



2020 Certification Report

**Jacksonville Transportation
Management Area**

North Florida TPO

Prepared by:

Federal Highway Administration

Florida Division

Federal Transit Administration

Region 4

September 2020

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Executive Summary

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMA) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000). A certification review generally consists of four primary activities: a site visit, a review of planning documents (in advance of the site visit), the development and issuance of a FHWA/FTA certification report and a certification review closeout presentation to the Metropolitan Planning Organization (MPO) governing board.

As a part of the TMA certification review process, FHWA and FTA utilized a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. The certification review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. This certification review was conducted to highlight best practices, identify opportunities for improvements, and ensure compliance with regulatory requirements.

The Federal Review Team conducted a virtual site visit review of the Jacksonville Transportation Management Area on May 5, 2020. Transportation planning for the Jacksonville Transportation Management Area is conducted by the North Florida Transportation Planning Organization (TPO). The last certification review was completed in 2016. The Federal Review Team recognizes three noteworthy practices, identified one corrective action, and offers one recommendation the TPO should consider for improving their planning processes. More information related to these findings can be found in the Findings/Conclusions section of this report. The TPO addressed the corrective action before the final report was published and no further action is needed.

Based on the overall findings of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Jacksonville Transportation Management Area, which is comprised entirely by the North Florida Transportation Planning Organization, substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until **September 2024**.

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North Florida Transportation Planning Organization

Section I. Overview of the Certification Process

Under provisions of 23 CFR 450.336(b) and 49 CFR 613.100, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the planning process of Transportation Management Areas (TMA) “not less often than once every four years.” This four-year cycle runs from the date of issuance of the previous joint certification report.

The primary purpose of a certification review is to formalize the continuing oversight and evaluation of the planning process. The FHWA and the FTA work cooperatively with the TMA planning staff on a regular basis. By reviewing and approving planning products, providing technical assistance, and promoting best practices, the formal assessment involved in a certification review provides an external view of the TMA’s transportation planning process.

A certification review generally consists of four primary activities. These activities include: 1) a “desk audit” which is a review of the TMA’s planning documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP)); 2) a “site visit” with staff from the TMA’s various transportation planning partners (e.g. the Metropolitan Planning Organization (MPO), Florida Department of Transportation (FDOT), local/regional transit service provider, and other participating State/local agencies), including opportunities for local elected officials and the general public to provide comments on the TMA planning process; 3) a Certification Report, which the Federal Review Team prepares to document the results of the review process; and, 4) a formal presentation of the review findings at a future North Florida Transportation Planning Organization Board Policy meeting.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in metropolitan areas. The certification review also helps ensure that the major issues facing a metropolitan area are being addressed. The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Since 2018, to initiate the TMA certification review process, the Federal Review Team has utilized a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. **Appendix A** summarizes the risk evaluation, and the report notes, in the relevant sections, which topic areas were not selected for review due to existing stewardship and oversight practices after considering the risk factors.

The review for the NFTPO was held May 5, 2020. During this virtual site visit, the Federal Review Team met with the staff of the NFTPO, FDOT, Jacksonville Transportation Authority (JTA), MPO committee representatives, other partnering agencies, and the public. See **Appendix B** for a list of review team members and site visit participants, and **Appendix C** for the TMA Certification Meeting Agenda.

The purpose of the public engagement process is to inform the public of the Federal transportation planning requirements and allow the public an opportunity to provide input on the transportation planning process to the Federal Review Team. Public feedback and engagement on the MPO's planning process was obtained through Twitter, Facebook, E-News, the MPO Website, and email following the initial announcement of the Certification Review on May 4, 2020. For those that did not post publicly, contact information for the Federal Review Team was provided. Members of the public were given 30 days from the site visit date to mail, fax or email their comments and/or request a copy of the certification review report. Comments were received by FHWA and FTA during the 30-day comment period.

A copy of the public engagement notice can be found in **Appendix D**. Screenshots of public input, including a listing of commenters and a summary of the public comments is provided in **Appendix E**.

A summary of the 2016 recommendations and their status can be found in **Appendix F**.

An explanation of planning acronyms can be found in **Appendix G**.

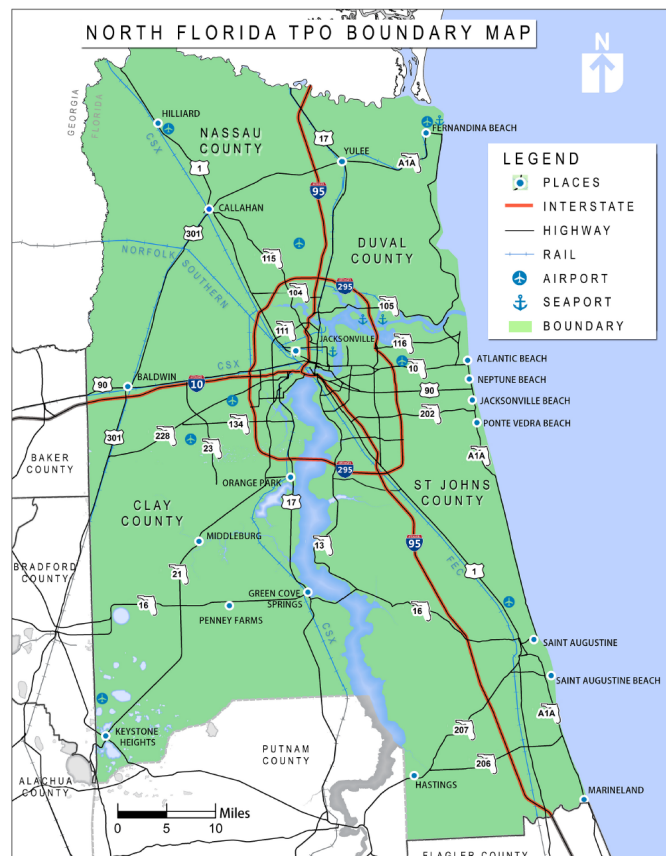
Section II. Boundaries and Organization (23CFR 450.310, 312, 314)

A. Description of Planning Area

Observations: The NFTPO is located in Northeast Florida. The planning area boundary includes all of Clay, Duval, Nassau, and St. Johns Counties and the cities of Jacksonville and St. Augustine, both of which are census defined urbanized areas. The planning area is bounded on the east by the Atlantic Ocean and is divided by the St. Johns River. The NFTPO planning boundary is visually depicted in the map.

B. Metropolitan Planning Organization Structure

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.



Finding: The MPO's boundaries and organization substantially satisfies the federal requirements as outlined in 23 CFR 450.310 and 312.

C. Agreements

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's agreements substantially satisfy the federal requirements as outlined in 23 CFR 450.314.

Section III. Transportation Performance Planning (23 CFR 450.306(a), 306(d), 314(h), 324(f), 326(c), 326(d))

Observations: The MPO documented the setting of their PM1 Safety Measures and Targets through Resolution 2017- 11, 2018-6 and 2019-7, documented PM2 and PM3 through Resolution 2018-7 and 2018-8, and documented Transit Asset Management (TAMs) via Resolutions 2018-10, 2019-1, and 2019-2. The targets are published on the MPO website under the "Data" tab at the following link <http://northfloridatpo.com/data/congestion-mobility/>

The MPO has written provisions for cooperatively developing and sharing information related to transportation performance data, selection of performance targets, reporting of targets, reporting of performance to be used in tracking progress toward attainment of critical outcomes and reporting of data. These were documented through Transportation Performance Measures Consensus Planning Document Resolution 2019-5, June 20, 2019 with FDOT, Jacksonville Transportation Authority (JTA), and St. Johns County Sunshine Bus.

In the development of the LRTP, the MPO included a description of the performance measures and targets to assess the transportation system performance. They integrated goals, objectives, measures, and targets directly into the LRTP from the FDOT Highway Safety Improvement Program, Strategic Highway Safety Plan, Asset Management Plan and Freight Plan. They also included a system performance report and evaluated the condition and performance of the transportation system with respect to the federally required performance targets, including progress achieved by the MPO in meeting the performance targets in comparison with system performance from the baseline data.

The MPO designed their TIP to make progress toward achieving the targets and the TIP describes how they linked their project selections and investments to anticipate target achievement. Specifically, the MPO included corridor improvement projects along Bay Street, smart parking with app and interconnectivity, the installation of school flashing signals, flood sensors, railroad crossing signal improvements, fully integrated smart lighting, and pedestrian and bicycle education/enforcement.

Finding: The MPO’s transportation performance planning activities substantially satisfies the federal requirements as outlined in 23 CFR 450.306, 314, 324, and 326.

Section IV. Scope of the Planning Process (23 CFR 450.306)

A. Transportation Planning Factors

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s planning process substantially satisfies the federal requirements as outlined in 23 CFR 450.306(b).

B. Air Quality

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The NFTPO is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS).

C. Bicycle and Pedestrian Planning Activities

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s bicycle and pedestrian planning activities substantially satisfies the federal requirements as outlined in 23 CFR 450.306(b), 324(f), and 326.

D. Transit

Observations: Transit service in the North Florida TPO area is provided by Jacksonville Transportation Authority (JTA). The JTA was founded in 1955 and has been providing transit service to Duval County for nearly 60 years. In 2018, JTA provided an average of 39,988 weekday unlinked trips. As of today, JTA operates 42 routes (standard bus, monorail, ferry, on-demand, and paratransit) in the region, providing connections to jobs and activity centers.

JTA participates actively in the planning process and has a good working relationship with the North Florida TPO. The planning process appears to be collaborative, cooperative, and comprehensive between the North Florida TPO and JTA. The North Florida TPO and JTA’s collaboration has led to the Bay Street Innovation Corridor initiatives. Through the MPO agreements, cooperative development of the planning products, coordination activities, and implementation of transit projects, the Jacksonville Transportation Authority (JTA) is a full partner in this MPO’s planning process.

Noteworthy Practice: The Federal Review Team recognizes one noteworthy practice regarding Transit. For more details about this noteworthy practice, please see Section XI.

Finding: The MPO's transit activities substantially satisfy the federal requirements as outlined in 49 CFR 613.100 as well as the transit supportive elements outlined in 23 CFR 450.

E. Intelligent Transportation Systems (ITS)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's ITS activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 322, and 23 CFR 940.

F. Freight Planning

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's freight planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 316, 324, and 326.

G. Security Considerations in the Planning Process

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's security planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(f), 324(h), and 326.

H. Safety Considerations in the Planning Process

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's safety planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(h), and 326.

Section V. Unified Planning Work Program (UPWP) (23 CFR 450.308)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's UPWP substantially satisfies the federal requirements as outlined in 23 CFR 450.308.

Section VI. Interested Parties (23 CFR 450.316)

A. Outreach and Public Participation

Current Document Title: North Florida TPO 2020 Public Participation Plan

Date Adopted: April 9, 2020

Observations: The North Florida TPO Public Participation Plan (PPP) provides reasonable opportunities for the public, affected public transportation employees, freight shippers and providers of freight transportation services, public ports, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian and bicycle facilities, representatives of those with disabilities, and other interested parties to participate in all transportation processes. The MPO coordinates with FDOT, stakeholders, partners and the public in PPP development and it periodically revisits the document to ensure accuracy and verify that participation is continuing, full and open to everyone.

The MPO electronically provides documentation related to transportation planning processes on its website. The MPO effectively employs visualization techniques in all documents demonstrating transportation planning processes such as the LRTP, TIP, STIP and UPWP, satisfying federal requirements.

The MPO actively uses its PPP, demonstrating robust public participation in all planning processes, including development of the LRTP and the TIP. The MPO effectively uses demographic data to identify, include and solicit input from traditionally underserved communities, including minority and low-income households. The MPO maintains performance metrics and annually reviews the PPP to measure the effectiveness of its efforts.

Finally, The MPO uses five different social media outlets to gather public input on transportation issues as well as to further inform the public about specific involvement opportunities such as developing and amending the LRTP and the TIP. It employs two analytic platforms to track the results of outreach through social media, ensuring effectiveness, equity and adequate return on investment (ROI).

Noteworthy Practices: The Federal Review Team recognizes two noteworthy practices regarding Outreach and Public Participation. For more details about these practices, please see Section XI.

Finding: The MPO's outreach and public participation activities substantially satisfy the federal requirements as outlined in 23 CFR 450.316.

B. Tribal Coordination

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: There are no tribal lands within the MPO's planning boundaries requiring the MPO to provide tribal coordination.

C. Title VI and Related Requirements

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's Title VI and related activities substantially satisfy the federal requirements as outlined in 49 CFR 21, 49 CFR 27, 23 CFR 200, 23 CFR 450.316 and 336(a).

Section VII. Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g))

Observations: A review based on the 2018 FHWA/FTA LRTP Expectations Letter was conducted during the desk audit.

Finding: The MPO's linking planning and NEPA activities substantially satisfies the federal requirements as outlined in 23 CFR 450.318, 320, 324(f)(10), and 324(g).

Section VIII. Congestion Management Process (CMP) (23 CFR 450.322)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's congestion management process substantially satisfies the federal requirements as outlined in 23 CFR 450.322.

Section IX. Long Range Transportation Plan (LRTP) (23 CFR 450.324)

Current Document Title: Path Forward 2045

Date Adopted: November 14, 2019

A. Scope of LRTP

Observations: A review based on the 2018 FHWA/FTA LRTP Expectations Letter was conducted during the desk audit. During the desk audit review and at the site visit, the FRT observed some gaps on the Adopted 2045 LRTP Cost Affordable Plan. Specifically, the first five years of the TIP was located within the TIP Committed projects in Table 9.1, but not listed in the TPO's Master CFP or Appendix C. The MPO modified the LRTP in June 2020 to clarify the full horizon of the LRTP. The LRTP CFP portion and Appendix C now clearly include the first 5 years of projects.

Recommendation: The Federal Review Team offers one recommendation regarding the scope of the Long Range Transportation Plan. For more details about this recommendation, please see Section XI.

Finding: The general scope of the MPO's LRTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324.

B. Travel Demand Modeling/Data

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's travel demand modeling processes substantially satisfy the federal requirements as outlined in 23 CFR 450.324(e).

C. Financial Plan/Fiscal Constraint

Observations: A review based on the 2018 FHWA/FTA LRTP Expectations Letter was conducted during the desk audit. During the desk audit review and at the site visit, the FRT observed that the LRTP did not identify projects for federal funding as required by 23 CFR 450.324(f)(9).

Corrective Action: The Federal Review Team identified one corrective action regarding the Long Range Transportation Plan – Financial Plan/Fiscal Constraint. For more detail about this corrective action, please see Section XI.

Finding: The financial plan/fiscal constraint of the MPO's LRTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324(f)(11) since the corrective action has already been resolved.

Section X. Transportation Improvement Program (TIP) (23 CFR 450.326, 328, 330, 332, 334)

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's TIP substantially satisfies the federal requirements as outlined in 23 CFR 450.326, 328, 330, 332, and 334.

Section XI. Findings/Conclusions

The following items represent a compilation of the findings that are included in this 2020 certification review report. These findings, which are identified as noteworthy practices, corrective actions, and recommendations, are intended to not only ensure continuing regulatory compliance of the MPO's transportation planning process with federal planning requirements, but also to foster high-quality planning practices and improve the transportation planning program in this TMA. Corrective actions reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. Recommendations reflect national trends or potential risks and are intended to assist the MPO in improving the planning process. Noteworthy practices highlight efforts that demonstrate innovative ideas or best practices for implementing the planning requirements.

A. Noteworthy Practices

1. **Transit:** The Bay Street Innovation Corridor exemplifies collaboration of community leaders to create the initial phase of an autonomous transportation network to support economic development strategies and a vision for a safe, vibrant, and accessible Downtown Jacksonville. The Bay Street Innovation Corridor of the Ultimate Urban Circulator (U²C), introduces autonomous vehicles along Bay Street within the Jacksonville Urban Core. The U²C will provide high-frequency service and accessibility, service flexibility, and extensions that can serve at both elevated and street levels.
2. **Outreach and Public Participation:** The Review Team was impressed by the MPO's public involvement program in developing nontraditional partnerships. The MPO Director advised the staff to 'never turn down a meeting' regardless of whether it is related to transportation. That adage has certainly paid off for the MPO. For example, in attending a meeting with United Way, the TPO identified a ride program for low income users called RideUnited, accessed by dialing 211. The MPO learned that the service was only available from 8am to 5pm during the week because of the dispatch location. As the lead agency for the Traffic Management Center, the MPO is helping 211 relocate to the TMC so that RideUnited can operate 24/7. An organization that never previously worked with the MPO is now a grateful and engaged partner with a direct connection with the area's underserved communities.

Another notable example of how the MPO is developing nontraditional partners is its participation in Tech & Beer events, a forum through meetup.com that promotes technology discussion among industry, start-up businesses and investors looking for growth opportunities. At first glance, nothing would seem more removed from transportation. However, the MPO's involvement has led to a group of 276 participants, many younger professionals looking to start technology businesses. Again, those formerly unaware of or disconnected from transportation decision making are now active participants, bringing potential private funding and cutting-edge solutions to transportation projects, not the least of which is the BayJax Innovation Corridor, a multimillion dollar project that combines clean energy with transit, ITS and urban connectivity.

These are only two examples of the MPO's efforts to leverage all possible sources of input. During the certification, one speaker told the team that, upon relocating to the area, his interest was only investing in engineering technology. He had little familiarity with the MPO and even less interest. Now, four years later, he collaborates with sixty other area tech reps that support Smart Cities. He says that transportation is the thread in all of the problems and issues the area is facing. Another speaker summarized the benefits of these innovative efforts very succinctly, "[t]he MPO is the hub that brings us together so that we aren't working in silos. Community-wide issues require thinking beyond the box and [the MPO] has done that."

3. **Outreach and Public Participation:** The Review Team commends the MPO for collection and use of cutting- edge data to both inform and analyze its decisions. Even as performance management is increasingly more prevalent among planning agencies, the MPO uses its data daily to assess cost/benefit, most effective outreach methods, and the representation, needs and input of its various communities. The MPO is still an active and visible presence in the community, averaging about 4.8 in-person events per month during TIP development. However, since the last certification it has increasingly relied more on electronic outreach, led by the substantial numbers of participants and the quality/quantity of the participation. Two years ago, the MPO added an electronic engagement tool for surveying and collecting public input. While the tool stands alone, it was meant to supplement the MPO's use of Constant Contact and provide more flexibility in developing surveys, deploying texting polls, collecting live comments from the public, and targeting solicitation.

The result has been what the MPO calls the highest-level participation of any strategy in its history. Full geospatial capabilities allow the public to place pins on areas of interest, comment on the pin, solicit comment on the comments and analyze who is participating and from where. The tool can collect and synthesize voluntary demographic information (race, ethnicity, income) or passively collect this data by using zip code or IP addresses. The analytics then point the MPO toward particular outreach methods. For example, the MPO hosted a bilingual (Spanish) pedestrian safety campaign in person because the area demographics suggested participation by boots-on-the-ground would be more successful than e-outreach. However, on a recent sidewalk survey for St. Johns County, the MPO did merely a web promotion and received over 1,000 responses in the first two weeks alone. The MPO estimates that the electronic engagement tool adds value to an already robust traditional program. However, it also asserts that the return on the investment in this technology has substantially exceeded expectations.

B. Corrective Actions

1. **Long Range Transportation Plan – Financial Plan/Fiscal Constraint:** During the desk audit review and at the site visit, the FRT observed that the LRTP did not identify projects for federal funding as required by 23 CFR 450.324(f)(9). The MPO proactively took action to modify the LRTP in June 2020 and subsequently provided documentation to the Federal Review Team that they had added a notation to identify the federally and state funded projects (see CFP tables 9.2-9.7 and the Appendix C). As a result of the MPO's action and federal review of the submitted documentation, this corrective action has been satisfied. **No further action is needed.**

C. Recommendations

1. **Long Range Transportation Plan – Scope:** The Federal Review Team recommends that when the MPO develops the schedule for the next LRTP update that the schedule ensures adoption prior to the anniversary adoption date

of November 14, 2024. While the MPO adopted their 2045 plan only one day past the anniversary date, should circumstances delay that adoption date further, there is a risk to the MPO and the partners if for some reason the Board does not take the action as is planned and the LRTP expiration is extended.

D. Training/Technical Assistance

At the conclusion of the site visit, the Federal Review Team asked the MPO staff if they had any training or technical assistance needs. The MPO identified technical assistance requests for the following topical areas: TIP, UPWP, website accessibility, flexibility of virtual engagement, and how to become more creative -particularly on the public involvement side and underserved communities. FHWA and FTA will work with the MPO to provide resources in these areas.

E. Conclusion

Based on the overall findings of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Jacksonville Transportation Management Area, which is comprised entirely by the North Florida Transportation Planning Organization, substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This certification will remain in effect until **September 2024**.

Appendix A. Summary of Risk Assessment

MPO: North Florida TPO
 Date of Assessment: December 2019
 Cert Review Report: September 2020

Topic Area	Selected for additional review?
Organization of MPO/TPO (23 CFR 450.310, 312, 314)	No
Transportation Performance Planning (23 CFR 306(a), 306(d), 314(h), 324(f), 326(c), 326(d))	Yes
Scope of the Planning Process (23 CFR 450.306) - Transportation Planning Factors	No
Scope of the Planning Process (23 CFR 450.306) - Air Quality	No
Scope of the Planning Process (23 CFR 450.306) - Bicycle and Pedestrian Planning Activities	No
Scope of the Planning Process (23 CFR 450.306) - Transit	Yes
Scope of the Planning Process (23 CFR 450.306) - Intelligent Transportation Systems (ITS)	No
Scope of the Planning Process (23 CFR 450.306) - Freight Planning	No
Scope of the Planning Process (23 CFR 450.306) - Security Considerations in the Planning Process	No
Scope of the Planning Process (23 CFR 450.306) - Safety Considerations in the Planning Process	No
Unified Planning Work Program (23 CFR 450.308)	No
Interested Parties (23 CFR 450.316) - Outreach and Public Participation	No
Interested Parties (23 CFR 450.316) - Tribal Coordination	No
Interested Parties (23 CFR 450.316) - Title VI and Related Requirements	No
Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g))	No
Congestion Management Process (23 CFR 450.322)	No
Long Range Transportation Plan (23 CFR 450.324)	No
Long Range Transportation Plan (23 CFR 450.324) - Travel Demand Modeling/Data	No
Long Range Transportation Plan (23 CFR 450.324) - Financial Plan/Fiscal Constraint	No
Transportation Improvement Program (23 CFR 450.326, 328, 330, 332, 334)	No

*Note: With the exception of Transit, if all areas are a "No", then the top 3 areas will be reviewed.
 The additional areas are: LRTP and Outreach & Public Participation

Appendix B. Site Visit Participants

Federal Highway Administration (FHWA)

Teresa Parker
Luis Lopez
Carey Shepherd

Federal Transit Administration (FTA)

Brittany Lavender (FTA)

Florida Department of Transportation (FDOT)

Karen Taulbee
Autumn Martinage
Mark Reichert
Erika Thompson

North Florida TPO

Jeff Sheffield
Denise Bunnewith
Marci Larson
Wanda Forrest
Elizabeth De Jesus
Angela Session
Cantrece Jones (Consultant LRTP)
Victoria Pennington (Consultant Marketing)
Wiley Page (Consultant LRTP)
Drew Messer (Consultant\Start-Up Smart North Florida)

Jacksonville Transportation Authority

Geanelly Reveron
Suraya Teeple

St. Johns County Transit

Rachel Garvey

Florida MPO Advisory Committee

Carl Mikyska (MPOAC)

Appendix C. TMA Certification Site Visit Agenda
North Florida Metropolitan Planning Organization
TMA Certification Review
 May 5, 2020

980 North Jefferson Street
Jacksonville, FL 32209
Phone and REMOTE Information (Link to meeting will be provided later)

Tuesday	May 5, 2020	Day One
Federal Certification Team Members	<ul style="list-style-type: none"> ➤ Teresa Parker (FHWA) (Lead) ➤ Luis Lopez (FHWA) ➤ Carey Shepherd (FHWA) ➤ Brittany Lavender (FTA) 	
Time	Item	Lead
9:00 a.m.	Welcome / Introductions <ul style="list-style-type: none"> ➤ Roles/Responsibilities/Key Activities of MPO and Transit Agency Staff 	Federal Team, MPO, Transit, FDOT
9:15 a.m.	Site Visit Overview <ul style="list-style-type: none"> ➤ Purpose of the Certification Process ➤ Discussion of Risk Assessment ➤ Review schedule and close-out process 	Federal Team
9:30 a.m.	Discussion of Previous Review Findings <ul style="list-style-type: none"> ➤ Federal TMA Certification ➤ State/MPO Annual 	Federal Team, MPO, Transit, FDOT
9:45 a.m.	MPO Overview including changes within MPO since last TMA Certification <ul style="list-style-type: none"> ➤ Demographics ➤ Boundaries ➤ Political ➤ Process Changes 	Federal Team, MPO, Transit, FDOT
10:00 a.m.	Share Best Practices and Lessons Learned <ul style="list-style-type: none"> ➤ What is the MPO most proud of over the last four years? ➤ What challenges have you encountered and addressed? 	MPO
11:00 a.m.	Technical Topic: Long Range Transportation Plan	Federal Team, MPO, Transit, FDOT
11:30 a.m.	Break for Lunch	

12:00 p.m.	Technical Topic: Outreach & Participation	Federal Team, MPO, Transit, FDOT
12:30 p.m.	Technical Topic: Transit/Transportation Disadvantaged	Federal Team, MPO, Transit, FDOT
1:00 p.m.	Break <i>(If needed to setup call-in for next item)</i>	MPO
1:15 p.m.	TPO Board Members \ Regional Partners \ Community Leaders Remarks (Call-in)	MPO
1:45 p.m.	Technical Assistance & Training ➤ Future Needs Additional Questions ➤ Anything else the MPO would like to share with the Federal Team that hasn't been discussed?	Federal Team, MPO, Transit, FDOT
2:15 p.m.	Preliminary Findings Discussion Among Federal Team	Federal Team
3:00 p.m.	Preliminary Findings Discussion with MPO staff	Federal Team, MPO, Transit, FDOT
3:15 p.m.	Adjourn Site Visit	

Appendix D. Public Engagement Notice

[Certification web page](#) received 97 page views 4/13/20 - 6/7/20

North Florida TPO
TRANSPORTATION PLANNING ORGANIZATION

CERTIFICATION CONTACT ARCHIVE FAQ GLOSSARY FTP

ABOUT PLANNING PUBLIC INVOLVEMENT DATA SMART SAFETY CLEAN FUELS

CERTIFICATION

Certification 2020

It's Time for our Quadrennial Check-up and We Want your Input!

Every four years, the North Florida TPO undergoes a certification process to ensure we're meeting federal requirements. The USDOT conducted the North Florida TPO 2020 certification review on May 5. As part of that review, they would like to hear from the public. Please share your thoughts on the North Florida TPO's work by submitting comments any of the ways listed below. The deadline for comments is June 5.

FEDERAL CERTIFICATION 2020

HOW TO COMMENT

- ✉ mlarson@northfloridatpo.com
- 🐦 Tag us at @NorthFloridaTPO
- 📘 Find us at /NorthFloridaTPO and comment on our certification post
- 📞 (904) 306-7513
- 🌐 Give input directly to the federal team at <https://www.fhwa.dot.gov/fidiv/tma.cfm>

If you have questions, please contact any of the people below:

Marci Larson, Public Affairs Manager
North Florida TPO
(904) 306-7513 or (904) 307-2888
mlarson@northfloridatpo.com

Teresa Parker, Transportation Planning Specialist
Federal Highway Administration
(407) 867-6415
Teresa.parker@dot.gov

Luis Lopez, Senior Environmental Specialist
Federal Highway Administration
(407) 867-6420
Luis.D.Lopez@dot.gov

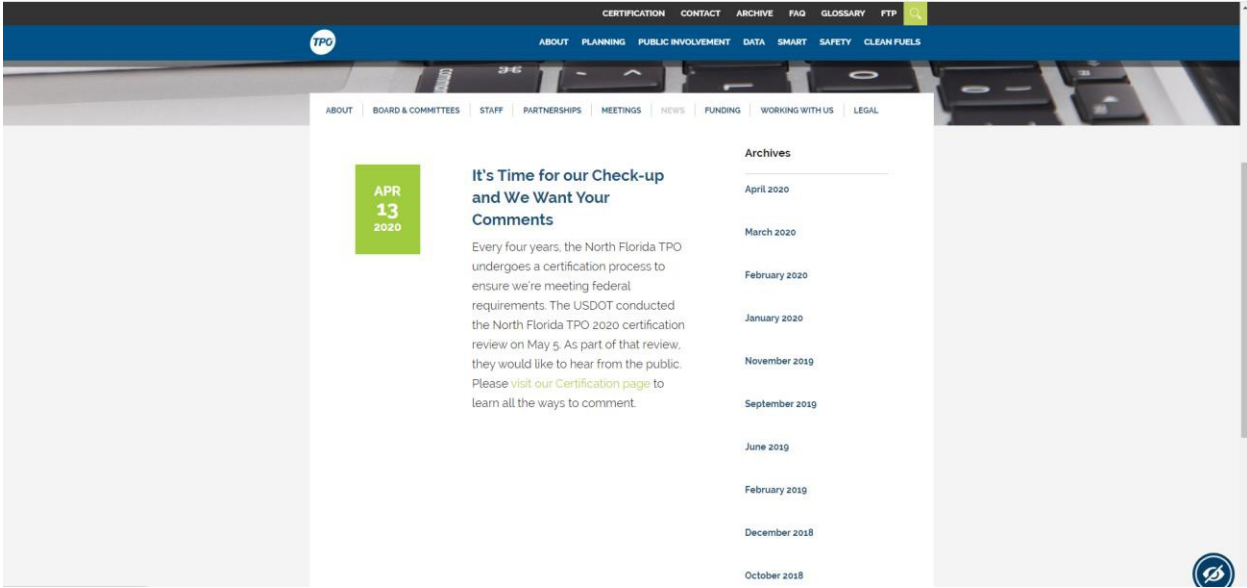
Carey Shepherd, Civil Rights Coordinator
Federal Highway Administration
(850) 553-2206
<http://carey.shepherd@dot.gov>

Brittany Lavender, Community Planner
Federal Transit Administration
(404) 865-5600
brittany.lavender@dot.gov


Documents

- 2020 Public Participation Plan
- Non-Discrimination Plan
- Limited English Proficiency Plan
- Continuity of Operations Plan (COOP)
- Congestion Management Process; Congestion and Mobility Dashboard
- Smart Region Master Plan; Smart North Florida website

Website News item published 4/13/20 received 36 page views



E-newsletter sent 5/7/20 to 2,846 people with 22.4% open rate.



North Florida TPO
Transportation Planning Organization
PLAN · FUND · MOBILIZE

We PLAN. FUND. MOBILIZE. So you can WORK. SHOP. PLAY.



The North Florida TPO offices are still closed, but our staff continue to work remotely. **Please visit our website for [staff email contacts](#) and virtual [meeting schedules](#).**

FEDERAL CERTIFICATION 2020



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E-newsletter sent 6/1/20 to 3,222 people with 27.7% open rate.



We PLAN. FUND. MOBILIZE. So you can WORK. SHOP. PLAY.

Please visit our website for June virtual meeting links.

- Technical Coordinating Committee: June 3 @ 10 a.m.
- Citizens Advisory Committee: June 3 @ 2 p.m.
- TPO Board: June 11 @ 10 a.m.

FEDERAL CERTIFICATION 2020



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Last Call for Comments

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of the ways listed above. The deadline for comments is Friday, June 5. Please see our [Certification page](#) for more contact information.



Time for TIP Comments is Running Out

The [TIP](#) is on the agenda for final approval at the June TCC, CAC and Board meetings. Please send any comments to [Wanda Forrest](#) this week.



980 North Jefferson St.
Jacksonville, FL 32209



(904) 306-7500



info@northfloridatpo.com

[Website](#) [About](#) [Planning & Studies](#) [PI Data](#) [Safety](#) [ITS](#) [Clean Fuels](#)

Twitter - tweeted 5/6, 5/27, 6/1, and 6/5 with a total of 505 impressions

TPG North Florida TPO @NorthFloridaTPO · Jun 5
DEADLINE: Today (Friday, June 5) is the last day to provide public comment for our federal recertification. Use any of these methods to provide us with feedback so we can continue to improve our service to North Florida.

FEDERAL CERTIFICATION 2020 

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Federal Certification 2020
northfloridatpo.com

TPG North Florida TPO @NorthFloridaTPO · Jun 1
The deadline for comment on our federal recertification is this Friday, June 5. Use any of these methods to provide us with feedback so we can continue to improve our service to North Florida.

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Federal Certification 2020
northfloridatpo.com

TPG North Florida TPO @NorthFloridaTPO · May 27
We need your feedback for our federal recertification process! The deadline for comment is June 5.

FEDERAL CERTIFICATION 2020 

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Federal Certification 2020
northfloridatpo.com

TPG North Florida TPO @NorthFloridaTPO · May 6
It's time for our check-up! @USDOT is conducting our quadrennial certification. Share your thoughts on our work and the transportation planning process. Learn more at the link and submit comments by June 5.

FEDERAL CERTIFICATION 2020 

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Federal Certification 2020
northfloridatpo.com

Facebook - posted 5/6, 5/21, 5/27, 6/1, and 6/5 with total reach of 505

TPG North Florida TPO
Published by Lauren Bankert Steif [?] · June 5 at 9:00 AM · 🌐

DEADLINE: Today (Friday, June 5) is the last day to provide public comment for our federal recertification. Use any of these methods to provide us with feedback so we can continue to improve our service to North Florida.
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TPG North Florida TPO
Published by Lauren Bankert Steif [?] · May 27 at 4:19 PM · 🌐

We need your feedback for our federal recertification process! The deadline for comment is June 5. <http://northfloridatpo.com/global/certification/>

FEDERAL CERTIFICATION 2020 

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TPG North Florida TPO
Published by Lauren Bankert Steif [?] · June 1 at 2:59 PM · 🌐

The deadline for comment on our federal recertification is this Friday, June 5. Use any of these methods to provide us with feedback so we can continue to improve our service to North Florida.
<http://northfloridatpo.com/global/certification/>

FEDERAL CERTIFICATION 2020 

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TPG North Florida TPO
Published by Lauren Bankert Steif [?] · May 21 · 🌐

We are in the midst of our federal re-certification process and we need your feedback! Please let us know how we are doing through any of these means. The deadline for comment is June 5.
<http://northfloridatpo.com/global/certification/>

FEDERAL CERTIFICATION 2020 

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TPG North Florida TPO
Published by Lauren Bankert Steif [?] · May 6 · 🌐

It's time for our check-up! The U.S. Department of Transportation is conducting our quadrennial certification. Share your thoughts on our work and the transportation planning process, and submit comments by June 5.
<https://bit.ly/2A5geDO>

FEDERAL CERTIFICATION 2020 

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The TPO offices remain closed due to COVID-19. All public meetings will be held online and open to the public. Meeting agendas and links will be posted at www.northfloridatpo.com.

www.northfloridatpo.com
(904) 306-7500
980 North Jefferson St., Jacksonville, FL 32209

UPCOMING MEETINGS

TPO BOARD MEETING
May 14, 2020 at 10 a.m.

COMMITTEE MEETINGS

May 6 at 10 a.m. - Technical Coordinating Committee

May 6 at 2 p.m. - Citizens Advisory Committee

May 7 at 9 a.m. - Duval County Transportation Disadvantaged Coordinating Board**

May 14 at 9:30 a.m. - Finance Committee

**Includes a public meeting to hear concerns regarding coordinated transportation

PUBLIC MEETINGS

May 5 at 1:15 - 2 p.m. - Federal Certification of the North Florida TPO

May 27 at 4 - 5 p.m. - Transportation Improvement Plan FY2021/22 - FY2024/25

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Marci Larson at (904) 306-7513 or e-mail at mlarson@northfloridatpo.com at least 72 hours prior to the meeting. The TPO meeting agenda is available on the website.



May 20, 2020

Contact: Marci Larson
904-306-7513; 904-307-2888
mlarson@northfloridatpo.com

Citizen Input Needed for Two Initiatives Federal Certification and Transportation Improvement Program (TIP)

The North Florida Transportation Planning Organization (North Florida TPO) is seeking public comments from citizens in its four-county area for two major initiatives.

Every four years, the North Florida TPO undergoes a certification process to ensure we're meeting federal requirements. The USDOT conducted the North Florida TPO 2020 certification review May 5. As part of that review, they would like to hear from the public. Please share your thoughts on the North Florida TPO's work by submitting comments by June 5. Please see the ways to submit on our [Certification page](#).

The second is the annual Transportation Improvement Program (TIP), a staged multi-year program of transportation project improvements to be implemented during the next five-year period in the North Florida TPO area. Those interested in offering comments may do so via our [TIP page](#) by June 10 or by [attending the virtual public meeting](#) Wednesday, May 27 from 4 to 5 p.m.

The TIP identifies all regionally significant transportation projects requiring Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) approval. The TIP also includes a listing of projects that are financed with non-federal dollars which assists local governments within the TPO area with their transportation planning efforts. Projects listed in the TIP include recommended improvements consistent with the approved Long Range Transportation Plan, and the adopted comprehensive plans of member local governments within the TPO area. The TIP is adopted following input from the TPO committees, presentations to every City and County Commission, and at a public meeting. You can search TIP projects in our [interactive tool](#).

The North Florida TPO is the independent regional transportation planning agency for Clay, Duval, Nassau, and St. Johns counties. The agency leads our region's efforts in planning, funding and mobilizing resources to develop and maintain our transportation system. Plans and programs include the regional Long Range Transportation Plan; five-year Transportation Improvement Program; annual traffic count and mobility reports; coalitions for Smart North Florida and Clean Fuels; freight mobility; Cool to Pool rideshare commuter services; and public private partnerships. The TPO is governed by a 15-member board of elected officials and transportation agency representatives. Learn more at www.northfloridatpo.com.



North Florida Transportation Planning Organization seeks feedback from St. Johns County residents, others By the Record Posted Jun 4, 2020 at 2:00 PM

The North Florida Transportation Planning Organization is seeking public comments on two items. The North Florida TPO undergoes a certification process every four years to make sure the organization is meeting federal requirements. The U.S. Department of Transportation conducted the last review on May 5, and the organization would like to hear from the public as part of the process. People can submit comments by Friday. For information go to <http://northfloridatpo.com/global/certification/>

It takes 2 minutes- The organization is also inviting public feedback on its annual Transportation Improvement Program. The effort is a "multi-year program of transportation project improvements to be implemented during the next five-year period in the North Florida TPO area." People can comment by June 10 by contacting Wanda Forrest, transportation planning manager for the North Florida TPO, at wforrest@northfloridatpo.com or 306-7514. For information go to the TIP page at <http://northfloridatpo.com/planning-studies/tip/>.

Appendix E. Summary of Public Feedback

FHWA and FTA would like to thank everyone who participated in and contributed comments for the North Florida TPO TMA Certification Review. Public comments are a vital element of the certification review, as they allow citizens to provide direct input on the transportation planning process for their transportation planning area. The comments received through the FHWA website, TPO email and the Certification Site Visit (Call-in) are included. There were no comments received through Facebook or Twitter. There were a few comments and concerns related to community challenges, infrastructure, and funding for a project. The other comments were complimentary, some were transit-related, with the most common themes relaying a message of good collaboration and communication in the MPO's public involvement and outreach. Other comments included support for the MPO's activities with regard to advanced technology, trails, effective leadership, non-traditional partnerships, bicycle and pedestrian, regional planning, partnerships, customer service, regional coordination, local transportation, cooperation and coordination. We have reviewed all comments and have taken them into consideration throughout the writing of this report. Below begins the public comments received.

Public Comments Received through Certification Site Visit Agenda Item: Board Members/Regional Partners/Community Leaders Remarks (Call-in) MPO

Daniel Davis of Jacksonville Chamber of Commerce – honor to speak to team, hope all are safe. Important to get economy moving forward again. Works with TPO to understand clean fuels and how technology drives the economy. Partnership has been very successful and hopes that it will continue to grow, particularly with autonomous vehicles in NE Florida and innovation corridor to test new ideas. We hope they'll stay and prosper. We are looking forward to getting past the current situation to move forward with great partnership with the TPO.

Nancy Sikes-Kline Commissioner from City of St. Augustine – member for 12 years. Very happy to share what I know and answer any questions from the Team. I've been through this at least once that I recall. I've been on the board since 2008 and it has been a tremendous experience but with new members coming on the TPO provides really good assistance to learn the many nuances of the process and what works with the programs. Staff has always been competent, professional, helpful and fair to all governments in the region. St. Aug is a small community, historic city, and has special needs. Very important to have representation at the regional resources. Resources of the TPO were very valuable to us. Having that expertise and resources available to us has been so important. We have a great program now with Smart? which is very forward thinking. Things are innovative, beneficial and it keeps getting better for us.

Nat Ford CEO of JTA – thank you so much for allowing us to share our experience with the TPO. JTA is a major provider in the area and has also expanded services to more regional areas. I have worked with San Francisco and Atlanta and I believe this TPO is best in class. Strong TPO partnership allows JTA to effectively achieve its goals to provide multimodal sustainable services to the community we serve and also to facilitate expansion of our services outside of the area. We could not do that without the TPO. To name a few instrumental project – funding our first P3 in 2013 (diesel to compressed natural gas bus fleet); also, multiple successful applications related to St. Johns River Ferry which JTA has managed since 2016 (grants obtained each year to keep it going).

Another thing I wanted to share was helping us develop the smart corridor for Jacksonville. The TPO is a facilitator. In Atlanta, we would have been more successful if we had a similar relationship as we have with the TPO here. They are the facilitator that allow an urban operator to share its skills and capabilities to do large projects and planning. Allows us to expand that to partner counties in a positive way instead of being a thousand-pound gorilla. The TPO helps us facilitate those conversations on how we can best help in all counties. A good example from 2019 was assisting Clay County with their planning work – Clay County Community Transit flex routes and TD routes grew out of this assistance. Also began express select services to Nassau County and interlocal agreements with Baker and St. Johns county for service to downtown Jacksonville. In my experience in other parts of the country, such partnership are very difficult to do. Just opened a \$60m facility that would not be possible without this TPO's goal of creating a regional transportation center. Now we have express bus service that connects to this facility which houses other multimodal options. Hats off to the TPO – we value our relationship with the TPO and appreciate their smart. But the signature project related to innovation and technology they were an active participant in our access to future viability for the skyway people mover. We had to look at demolishing or refurbishing and expanding. The TPO helped us reach a community census and leverage new technology and expand it into other downtown communities. UTC is the result which was given a lot of interest by USDOT. FDOT was supportive and helped lobby support for the funding. This is the Bay Street Innovation Corridor, the first of its kind and the backbone of the future technology the TPO is advocating for. We have received national attention for our innovation and it would not be possible without the support, facilitation and coordination of the TPO. I'm proud to share these accolades with the TPO. I urge you to give them a favorable report for their certification.

Jackie Smith friend of the agency for many years. She is now working for Director of Special Ops for Congressman John Rutherford. She has been engaged at every level and is a Jax resident as well. I just wanted to say that from a congressional point of view, I represented this area for 20 years and I've seen things come and go. I want to say that our whole economic development is based on transportation. Getting around the largest land mass in the country is critical. The TPO is critical to determining what goes into our transportation system. The board is very representative of our whole region, even those counties that are too small to otherwise have a vote. We enjoy the partnerships that the TPO is able to bring – everyone that is vital to transportation whether it is seaport, land or airports. They are always together and I know that if I got

to a meeting, the principals will be there and able to discuss it. Everyone is at the table. The ability to voice concerns and priority in legislation is very important. Sometimes a county or city will bring up something they want. This is what the TPO is with our transportation. Sometimes your project won't reach the top but you always know you have been heard and that you might be able to advance the case better the next year. So that we know when we have an idea, it has been vetted and we don't waste tax payer funds. The TPO provides us with good, workable programs. I'm so blessed to be a part of it and that we are doing a terrific job in our area. I support the TPO fully even if my computer won't support (laugh).

Melissa Ross – hosts an hour long program First Coast Connect for the community. She is a good friend to the TPO and has a major platform in the community. Huge benefit to us in reaching the community. I'm delighted to share this. TPO is a fantastic partner of WJTC and First Coast Connect. I can't tell you how often I hear about those that hear about the TPO in segments and then are prompted to look them up. Jeff talks to us often about all of the LRT projects they are overseeing. The public wants to hear about smart transportation options; they want to hear how the TPO looks regionally at the grid; they want to hear about EV and a host of other things that they care about. This is something that affects everyone and these topics get a lot of engagement. Largest land mass area in the country meaning that folks are often tied to their cars. I'm always open to suggestions to anyone on the call to improve coverage of the sector because it is so important.

John Schultz – major mechanical engineer and investor. Moved here 4 years ago and getting to know the community. Came from Charleston, SC but in love with this city because of the collaboration here in NE Florida. I support and am interested in Tech and was told to get to know the TPO. I said why would I do that? I've met with 60 tech reps in the area and I was convinced that smart cities was the way to go. While I'm not a founding member, I am a card-carrying member of the Jeff Sheffield fan club. The work being done from the heart to better the community and pull in the tech community – we truly want to understand how to be a smart city. Transportation is a thread in all of the problems and issues we are tackling (mentioned food banks, United Way).

Jeff Winkler of the United Way – same with what John said. Why would I need to be involved with the TPO? But for the Team, to address community challenges the strongest and longest lasting relationships are symbiotic. Once we partnered with the TPO, doors started opening for us and I hope the same for the TPO. What started with Smart Cities, we are e3ploring the smart technology and enhance our 211 operations and looking how are 211 data can contribute to local solutions and strategies. Moving to the TMC will open so many more opportunities for food and security and access to food. TPO is the hub for bringing to gather those so we aren't working on this in silos. So grateful to be a trusted ally in the work. TPO is demonstrating that nontraditional relationships are worth exploring. Community wide issues require thinking beyond the box and Jeff has done that.

Austin Chapman – chairman of the CAC and is rep of the younger demographic. We are transitioning from some of the folks that have been there since the CAC was created. We are lucky to have legacy folks but I wanted to share a bit about the collaboration of the meetings – JTA, FDOT staff always present and there is always time to ask questions during the meeting but also later to ask other relevant parties before the vote during the next meeting. Our feedback from the CAC ends up better projects overall. Younger participants have a lot more questions about why and how we do things – they question past practices. They are also very interested in technology and how it can assist in Transportation Planning. I am a transportation engineer and started with FDOT and then into private consulting. I was appointed by my county to serve on the CAC and ultimately voted to the Chairmen.

Public Comments Received within the 30-comment period by Email Directly to North Florida TPO (forwarded by the Public Involvement Coordinator) and comments received through the FHWA website.

Karen Everett - Director, Ponte Vedra Beach Division, St. Johns County Chamber of Commerce. On behalf of the St. Johns County Chamber of Commerce, I want to express our appreciation to the North Florida Transportation Planning Organization (NFTPO) for its leadership in our area on transportation projects. I understand your organization is being reviewed for Certification 2020. The North Florida TPO has consistently been helpful in our community and is definitely meeting federal requirements by responding to requests for information, being involved in our community by attending Chamber events, speaking at a recent Chamber Economic Development Breakfast to 150 business leaders, speaking at our community's Rotary Clubs and engaging our members and our community through effective surveys. Their leadership on regional transportation issues have led our county to realize significant transportation improvements leading to vital economic development advances. We appreciate and need the efforts of the North Florida TPO organization and look forward to more collaborations.

V. Christiansen- Florida Coordinator East Coast Greenway Alliance. Please accept my comment for this process: The TPO has been a key partner in northeast Florida for the East Coast Greenway Alliance. Just from the short time we've been working together, I've been very impressed with the work of the TPO and how they are prioritizing a comprehensive transportation system for all. Without the TPO's collaboration with the East Coast Greenway to help grow the trail, the northeast Florida regional trails would not be connected to a 3,000mile national walking and cycling linear park path. Therefore, I'd like to express my gratitude to the TPO and its staff for all their hard work and the progress they have achieved.

Bernie O'Connor - Hello Marci and Certification Team: I would like to wholeheartedly support the re-certification of North FL TPO. I have been a member of the CAC for many years dating back to the days when the process was known as JUATS under the City of Jacksonville Planning Department. I believe it was a significant step forward

when the NFTPO was established as an independent regional agency. My experience confirms that the NFTPO does everything it can in positive way to meet the needs, objectives and regulations of the region, state, and Federal Government. They accomplish this by reaching out to and listening to all people in the communities of the region. I compliment them highly on their inclusive get it done attitude.

Our current COVID crisis has shown a need for planning new and adaptive ways to provide mobility to all. The NFTPO has reacted very well to adapt its outreach and meetings and daily operations to this crisis. But we need to include more and better thinking about how to plan for potential emergencies in the future. I've seen great improvements in weather and incident responsiveness during my time at NFTPO. Our Transportation Center is a great example of the cooperative actions we can achieve. So, I'm confident we will learn from this pandemic and do a better job of planning for other future social emergencies.

There are currently two areas where the NFTPO region needs action from both state and federal legislators. 1) Transportation funding must undergo basic structural change because gas tax funding does not work adequately now and certainly will not work at all in the fossil fuel free future. 2) Multi-year infrastructure authorization legislation, as promised by the Trump administration, is needed now.

Fred Jones - Vice-Mayor, Neptune Beach. To support the TPOs quadrennial review, I would like to share our community's positive relationship with the agency. They have been a true partner in delivering projects and studies to the Jacksonville Beaches area for years. Most recently the TPO has assisted our community in Neptune Beach with a paid parking analysis through its UPWP process. This study has provided the City with a clear policy direction, increasing turnover for businesses while providing a critical source of local revenue for downtown infrastructure.

Tom Larson-I write to provide public comment on the character and effectiveness I've experienced as a citizen and advocate seeking to help improve North Florida's transportation infrastructure performance and preparation for the future. Frankly, I'm pretty impressed, considering the generally conservative demeanor of the community. Under the leadership of Mr. Sheffield and with the consistently responsive staff and support services, the TPO has provided leadership and developed support for innovation and good consideration of wise investments in transportation in a mix of government agencies and private interests.

In addition to general responsibilities as a MPO respecting planning and administration of budgeting, the TPO has led toward a Clean Fuels future, hosting the Clean Cities Coalition affiliate in our area and supporting its activities. From a personal interest and collaborating with fellow volunteers with the Sierra Club local group, my engagement has moved from general citizen inquiry & monitoring of meetings and information, to gaining appointment to the local Coalition board, helping it become designated as an official DOE CCC, to chairing the board most recently. We continue to enjoy the TPO's support by funding staff and investments, as well as community outreach under a plan

we set annually. Two careers ago, I was appointed by my employer to engage with the TPO and its community participation opportunities while employed as an executive by Landstar System (a major national transportation service provider). We sought opportunity to learn and participate in policy development. The TPO provided (and still does) several venues for such community participation.

The TPO has led inquiries and developments of smart transportation technologies that are supported by a bevy of local agencies and attracting national participation among commercial interests. Smart North Florida and automated vehicles development and testing of next generation transportation services will serve not only local transportation in time to come, but will also serve needs for better, smarter, more efficient transportation across the nation.

By its support and engagement with several public information channels, such as the local public broadcasting service, WJCT, the TPO fosters awareness, engagement and impact of its investments in leadership for transportation in the region. The TPO reaches out to the community at several levels—among local gov't leadership, state officials involved with transportation, to the public on the airwaves, and at public gatherings—to provide thought leadership and offer continuing exchange of information and opinion. I'm glad we've got such an engaged and seems to me very effective MPO in the NFTPO. Thank you for considering this public comment.

Ivan A. Rodriguez- I'm writing to express my strong support for North Florida's Transportation Planning Organization (NFTPO) and encourage your favorable certification review. The NFTPO functions in an open and reliable manner in Northeast Florida, and their evaluation and process are centered in open communications and dialogue. I've dealt with organization and its leadership many times, and not once was my voice not listener and taking into account, and I can share that I haven't heard others ever criticize the NFTPO work. The NFTPO works with its local and regional partners, encourages innovation and communication, and has been vital to put Northeast Florida in a position to be in the forefront of mobility, technology and innovation. I encourage your favorable determination to issue NFTPO the corresponding certifications so they can continue to advance mobility and infrastructure planning in Northeast Florida. Thank you.

Laurie A. Santana - Chief of Transportation Planning Division, Planning and Development Department- Dear Ms. Parker: I am writing in response to the 2020 Federal Certification process to provide input on our experience with the North Florida TPO. I am the Chief of Transportation Planning for the City of Jacksonville, Florida. We work intimately with this TPO several times a month. They help us find funding for transportation studies, roadway construction projects, context sensitive streets projects, trails enhancements and bicycle and pedestrian improvements. They provide the City with the use of their very detailed travel demand model for our long range transportation planning needs. They advise our Duval County TPO Board members and have attended all noticed meetings, upon the board's request, to provide valuable input to their transportation concerns. The TPO organizes many events each year. One of the

most impressive, and my personal favorite, is the Safe Streets Summit that gathers our regional partners together to discuss ways to improve safety to all modes of transportation in our region. I find our TPO to be organized, professional and extremely accessible. All of the members of this TPO are very experienced, responsive, and helpful. They meet and exceed all of the needs of the City of Jacksonville. Thank you for the opportunity to provide you with this information.

Andy Johnson- Former Member, Fla House. Dear FDOT: I object to the recertification of the Jacksonville T.P.O. The T.P.O. made no effort to study or evaluate or to probe the logic or efficiency or cost-benefit of the biggest highway demolition project in Florida, the unjustified, extravagant, wasteful, corrupt demolition of a portion of our Hart Bridge Expressway. The T.P.O., if we must have such an organization, should serve to protect us when a city mayor decides to burn up \$100 million with a result of degrading traffic flow. This project will not only waste money but cause a crippling of traffic flow from our Hart Bridge to downtown. The Hart Xway was a gift from the people of Jacksonville to the FDOT in 1967 on the condition that the FDOT would always maintain this Xway. An analogy: What if we rerouted JTB through the Town Center as a way to increase business for the Town Center? The TPO should have killed this project on the grounds that there is no appropriate study. The TPO has made no effort to demand that city money designated or bikes and pedestrians is so spent. The TPO serves to rubberstamp and to justify whatever our mayor wants, without regard for logic, or efficiency, or the law. The TPO is uninterested in projects which could help our disabled community. Nineteen years ago, the Jax disabled folks were dupled with a specific promise of a skyway from our downtown library to the parking lot across the street. There has been no help from the lazy anemic TPO on this or on any aspect of making disabled parking available. The TPO teams up with our mayor to defeat any improvements for the disabled.

Jax was tricked into support for a huge bond issue 19 years ago which included line items for overpasses which would have fit nicely with the TPO mission. Much of this money was illegally redirected from highway overpasses to our ostentatious new Courthouse. The entire city waited anxiously for some agency to save us. But our lazy and anemic TPO staff did not raise a finger in help. Our bus system is now worse than 10 or 20 or 30 or 40 or 50 or 60 years ago. If we must have the TPO, then the TPO should be a force for better bus service. I live near 3 big intersections, yet not one of these three intersection features a bus stop. When a member of the Fla House transportation committee in 1981, I then proposed a system of 2 or more hydrofoils for our river transportation, but now we are in worse shape then. It would seem a visionary planning group would want to push this. The single transportation project which did the most good for the least money was the resurfacing of the Mathews Bridge, a project actively opposed by the TPO. The FDOT should seek to use old bridges for pedestrian activity when possible. But nope. Our TPO objected to using the remaining half of the old Fuller Warren for a pedestrian promenade. I have more complaints, but #1, without more, should be enough to derail this agency who has done nothing to justify its staff.

Appendix F. Status of Previous Certification Findings

The following is a summary of the previous corrective actions and recommendations made by the Federal Review Team to the North Florida TPO (MPO). The MPO's last certification review report was published on September 23, 2016.

A. Corrective Actions

1. The Federal Review Team did not issue any corrective action items during the 2016 Certification

Update: Not Applicable

B. Recommendations

1. **Outreach and Public Participation:** North Florida TPO continues to expand the use of data in informing its transportation decision in all programs and activities. However, despite the measures of effectiveness described in the PPP, NFTPPO continues to rely on intuition or past experience when choosing or modifying public involvement activities. The Review Team encourages the TPO to review and enhance its public involvement measures to ensure their usefulness. The periodic review of performance measurement is necessary; therefore, the TPO should explore options, modify or even discard particular measures based on the usefulness, clarity, data or available resources. It is important to note that the measures serve to document the effectiveness of the TPO's process, as well as serve as a reliable and transparent report-card for the PPP.

Update: Commensurate with its emphasis on performance-based planning, the MPO revisited both its solicitation and evaluation of public involvement, ultimately finding that e-outreach efforts are substantially more successful than traditional techniques. Consequently, while the MPO employed well-promoted regional meetings, it also introduced electronic surveys, e-town hall meetings and other similar strategies in each county, setting performance goals and tracking the results. The MPO concluded that, though each of the new strategies required considerable staff time and resources, the return on investment significantly exceeded its expectations.

2. **Outreach and Public Participation:** The TPO website went live on or about May 6, 2016, only days before the Federal Certification. As such, there were a few noted instances of missing information and broken links, though some were not TPO sponsored (see the Jacksonville Bike Ped Master Plan Study, Steering Committee links). The Review Team understands that it may take time to perfect the product, and only recommends that the TPO carefully check each page to ensure accuracy, functionality and completeness.

Update: After the last certification, the MPO immediately addressed all the glitches associated with the updated website. Since then, it periodically but carefully checks the website to verify accuracy, functionality and completeness. Incidentally, the MPO is currently updating the website again for ADA compliance and enhanced functionality, however, the new site will not go live until September 2020.

- Title VI and Related Requirements:** The TPO is interested in attracting a younger demographic to transportation planning committees, both to better represent the area population but also to ensure that the unique opinions of younger and future users are not lost among those of older participants. One possibility the TPO might consider is adding a CAC and/or BPAC seat specifically for a student representative of the area's many colleges or universities. Though students come and go, they are a consistent presence and heavy users of the region's transportation systems. They are also frequently involved in crash incidents, and have differing opinions on the value of transit and multimodal options. The unreliability of college student participation can be addressed by requiring a member of the school's student council rather than from the general student body, or arrange an unpaid internship or externship credit for the student chosen to participate. In any event, the TPO should maintain the right to replace any student participant for lack of attendance.

Update: The MPO has successfully employed a number of strategies to recruit younger CAC members as vacancies become available, including targeted outreach to partner organizations such as Young Leaders, Leadership Jacksonville, 40 Under 40 Initiative, and Chambers of Commerce in Jacksonville as well as Clay, Nassau, and St. Johns counties. Perhaps more exciting however, is the Smart North Florida movement in which the MPO participates via the Meetup platform. The group now has 276 members and includes college students, young professionals and entrepreneurs, with attendance at each meeting in excess of 100 members. Finally, the MPO partners with the UNF Center for Entrepreneurship, the Florida Business Incubation Association and other organizations that serve students and young professionals in the technology and transportation sectors.

- Title VI and Related Requirements:** North Florida TPO has traditionally used Jacksonville Transit Authority (JTA) to procure its professional services consultants. The TPO is considering discontinuing this practice. The Federal Review Team urges the TPO to reconsider. JTA is a seasoned federal-aid recipient that has experience in procuring a wide range of services on various federal funds. FHWA funds can only participate in the FDOT-approved DBE program, and that local contracting preferences are currently not permitted in Florida. Further, JTA commits substantial resources to locating and supporting DBEs and other small businesses, benefiting the TPO and other regional partners.

Update: The MPO elected to continue using JTA procurement for its professional services.

- Title VI and Related Requirements:** The Review Team acknowledges the TPO's good work in using data as part of its civil rights responsibilities and for assisting FHWA with national efforts to compile resources for Environmental Justice analysis. The Review Team recommends that the TPO strive for consistency in documenting protected class data collection and analysis in all plans, studies and services. For example, while North Florida TPO uses protected class demographic data in developing its LRTP, it is largely related to targeting public involvement and collecting the various needs of the communities it serves. These are important considerations, but the TPO must also be able to use data to determine equity in the distribution of benefits and burdens, and to identify when adverse impacts may require avoidance, minimization or mitigation. The Review Team appreciates that the availability of data is quickly outpacing the ability to synthesize it. There are new tools for data analysis available through US DOT and US EPA for this activity.

Update: The MPO uses and continues to further develop a demographic tool based upon multiple sources of data in the North Florida Data Exchange, a regional data repository open to the TPO, its partners and general public. Unlike internal tools based wholly upon US Census materials, the Data Exchange has approximately 85 datasets across all sectors. As it continues to grow, so does the MPO's analytic ability, not just to address potential benefits and burdens of planning products on protected classes, but to actually leverage data and partnerships that build ladders of opportunity for the traditional underserved.

- Title VI and Related Requirements:** North Florida TPO has taken a lead role in encouraging the use of alternative fuels, one of the efforts which led to being the only Florida region with a Clean Cities designation from USDOE. One of the TPO's many initiatives included funding installation of twenty-five charging stations for electronic vehicles (EV). Some of these 'charge well' stations are located on local government owned or controlled properties, while others are available for public use at commercial properties. As the TPO is relatively new to providing transportation facilities within the meaning of the Americans with Disabilities Act (ADA) standards, the Review Team recommends that it inspect each station to ensure accessibility and effect remediation for those, if any that do not meet the 2010 Standards for State and Local Government Facilities Title II or 2010 Standards for Public Accommodations and Commercial Facilities Title III. Sections 308 and 309 may be particularly helpful in assessing reach ranges and operable parts.

Update: The MPO worked with Jacksonville Electric Authority (JEA) to ensure that installed EV charging stations met available accessibility guidelines for reach ranges, operable parts, and unobstructed pedestrian access routes. All EV charging stations are now accessible with the exception of the parking spaces

associated with facilities installed prior to 2016. The MPO and JEA found retrofitting of these spaces to be technically infeasible and not readily achievable, exceptions allowed by Title III of the ADA.

- 7. Title VI and Related Requirements:** The Federal Review Team encourages North Florida TPO to continue initiatives designed to identify, assess and prioritize projects that provide accessibility along pedestrian rights of way. More specific guidance on ADA/504 requirements for planning agencies from FHWA should be available soon. In the meantime, the Review Team further suggests that the TPO coordinate with its local governments in demonstrating compliance with ADA/504, which includes not only sharing data and other pedestrian facility information, but also identifying partners in need of training or assistance, and reporting to FDOT or FHWA innovative programs or cost-effective tools that might assist public agencies with meeting accessibility requirements.

Update: The MPO emphasizes safety and accessibility of pedestrian routes, annually allocating \$450,000 in Transportation Alternative Program (TAP) funding for school safety sidewalks, as well as eligible CMAQ funds to address sidewalk concerns within the region. In addition, the MPO currently has a sidewalk project study in St. Johns County, a City of Jacksonville walkability study, and a Bike/Ped study for Orange Park.

Appendix G. Acronym List

ADA – Americans with Disabilities Act	NHS – National Highway System
AQ – Air Quality	NTI – National Transit Institute
CAAA – Clean Air Act Amendments of 1990	PEA – Planning Emphasis Area
CFP – Cost Feasible Plan (of the LRTP)	PL – Metropolitan Planning Funds
CFR – Code of Federal Regulations	PPP – Public Participation Plan
CMAQ – Congestion Mitigation and Air Quality	RA – Regional Administrator
CMP – Congestion Management Process	RTIP – Regional Transportation Implementation Plan
DA – Division Administrator	RTP – Regional Transportation Plan
DBE – Disadvantaged Business Enterprises	SAFETEA-LU – Safe, Accountable, Efficient Transportation Equity Act: A Legacy for Users
DHHS – Department of Health and Human Services	RPC – Regional Planning Commission
EJ – Environmental Justice	SFY – State Fiscal Year
ETDM – Efficient Transportation Decision Making	SHA – State Highway Administration
EPA – Environmental Protection Agency	SHSP – Strategic Highway Safety Plan
FAST Act – Fixing America’s Surface Transportation Act	SIP – State Implementation Plan
FDOT – Florida Department of Transportation	SOP – Standard Operating Procedures
FHWA – Federal Highway Administration	SOV – Single Occupancy Vehicle
FTA – Federal Transit Administration	SPR – State Planning and Research
FY – Federal Fiscal Year	STIP – Statewide Transportation Improvement Program
GIS – Geographic Information Systems	STP – Surface Transportation Program
HSIP – Highway Safety Improvement Program	TAM – Transit Asset Management
HPMS Reviews – Highway Performance Monitoring System	TAMP – Transportation Asset Management Plan
ISTEA – Intermodal Surface Transportation Efficiency Act	TAZ – Transportation Analysis Zone
ITS – Intelligent Transportation Systems	TCM – Transportation Control Measure
LEP – Limited English Proficiency	TDM – Transportation Demand Management
LRTP – Long Range Transportation Plan	TEA-21 – Transportation Equity Act for the 21 st Century
M&O – Management and Operations	TIP – Transportation Improvement Program
MAP-21 – Moving Ahead for Progress in the 21 st Century	Title VI – Title VI of the 1964 Civil Rights Act
MOA – Memorandum of Agreement	TMA – Transportation Management Area
MOU – Memorandum of Understanding	TMIP – Travel Model Improvement Program
MPA – Metropolitan Planning Area Boundary	TPA – Transportation Planning Agency
MPO – Metropolitan Planning Organization	TPCB – Transportation Planning Capacity Building Program
MPOAC – Metropolitan Planning Organization Advisory Council	TPM – Transportation Performance Management
NAAQS-National Ambient Air Quality Standards	TPO – Transportation Planning Organization
NEPA – National Environmental Policy Act	UAB – Urban Area Boundary
NHI – National Highway Institute	UPWP – Unified Planning Work Plan
	U.S.C. – United States Code
	UZA – Urbanized Areas
	VMT – Vehicle Miles Traveled