T D	Total	F D O T P L Soft Match ^A	Grand total~	
		F Y 2026 - 27 Contract # G3008		S U						
		P L	P L-C S							
1.0	Administration	741,022	0	0	\$ 24,000	0	765,022	133,903	898,925	
2.0	Data Collection	0	0	0	0	0	0	0	0	
3.0	Transportation Improvement Program	19,000	0	0	0	0	19,000	3,433	22,433	
4.0	Long Range Transportation Plan	70,000	0	0	0	0	70,000	12,649	82,649	
5.0	Special Project Planning	275,000		0	0	0	275,000	49,693	324,693	
6.0	Public Participation	0	0	0	0	0	0	0	0	
7.0	System Planning	80,000	0	0	0	0	80,000	14,456	94,456	
TOTAL		1,185,022	0	0	\$ 24,000	0	1,209,022	214,134	1,423,156	

Federal Highway Administration Planning and Federal Transit Administration Section 5305(d) matching funds are Florida Department of Transportation toll credits soft match.

In-kind contribution from Alachua County, City of Gainesville and University of Florida not included.

PL - Consolidated Planning Grant (PL) Planning Funds with Federal Transit Administration Section 5305(d) Allocation PL-CS – Complete Streets Set-Aside (equal or greater than 2.5 percent)

SU - Surface Transportation Block Grant Funds for Population over 200,000

**Table 2
Agency Funding Participation /
Funding Sources by Task Table
Fiscal Year 2027-28**

YEAR TWO									
Task #	Task	FHWA			M T P O Local / Other Cash	F C T D	Total	FDOT PL Soft Match^	Grand Total~
		F Y 2027 - 28 Contract # G3O08		S U					
		P L	P L-C S						
1.0	Administration	771,939	0	0	\$ 24,000	0	795,939	139,489	935,428
2.0	Data Collection	50,000	0	0	0	0	50,000	9,035	59,035
3.0	Transportation Improvement Program	20,000	0	0	0	0	20,000	3,614	23,614
4.0	Long Range Transportation Plan	70,000	0	0	0	0	70,000	12,649	82,649
5.0	Special Project Planning	339,146	69,490	0	0	0	408,636	73,841	482,477
6.0	Public Participation	40,000	0	0	0	0	40,000	7,228	47,228
7.0	System Planning	234,000	0	0	0	\$ -	234,000	42,284	276,284
	Total	1,525,085	69,490	0	\$ 24,000	\$ -	1,618,575	288,140	1,906,714

Federal Highway Administration Planning and Federal Transit Administration Section 5305(d) matching funds are Florida Department of Transportation toll credits soft match.

In-kind contribution from Alachua County, City of Gainesville and University of Florida not included.

PL - Consolidated Planning Grant (PL) Planning Funds with Federal Transit Administration Section 5305(d) Allocation PL-CS – Complete Streets Set-Aside (equal or greater than 2.5 percent)

SU - Surface Transportation Block Grant Funds for Population over 200,000

Appendix A: Funding Codes

The following includes an explanation of the Funding Codes for Tables 1 and 2:

- Column 1 - Task Number and Task Name;
- Column 2 - Federal Highway Administration Planning funding participation;
- Column 3 - Federal Highway Administration Planning funding participation (Consolidated Planning Grant);
- Column 4 - Federal Highway Administration Surface Transportation Block Grant funding participation;
- Column 5 - Federal Transit Administration Section 5305(d) funding participation;
- Column 6 - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Other local funding participation;
- Column 7 - Florida Department of Transportation and Florida Commission for the Transportation Disadvantaged funding participation;
- Column 8 - Total Cash funding participation;
- Column 9 - Florida Department of Transportation soft match funding for matching Federal Highway Administration Planning funding participation;
- Column 10 - Florida Department of Transportation soft match funding for matching Federal Transit Administration Planning funding participation;
- Column 11 - Grand Total Cash, Soft Match and In-Kind funding participation; and
- Column 12 - Amount allocated for outside consultant services.

Appendix B: Gainesville & Alachua County TMA Planning Studies

1. Long-Range Transportation Plan, including needs and cost feasible plans and socioeconomic report

Completion Date - Five-year cycle; federal deadline adoption date was August 24, 2020
Anticipated Update - Five-year cycle; federal deadline adoption date was August 24, 2025

Expected Products - Gainesville Metropolitan Area-wide 2050 LRTP adopted in November 2025.

2. Transportation Improvement Program

Anticipated Completion Date - annual

Expected Products - Gainesville Metropolitan Area-wide short-range (5-year) transportation planning

3. Multimodal Level of Service Report

Anticipated Completion Date - annual

Expected Products - Gainesville Metropolitan Area-wide average annual daily traffic study, with multimodal (automotive, bicycle, pedestrian and transit) analysis using Florida Department of Transportation approved procedures

4. Regional Transit System Annual Ridership Monitoring Report

Anticipated Completion Date - annual

Expected Products - Regional Transit System fixed-route bus annual ridership study

5. Mobility Plan-Gainesville Metropolitan Area Congestion Management Process and Mobility Plan Status Report

Anticipated Completion Date - Mobility Plan- Reviewed and/or revised as needed concurrent with Long-Range Transportation Plan Update and changes to Federal and State legislation.

Anticipated Completion Date - Mobility Plan Status Report- annual

Expected Products - Gainesville Metropolitan Area-wide congestion management process and monitoring

6. Bicycle Usage Trends Report

Anticipated Completion Date - Bicycle Usage Trends Report - Updated as needed concurrent with Long-Range Transportation Plan Update.

7. State Road 24 (Archer Road) Multimodal Corridor Plan
From State Road 121 (SW 34th Street) to State Road 25/US Highway 441 (Martin Luther King, Jr. Boulevard)/SW 13th Street))
Completion Date - June 2027
Expected Products - Multimodal Corridor Plan including safety-related project recommendations
8. State Road 25 (U.S. Highway 441/SW 13th Street) Multimodal Corridor Plan
From State Road 331 (Williston Road) to State Road 226 (SW 16th Avenue)
Completion Date - June 2027
Expected Products - Multimodal Corridor Plan including safety-related project recommendations
9. State Road 331 (Williston Road) - State Road 24 (Waldo Road) Multimodal Corridor Plan
From SE 4th Street to State Road 222 (NE 39th Avenue)
Completion Date - June 2027
Expected Products - Multimodal Corridor Plan including safety-related project recommendations

City of Gainesville and Alachua County

1. Traffic Volume Surveillance
Anticipated Completion Date - annual
Expected Products - annual traffic counts
2. Accident Surveillance and Study Program
Anticipated Completion Date - annual
Expected Products - annual crash information
3. Transit Development Plan for the Regional Transit System
Completion Date - December 2028
Expected Products - annual transit service plan
4. Transportation Disadvantaged Service Plan
Anticipated Completion Date - annual
Expected Products - countywide short-range (one-year) paratransit service planning
5. Alachua Countywide Bicycle/Pedestrian Master Plan Update
Anticipated Completion Date - June 2026
Expected Products - Alachua Countywide Bicycle/Pedestrian Master Plan Update will be an update of the 2001 Alachua Countywide Bicycle Master Plan that will also address pedestrian facilities and provide bicycle and pedestrian project priorities for the Year 2050 Long-Range Transportation Plan.

Appendix C: Revisions Log

The log of projects identifies approved administrative modifications and amendments to the Unified Planning Work Program and tracks revisions to the UPWP. This Unified Planning Work Program revision log, Exhibit III, includes the following information:

1. UPWP revision number (as assigned by GACTPO)
2. Approval date of the UPWP administrative modification(s) and/or amendment(s)
3. UPWP administrative modification/amendment purpose, including, but not limited to:
 - A. Addition of a new task;
 - B. Change to an existing task (refer to amendment description);
 - C. Deletion of an existing task; or
 - D. Revision to the tables to reflect changes in UPWP funding.
4. Revision description.
 - A. task/table number; and
 - B. task/table modification.

This information will be incorporated into appropriate UPWP tasks and tables as the UPWP is administratively modified and/or amended in order to assure the consistency and accuracy of this UPWP.

Exhibit III

Template to be Use for UPWP Revisions Log

UPWP Revision			Revision Description	
Number	Approval Date	Purpose	Task / Table Number	Task/Table Modification
Year One				
1				
2				
Year Two				
1				
2				

Appendix D: Title VI Program

This appendix contains the Gainesville & Alachua County Transportation Planning Organization (GACTPO) Title VI/Nondiscrimination Policy Statement and Title VI Complaint Procedure.

**Federal Fiscal Years 2026 – 2027 and 2027 – 2028
Title VI / Nondiscrimination Policy Statement**

It is the policy of the Gainesville & Alachua County Transportation Planning Organization, serving in its role as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, that no person shall, on the basis of race, color, and national origin, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights restoration Act of 1987 and the Florida Civil Rights Act of 1992, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

Casey Willits, Chair

Gainesville & Alachua County
Transportation Planning Organization

Date

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**Federal Fiscal Years 2026-27 and 2027-28
Title VI Complaint Procedure
Gainesville & Alachua County Transportation
Planning Organization, serving its role as the
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area**

1. Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation prohibited by the Title VI of the Civil Rights Act of 1964, as amended, and related statutes, may file a written complaint to the Executive Director of the Gainesville & Alachua County Transportation Planning Organization (GACTPO). All written complaints received by the GACTPO shall be referred immediately by the GACTPO Executive Director to the Florida Department of Transportation's District Two Title VI Coordinator for processing in accordance with approved State procedures.
2. Verbal and non-written complaints received by the Gainesville & Alachua County Transportation Planning Organization shall be resolved informally by the GACTPO Executive Director. If the issue has not been satisfactorily resolved through informal means, or if at any time the person(s) request(s) to file a formal written complaint, the GACTPO Executive Director shall refer the Complainant to the Florida Department of Transportation's District Two Title VI Coordinator for processing in accordance with approved State procedures.
3. The GACTPO Executive Director will advise the Florida Department of Transportation's District Two Title VI Coordinator within five (5) calendar days of receipt of the allegations. The following information will be included in every notification to the Florida Department of Transportation's District Two Title VI Coordinator.
 - (a) Name, address, and phone number of the complainant.
 - (b) Name(s) and address(es) of respondent.
 - (c) Basis of complaint (i.e., race, color, or national origin).
 - (d) Date of alleged discriminatory act(s).
 - (e) Date of receipt of complaint by the GACTPO.
 - (f) A statement of the complaint.
 - (g) Other agencies (state, local or Federal) where the complaint has been filed.
 - (h) An explanation of the actions the Gainesville & Alachua County Transportation Planning Organization has taken or proposed to resolve the allegation(s) raised in the complaint.
4. Within ten (10) calendar days, the GACTPO Executive Director will acknowledge receipt of the allegation(s), inform the complainant of action taken or proposed action to process the allegation(s), and advise the complainant of other avenues of redress available, such as the Florida Department of Transportation's Equal Opportunity Office.
5. Within sixty (60) calendar days, the GACTPO Executive Director will conduct and complete a review of the verbal or non-written allegation(s) and based on the information obtained, will develop a recommendation for action in a report of findings to the GACTPO Board.
6. Within ninety (90) calendar days of the verbal or non-written allegation(s) receipt, the Executive Director of the Gainesville & Alachua County Transportation Planning Organization will notify the Complainant in

writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the Complainant of his/her right to file a formal complaint with the Florida Department of Transportation's Equal Opportunity Office, if they are dissatisfied with the final decision rendered by the Executive Director of the Gainesville & Alachua County Transportation Planning Organization. The Gainesville & Alachua County Transportation Planning Organization Executive Director will also provide the Florida Department of Transportation's District Two Title VI Coordinator with a copy of this decision and summary of findings.

7. The Gainesville & Alachua County Transportation Planning Organization Executive Director will maintain a log of all complaints, including written, verbal and non-written complaints, received by the Gainesville & Alachua County Transportation Planning Organization. The log will include the following information:
 - a. Name of complainant.
 - b. Name of respondent.
 - c. Basis of complaint (i.e., race, color, or national origin).
 - d. Date verbal or non-written complaint was received by the Gainesville & Alachua County Transportation Planning Organization.
 - e. Date Gainesville & Alachua County Transportation Planning Organization notified the Florida Department of Transportation's District Two Title VI Coordinator of the verbal or non-written complaint.
 - f. Explanation of the actions the Gainesville & Alachua County Transportation Planning Organization has taken or proposed to resolve the issue raised in the complaint.

Appendix E: Planning Emphasis Areas

A. Federal Planning Emphasis Areas – 2021

In December 2021, the United States Department of Transportation issued Joint Federal Highway Administration/Federal Transit Administration Planning Emphasis Areas for its Build a Better America program of the Bipartisan Infrastructure Law. Descriptions of these emphasis areas are as follows:

Tackling the Climate Crisis - Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability Webpages for more information.

(See Executive Order 14008 on "Tackling the Climate Crisis at Home and Abroad," EO 13990 on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." EO 14030 on "Climate-Related Financial Risk," See also FHWA Order 5520 "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "Hazard Mitigation Cost Effectiveness Tool," FTA's "Emergency Relief Manual," and "TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters")

Comprehensive Transportation Planning

FHWA Division and FTA Regional offices should work with State DOTs, MPOs, and providers of public transportation to advance efficient mobility options for all users within the community. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased interconnectivity between public transportation services to other modes and resources; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of persons with poor or limited access to essential services; and (6) consider comprehensive and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of vulnerable populations.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road

users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an efficient and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA Regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are

encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA Regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA Regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA Regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, mobility services and analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties

B. State Planning Emphasis Areas – 2021

The Florida Department of Transportation (FDOT) Office of Policy Planning develops *Planning Emphasis Areas* on a two-year cycle in coordination with the development of metropolitan planning organizations' (MPOs) respective Unified Planning Work Programs (UPWPs). Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven (7) goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective

allocation of resources. Florida MPOs should consider emphasizing the following four (4) planning topics when updating their UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts. MPOs can address resilience within their planning processes by leveraging tools such as the *FHWA Resilience and Transportation Planning Guide* and the *FDOT Quick Guide: Incorporating*

Resilience in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven (7) goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility. The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

Planning Emphasis Area by Task Matrix

**Table F-1
Federal Planning Emphasis Areas
by Task**

Task	Planning Emphasis Areas						
	Tackling the Climate Crisis - Transition to a Clean Energy, Resilient Future	Comprehensive Transportation Planning	Public Involvement	Strategic Highway Network/U.S. Department of Defense Coordination	Federal Land Management Agency Coordination	Planning and Environment Linkages	Data in Transportation Planning
1.0 Administration	X	X	X	X	X	X	X
2.0 Data Collection							
3.0 Transportation Improvement Program	X	X	X			X	
4.0 Long Range Transportation Plan	X					X	
5.0 Special Projects Planning (Reserved)	X	X	X			X	
6.0 Public Participation	X	X	X				
7.0 Systems Planning	X	X	X				X

**Table F-2
State Planning Emphasis Areas by
Task**

Task	Planning Emphasis Areas		
	Safety	Resilience	Emerging Mobility
1.0 Administration	X	X	X
2.0 Data Collection			
3.0 Transportation Improvement Program	X	X	X
4.0 Long Range Transportation Plan	X	X	X
5.0 Special Projects Planning (Reserved)	X	X	X
6.0 Public Participation	X		
7.0 Systems Planning	X	X	X

C. Florida Department of Transportation District 2 Planning Activities

District 2 Planning Activities encompass continuing, cooperative, comprehensive efforts to coordinate state, district, regional and local transportation planning in the areas of policy planning, statistics, environmental, safety and system planning. The planning activities include implementing policies, rules and procedures from the Federal legislation and the State of Florida, including the State’s Transportation Plan (FTP) that provides a strategic approach to transportation investments for state, regional and local priorities. District Planning Activities also include multidisciplinary initiatives carried out within our own District team.

The Strategic Highway Safety Plan

The Strategic Highway Safety Plan (SHSP) was updated in March of 2021.

The SHSP can be accessed at: [Florida’s 2021 - 2025 Strategic Highway Safety Plan \(SHSP\)](#).

We invite you to view and share the updated SHSP with your partners, employees, family, and friends. Our collaborative effort has resulted in a statewide plan that provides a framework for eliminating fatalities and serious injuries on all public roads. This SHSP:

- Introduces the Safe System approach, which acknowledges that humans make mistakes, the human body is vulnerable, and that we should design and operate our transportation system to ensure that if crashes do occur, they do not result in serious human injury.
- Recognizes the complexity of crashes and categorizes emphasis areas into three components: roadway; road user, including demographics and mode of travel; and road user behavior.



VISION ZERO WORKSHOP
225 ATTENDEES



SAFETY SUBCOMMITTEE
6 MEETINGS
150 ATTENDEES



SAFETY COALITION MEETINGS
7 MEETINGS
200 ATTENDEES



PARTNER BRIEFINGS
247 BRIEFINGS WITH MORE THAN 12,800 ATTENDEES AS PART OF THE FLORIDA TRANSPORTATION PLAN DEVELOPMENT



SOCIAL MEDIA OUTREACH
MORE THAN 78,000 IMPRESSIONS AS PART OF THE FLORIDA TRANSPORTATION PLAN DEVELOPMENT



- Expands our strategies beyond the 4Es of traffic safety: Engineering, Education, Enforcement, and Emergency Response to include the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies.

We are currently updating the [2026 Strategic Highway Safety Plan](#) to guide the state’s traffic safety partner actions and investments in roadway safety. The SHSP is a transportation safety plan for ALL of Florida with a vision of eliminating fatalities and serious injuries on Florida’s roadways. The 2026 SHSP will include strategies that reflect the Safe System Approach.

FTP

The 2055 Florida Transportation Plan (FTP) is currently being updated. The plan will reflect community visioning and goals

A link to the updated FTP plan information is located here: www.floridatransportationplan.com

The FTP encompasses a Vision Element and a Policy Element, that supports and is similar to the Long-Range Plans for the MPOs. The FTP vision element provides a longer-term view of major trends, uncertainties, opportunities, and outcomes showing the future of Florida’s transportation system for the next 50 years. The FTP Policy element defines goals, objectives, and strategies for Florida’s transportation future over the next 30 years. The policy element provides guidance to state, regional and local transportation partners in making transportation decisions.



The visions and goals of the FTP and the Strategic Highway Safety Plan (SHSP) support each other.

Bicycle and Pedestrian Activities

Part of FDOT’s bicycle and pedestrian outreach efforts, FDOT participated in the Walk & Bike to School event held at Oakleaf Village Elementary School in Clay County on October 8, 2025. This event is part of a nationwide initiative hosted annually by the school’s coaches and staff to encourage active transportation among students. Students walked or rode bicycles and scooters to school and were welcomed by the local high school drumline, football players, and cheerleaders, creating a positive and

engaging arrival experience. FDOT supported the event by promoting bicycle and pedestrian safety and distributing over 300 Mobility Week bags containing safety-related items to participating students.

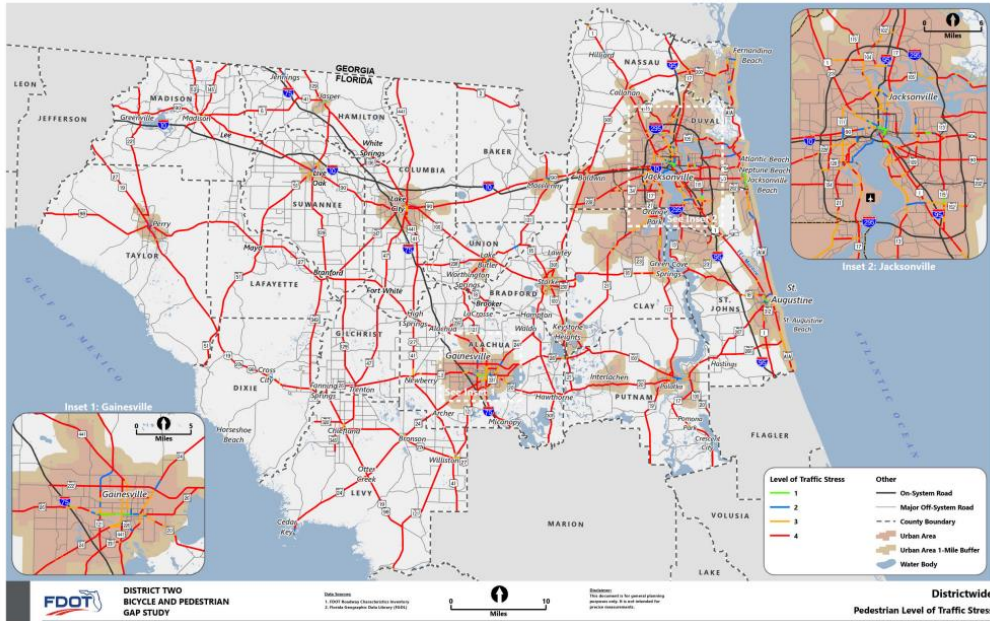


District 2 has updated the Bicycle and Pedestrian Study in 2023 to document current gaps in the network and be able to assist in producing more connected and efficient network. The study will assist in leading District 2 towards more cost-effective methods, direct planning with infrastructure expenditures, and collaboration with local government and agencies to further the goal of a connected bicycle and pedestrian network.

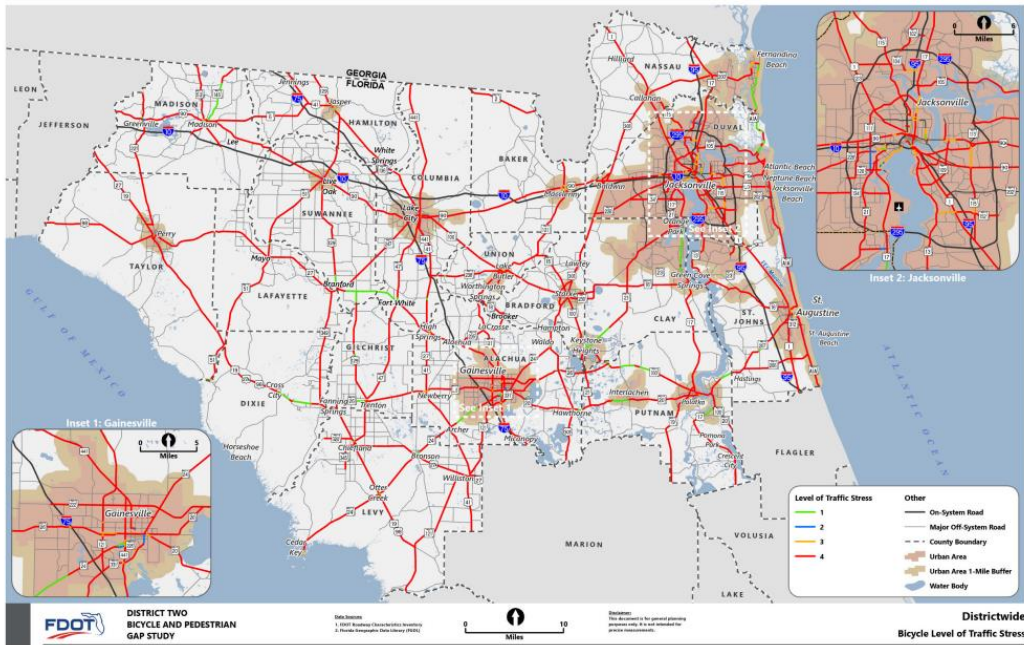
In 2023, FDOT shifted from using Bicycle and Pedestrian LOS to Bicycle and Pedestrian Level of Traffic Stress (LTS) for evaluating the quality of service for people walking and bicycling. The maps created exemplify the type of users that find the facility comfortable, with level 1 representing the lowest level of stress that is comfortable for most users, and level 4 representing the highest level of stress that is

comfortable for the fewest users. The level of comfort depends on facility type, width, posted speeds, vehicular volumes, separation from traffic, and other variables.

District 2 – Pedestrian Level of Traffic Stress



District 2 – Bicycle Level of Traffic Stress



Some projects scheduled in District 2 include new midblock crossings along SR 139 (US 23) in Duval County, additional midblock improvements on Baymeadows Road, sidewalk installations in Duval and Nassau Counties, a multi-use path along Beach Boulevard in St. Johns County, and a new bike path

connection to Anastasia State Park. Collectively, these projects will reduce pedestrian and bicycle level of traffic stress, improve crossing safety, and strengthen multimodal connectivity across the district. We invite you to view and explore the [District 2 Bicycle/Pedestrian LTS website](#)

ITS Planning

District 2 has a robust [ITS planning program](#), managed by the Traffic Operations division. In addition to the Transportation Management Center (TMC) partnership with the NFTPO and FDOT, Blue Toad deployment and data collection has expanded to not only the NFTPO four counties but also includes the Gainesville MTPO urbanized area.

District 2 staff work together with other agencies to provide safe, efficient travel throughout the regional within the Regional Transportation Management Centers (TMCs): one in Jacksonville and one in Gainesville.

In partnership with NFTPO, District 2 ITS Initiatives include:

Rail Detection Technology Transportation Systems Management and Operations (TSM&O) piloted and expanded rail detection technology at more than 50 at-grade rail crossings across Northeast Florida. With over 95% accuracy, FDOT now receives real-time train presence data to enhance studies, planning, freight coordination, and traffic operations. This data is published on [FL511.com](#) and integrated into navigation apps such as Waze and Google Maps.

Advanced Traffic Detection Technology

Multiple advanced vehicle detection systems have been evaluated and implemented in coordination with the local traffic signal maintaining agencies. These systems are being deployed to upgrade existing signal operations and provide high-resolution data such as turning movement counts, freight activity, bicycle and pedestrian detection, and automated traffic signal performance measures using the latest computer vision technology. This technology delivers immediate improvements in traffic signal performance and efficiency, ensuring maintaining agencies can provide a safer, smoother experience for the traveling public.

Districtwide Flood Sensor Technology

To enhance storm response operation flood sensor technology has been implemented districtwide to monitor water levels along waterways and highways. These systems have been deployed across all four North Florida TPO counties, based on local needs and feedback from public works and resiliency personnel. The resulting data is available at [FloodFL.com](#), with ongoing evaluation of both the technologies and the data they produce.

The ITS architecture in District 2 includes ITS projects planned for short-, medium-, and long-term implementation.

Corridor Planning Studies/Multi Modal Transportation Studies

The District conducts corridor studies, sub-area studies and other special transportation analysis to identify local traffic patterns and transportation needs. They also provide technical assistance to evaluate and recommend improvements to meet those needs. District Planning staff coordinate with local governments, the Jacksonville Transportation Authority (JTA), the Gainesville Regional Transit System (RTS), the North Florida TPO and the Gainesville MTPO in development and review of planning and design of highway and premium transit projects.

The results may range from a set of short-term recommended improvements that address specific problems to a long-range comprehensive action plan for improving a corridor. Project studies are both on and off the State highway system.

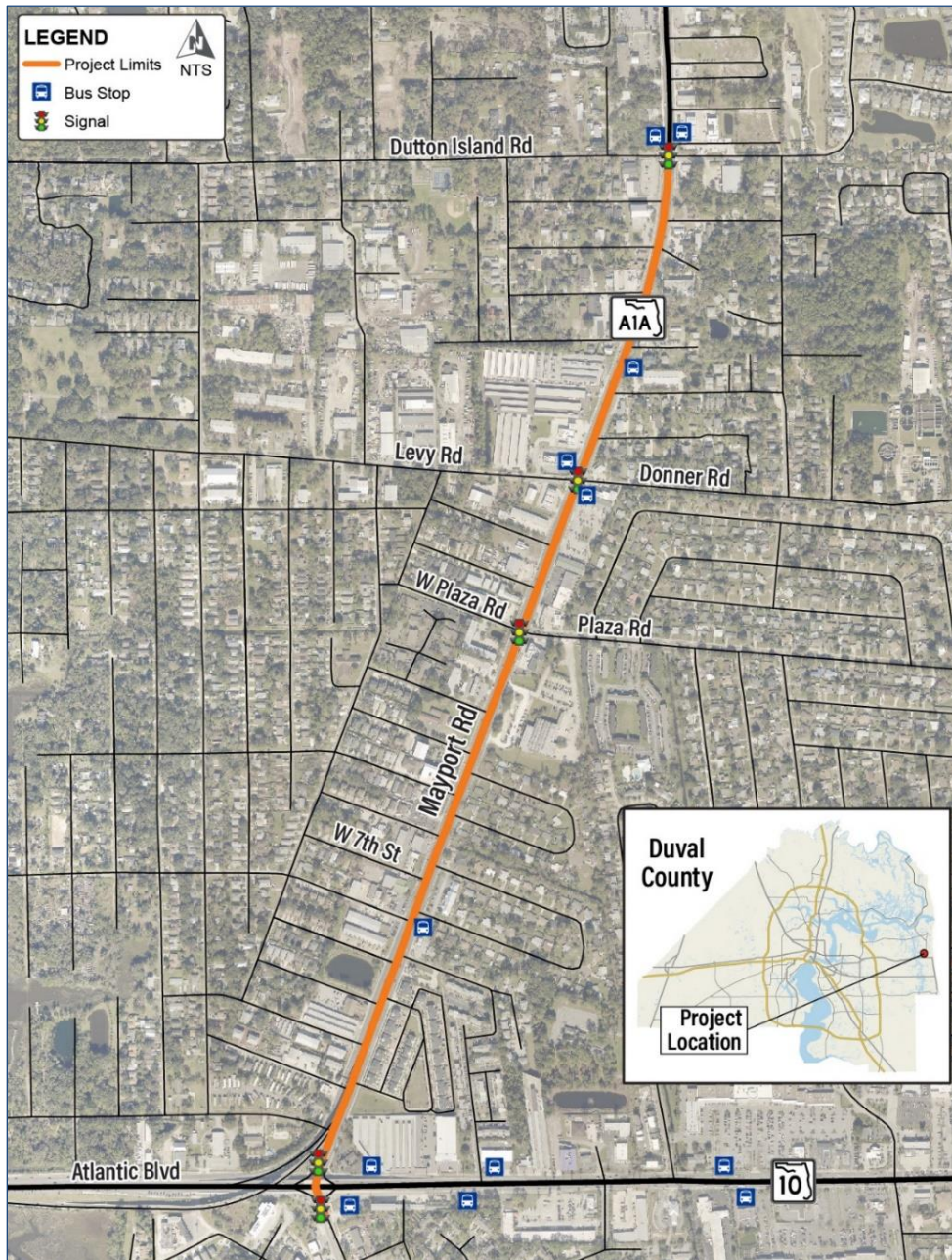
Mayport Road Lane Repurposing study

The Florida Department of Transportation (FDOT) plans to convert the current six lanes on S.R. A1A (Mayport Road) between Atlantic Boulevard and Dutton Island Road in Duval County into four lanes. The proposed lane repurposed project would provide a 12-foot sidewalk along the east side and a 7-foot bicycle lane along the west side of Mayport Road. Improvements to the Mayport Road and Atlantic Boulevard interchange will also be included as part of this project.

The purpose of this project is to provide multi-modal facilities along the roadway segment. The proposed wide sidewalk will connect to the existing shared use path located along east side of Florida Boulevard south of Atlantic Boulevard. The addition of a wide sidewalk and a bicycle lane are expected to enhance bicycle activity and increase safety for each mode of transportation. The wide sidewalk and bicycle lane would provide pedestrians and cyclists with safe access to businesses and transit stops along the corridor from residential areas adjacent to Mayport Road. The project will also improve traffic operations at Mayport Road and Atlantic Boulevard interchange intersections with turn lane and ramp modifications.

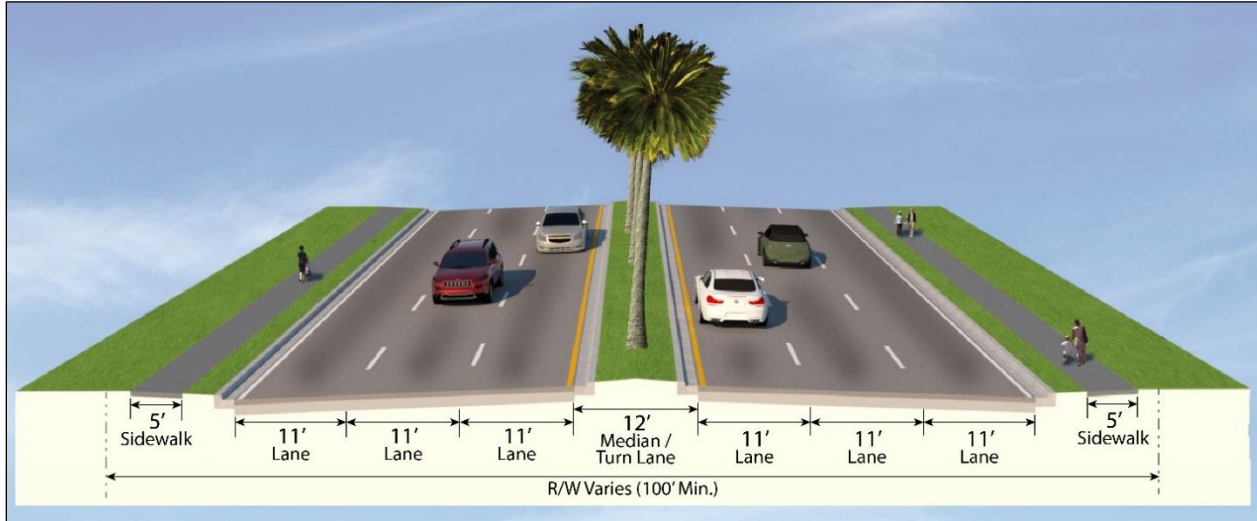
The length of Mayport Road between Atlantic Boulevard and Dutton Island Road is approximately 1.2 miles. The roadway posted speed limit is 40 miles per hour (mph). The existing typical section consists of six 11-foot lanes (three in each direction) with a 12-foot median/turn lane and a 5-foot sidewalk on each side. The functional classification is urban minor arterial, and the access management class is AC-06. There are currently four signalized intersections within the project limits: Atlantic Boulevard ramps, at Plaza Road, at Levy Road, and at Dutton Island Road.

Project Location

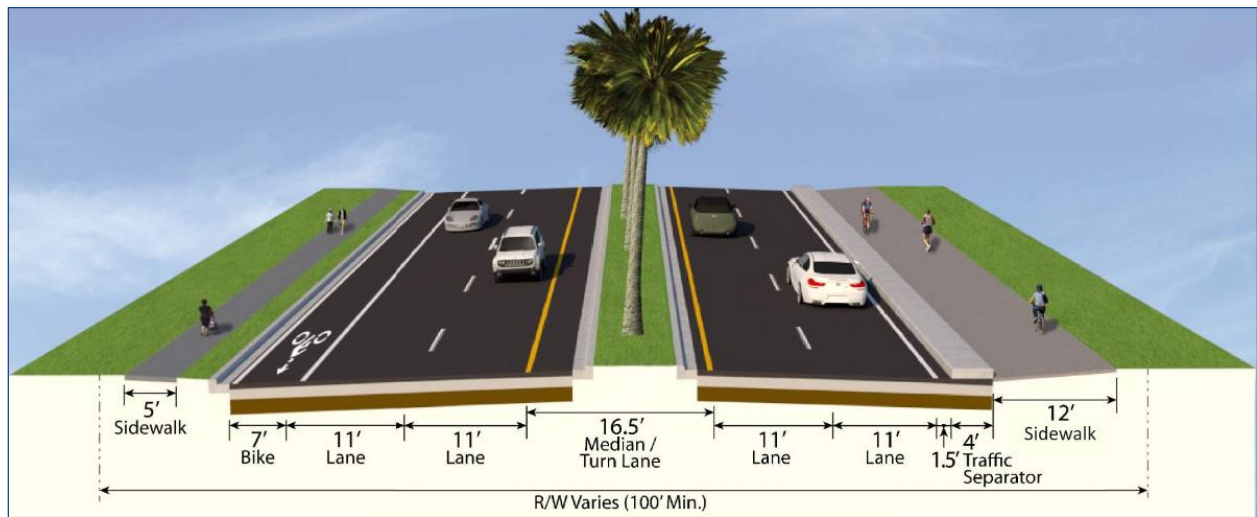


The Mayport Road proposed typical section consists of four 11-foot travel lanes (two in each direction), a 20-foot median/turn lane, a 12-foot sidewalk along the east side of the roadway, and a 7-foot bicycle lane along the west side of the roadway. The proposed concept will maintain the existing 5-foot sidewalk on the west side of the roadway. The Mayport Road posted speed limit will be reduced between Atlantic Boulevard and W. 7th Street from 40 mph to 30 mph. There are no changes proposed to the existing Mayport Road posted speed limit of 40 mph or to the design speed north of W. 7th Street.

Mayport Road Existing Conditions Typical Section



Mayport Road Proposed Typical Section



Regional Transportation Planning Coordination

Furthering the language and mandate of current and previous federal transportation bills, District 2 supports and participates in all levels of regional coordination and proposed activities among the TPOs and local governments.

The District provides ongoing technical and policy advisory assistance to the TPOs and counties in District 2 regarding TRIP (Transportation Regional Incentive Program) as well as meetings and workshops that assist any regional coordination efforts. The District is represented at the North FL Regional Council Board and attends the Board meetings.

Level of Service

The District provides an annual capacity review, entitled [District 2 Level of Service Report](#), where the District identifies the roadway level of service for existing and future years, determining planning level of needs and timing of improvements. A level of service analysis is conducted for all State highway system (SHS) and Strategic Intermodal System (SIS) designated facilities for the 18 counties in District 2. The District participates in the level of service committees for the TPOs in District 2 and provides support data and statistical data in report form and GIS mapping.

Transportation Performance Measures

District 2 provides technical assistance and assists with policy implementation in partnership with the MPOs regarding adoption schedules, data reporting and implementation of [Transportation Performance Measures \(TPM\)](#).

The Department set Performance Targets and adopted measures in cooperation with Federal Highway Administration (FHWA) guidelines and Highway Safety Improvement Program (MAP-21). The Performance Measure (PM) Targets are Safety Performance (PM1), Pavement Performance and Bridge Performance (PM2) and System Performance (PM3). These establish standardized statewide performance measures intended to address the national performance goals. The MPOs had the option of adopting the State's targets or developing their own. The MPOs in District 2 have adopted the State's performance measures and targets according to the adoption schedules. The MPOs Transportation Improvement Programs (TIPs) and Long Range Transportation Plan (LRTP) reflect a performance-based planning process.

FDOT Sourcebook

This tool provides a single, trusted source for FDOT performance measures and trends charts and data. The [FDOT Source Book](#) reflects the department's commitment to safety, mobility, and innovation. Through a series of critical indicators measuring Florida's transportation system performance, FDOT and our transportation partners can access FDOT's trusted data source for enhanced reporting on essential safety measures and mobility performance trends that affect travel demand.

The online Source Book contains all measures and trends reported in the previous print versions of the Source Book. This new format allows for interactive and customized reporting of measures by year, area type and roadway network. Some of the features include:

- Segment-level visualization for the State Highway System, Strategic Intermodal System, and National Highway System.

- New congestion metrics that report on congestion conditions for 100% of travel (i.e. Heavy, Mild, and Uncongested).
- Reporting by individual counties and districts.
- Measures presented for individual transit agencies, seaports, and airports.
- Capability to download granular data or charts for most measures, as needed.

Florida Traffic Safety Dashboard

The [Florida Traffic Safety Dashboard](#) is a comprehensive tool designed to provide insights into traffic safety data across the state. It contains official finalized data and statistics for all reported traffic crashes on all roadways, including fatal and serious injury crashes. The dashboard allows users to visualize data as heat maps and graphs, providing information on crash trends over time, by location, and by various factors. The dashboard is accessible to law enforcement, traffic engineers, and transportation planners, facilitating evidence-based decision-making for improving traffic safety.

For any further information related to District 2 Planning Activities please reach out to:

Achaia Brown
Transportation Planning Manager
Achaia.Brown@dot.state.fl.us
(904) 360-5414

Appendix F: Joint Certification

Joint Certification

The 2025/2026 Florida Department of Transportation-Gainesville & Alachua County Transportation Planning Organization Joint Certification Process is an evaluation for a continuous, coordinated and comprehensive transportation planning process for the Alachua County Transportation Management Area.

This appendix includes the recently completed Joint Certification of the Gainesville & Alachua County TPO.

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FDOT MPO Joint Certification

MPO Name: Gainesville MTPO

Calendar Year of Review Period: January 1, 2025, through December 31, 2025

Date Completed: 2/17/2026

Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) jointly certify the metropolitan transportation planning process, as described in [23 Code of Federal Regulations \(CFR\) 450.336](#). The FDOT MPO Joint Certification includes confirmation of the metropolitan transportation planning process, a summary of the MPO's noteworthy achievements, and, if applicable, a list of recommendations and/or corrective actions. The District must report corrective actions and how they were resolved by the MPO directly to the MPO Board.

The MPO completes Part 1, while the FDOT District completes Part 2. Please read and answer each question in the document. The FDOT MPO Joint Certification must be submitted to the Office of Policy Planning (OPP) by **June 1**.

Part 1: MPO

The MPO completes Part 1 of the Joint Certification.

Section 1.1: Statement of Compliance

The MPO Executive Director must review and sign the statement below to certify compliance with federal and state requirements.

I acknowledge and confirm that the MPO (check all):

- Incorporates the 10 Federal Planning Factors [[23 CFR 450.306](#)] into its planning process.
- Develops transportation plans and programs through a continuing, comprehensive, and cooperative process [[23 CFR 450.306\(b\)](#)].
- Ensures that federal-aid funds are expended in conformity with applicable federal and state laws, including [23 United States Code \(USC\) 134](#), [49 USC 5303](#), [2 CFR 200](#), and [s.339.175, Florida Statutes \(FS\)](#) and policies and procedures prescribed by FDOT and FHWA.



- Requires its consultants and contractors to comply with applicable federal and state laws pertaining to the use of federal-aid funds.
- Uses a financial management system that complies with the requirements outlined in [2 CFR 200.302](#).
- Ensures records of costs incurred under the terms of the FDOT/MPO Agreement are always maintained and readily available upon request by FDOT during the period of the FDOT/MPO Agreement, as well as for five years after final payment is made.
- Submits supporting documentation in sufficient detail for proper monitoring, when required, to FDOT.
- Maintains and updates required agreements between the MPO and FDOT, other MPOs, and local stakeholders.

Please select options applicable to the MPO:

- The MPO is a standalone entity, a direct recipient of federal funds, and subject to an annual single audit.
- The MPO uses a federal or state-approved indirect cost rate.

If **Yes**, please indicate which indirect cost rate the MPO uses:

- Actual indirect costs (with receipts)
- An approved Indirect Cost Allocation Plan (to be completed by the MPO, submitted to FDOT Office of Comptroller for review and approval PRIOR to contract execution)
- De Minimus Rate: A percentage of Modified Direct Costs (currently, the De Minimus rate is 15%)

If **Yes**, please check the box if the MPO submitted a Cost Allocation Plan.

- The MPO charges all eligible costs as direct costs.
- FDOT and the MPO certify the metropolitan transportation planning process is carried out according to applicable requirements described in 23 CFR 450.336.**



By signing below, I certify the above information is true and accurate.

MPO Executive Director Signature: ^{Signed by:} *Anoch P. Whitfield*
B8A50C5CBC85492...

Name: Anoch P. Whitfield, AICP

Title: Executive Director

Date: 3/4/2026

FDOT Transportation Development Director Signature: ^{DocuSigned by:} *James Knight*
3B010E6B2C5344C...

Name: James Knight

Title: Transportation Systems Development Director

Date: 3/4/2026

Section 1.2: Noteworthy Achievements and Practices

List the MPO’s noteworthy achievements and practices below by year.

Month	Year	Noteworthy Achievement or Practice
October	2025	Named Interim Executive Director following termination of NFRPC contract and execution of Interlocal Agreement between the MTPO and Alachua County to formalize a Staff Services Agreement (March 11, 2025 to September 30, 2027) unless earlier terminated.
Dec/Feb	2025/2026	Completed successful recruitment of a new Executive Director (nearly 2-year recruitment effort). Board approved a name change from MTPO for Gainesville Urbanized Area to the Gainesville & Alachual County TPO (GACTPO). Procured firms to develop a new website and interactive TIP platform for improved transparency and public interaction and engagement.



February	2026	Procurement of two (2) top ranked candidate firms (Kimley-Horn and Atkins/Realis) for new GPC to perform two (2) corridor studies.
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Section 1.3: MPO Comments

List items that require follow-up or action.

- 1) Based coordination between the FDOT D2 Transportation Planning Manager and TPO Executive Director, references to the 2045 LRTP in the proposed 2028-2032 LOPP will be updated at the earliest opportunity to reflect the 2050 LRTP in terms of content and planning priorities.
- 2) Following February 3, 2026 MOCK FHWA/FTA Certification On-site visit, TPO Staff will prioritize efforts to bring website and relevant TPO documents to acceptable federal standards and expectations in preparation for February 2027 Certification On-site Visit.

Part 2: FDOT District

The FDOT District completes Part 2 of the Joint Certification.

Section 2.1: Risk Assessment

FDOT, as the recipient of federal-aid funds for the State, is responsible for ensuring that these funds are expended in accordance with [2 CFR 200.332\(b\)](#), [s.215.971,FS](#), and [s.216.3475, FS](#). After coordination with the Office of Policy Planning (OPP), any of the considerations in [2 CFR 200.331\(b\)](#) may result in an MPO being assigned the high-risk level.

The questions in this section assign a risk level to each MPO. The risk level determines the minimum frequency with which the District MPO Liaison reviews the MPO’s supporting documentation for invoices for the following year.

Figure 1 shows the risk assessment and monitoring timeline.

Figure 1. Risk Assessment Process



1. MPO Invoice Submittal

How often does the MPO submit invoices to the District for reimbursement?

Monthly

The MPO must submit invoices within 90 days of the end of the invoice period. An invoice is late if it is submitted after 90 days. How many invoices did the MPO submit late? 0

2. MPO Invoice Review Checklist

The [MPO Invoice Review Checklist](#) identifies significant findings, i.e., items that require correction for the MPO to be reimbursed. How many significant findings did the MPO invoice checklists have in the past year? 0

3. MPO Supporting Documentation Review Checklist

The [MPO Supporting Documentation Review Checklist](#) identifies significant findings, i.e., items that require correction for the MPO to be reimbursed. How many significant findings did the MPO supporting documentation checklists have in the past year? 0



4. Risk Assessment Score

Please use the table below to select the MPO’s risk level.

Total number of late invoices and significant findings: 0

Level of Risk: Low

Total Number of Late Invoices and Significant Findings	Risk Level	Frequency of Monitoring
Less than 10	Low	Annual
10-20	Moderate	Bi-annual
21-30	Elevated	Tri-annual
More than 30	High	Quarterly

Section 2.2: Planning Documents

1. Complete the table below.

Planning Document	Date Adopted	End/Horizon Date	Date Uploaded in GAP (if applicable)	Was the document made available to the public consistent with applicable federal regulations and the procedures identified in the MPOs PPP?
L RTP	11/18/2025	2050	1/8/2025	Yes
TIP	8/19/2025	2030	10/16/2025	Yes
UPWP	5/31/2024	2026	5/13/2024	Yes
CMP				No
PPP	4/4/2025	2025		Yes

2. Did the MPO identify all FHWA Planning Funds (PL and non-PL) in the TIP?

Yes

3. Was the Public Participation Plan (PPP) made available for public review at least 45 days before adoption?

Yes



Section 2.3: District Questions

List District questions or observations that require follow-up or action.

None

Section 2.4: Recommendations and Corrective Actions

Identify any recommendations and corrective actions based on the information in this review below. Corrective actions should include a date by which the MPO must address them. The District must report corrective actions and how they were resolved by the MPO directly to the MPO Board.

Status of Recommendations and Corrective Actions from Prior Certifications

Recommendation/Corrective Action	Applicable Date/Response Date

Current Recommendation(s) for this Certification Cycle

Please create a place for specific language summarizing the MPO's Congestion Management planning activities.
--

Current Corrective Action(s) for this Certification Cycle

None.

Appendix G: Acronyms

Below is a list of acronyms used in this Unified Planning Work Program Fiscal Years 2026-27 to 2027- 28.

Acronym	Meaning
COOP	Continuity of Operations Plan
CMP	Congestion Management Plan
FCTD	Florida Commission for the Transportation Disadvantaged
FDOT	Florida Department of Transportation
FDOT-CO	Florida Department of Transportation Central Office
FDOT-D2	Florida Department of Transportation District 2
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GUATS	Gainesville Urban Area Transportation Study
LOPP	List of Priority Projects
LOS	Level of Service
L RTP	Long-Range Transportation Plan
MTPO	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
MPOAC	Metropolitan Planning Organization Advisory Council
PIP	Public Involvement Plan
PL	Consolidated Federal Highway Administration Planning Grant Planning Funds with Federal Transit Administration Section 5305(d) Allocation
PL-CS	Complete Streets Set-Aside (equal or greater than 2.5 percent)
PL-DeOb	De-Obligated Planning Funds Carryover
STBG	Surface Transportation Block Grant
S-TIP	State Transportation Improvement Plan
SU	Surface Transportation Block Grant (Areas with population greater than 200,000)
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation

Appendix H: Staff Services Agreement

This appendix contains the *Interlocal Agreement By and Between the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Board of County Commissioners of Alachua County, Florida*, recorded in Book 5203 Page 2744.

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**INTERLOCAL AGREEMENT BY AND BETWEEN
THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA AND THE BOARD OF COUNTY COMMISSIONERS
OF ALACHUA COUNTY, FLORIDA**

THIS INTERLOCAL AGREEMENT made and entered into this 11th day of March 2025, by and between the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereinafter referred to as "MTPO"; and Alachua County, a charter county and political subdivision of the State of Florida, by and through its Board of County Commissioners, hereinafter referred to as "County." Collectively, MTPO and the County are hereinafter referred to as the "Parties."

WITNESSETH:

WHEREAS, Section §163.01, Florida Statutes, known as the Florida Interlocal Cooperation Act of 1969, authorizes local government entities, including cities and counties, to enter into agreements to cooperatively and efficiently use their powers to provide public services that will advance the general health, safety and welfare of their citizens; and

WHEREAS, Rules of the Federal Highway Administration, Title 23 Code of Federal Regulations Part 450, and the Federal Transit Administration, Title 49 Code of Federal Regulations Part 613, and Section 339.175, Florida Statutes, provide for the designation of a metropolitan planning organization for each urbanized area within each state, by the Governor of each state; and

WHEREAS, the Governor of Florida has designated the Metropolitan Transportation Planning Organization as the metropolitan planning organization for the Gainesville Urbanized Area; and

WHEREAS, the Parties wish to enter into an interlocal agreement for the purpose of codifying the staff services and administrative support provided by the County to the MTPO and the applicable compensation;

NOW THEREFORE, in consideration of the premises set forth above and the mutual promises, covenants, duties and benefits set forth herein, and other valuable consideration, the receipt and sufficiency of are hereby conclusively acknowledged, the Parties do agree as follows:

1. Term.

This Agreement shall become effective upon execution by both parties and recording in the Official Records, and continue through September 30, 2027 unless earlier terminated as provided herein. The Parties have the option to extend the Term of this Agreement for additional four-year periods under the same terms and conditions. All extensions shall be in writing, signed by all Parties and filed as provided in paragraph 21.

2. Duties of MTPO.

21. MTPO shall be the recipient of funds authorized by Title 23 United States Code Section 104(f) and those planning funds authorized by Title 49 United States Code Section 5305.

22. MTPO shall provide the required funds to meet staffing and administrative support costs of the County.
23. MTPO shall perform the additional duties as detailed in “**Attachment A: Duties of MTPO.**”

3. Duties of the County.

31. The County will serve as an administrative entity for MTPO and as such the County will be a subrecipient of all MTPO grant funds.
32. The County shall implement policies, decisions, actions, and directives of the MTPO under the direction of the MTPO Executive Director. In the absence of an Executive Director, the MTPO Board may direct County staff in the performance of MTPO related assignments.
33. The County shall have and perform additional duties as detailed in “**Attachment B: Duties of County.**”

4. Payment.

41. In consideration of the provision of services outlined in this Agreement, MTPO shall compensate the County annually as set out below:

<u>County Administrative Services:</u>	
Equal Opportunity	\$1,000
Human Resources	\$5,000 plus actual costs for background checks, employment advertising, level of service pins, etc.
Risk Management	\$1,000 for employee benefit management \$1,000 per employee for Worker’s Compensation Insurance Actual Cost of General Liability Insurance Actual Cost of Directors and Officers Insurance
ITS	\$12,000 Circuit connection to County network \$220 per phone line phone service \$220 per Jabber device \$2400/employee for IT support, including Helpdesk, imaging, hardware standardization, and consultation, text messaging storage and antivirus protection Actual Cost of Software Licenses per machine.
Time Keeping Software	\$65 / employee
Accounting and Treasury Services	\$7,500
Procurement	\$5,000
Legal Services: Standard services	\$7,500
Extraordinary services	Actual Costs of outside counsel, expert witnesses, and litigation expenses
Sr. Fiscal Assistant	1 FTE Actual Cost including benefits

<u>Budgeted, Non-Board Employees; Personnel Policy 4.2(1.e):</u>	
MTPO Employees	Actual Cost including benefits

- 42. The Clerk of Court as Comptroller and Treasurer for the County will allocate and invoice MTPO by the 15th of each month for staff and administrative support services provided under the agreement in the prior month. Fixed fee services will be billed 1/12th per month and pass through costs will be billed based on actual expenditures. As an example, the Clerk will issue an invoice to MTPO on November 15th for services provided the prior month between October 1st – 31st.
- 43. All invoices shall be processed and paid in accordance with the provisions of Chapter 218, Part VII (“Florida Prompt Payment Act”), Florida Statutes.
- 44. The rates and costs contained herein will be increased at the beginning of each County Fiscal year, October 1. The increase shall be by an amount equal to 5%, except for the costs otherwise noted.

5. Notice.

Except as otherwise provided in this Agreement, all notices to be provided under this Agreement from a party to another party must be by one of the following methods: (i) in writing and sent by certified mail, return receipt requested, (ii) by personal delivery with receipt, or (iii) via electronic mail. All notices shall be deemed two (2) business days after mailing, unless delivered by personal delivery in which case delivery shall be deemed to occur upon actual receipt by another party. For purposes of all notices, the representatives of the County, Clerk and MTPO are:

County:	Clerk:	MTPO:
County Chair	J.K. “Jess” Irby, Esq.	Chair, Executive Director
12 S.E. 1 st Street	12 SE 1 st Street	12 SE 1 st Street
Gainesville, FL 32601	Gainesville, FL 32601	Gainesville, FL 32601
	Attn: Finance and Accounting	

A copy of any notice, request, or approval to the County must also be sent to:

Procurement Division	Growth Management Department
12 SE 1 st Street	10 SW 2 nd Ave
Gainesville, FL 32601	Gainesville, FL 32601
Attn: Contracts	Attn: Director

6. Default and Termination.

- 61. The failure of any party to comply with any provision of this Agreement will place that party in default. The party claiming default shall notify the defaulting party in writing. This notification shall make specific reference to the provision which gave rise to the default. The defaulting party shall have 30 days to cure the default or to enter into an agreement to cure with the complaining party. The County Manager is authorized to provide written notice of default on behalf of the County, and if the default situation is not corrected within the allotted time, the County Chair is authorized to provide final termination notice on behalf of the County to MTPO. The MTPO Executive Director is

authorized to provide written notice of default on behalf of MTPO, and if the default situation is not corrected within the allotted time the MTPO Chair is authorized to provide notice of termination on behalf of MTPO to the County or the Clerk.

62. Additionally, any party may terminate this Agreement without cause by providing no less than 180 days written notice to the other parties. The County Manager is authorized to provide written notice of termination on behalf of the County to the MTPO. The MTPO Executive Director is authorized to provide written notice of termination on behalf of MTPO to the County or the Clerk. The Parties will discontinue all services upon the effective date of the termination and any party's recovery against another shall be limited to that portion of the Agreement amount earned through and including the date of termination, but no party shall be entitled to any other or further recovery against another party, including, but not limited to damages, consequential or special damages, or any anticipated fees or profit.
63. Disputes under this Agreement shall be handled in accordance with Chapter 164, Florida Statutes.

7. Project Records.

- 7.1. All records relating in any manner whatsoever to this Agreement that are in the possession of any party shall be made available to the other parties for inspection and copying upon written request and shall be retained as required by Florida law and schedules published by the Florida Bureau of Archives and Records Management, or federal requirements, whichever shall be greater. Additionally, said records shall be made available, upon request by any party, to any state, federal, or other regulatory authorities and any such authority may review, inspect and copy such records, except for any records that are exempt from the Florida Public Records Act.

8. Sovereign Immunity.

- 8.1. The Parties intend to avail themselves of the benefits of §768.28 and §163.01(9)(a), Florida Statutes, and of other statutes and the common law governing sovereign immunity to the fullest extent possible. In accordance with §163.01(5)(o), Florida Statutes, therefore, one party shall not be jointly liable for the torts committed by the officers, employees, agents, representative or contractors of the other party. Each party shall be solely responsible for the negligent acts and omissions of its officers, employees, agents, representative and contractors, and then only to the extent of the limited waiver of sovereign immunity or limitation of liability specified in §768.28, Florida Statutes. Nothing in this Agreement is intended to inure to the benefit of any third party for the purposes of allowing any claim that would otherwise be barred under the doctrine of sovereign immunity or by operation of law.

9. Assignment of Interest.

- 9.1. No party may assign, convey, pledge, sublet, transfer or otherwise dispose any interest in this Agreement without prior written consent of the other parties.

10. Successors and Assigns.

- 10.1. The County and MTPO each bind the others and their respective successors and assigns in all respects to all of the terms, conditions, covenants and provisions of this Agreement.

11. Third Party Beneficiaries.

11.1. This Agreement does not create any relationship with, or any rights in favor of, any third party.

12. Severability.

12.1. If any provision of this Agreement is declared void by a court of law, all other provisions will remain in full force and effect.

13. Non-Waiver.

14.1. The failure of any party to exercise any right in this Agreement shall not be considered a waiver of such right.

14. Governing Law and Venue.

15.1. This Agreement is governed and construed in accordance with the laws of the State of Florida. Sole and exclusive venue for all actions arising from or related to this Agreement shall be in Alachua County.

15. Attachments.

15.1. All exhibits attached to this Agreement are incorporated into and made part of this Agreement by reference.

16. Amendments.

16.1. The Parties may amend this Agreement only by mutual written agreement that is executed by both Parties and duly recorded in accordance with §163.01(11), Florida Statutes.

17. Captions and Section Headings.

17.1. Captions and section headings used herein are for convenience only and shall not be used in construing this Agreement.

18. Construction.

18.1. This Agreement shall not be construed more strictly against one party than against the others merely by virtue of the fact that it may have been prepared by one of the Parties. It is recognized that all Parties have substantially contributed to the preparation of this Agreement.

19. Counterpart.

19.1. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original and all of which shall constitute but one and the same instrument.

20. Recording of Interlocal Agreement and Amendments.

20.1. Upon execution by the Parties hereto, the County shall record this Agreement in the Official Records of Alachua County, Florida, within 10 business days after the execution of this Agreement. All subsequent amendments to this Interlocal Agreement, if any, shall be recorded in the Official Records of Alachua County, Florida, with 10 business days of the execution of the amendment.

21. Entire Agreement.

22.1. This Agreement constitutes the entire agreement and supersedes all prior written or oral agreements, understandings or representations.

IN WITNESS WHEREOF, the Parties have caused this Interlocal Agreement to be approved by their respective Governing Boards and to be executed and delivered on the day and year first above written.

ALACHUA COUNTY, FLORIDA

MTPO

By: Charles S. Chestnut IV

By: Marikelen Wheeler

Name: Charles S. Chestnut IV

Name: Marikelen Wheeler

Title: Chair

Title: Chair

Date: March 11, 2025

Date: March 11, 2025

APPROVED AS TO FORM

ATTEST

[Signature]
Alachua County Attorney's Office

[Signature]

ATTEST:

CLERK: [Signature]

(COUNTY SEAL)

ATTACHMENT A: Duties of MTPO

1. Adopt and agree to follow the County's Personnel Policies.
2. Adopt and agree to follow the County's Procurement Manual.
3. Define job descriptions, pay plans, and benefit packages for all positions hired.
4. MTPO shall develop an evaluation instrument to review the performance of the Executive Director.
5. MTPO shall hire an Executive Director (ED) and designate as primary point of contact for all MTPO related business.
 - 5.1. Executive Director or designee is required to:
 - 5.1.1. Develop an annual budget with assistance from the County.
 - 5.1.2. Procure office space for MTPO employees
 - 5.1.3. Procure office equipment and technology for all MTPO employees through established County ITS policies and procedures.
 - 5.1.4. Develop Transportation Plans and Programs, including but not limited to:
 - 5.1.4.1. A Unified Planning Work Program as required by Title 23 Code of Federal Regulations Section 450.308 (b) and (c);
 - 5.1.4.2. A Transportation Plan addressing no less than a 20-year planning horizon, as required by Title 23 Code of Federal Regulations Section 450.322;
 - 5.1.4.3. An annually updated Transportation Improvement Program as required by Title 23 Code of Federal Regulations Section 450.324; and
 - 5.1.4.4. An annually updated List of Priority Projects as required by Section 339.175(8)(a), Florida Statutes.
 - 5.1.5. Maintain all files for all administrative documents and maintain website for all outward-facing/public documents (e.g., contact info, rosters, bylaws, agendas, minutes, draft and final planning documents) for the Metropolitan Transportation Planning Organization and committees, subcommittees and ad-hoc committees created by the MTPO.
 - 5.1.6. Draft the agenda and supporting documentation for all MTPO meetings.
 - 5.1.7. Properly advertise and provide public notice for all MTPO meetings.
 - 5.1.8. Record and take minutes for all MTPO meetings.
 - 5.1.9. Implement policies established and approved by the MTPO Board.
 - 5.1.10. Provide staff support and coordination for the Technical Advisory Committee, Community Advisory Committee, and Bicycle Pedestrian Advisory Board, and submit plans and programs developed to said Technical Advisory Committee as directed by the Metropolitan Transportation Planning Organization.
 - 5.1.11. Maintain and use a documented Public Involvement Plan as approved by the Metropolitan Transportation Planning Organization – and required by Title 23 Code of Federal Regulations 450.210 – that defines a process for providing citizens, affected public agencies, representatives of affected transportation sectors, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

ATTACHMENT B: Duties of the County

1. Authorize MTPO employees to be budgeted by the County as Non-Board employees under Personnel Policy 4-2(1.e.).
 - 1.1. All MTPO positions under this classification would be funded through MTPO grants and report to the Executive Director, with the exception of the Executive Director. The Executive Director serves at the pleasure of the MTPO Board.
2. Provision of one office space for Executive Director for up to one year or until such time as the Executive Director can procure independent office space.
3. Provide Administrative Services including the following:
 - 3.1. Budgeting Assistance
 - 3.2. Accounting and Treasury Services
 - 3.2.1. Provide an Imprest Account of up to \$150,000 for cash flows purposes.
 - 3.2.2. Handle all cash receipts and revenue collections.
 - 3.2.3. Manage investments and produce monthly bank reconciliations.
 - 3.2.4. Process all vendor payments.
 - 3.2.5. Provide payroll services for MTPO staff.
 - 3.2.6. Record fixed assets and oversee disposal of surplus property.
 - 3.2.7. Reconcile grant expenditures to SERA or other appropriate FDOT approved system each month.
 - 3.2.8. Oversee financial reporting and the annual audit, including preparation of audited annual financial report and Single Audit.
 - 3.2.9. Serve as Fiscal Agent for MTPO.
 - 3.3. Human Resources
 - 3.3.1. Hiring
 - 3.3.2. New Hiring Processing
 - 3.3.3. Job Classification
 - 3.3.4. Employee/Labor Relations
 - 3.3.5. General Human Resources duties
 - 3.3.6. Employee Development and Training
 - 3.4. Equal Opportunity
 - 3.4.1. Provide Guidance to MTPO on Equal Opportunity issues
 - 3.4.2. Oversee ADA Compliance:
 - 3.4.2.1. Conduct site reviews of service locations/physical access

- 3.4.2.2. Conduct ADA training; monitor accessibility of programs and services
 - 3.4.2.3. Respond to employee accommodation requests
 - 3.4.3. Monitor Language Access Compliance
 - 3.4.4. Investigate Complaints of Discrimination/Harassment
 - 3.4.5. Conduct Staff Training/New Employee EO Orientation
 - 3.4.6. Complete Annual EO Monitoring Questionnaire in Preparation for Desk/Onsite Audit by the State Equal Opportunity Officer EO Officer
- 3.5. Risk Management
- 3.5.1. New Employee Benefits Orientation
 - 3.5.2. Benefits Administration
 - 3.5.3. Payroll entry/changes/termination
 - 3.5.4. Bill reconciliation
 - 3.5.5. Retirement for Florida Retirement System (FRS)
 - 3.5.6. Life Insurance Claims
 - 3.5.7. Deferred Compensation Administration
 - 3.5.8. Flexible Spending Plans Administration
 - 3.5.9. Annual 1095C processing
 - 3.5.10. Benefits Issues
 - 3.5.11. Coverage Issues
 - 3.5.12. Claims Issues
 - 3.5.13. Open enrollment
 - 3.5.14. Retiree Administration
 - 3.5.15. Retiree Life Insurance
 - 3.5.16. Life Insurance Claims
 - 3.5.17. Retiree Health Administration
 - 3.5.18. Retiree Subsidy
 - 3.5.19. Wellness and Occupational Health Program Administration
 - 3.5.20. Ongoing wellness events and programs including incentive program
 - 3.5.21. Prehire and employment drug testing
 - 3.5.22. Provide General Liability, General Liability, Directors and Officer (D&O) insurance and Workers Compensation Insurance.
- 3.6. Information Technology Services
- 3.6.1. All Information and Technology services customarily delivered to the County Departments

3.7. Legal Services

- 3.7.1. All legal services customarily delivered to the County Departments
- 3.7.2. Extraordinary services including litigation, outside counsel and, expert witnesses

3.8. Procurement


- 3.8.1. All procurement and contract development services customarily delivered to County Departments:

- 3.8.1.1. Planning and Scheduling - Procurement plans and schedules activities to meet your purchasing needs. Once a Purchase Order Request (POR) is received, the appropriate procurement method(s) (i.e. phone quote, written quote, Bid, RFP, etc.) are determined and a calendar is built to ensure that the process is in accordance with established timeframes within the procurement manual.
- 3.8.1.2. Source Selection - Procurement manages the solicitation process from the beginning of the POR through the final award of the solicitation.
- 3.8.1.3. Solicitation Award - If the solicitation award requires a Purchase Order (PO) then Procurement will issue the PO and ensure that the proper signatures are obtained.
- 3.8.1.4. Contract Creation/Compliance - Primarily completed by MTPO staff but Procurement assists when needed, primarily with vendor issues.
- 3.8.1.5. Procurement provides individual and group training during the year and at year-end.
- 3.8.1.6. Procurement Card Administration:
 - 3.8.1.6.1. The P-Card administrator acts as the intermediary for establishing and maintaining Bank of America Reports and for coordinating all Cardholder maintenance which includes all ads, changes, card overrides and card closures.
 - 3.8.1.6.2. Assists with erroneous declines, unresolved supplier disputes, lost/stolen cards and fraudulent charges.
- 3.8.1.7. Amazon Prime Business Program Manager:
 - 3.8.1.7.1. Assign accounts to users.
 - 3.8.1.7.2. Monitor spending and ensure compliance with all policies and procedures.


Appendix I: Public Involvement

The UPWP was presented and discussed with the Bicycle/Pedestrian Advisory Board (now Committee), Technical Advisory Committee, and Citizen Advisory Committee at their respective February meetings, and the only comment relative to a modification of the UPWP was to continue to emphasize efforts and budget towards increasing public engagement. The draft UPWP was presented, discussed, and approved by the Board at its March meeting. No changes to the draft were made by the Board.

Public involvement documentation is included herein, including the press release made by Alachua County and sign in sheets at the March Board meeting.



February 9, 2026 - 3:30 p.m.



Transportation Planning Organization Rebrands, Begins Drafting Next 2-Year Plan

The Gainesville & Alachua County Transportation Planning Organization (GACTPO), formerly known as the Metropolitan Transportation Planning Organization (MTPo), is amending its current Unified Planning Work Program (UPWP) for FYs 24-26 and preparing the draft for FYs 26-28.

The name change was approved at the organization's Feb. 2, 2026 board meeting.

The UPWP is a federally required statement of work that outlines transportation planning priorities and activities within the metropolitan planning area. It identifies planned tasks and products, responsible parties, timelines, costs and funding sources over a two-year period. The program is required by the Federal Highway Administration, Federal Transit Administration and the Florida Department of Transportation.

Adoption and continued implementation of the UPWP is necessary for GACTPO to remain eligible for state and federal transportation funding for local programs, projects and system improvements. The update process follows procedures and schedules established by FDOT's Metropolitan Planning Organization Handbook.

Proposed amendments to the current work program and the draft of the next two-year program will be reviewed by GACTPO advisory committees before consideration by the GACTPO board.

All meetings are open to the public, and residents are encouraged to attend and provide input.

Upcoming meeting schedule:


- **Bicycle/Pedestrian Advisory Board:** Tuesday, Feb. 17, 2026, at 6 p.m., Room 5264, Regional Transit System Administration Building (34 SE 13th Road, Gainesville).
- **Technical Advisory Committee:** Wednesday, Feb. 18, 2026, at 2 p.m., Room 5264, Regional Transit System Administration Building (34 SE 13th Road, Gainesville).
- **Citizen Advisory Committee:** Wednesday, Feb. 18, 2026, at 6 p.m., Grace Knight Conference Room, Alachua County Administration Building (12 SE 1st St., Gainesville).
- **GACTPO Board:** Monday, March 2, 2026, at 3 p.m. in the Grace Knight Conference Room, Alachua County Administration Building (12 SE 1st St., Gainesville).

For more information, contact GACTPO Executive Director Anoch Whitfield at 352-337-6207 or awhitfield@alachuacounty.us.

If you have a disability and need an accommodation in order to participate in a County program, service or public meeting, please contact the Alachua County Equal Opportunity Office at (352) 374-5275 at least 2 business days prior to the event. TTY users, please call 711 (Florida Relay Service).

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Gainesville & Alachua County
 Transportation Planning Organization
 Governing Board Meeting – March 2, 2026

Sign-In Sheet

Name	Organization/Interest	Email	Phone
Wiatt Bowers	Atkins Realis	wiatt.bowers@atkinsrealis.com	813-785-5812
Wiley Page	AtkinsRealis	Wiley.Page@atkinsrealis.com	904 465 4688
Laurie Santana	FDOT DZ	Laurie.santana@dot.state.fl.us	904 850 -360-5547
JESUS GOMEZ	CITY/RTS	gomezj@cityofgainesville.org	(352) 393-7860
Harrison Scoville	citizen + ^{member} of ^{RTS} ^{Advisory} Board		
Ali Brighton	Kimley-Horn	ali.brighton@kimley-horn.com	352-415-1923
Tia Lubbers	Kimley-Horn	tia.lubbers@kimley-horn.com	352-269-3199
Andrew Perroy	City of Gainesville	perroy@cityofgainesville.org	
Bobby Mermer	ACL C	Bobby @ BobbyMermer.com	407-714-8107
Julius Bryant	Via / RTS	Julius.bryant@ridewithvia.com	

Gainesville & Alachua County
 Transportation Planning Organization
 Governing Board Meeting – March 2, 2026

Sign-In Sheet

Name	Organization/Interest	Email	Phone
Low Hue	Alachua County	lthuan@alachuacounty.us	352-774-5218
Amanda Brown	FDOI	Amanda.brown@doh.state.fl.us	904-560-5414
Dennis Nguyen	City of Gainesville	nguyendde@cityofgainesville.org	352-231-2235
Kali Bloont	citizen/bus user	Tana Cabana@yahoo.com	352.219.0508
Barbara Misener	6ru	mmisener@jagru.com	352.393-1613
BRIAN SINGLETON	CITY OF GAINESVILLE	BSINGLETON@CITYOFGAINESVILLE.ORG	352-393-8870
Moksha	citizen, ^{para transit} constituent	N/A	N/A
Felix Walther	BOCC Intern	fwalther@alachuacounty.us	231-816-4678

Appendix J: Review Agency Comments



UPWP Review Checklist

MPO Name:

Draft or Final UPWP:

UPWP Fiscal Year:

Reviewed by:

UPWP Date:

Date of Review:

Federal and State Requirements

Required Content

See: 2 CFR 200.332, 23 CFR 420.111(b), 23 CFR 450.308(c), s. 339.175(9), FS, and FDOT/MPO Agreement

Does the cover page include:	Response	Page Number(s)	Comments	Comment Type
Catalog of Federal Domestic Assistance (CFDA) number	Yes	Cover		
Financial Project Number (FPN)	No	Cover	Please correct the FDOT Financial Project Number (FPN) to FPN = 439318-614-01	Critical
Federal Award Identification Number (FAIN) or Federal Aid Project Number (FAP)	Yes	Cover		
Correct state fiscal years	No	Cover	"Effective Date:" should be replaced with "Fiscal Years 2026-27 and 2027-28".	Critical
The agencies providing funds for the UPWP	Yes	Cover		
Does the UPWP include:	Response	Page Number(s)	Comments	Comment Type
Local and MPO planning priorities	Yes	4-8		
A description of work proposed for the next 2 years by major activity or task	Yes	15-35	Provided in Work Program Tasks 1-7	Editorial
Who will perform the work (e.g., MPO, state, public transportation operator, local government, or consultant)	Yes	20-32	Budgets include Consultant Services lists. A footnote on all Task tables refers to Exhibit 1 of Section F, page xii which does not exist. There is an Exhibit 1 on Page 1-. Please correct or delete the footnote.	Enhancement
A schedule for completing the work	Yes	17,21,23,25,27,30,33		
The resulting work products	Yes	17,21,23,25,27,30,33		
The proposed funding or cost estimate by activity or task	Yes	10	Please correct Exhibit 1=Year One FY 2024-25 to 2025-26 and Year Two FY 2025-26 to 2027-28. Match amounts on this table also need to be updated.	Critical
A summary of the total amounts and sources of federal and matching funds	Yes	37, 38	Summarized on Tables 1 & 2. Please correct Tables 1 & 2, the Contract # is no longer G2W78, the new Contract # is G3O08.	Critical
Does the UPWP include a summary that shows:	Response	Page Number(s)	Comments	Comment Type
Federal share by type of fund	Yes	10	Exhibit 1 - Please update the match amounts and change the FYs on this table.	Critical
Matching rate by type of fund	Yes	10	Exhibit 1 - Please update the match amounts and change the FYs on this table.	Critical
State and/or local matching share	Yes	10	Exhibit 1 - Please update the match amounts and change the FYs on this table.	Critical
Other state or local funds	Yes	10	Exhibit 1 - Please update the match amounts and change the FYs on this table.	Critical

Transportation Management Areas (TMA)

See: 23 CFR 420.111(e)

	Response	Page Number(s)	Comments	Comment Type
Does the MPO serve a TMA?	Yes	3		
If yes, does the UPWP identify and include cost estimates for planning, research, and technology transfer activities funded with other federal, state, or local funds within the MPO area?	Yes	10	Exhibit 1 - Please update the match amounts and change the FYs on this table.	Critical

MPO Agreements

See: 23 USC 134, 23 CFR 450.314, s. 339.175(2) FS, and FDOT/MPO Agreement

Does the UPWP include discussion of the following agreements?	Response	Page Number(s)	Comments	Comment Type
FDOT/MPO Agreement, including date executed	Yes	62	Dated 4/25/24, please get updated agreement. Joint Certification.	Critical
Signed Interlocal Agreement for the Creation or Redesignation of the MPO, including date executed	Yes	14		
Public Transportation Grant Agreements (PGTA), including date executed (if necessary)	N/A			

Indirect Costs		See: 2 CFR 200.332, 2 CFR 200.414, 2 CFR 200.416, and FDOT/MPO Agreement			
	Response	Page Number(s)	Comments	Comment Type	
Does the UPWP identify the indirect cost rate, if applicable?	N/A				
Consolidated Planning Grant		See: 23 USC 120, 23 CFR 450.308(f), and FDOT/MPO Agreement			
	Response	Page Number(s)	Comments	Comment Type	
Does the UPWP include a statement of participation in the Consolidated Planning Grant? (See the FDOT Guide for UPWP Development for sample statement text.)	Yes	10			
Soft Match		See: 23 USC 120, 49 USC 53, and FDOT/MPO Agreement			
	Response	Page Number(s)	Comments	Comment Type	
Does the UPWP include the definition of the soft match?	Yes	9			
Does the UPWP identify the total soft match amount used to match FHWA funding?	No	10	Please update the match amounts on Exhibit 1.	Critical	
Does the Funding Source Budget Table include soft match amounts for Year 1 and Year 2?	No	10	Please update the match amounts on Exhibit 1.	Critical	
PL Set Aside		See: § 11201; 23 USC 134			
	Response	Page Number(s)	Comments	Comment Type	
Does the UPWP identify activities and funds used to meet the requirements of the 2.5% PL set aside in § 11201; 23 USC 134?	Yes	29			
Costs		See: 2 CFR 200.412-414, Florida Department of Financial Services Reference Guide for State Expenditures			
Does the UPWP categorize costs as follows?	Response	Page Number(s)	Comments	Comment Type	
Personnel Services	Yes	20			
Equipment	N/A				
Travel	Yes	20, 29			
Supplies	Yes	20, 22			
Direct Expenses	Yes	9			
Indirect Expenses (if the MPO has an approved indirect rate)	No	70-74	Please delete Appendix H: Cost Allocation Plan and Certificate of Indirect Cost	Critical	
Annual Audit Expense (if required)	Yes	4, 17			
Annual Audits		See: 2 CFR 200.412-414, Florida Department of Financial Services Reference Guide for State Expenditures			
	Response	Page Number(s)	Comments	Comment Type	
Does the UPWP include a line item expense for the Annual Audit?	No	4	An audit is included in the description of Task #1-Administration & Management but there is no expense item.	Critical	
MPO Public Involvement Process		See: 23 CFR 450.210 and 23 CFR 450.316			
	Response	Page Number(s)	Comments	Comment Type	
Does the UPWP include a description of the public involvement process used to develop the MPO's UPWP?	Yes	30-31	The website is programmed and forth coming in Task 6.0.	Editorial	
Federal Planning Factors		See: 23 CFR 306(b) and 23 CFR 450.308(c)			
	Response	Page Number(s)	Comments	Comment Type	
Does the UPWP include a description of how the activities in the UPWP address the Federal Planning Factors (can be demonstrated using a matrix)?	Yes	7,8			
Memberships		See: 2 CFR 200.454			
	Response	Page Number(s)	Comments	Comment Type	
If memberships are listed as an expense, does the UPWP state that the memberships are for organizational memberships, not individual memberships?	N/A				

Required Attachments

Are the following attachments included in the final UPWP?	Response	Page Number(s)	Comments	Comment Type
Signed resolution adopting the UPWP (23 CFR 450.308(b))	Yes	62		
Signed resolution adopting the travel policy, if the MPO does not use the FDOT policy (s. 112.061(14), FS)	No	17	No mention of travel policy.	Critical
Signed Cost Analysis Certification Statement (s. 216.3475, FS)	No	2	Pending	Editorial
The Cost Allocation Plan and Certificate of Indirect Cost, if applicable (2 CFR 200.332, 23 CFR 200.414, 23 CFR 200.416)	N/A	70-74	There is no Cost Allocation Plan for the MPO. Please delete Appendix H: Cost Allocation Plan and Certificate of Indirect Cost, Pages 70-74.	Critical

Recommended Content Framework

The following items are recommended for inclusion in the UPWP, in addition to the requirements listed above.

UPWP Cover or Title Page

Does the cover page include:	Response	Page Number(s)	Comments	Comment Type
MPO name, address, and website?	Yes	Cover	Updated Website address pending activation.	Editorial
The UPWP adoption date of the final UPWP?	Yes	Cover	Pending adoption.	Editorial

UPWP Organization and Content

Is the UPWP organized into the following sections?	Response	Page Number(s)	Comments	Comment Type
Introduction	Yes	3		
Organization and Management	Yes	12		
Planning Tasks	Yes	15-33	Referred to as "Work Program".	Editorial
Funding Summary	Yes	37, 38		
Definitions and Acronyms	Yes	69		

Does the UPWP introduction include:	Response	Page Number(s)	Comments	Comment Type
A definition and purpose for the UPWP?	Yes	3		
An overview of the MPO's comprehensive transportation planning activities?	Yes	3, 52-66		

Do the UPWP Work Elements/Task Sheets include the following:	Response	Page Number(s)	Comments	Comment Type
Is each Task Sheet in the UPWP named and numbered?	Yes	4		
Does the UPWP clearly identify funds de-obligated from the previous UPWP?	Yes	15, 36		
Does the UPWP separately list atypical expenditures, including individual supplies costing more than \$1,000 per item and individual equipment costing more than \$5,000 per item?	No			

UPWP Budget Tables Template

Does the UPWP use the UPWP budget tables template for task tables, summary tables, and regional activities?	Yes	20,22,24,26,29,32,34	Please update the contract number on all of these tables to #G3O08.	Editorial
Do the total amounts match across all funding tables?	Yes	37, 38		

MPO Organization and Management

Does the UPWP include information about the following items:

	Response	Page Number(s)	Comments	Comment Type
Clear identification of the names and roles of key participants in the UPWP planning process, including the MPO Executive/Staff Director, MPO Board Chairperson, and MPO Planning Manager	No	12, 13	Roles are identified, please add specific names of MPO Executive Director, MPO Board Chairperson and MPO Planning Manger.	Critical
MPO Continuity of Operations Plan (COOP) or operational procedures	Yes	16		
MPO bylaws	Yes	14	Please be sure to activate website linked.	Editorial

Does the UPWP discuss the following agreements, including date executed?

	Response	Page Number(s)	Comments	Comment Type
Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR)	Yes	13		
Memorandum of Understanding between MPOs or FDOT if transferring funds to accomplish Regional Activities	Yes	3		

Regional Activities

	Response	Page Number(s)	Comments	Comment Type
Is the MPO receiving or transferring any funds to another agency for a regional project or activity?	No			
If yes, does the UPWP provide information on the other agencies included in the regional activities and the funding amounts being transferred/received?	No			



Federal Highway Administration
 Florida Division Office
 3500 Financial Plaza, Suite 400
 Tallahassee, Florida 32312
 (850) 553-2201
 www.fhwa.dot.gov/fldiv

Federal Transit Administration
 Region 4 Office
 230 Peachtree St, NW, Suite 1400
 Atlanta, Georgia 30303
 (404) 865-5600

Planning Comments

Document Name: <u>UPWP 26/27-27/28</u>		MPO: <u>Gainesville MTPO</u>	
Date of Document: 03/05/2026	Date Received 03/18/2026	Date Reviewed 03/20/2026	District: 2
Reviewed by: Dana Knox			

COMMENTS

Page #	Comment Type	Comment Description
1	Critical	Cover Page and page 43: Please update the Title VI references for excluded persons.
2	Editorial	General Comment: Please ensure the updated Federal Aid Project (FAP) number and the State Financial Management (FM) numbers are used for the final UPWP.
3	Critical	Appendix E and Table F-1: Please update to remove references to Justice40. EO 14148 terminates the Justice40 initiative.
4	Critical	Identify the dedicated specific task for each year of the UPWP associated with the 2.5% required complete streets activities.
5	Critical	Pg. 36, Summary Budget Tables, update the first 'NOTE' to include de-obligated PL funds are also included in FY2728.
6	Critical	Section 5.0 Special Project Planning End Products lists Waldo Road Plan but there it is not included in the Funding Participation section. The Archer Road and SR25 Plans have completion dates of June 30, 2025 and should not be included in this year's UPWP.

7		Critical	Provide a detailed description and end product for the consultant services task in the 2.0 Data Collection category.
8		Critical	Include the acronym CMP in Appendix G.
9		Critical	Include the subtasks for Task 5.0 in the budget tables.
10		Critical	Include project descriptions for Task 7.0.
11		Critical	Provide a description for the consortiums referenced in Task 2.0 and Task 7.0.
12		Enhancement	The UPWP should include a planning boundary map.
13		Select Type	
14		Select Type	
15		Select Type	
16		Select Type	
17		Select Type	

UPWP General Comments

- Please review 23 CFR part 420 for eligibility of administrative activities and FTA Circular 8100.D, as well as other applicable requirements, details and processes.
- The metropolitan transportation planning process should provide for the establishment and use of a performance-based approach, with related activities noted in the UPWP accordingly. For transit, this includes Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP), which require integration into the TIP and LRTP to the maximum extent practicable – including target setting/revisiting, progress towards achieving targets, data sharing and coordination with State DOT and transit providers.
- If funding is being carried over from the prior-year UPWP, carryover amounts and activities should be listed in the document. Please identify any incomplete work elements or activities financed with Federal planning assistance awarded in previous fiscal years as carryover activities.
- Please ensure the appropriate federal/non-federal is accounted for and reflected appropriately.
- If planning activities are proposed for funding under the FTA Section 5307 program or any other FTA programs, please ensure they are listed and programmed in the UPWP (even if being undertaken by the transit agency and not the MPO). Friendly Reminder: Please incorporate the three C's process when programming transit funds with the appropriate transit agencies/authorities.
- **Ensure activities are eligible under current requirements and Executive Orders before seeking reimbursement.**

Gainesville & Alachua County Transportation Planning Organization

Connecting communities

*Proudly serving the residents and communities
within the Alachua County Transportation
Management Area*

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