



Transportation Improvement Program

Fiscal Years 2012-13 to 2016-17

May 2012

Draft

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



Transportation Improvement Program

Fiscal Years 2012-13 to 2016-17

ENDORSEMENT

This Transportation Improvement Program has been developed consistent with federal and state requirements and approved on June 4, 2012 by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
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Mike Byerly, Chair

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Executive Summary

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Executive Summary

A. Purpose

The purpose of the Transportation Improvement Program is to identify all transportation projects (including pedestrian and bicycle transportation facilities and enhancement projects) within the Gainesville Metropolitan Area to be funded by Alachua County, the City of Gainesville, the Florida Department of Transportation, the University of Florida, the Federal Highway Administration (Title 23 United States Code) and the Federal Transit Administration (Federal Transit Act). The Transportation Improvement Program identifies all regionally significant transportation projects for which Federal Highway Administration or Federal Transit Administration approval is required whether or not the projects are to be funded with Title 23 United States Code or Federal Transit Act funds (e.g., addition of an interchange to the Interstate System).

B. Financial Plan

The Transportation Improvement Program is financially constrained for each year and the federally-funded projects identified in the Transportation Improvement Program can be implemented using current and proposed revenue sources based on the Florida Department of Transportation Tentative Five-Year Work Program and locally dedicated transportation revenues. Tables 5 through 15 identify programmed transportation project funding and funding sources. As part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users legislation, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received additional funding for Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users High Priority Projects. These projects are not in this edition of the Transportation Improvement Program since they were programmed for implementation in the Fiscal Year 2009-10 through 2013-14 Transportation Improvement Program. Below is a summary of transportation funding by Federal, State and local sources.

| Source | Yearly Funding (in thousands) | | | | | Total |
|---------|-------------------------------|----------|----------|----------|----------|-----------|
| | 2012-13 | 2013-14 | 2014-15 | 2015-16 | 2016-17 | |
| Federal | \$13,464 | \$13,563 | \$42,165 | \$42,080 | \$17,440 | \$128,712 |
| State | \$17.15 | \$22,131 | \$7,257 | \$5,413 | \$3,687 | \$55,636 |
| Local | \$32,028 | \$17,052 | \$8,377 | \$13,038 | \$6,571 | \$79,066 |
| Total | \$62,640 | \$52,746 | \$57,799 | \$62,531 | \$27,698 | \$263,414 |

In accordance with Title 23 United States Code of Federal Regulations Section 450.324 (h), the financial plan for transportation operations and maintenance within this Transportation Improvement Program contains system level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-Aid highways (as defined by Title 23 United States Code of Federal Regulations Section 101(a)(5)) and public transportation (as defined by Title 49 United States Code of Federal Regulations Chapter 53). Examples include, but are not limited to, resurfacing projects and other road maintenance, traffic signal maintenance and streetlighting projects identified within this Transportation Improvement Program.

C. Consistency with Other Plans

The projects contained in the Transportation Improvement Program are consistent with the Metropolitan Transportation Planning Organization Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, and congestion management system. In addition, the projects contained in the Transportation Improvement Program are consistent, to the maximum extent feasible, with aviation master plans, transit development plans, transportation disadvantaged service plans, adopted university campus master plans, adopted local government comprehensive plans of the City of Gainesville and Alachua County and the Florida Strategic Highway Safety Plan.

D. Project Selection and Priority Statement

Project selection has been carried out in accordance with federal requirement Title 23 United States Code of Federal Regulations Section 450.332(a). The criteria and process for prioritizing implementation of this transportation plan has been in accordance with federal requirements and any changes in priorities from the previous Transportation Improvement Program have been approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. All projects selected are consistent with federal requirements and the Florida Department of Transportation Tentative Five-Year Work Program. All projects are financially feasible for the appropriate funding category and they represent the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's project priorities.

Project prioritization has been done by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area through its advisory committees and citizen involvement. The specific criteria for prioritization have historically been based on the Gainesville Metropolitan Area Year 2035 Transportation Plan, also known as, the Livable Community Reinvestment Plan. This Plan includes a prioritized list of cost feasible projects.

The Livable Community Reinvestment Plan is the primary source for prioritization of Surface Transportation Program-funded projects. Alachua County and City of Gainesville Public Works Department staffs are the primary source for prioritization of Traffic Operations-funded projects. The Alachua County Traffic Safety Team is the primary source for prioritization of Safety-funded projects. The Bicycle/Pedestrian Advisory Board, using the Alachua Countywide Bicycle Master Plan, is the primary source for prioritization of Enhancement-funded projects. The Alachua County Transportation Disadvantaged Coordinating Board is the primary source for prioritization of Transportation Disadvantaged-funded projects. The Gainesville/Alachua County Regional Airport staff, using the Airport Master Plan, is the primary source for prioritization of Airport-funded projects. Regional Transit System staff, using its Transit Development Plan, is the primary source for prioritization of Transit-funded projects. The Florida Department of Transportation Work Program is the primary source for identifying funding for Interstate, railroad and resurfacing projects on the State Highway System. See Appendix G for additional information.

E. Changes to Priorities

There have been no significant changes to project priorities in the Transportation Improvement Program. However, some new projects have moved into the five-year project period, such as the Archer Braid Trail, NW 34th Street left turnlanes at the Young Men's Christian Association, SE 16th Avenue transportation system management and the University of Florida Campus Greenway. In addition, this Transportation Improvement Program addresses the Year 2035 Livable Community Reinvestment Plan. The Year 2035 Long Range Transportation, the *Livable Community Reinvestment Plan*, plan update features several multimodal projects including the Archer Braid Trail projects, bus rapid transit projects, roadway connectivity projects and transit maintenance facility expansion.

F. Status of Major Projects

Exhibit I compares the status of major project development and environmental studies, road construction, resurfacing, safety, transit and transportation enhancement projects in the Gainesville Metropolitan Area Transportation Improvement Program for the last year and the Transportation Improvement Program for this year. This exhibit includes those major projects from the Transportation Improvement Program for the last year that were implemented and identifies any significant delays in their planned implementation.

G. Management Systems

Work continues to implement management systems required for the Gainesville Metropolitan Area by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. As management system data become available, they will be used and incorporated in the development of the Transportation Improvement Program. This will occur primarily through the annual development of transportation priorities that are developed over the spring and forwarded to the Florida Department of Transportation in July of each year. The Congestion Management System for the Gainesville Metropolitan Area has been fully operational since October 1, 1997.

H. Safety and Security in the Transportation Planning Process

The Florida Department of Transportation supports a network of Community Traffic Safety Teams. These Teams are comprised of state and local technical expertise for transportation system management and planning, public safety, including police and fire personnel, and education. In addition to representatives of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Alachua County Traffic Safety Team is comprised of representatives from:

| State of Florida | Alachua County | City of Gainesville |
|---|------------------------------------|-------------------------------|
| Florida Department of Transportation | Alachua County Fire Rescue | Gainesville Fire Rescue |
| Florida Highway Patrol | Alachua County School Board | Gainesville Police Department |
| University of Florida Technology Transfer Center | Alachua County Sheriff's Office | Public Works Department |
| University of Florida Facilities Planning & Construction | Public Works Department | - |

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area receives Alachua County Traffic Safety Team recommendations for safety-funded projects in the Transportation Improvement Program. Appendix D identifies those projects for Fiscal Years 2012-13 through 2016-17 that received safety funds.

Currently, the focus of transportation system security is on airport facilities. Appendix E identifies those projects for Fiscal Years 2012-13 through 2016-17 that received funding to address security-related issues.

I. Certification

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the Gainesville Urbanized Area's current certification was completed on April 15, 2011. At this time, the anticipated date for the next certification review is March 2012.

Exhibit 1 **Status of Major Projects**

| Project Description | Location | Last Year TIP | This Year TIP | Comment |
|--|--|-------------------------------|------------------------------|---|
| Enhancement / Safe Routes to School Program Projects | | | | |
| Gainesville-Archer Rail-Trail (2078374) Bike/Ped Trail | FM: City of Archer TO: SW 91 Street | DSB 2011/2012 | DSB 2011/2012 | Construction underway |
| Archer Braid Trail (2112452) Bike/Ped Trail | FM: SW 91 Street TO: Kanapaha Park | PE 2011/2012 CST 2012/2013 | CST 2012/2013 | Modified Rail/Trail alignment from Bike Master Plan |
| Road Construction / Lane Modification Projects | | | | |
| SE 16 Avenue / SR 226 (4236082) Transportation System Management | AT: Main Street AT: SR 331/Williston Road | PE 2011/2012 PE 2012/2013 | PE 2011/2012 PE 2012/2013 | Intersection modifications |
| SW 40 Boulevard Extension New 2-Lane Construction | FM: Williston Road / SR 331 TO: Archer Road / SR 24 | CST 2014/2015 | CST 2015/2016 | Construction moved out one year |

TIP - Transportation Improvement Program

exh1_MajProj.xlsx

Note: Florida Department of Transportation phase codes include: ADM- administration; CAP- capital; CST- construction; DES- design; DSB- design and build; ENV- environment; LAP- local agency program; LAR- local area reimbursement; OPS- operating; PE- preliminary engineering; PLN- planning; ROW- right-of-way; and RRU- railroad and utilities.

J. Transportation Projects with Preliminary Engineering Identified in the First Year of the Transportation Improvement Program

Transportation projects with preliminary engineering identified by the Florida Department of Transportation in the first year of the Transportation Improvement Program are provided to assist the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in identifying those projects which may be scheduled for referral to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Technical Advisory Committee for design review. Projects which have preliminary engineering scheduled for Fiscal Year 2012-13 are listed in the matrix below.

The Local Agency Program provides for implementation transportation projects by a local agency. At times, transportation projects may be funded by a local agency and advanced, to an earlier time period in the Transportation Improvement Program, and then that local agency is reimbursed by the Florida Department of Transportation at a later time period in the Transportation Improvement Program. Local Agency Program projects that are on hold from Fiscal Years 2006-07 through 2011-12 or are scheduled for Fiscal Year 2012-13 are listed in the matrix below.

Occasionally, local agency transportation system modification projects are large and/or significant enough to be considered for referral to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Technical Advisory Committee for design review. Local agency construction projects which have construction scheduled for Fiscal Year 2012-13 are listed in the matrix below.

| Number | Project | FDOT Project Number | Page Number | Map Number |
|---|--|---------------------|-------------|------------|
| Preliminary Engineering in Fiscal Year 2012-13 | | | | |
| 1 | Interstate 75 Interchange at NE 39 Avenue (State Road 222) | 423074 | 46, 47 | 1 |
| 2 | Interstate 75 Interchange at Williston Road (State Road 331) | 4230713 | 46, 47 | 2 |
| 3 | NW 34 Street (State Road 121) Sidewalk | 4247671 | 52, 53 | 1 |
| 4 | NW 34 Street (State Road 121) Turnlanes | 4272031 | 44, 45 | 1 |
| 5 | SE 16 Avenue (State Road 226) 4-Lane [Main Street to Williston Road] | 4236082 | 44, 45 | 2 |
| 6 | SW 8th Avenue Bikelane/Sidewalk | - | 40, 41 | 2 |
| 7 | University of Florida Campus Greenway | 4288961 | 40, 41 | 3 |
| 8 | University of Florida Campus Greenway | 4306141 | 40, 41 | 4 |
| Local Area Program Projects on Hold | | | | |
| 9 | Depot Avenue Train Station Restoration* | 4046281 | - | - |
| Local Agency Construction in Fiscal Year 2012-13 | | | | |
| 10 | Depot Avenue Corridor [SW 13 Street to Williston Road] | - | 58, 59 | 1 |

* Project on hold awaiting soil contamination remediation, which is anticipated to occur in 2012.

FDOT - Florida Department of Transportation

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Chapter I

Introduction

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Chapter I: Introduction

The contents of this Transportation Improvement Program document include federal, state and local government-funded transportation projects. Chapter V of this Transportation Improvement Program identifies all federal, state and local transportation projects for the five Fiscal Years 2012-13 through 2016-17. This Transportation Improvement Program is developed to be consistent with federal and state requirements by incorporating project information primarily provided by the following state and local agencies.

1. Florida Department of Transportation District 2;
2. Alachua County Public Works Department;
3. City of Gainesville Public Works Department;
4. City of Gainesville Regional Transit System;
5. Gainesville/Alachua County Regional Airport Authority;
6. University of Florida; and
7. Alachua County Community Transportation Coordinator.

A. Purpose

The purpose of the Transportation Improvement Program is to:

1. Coordinate needed transportation projects with respect to timing, location and source of funding;
2. Schedule transportation projects over time so that the various steps follow a logical sequence; and
3. Establish a five-year schedule for future transportation projects within the Gainesville Metropolitan Area.

B. Project Selection

The project selection process for the development of this Transportation Improvement Program has been conducted in accordance with federal requirements, specifically, Title 23 United States Code of Federal Regulations Sections 134(h)(2) and (I)(4). The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area receives comments from various agencies and advisory groups to develop its transportation project priority recommendations. These priorities are contained in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects, which is submitted annually to the Florida Department of Transportation.

C. Enhancement Project Selection

All projects programmed in the Florida Department of Transportation Tentative Five-Year Work Program to receive enhancement funds have been prioritized and approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. According to Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users, the selection of Transportation Improvement Program projects:

"In metropolitan areas for projects involving Federal participation shall be carried out by the State in cooperation with the metropolitan planning organization."

D. Project Priority Statement

All projects selected to be included in the Transportation Improvement Program are:

1. Consistent with Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users;
2. Financially feasible for the appropriate funding category; and
3. Represent the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's project priorities.

E. Transportation Plans and Programs- Eight Metropolitan Planning Factors to be Considered

The following is a listing of the factors to be considered in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users that was enacted August 10, 2005 as Public Law 109-59. As required by the Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users, these factors are being addressed in the development of transportation plans and programs.

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 security of the transportation system for motorized and nonmotorized users;

FACTOR 4 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 5 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will protect and enhance the environment, promote energy conservation, and improve quality of life;

FACTOR 6 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 7 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will promote efficient system management and operation; and

FACTOR 8 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will emphasize the preservation of the existing transportation system.

F. Process Used to Develop Transportation Improvement Program

The following steps outline the planning process used in developing the Transportation Improvement Program:

Step 1 - March 2012 Transportation Improvement Program Preparation

Florida Department of Transportation District 2 staff provides the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with a copy of the Tentative Five-Year Work Program that was recently submitted to the State Legislature.

The draft Transportation Improvement Program is prepared including all projects, scheduled for the five Fiscal Year period from 2012-13 through 2016-17, which are located within the Gainesville Metropolitan Area. These projects were contained in or obtained from:

1. Florida Department of Transportation District 2 Tentative Five-Year Work Program;
2. Alachua County's latest tentative Transportation Improvement Program;
3. City of Gainesville's latest adopted annual budget, and
4. University of Florida Campus Master Plan.

Step 2 - April 2012 Public Notice

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has an approved Public Involvement Plan. The purpose of plan is to provide a process to involve the public, including private transportation operators, in the transportation planning process. This process provides an opportunity to participate in the annual development of the Transportation Improvement Program in accordance with Subsection 339.175(7), Florida Statutes.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff provides notification of meetings when the Transportation Improvement Program is scheduled for review and approval by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees, the Bicycle/Pedestrian Advisory Board, the Citizens Advisory Committee and the Technical Advisory Committee, through the news media, thereby providing an opportunity to participate in the development of the Transportation Improvement Program. Notice is also provided to the Clerk of the City of Gainesville for placement of meeting notices on the City Community Calendar. In addition, the dates and locations of all Transportation Improvement Program review meetings are publicized in the listing of meetings of the week in the local newspaper. The Transportation Improvement Program is

also posted on the www.ncfrpc.org/mtpo website. This is done to inform the general public and other interested persons, including private and public transportation operators, who may want to review and comment on the Transportation Improvement Program.

Step 3- April 2012 Public Input

The Bicycle/Pedestrian Advisory Board, the Citizens Advisory Committee and the Technical Advisory Committee review the draft Transportation Improvement Program, receive comments from interested agencies, citizens and organizations then make recommendations to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In addition, the Alachua County Transportation Disadvantaged Coordinating Board reviews the transportation disadvantaged program projects and the Regional Transit System Advisory Board reviews transit projects contained in the Transportation Improvement Program.

Step 4- May 2012 Transportation Improvement Program Approval

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area receives the recommendations of the Citizens Advisory Committee, the Technical Advisory Committee and the Bicycle/Pedestrian Advisory Board, receives comments from interested citizens, organizations and agencies and approves the Transportation Improvement Program.

G. Gainesville Metropolitan Area

For projects in metropolitan areas involving Federal participation, Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users regulations provide that Transportation Improvement Program project selection shall be carried out by the State in cooperation with the metropolitan planning organization. Title 23 United States Code Section 134(C) and Title 23 Code of Federal Regulations Section 450.308 provide for the establishment of transportation planning boundaries for metropolitan planning organizations. In addition, the Florida Department of Transportation Transportation Planning Boundaries Procedure Manual describes a process and criteria for developing transportation planning boundaries. Illustration I shows the boundary established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the Gainesville Metropolitan Area.

H. Amendments

The Transportation Improvement Program can be amended at any time. Projects amended in the Transportation Improvement Program are financially feasible and thereby demonstrate fiscal constraint. The following steps outline the Transportation Improvement Program amendment process:

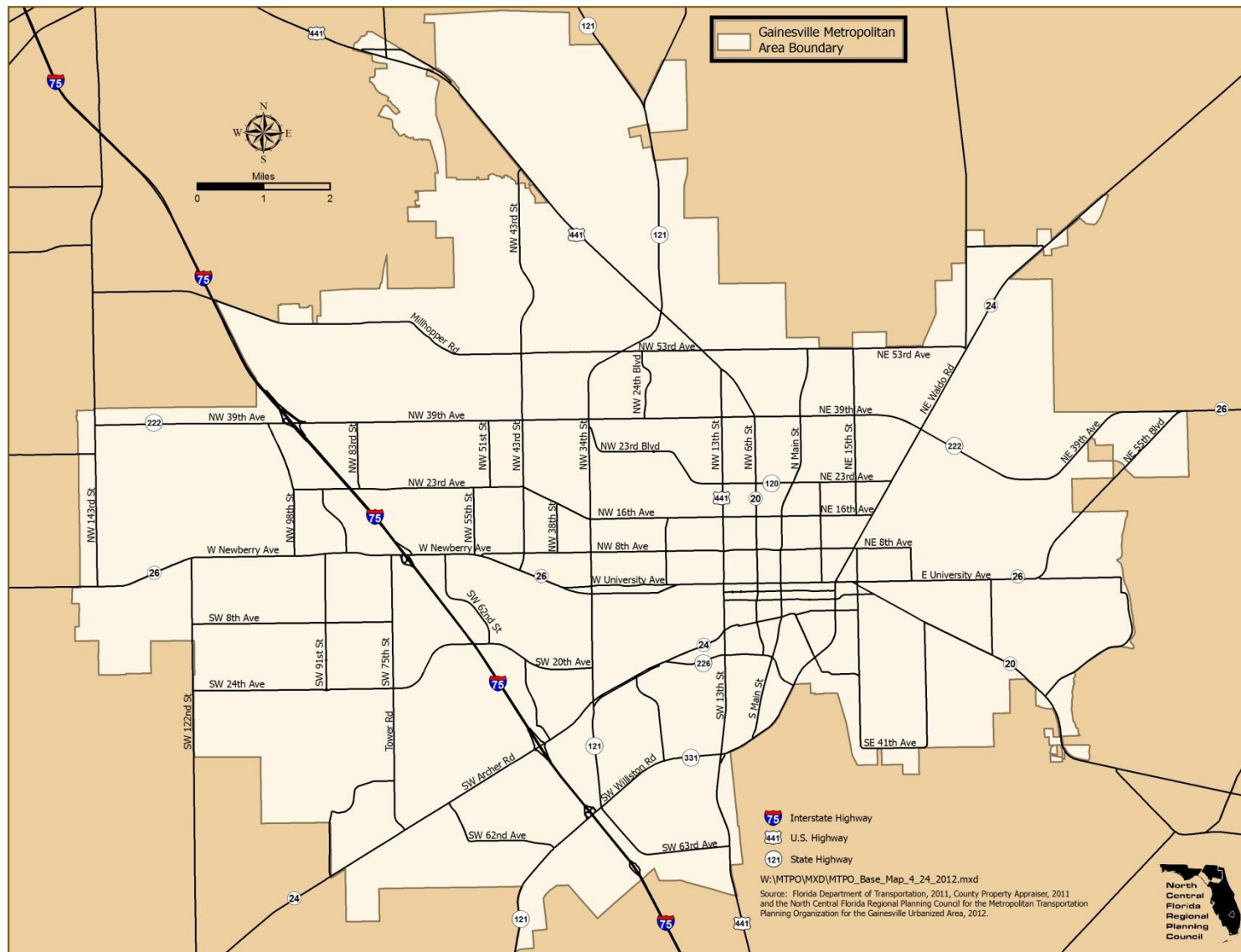
Step 1- Proposed amendment is submitted to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area by the implementing agency.

Step 2- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area prepares the material for presentation to the advisory committees.

Step 3- The advisory committees review material and make recommendations to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

Step 4- The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviews the advisory committee recommendations, receives comments from interested citizens, organizations and agencies and decides whether to amend the Transportation Improvement Program.

Illustration I
Metropolitan Transportation Planning Organization for the
Gainesville Metropolitan Area



I. Removing State Projects from the Transportation Improvement Program

Subsection 339.175(7)(d), Florida Statutes, provides for the removal of projects from the Transportation Improvement Program. Wherein, projects included in the Transportation Improvement Program and that have advanced to the design stage of preliminary engineering may be removed from or rescheduled in a subsequent Transportation Improvement Program only by joint action of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Florida Department of Transportation. Except when recommended in writing by the Florida Department of Transportation District 2 Secretary for good cause, any project removed from or rescheduled in a subsequent Transportation Improvement Program shall not be rescheduled by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in that subsequent program earlier than the fifth year of such program.

J. School Safety Concern Projects

Subsection 339.175(5)(d), Florida Statutes, designates the Technical Advisory Committee with the responsibility for identifying and recommending to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area projects contained in its Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, or Transportation Improvement Program which deserve to be classified as a school safety concern. The statute requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to vote whether to classify each project contained in the Technical Advisory Committee's recommendation as a school safety concern. If a project has been identified by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as a school safety concern, the local governmental entity responsible for the project shall consider at least two alternatives before making its decision about the project location or alignment.

Chapter IV contains transportation projects that have been identified as school safety concern projects by the Technical Advisory Committee and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

K. Consistency with Other Plans

All improvements included in the Transportation Improvement Program are consistent with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's long range plan and congestion management system and, to the maximum extent feasible, with:

1. Aviation master plans;
2. Transit development plans;
3. Transportation disadvantaged service plans;
4. Adopted university campus master plans;
5. Adopted local government comprehensive plans of the City of Gainesville and Alachua County;
6. North Central Florida Strategic Regional Policy Plan; and
7. Florida Strategic Highway Safety Plan.

Chapter II

Year 2035 Long Range Transportation Plan Summary

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Chapter II: Year 2035 Long Range Transportation Plan Summary

A. Gainesville Metropolitan Area Year 2035 Transportation Plan- Livable Community Reinvestment Plan

The adopted Gainesville Metropolitan Area Year 2035 Transportation Plan - Livable Community Reinvestment Plan is a multimodal plan which is based upon transportation strategies concerning bicycle, highway, mass transit and pedestrian facilities. These strategies are contained in the following planning documents.

1. Adopted Year 2035 Needs Plan and Adopted Year 2035 Cost Feasible Plan (for highway projects and special multimodal corridor studies);
2. Integrated Land Use and Transportation Sketch Planning Methods Report;
3. Alachua Countywide Bicycle Master Plan;
4. Plan East Gainesville Final Report; and
5. Regional Transit System Transit Development Plan.

B. Year 2035 Livable Community Reinvestment Needs Plan

At its August 23, 2010 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted the Year 2035 Livable Community Reinvestment Needs Plan (Needs Plan). This Plan identifies major modifications to the transportation network which are expected to be needed by the year 2035 in order to address projected patterns and volumes of traffic.

This adopted Needs Plan seeks to balance roadway projects with transit projects and non-vehicle improvements. Gainesville Metropolitan Area-wide improved mobility was determined to be the most critical need for the transportation system. In addition to critical east-west capacity modifications over Interstate 75, an expanded array of multimodal projects was included to address future travel demand. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area-approved Archer Braid was targeted for federal Enhancement funding. Significant for this plan is the inclusion of bus rapid transit on several corridors within the Gainesville Metropolitan Area. To address bus rapid transit and enhanced fixed-route service, transit facility expansion is also part of this plan. In addition, various travel demand management measures, such as flexible work schedules and carpooling, have increased the efficiency of the transportation network. A combination of roadway capacity and enhanced transit service improvements were assembled from the alternatives for the adopted Needs Plan.

C. Year 2035 Livable Community Reinvestment Cost Feasible Plan

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted the Year 2035 Livable Community Reinvestment Cost Feasible Plan (Cost Feasible Plan) on October 27, 2010. This Plan is made up of bicycle, pedestrian, roadway and transit projects which are contained in the adopted Needs Plan and expected to be funded through the year 2035. During the adopted Needs Plan development, the limitation of funding was not a consideration. However, the development of the adopted Cost Feasible Plan matches the highest priority needs with anticipated future funding levels. The metropolitan planning rules under the Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users require that only those financial resources that can "reasonably be expected to be available" can be used to identify existing and projected revenues. If a funding source is not currently available, strategies must be included in the plan to ensure its availability for proposed investments. These projects are then listed in priority order.

The first priority listed on the adopted Cost Feasible Plan Surface Transportation Program list is the Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis Study. This study is part of the process for funding bus rapid transit in the corridor. The intent of this project is to relieve east-west roadway traffic congestion. The first priority listed in the plan for State funding consists of the capacity enhancement to SE 16 Avenue (State Road 226). The intent of this project is to provide adequate capacity to enable the redesignation of S 16 Avenue from Archer Road the Williston Road as State Road 24. These projects and all other projects are listed in Table 1 and Illustration II.

D. Transportation and Community and System Preservation Pilot Program- Integrated Land Use and Transportation Sketch Planning Methods

In 2001, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area was awarded a Transportation and Community and System Preservation Pilot Program grant to develop integrated land use and transportation strategies. The Gainesville Metropolitan Area 2035 Transportation Plan-Livable Community Reinvestment Plan continues to incorporate these integrated land use and transportation strategies for the Gainesville Metropolitan Area.

E. Alachua Countywide Bicycle Master Plan

Alachua County, the City of Gainesville and the Florida Department of Transportation funded development of the 2001 Bicycle Master Plan. This plan identifies existing facilities and their levels of service and additional facility needs to provide for a safe and convenient countywide bicycle facility network. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved the Alachua Countywide Bicycle Master Plan Addendum in 2004. The Addendum consolidates bicycle facility segments featured in the Bicycle Master Plan into shorter range priorities.

F. Plan East Gainesville Final Report

Plan East Gainesville, funded by Alachua County, the City of Gainesville, Gainesville Regional Utilities and the Florida Department of Transportation, was approved in 2003. The community vision of this report "entails a comprehensive economic revitalization plan that achieves a balance of environmental preservation with land development and improved transportation mobility."

Plan East Gainesville includes four elements: future land use, conservation, transportation and implementation. The Future Land Use Element describes tiered land uses that focus on several walkable mixed-use activity centers with easy access to public transportation. The Conservation Element describes a unique integrated greenway system that will serve several inter-related purposes, such as neighborhood connectivity, water quality enhancement and stormwater management. The Transportation Element describes a multimodal transportation system that focuses high intensity mobility on a Bus Rapid Transit system and low intensity mobility on the greenway network trails. The Implementation Element describes short-and long-term strategies to address the objectives stated in the future land use, conservation and transportation elements.

G. Regional Transit System Transit Development Plan

In accordance with Federal Transit Administration requirements, the City of Gainesville Regional Transit System maintains and updates its Transit Development Plan. This plan includes projects for the maintenance and enhancement of transit service within the Gainesville Metropolitan Area. A significant component of the current Transit Development Plan is the inclusion of bus rapid transit projects and expansion of the transit maintenance facility.

H. City of Gainesville Transportation Concurrency Exception Area

The primary concept that has been developed for transportation in the City is the Transportation Concurrency Exception Area. The designation of Transportation Concurrency Exception Area by the City of Gainesville Comprehensive Plan involves the delineation of all areas in which level of service standards are not required to be achieved in order to promote other goals and objectives of state, regional and local plans. These objectives are infill development and redevelopment, enhanced pedestrian, bicycle and mass transit facilities and reduction in vehicle miles travelled and greenhouse gas emissions. The Transportation Concurrency Exception Area, which covers the entire City, is partitioned into six subareas, Zones A, B, C, D, E and M. The zones are distinguished by different development criteria.

I. Gainesville Metropolitan Area Congestion Management System- Freight Movement

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has maintained a Congestion Management System since October 1997. A major component of the Congestion Management System is the heavy truck route system. This truck route system was established to facilitate interregional freight movement. To address the significant congestion within the Gainesville Metropolitan Area, particularly in proximity to the University of Florida, the Florida Department of Transportation, at the request of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, placed signage on the State Highway System roadways to identify the truck route system. In addition, the City of Gainesville and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, in October 2003, requested that the Florida Department of Transportation consider designating South 16 Avenue (State Road 226) from Archer Road (State Road 24) to Williston Road (State Road 331) as State Road 24A. In April 2004, the Florida Department of Transportation conducted a public hearing on this redesignation.

The Florida Intrastate Highway System/Strategic Intermodal System facilities, consisting of State Road 26 to Interstate 75 to State Road 331 to State Road 20 or State Road 26, comprise the west-to-east corridors. Freight movement from south-to-north is accomplished by more circuitous routes.

1. West Loop - State Road 121 to Interstate 75 to State Road 222 to U.S. Highway 441 or State Road 121 or State Road 24; and
2. East Loop - State Road 331 (intercepting U.S. Highway 441) to State Road 24 to State Road 222 to U.S. Highway 441 or State Road 121 or Interstate 75.

Illustration II

Adopted Metropolitan Transportation Planning Organization Year 2035 Cost Feasible Livable Community Reinvestment Plan



Table 1
Year 2035 Livable Community Reinvestment Plan
Year 2035 Bicycle / Pedestrian Cost Feasible Plan

| Segment Priority | Description | From / To | Length (In Miles) | Estimated Cost In Millions (2007 Dollars) |
|---|---|---|-------------------|---|
| Surface Transportation Program (STP) Enhancements <i>(Cost Feasible Plan Revenues = \$11.5 million)</i> | | | | |
| B-1 | Cross Campus Greenway | Archer Road to SW 34 Street | 2.1 | \$1.9 |
| B-2 | Hull Road Parking Area | SW 34 Street to End of Hull Road Parking Area | 0.2 | \$0.2 |
| B-3 | Hull Road Connector | Hull Road Parking Area/SW 20 Avenue | 0.5 | \$0.5 |
| B-4 | Lake Kanapaha Trail | Tower Road west to Interstate 75 | 2.3 | \$2.1 |
| B-5 | SW 34 Street Grade Separated Crossing | SW 34 Street at Hull Road | 0.2 | \$7.0 |
| Total Surface Transportation Program Enhancement Funded Projects | | | | \$11.7 |
| Local Funds-Alachua County Projects <i>(identified as Cost Feasible by Year 2020)</i> | | | | |
| NA | SW 8 Avenue multi-use offroad facility | SW 122 Street to SW 91 Street | 2.0 | \$0.4 |
| NA | NW 98 Street multi-use offroad facility | NW 23 Avenue to NW 39 Avenue | 1.0 | \$0.3 |
| Total Alachua County Projects | | | | \$0.7 |
| Local Funds- City of Gainesville Projects <i>(identified as Cost Feasible by Year 2015)</i> | | | | |
| NA | SW 35 Place sidewalk | SW 34 Street to SW 23 Terrace | 1.1 | \$0.5 |
| Total City Of Gainesville Projects | | | | \$0.5 |
| Grand Total Bicycle/Pedestrian Projects | | | | \$12.9 |
| NA- Not applicable | | | | |

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Roadway Cost Feasible Plan

| Priority | Description | From / To | Length (In Miles) | Estimated Cost In Millions (2010 Dollars) |
|--|--|---|----------------------|---|
| Strategic Intermodal System (SIS) <i>(Cost Feasible Plan Revenues = \$6.4 million)</i> | | | | |
| - | Interstate 75 Interchange Modifications | At Williston Road At Archer Road At Newberry Road At NW 39 Ave | - | \$6.4 |
| Total Strategic Intermodal System | | | | \$6.4 |
| State Highway System <i>(Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars)</i> | | | | |
| S-1 | State Road 226 (SE 16 Avenue) widen to four lanes | Main Street to Williston Road | 0.6 | \$15.0 |
| S-2 | State Road 121 (NW 34 Street) -construction of turnlanes to improve safety and traffic flow | NW 16 Avenue to US 441 | 3.5 | \$6.0 |
| S-3 | State Road 26 (University Avenue) Multimodal Emphasis Corridor Study (see footnote ^a) | Gale Lemerand Drive to Waldo Road | 1.5 | \$4.75 |
| S-4 | US 441 (W. 13 Street) Multimodal Emphasis Corridor Study (see footnote ^a) | NW 33 Avenue to Archer Road | 2.8 | \$4.75 |
| S-5 | Waldo Road Multiway Boulevard redesign to support bus rapid transit, multi-trail and corridor redevelopment study (PD&E) (see footnote ^b) | University Avenue to NE 39 Avenue | 2.5 | \$3.0 |
| S-6 | Bus Rapid Transit (BRT) Corridor Infrastructure- Partial | Santa Fe Village to Gainesville Regional Airport | 14.0 | \$28.0 |
| 7 | State Road 24 (Archer Road) BRT Dedicated Lane(s) design, additional roadway capacity and corridor management study (PD&E) | MTPO Boundary to SW 45 Street | 3.5 | \$0.5 |
| 8 | State Road 121 (Williston Road) additional roadway capacity and corridor management study (PD&E) | SW 62 Avenue to SW 35 Way | 0.5 | \$0.5 |
| TOTAL STATE HIGHWAY SYSTEM | | | | \$62.5 |

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Roadway Cost Feasible Plan

| Priority | Description | From / To | Length (In Miles) | Estimated Cost In Millions (2010 Dollars) |
|---|--|---|----------------------|---|
| Alachua County Transit and Roadway Projects <i>(local funds identified as Cost Feasible by the Year 2020)</i> | | | | |
| 1 | SW 20 Avenue , four laning and multi-use path | SW 52 Blvd to SW 61 Blvd | 0.5 | \$8.8 |
| 2 | SW 8 Avenue-Phase 2 , two lane roadway and multi-use path | SW 122 Street to SW 143 Street | 0.7 | \$2.7 |
| 3 | NW 23 Avenue , four laning and resurfacing | NW 51 Street to NW 59 Terrace | 0.7 | \$1.8 |
| 4 | NW 23 Avenue , four laning | NW 83 Street to Ft. Clarke Blvd. | 0.5 | \$12.0 |
| 5 | SE 43 Street , construction of two-way left turn lanes, multi-use path and signalization | SR 26 (University Avenue) to SR 20 (Hawthorne Road) | 1.1 | \$0.9 |
| 6 | SW 45 / 47 Street , new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path | Archer Road to SW 30 Avenue | 0.8 | \$4.5 |
| 7 | SW 30 Avenue , new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail | SW 43 Street to SW 47 Street | 0.5 | \$13.0 |
| 8 | NW 83 Street , new roadway with travel lanes, BRT Dedicated Transit Lanes and the Millhopper Greenway | NW 46 Avenue to NW 39 Avenue (SR 222) | 0.4 | \$2.5 |
| 9 | NW 83 Street , BRT Dedicated Transit Lanes | NW 23 Avenue to NW 39 Avenue | 1.0 | \$7.8 |
| 10 | Ft. Clarke/NW 83 Street Corridor , BRT Dedicated Transit Lanes & new multi-modal only Interstate 75 overpass | NW 23 Avenue to Newberry Road (SR 26) | 1.0 | \$14.0 |

BRT - Bus Rapid Transit; PD&E - Preliminary Design and Environment

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Roadway Cost Feasible Plan

| Priority | Description | From / To | Length (In Miles) | Estimated Cost In Millions (2010 Dollars) |
|--|---|--------------------------------|----------------------|---|
| 11 | NW 46 Avenue , new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass | NW 83 Street to NW 98 Street | 1.3 | \$15.5 |
| TOTAL ALACHUA COUNTY TRANSIT AND ROADWAY SYSTEM | | | | \$83.5 |
| City of Gainesville Projects (local funds identified as Cost Feasible by the Year 2020) | | | | |
| N/A | SE 4 Street- Phase 2 reconstruction | Williston Road to Depot Avenue | 0.7 | \$2.3 |
| N/A | SW 62 Boulevard -four lanes plus two additional BRT lanes in the middle | Newberry Road to Archer Road | 3.2 | \$111.0 |
| TOTAL CITY OF GAINESVILLE ROADWAY SYSTEM | | | | \$113.3 |
| GRAND TOTAL COMBINED ROADWAY SYSTEMS | | | | \$265.7 |

^aMultimodal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions. These projects do not include lane reductions.

^bWaldo Road Multiway Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Transit Cost Feasible Plan

| Project Priority | Description | From / To | Length (In Miles) | Estimated Cost In Millions (2010 Dollars) |
|---------------------|-------------|-----------|----------------------|---|
|---------------------|-------------|-----------|----------------------|---|

Transit

(Cost Feasible Plan Revenues = \$3.7 million)

| | | | | |
|--------------------|------------------------------|----|----|---------------|
| T-1 | Transit Maintenance Facility | NA | NA | \$50.0 |
| Total | | | | \$50.0 |
| NA- Not applicable | | | | |

Surface Transportation Program

(Cost Feasible Plan Revenues = \$36.1 million)

| | | | | |
|--------------|---|---|---------------|---------------|
| F-1 | Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis | Oaks Mall to Airport (via Archer Road and Downtown) | NA | \$0.4 |
| F-2 | Santa Fe to Oaks Mall Bus Rapid Transit Feasibility Study and Alternatives Analysis | Santa Fe to Oaks Mall | NA | \$0.6 |
| F-3 | Streetcar Feasibility Study | Downtown to Butler Plaza via University of Florida | 9.0 (One-way) | \$1.0 |
| F-4 | Intermodal Center/Park and Ride Lot | (location to be determined) | NA | \$1.4 |
| F-5 | Transit Maintenance Facility | NA | NA | \$50.0 |
| Total | | | | \$53.4 |

BRT - Bus Rapid Transit

NA - Not Applicable

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Intelligent Transportation System Appendix

| Project Priority | Project Name | Description | Estimated Cost (2010 Dollars) |
|------------------|---|--|-------------------------------|
| 1 | <p><u>Interstate 75 Intelligent Transportation System Corridor</u></p> <p>Marion County line to Columbia County Line</p> | <p>A. Add Dynamic Message Signs to alert motorists of traffic conditions and travel times.</p> <p>B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center to alert motorists of existing conditions using the Dynamic Message Signs and the 511 information hotline.</p> <p>C. Add traffic detection technology so automated alerts can be sent to Gainesville Traffic Management Center operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.</p> | \$9,900,000 |
| 2 | <p><u>Regional Transportation System Bus Priority System</u></p> <p>Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.</p> | <p>A. <u>Route #9</u> <u>State Road 24 (Archer Road)</u> from SW 23 Terrace to SW 23 Drive <u>State Road 331 (Williston Road)</u> from SW 25 Terrace to SW 23 Street</p> <p>B. <u>Route # 20</u> <u>State Road 121 (SW 34 Street)</u> from Hull Road to SW 20 Avenue</p> <p>C. <u>Route# 21</u> <u>State Road 121 (SW 34 Street)</u> from Hull Road to SW 20 Avenue</p> <p>D. <u>Route #35</u> <u>State Road 24 (Archer Road)</u> from SW 23 Terrace to State Road 226 (SW 2 Avenue) <u>State Road 226 (SW 16 Avenue)</u> from State Road 24 (Archer Road) to Shealy Drive <u>State Road 12 (SW 34th Street)</u> from SW 35 Place to State Road 226 (SW 16 Avenue) <u>State Road 226 (SW 16 Avenue)</u> from State Road 121 (SW 34 Street) to SW 23 Street</p> | \$600,000 |

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Intelligent Transportation System Appendix

| Project Priority | Project Name | Description | Estimated Cost (2010 Dollars) |
|---|--|---|-------------------------------|
| 3 | <p><u>Dynamic Message Signs on State Highway Arterials</u></p> <p>Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.</p> | <p>A. State Road 121 (SW 34 Street) @ SW 20 Avenue (Southbound)</p> <p>B. State Road 121 (SW 34 Street) @ State Road 331 (Eastbound)</p> <p>C. State Road 25 (W 13 Street) @ State Road 26 (W University Avenue)</p> <p>D. State Road 25 (NW 13 Street) @ State Road 222 (NW 39 Avenue) (Westbound)</p> <p>E. State Road 25 (NW 13 Street) @ State Road 222 (NW 39 Avenue) (Northbound)</p> <p>F. State Road 222 (NW 39 Avenue) @ State Road 93 (Eastbound)</p> | \$700,000 |
| 4 | <p><u>Expand Automated Arterial Travel Time System</u></p> <p>Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or Dynamic Message Signs for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.</p> | <p>A. <u>State Road 25 (NW 13 Avenue)</u> State Road 222 (NW 39 Avenue) to State Road 331 (Williston Road)</p> <p>B. <u>State Road 121 (SW 34 Street)</u> NW 16 Avenue to State Road 93 (Interstate 75) Southbound Ramp</p> | \$600,000 |
| 5 | <p><u>Travel Demand Management</u></p> <p>Information technologies project that addresses travel demand strategies, such as high occupancy vehicle lanes, high occupancy toll lanes and other travel demand management technologies.</p> | Gainesville Metropolitan Area-wide | (to be determined) |
| Grand Total Intelligent Transportation System Projects | | | \$11,800,000 |
| NA- Not applicable | | | |

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Existing Plus Committed (E+C) Capacity Projects Appendix

| Facility / Location | Type | Fiscal Year | Source |
|--|--|--------------------|----------------------------------|
| I-75 at SR 26 (W Newberry Road) (SE quadrant of interchange only) | Interchange Modification/Operational Improvement | 2011 | FDOT WP |
| SE 4 Street from Williston Road to Depot Avenue- Phase 1 | Reconstruction- Design & Right-of-Way | 2014 | MTPO - TIP |
| SW 8 Avenue to SW 20 Avenue: Connection of SW 8 Avenue to SW 61 Street | New Road Connection - SW 8 Ave to SW 61 St | 2012 | MTPO - TIP |
| SW 8 Ave from SW 122 Street to SW 143 Street- Phase 1 | New Roadways/2 lane reconstruction | 2015 | Alachua County CIP |
| SR 121 (NW 34 Street/NW 22 Street) from NW 58 Avenue to NW 67 Place | 4-laning | 2015 | City of Gainesville CIP |
| SR 226 (SE 16 Avenue) from Main Street to Williston Road | 4-laning- Preliminary Engineering | 2013 | MTPO - TIP |
| SR 329 (Main Street) from Depot Avenue to NW 8 Avenue | Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane | under construction | FDOT WP |
| SR 329 (Main Street) from NW 8 Ave to NW 16 Avenue | Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane | under construction | Alachua County budget |
| SW 40 Boulevard Extension to SW 47 Avenue | New 2-lane roadway | 2014 | City of Gainesville CIP |
| Depot Avenue from US 441/SR 25/SW 13 Street to Williston Road | Reconstruction | 2012 | FDOT WP; City of Gainesville CIP |
| SW 6 Street from SW 4 Avenue to University Avenue | Reconstruction | 2012 | City of Gainesville CIP |

Note: BRT - Bus Rapid Transit; CIP - Capital Improvements Program; FDOT WP - Florida Department of Transportation Work Program; MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; NA - not applicable, PD&E - Planning, Design and Environment; SR - State Road; TIP - Transportation Improvement Program

J. Roads Operating at an Unacceptable Level of Service

Table 2 identifies those roadway sections within the Gainesville Metropolitan Area that are operating at an unacceptable level of service. In addition, roadway sections operating at an unacceptable level of service and are within the City of Gainesville Transportation Concurrency Exception Area are identified.

Table 2
Roads Operating at an Unacceptable Level of Service
Gainesville Metropolitan Area, 2010
[Does not include reserve trips]

| Level of Service | Roadway Facility | Range | On the 2035 Needs Plan? | On the 2035 Cost-Feasible Plan? | Scheduled for Project, Development & Environment Study? | Scheduled for Construction in TIP? |
|------------------|----------------------------------|--|-------------------------|---------------------------------|---|------------------------------------|
| F [TCEA] | US 441 / SW 13 Street [S-3] | FM: SR 24 / Archer Road TO: SR 26 / W University Avenue | NO | NO | NO | NO |
| F [TCEA] | US 441 / SW 13 Street [S-4] | FM: SR 26 / W University Avenue TO: NW 29th Road | NO | NO | NO | NO |
| F [TCEA] | SR 26 / Newberry Road [S-14] | FM: NW 122 Street TO: Interstate 75 (west ramp) | NO | NO | NO | NO |
| F [TCEA] | SR 26 / Newberry Road [S-15] | FM: Interstate 75 [west ramp] TO: NW 8 Avenue | NO | NO | NO | NO |
| E [TCEA] | SR 26A / SW 2 Avenue [S-21] | FM: SR 26 / Newberry Road TO: SR 121 / SW 34th Street | NO | NO | NO | NO |
| E [TCEA] | SR 121 / NW 34 Street [S-25] | FM: SR 26 / Newberry Road TO: NW 16 Avenue | NO | NO | NO | NO |
| F | SR 24 / Archer Road [S-47] | FM: GMA Boundary TO: SW 75 Street / Tower Road | NO | NO | NO | NO |
| F [TCEA] | SR 24 / Archer Road [S-55] | FM: SW 34 Street TO: SW 16 Avenue | NO | NO | NO | NO |
| F | NW 23 Avenue [A-9] | FM: NW 98 Street TO: NW 55 Street | NO | NO | NO | NO |
| F [TCEA] | SW 20 Avenue [A-16] | FM: SW 62 Boulevard TO: SR 121 / SW 34 Street | YES | YES | NO | NO |
| F [TCEA] | Radio Road - Museum Drive [G-32] | FM: SR 121 / SW 34 Street TO: SW 13 Street | NO | NO | NO | NO |
| F [TCEA] | Gale Lemerand Drive [G-39] | FM: SR 24 / Archer Road TO: SR 26 / University Avenue | NO | NO | NO | NO |

GMA= Gainesville Metropolitan Area, NW= Northwest, SR= State Road, SW= Southwest, TCEA= Transportation Concurrency Exception Area, US= United States

Chapter III

Transportation Improvement Program

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Chapter III: Transportation Improvement Program

A. Organization

Chapter III identifies all transportation projects that are programmed for Fiscal Years 2012-13 through 2016-17 in either Florida Department of Transportation's Tentative Five-Year Work Program, the latest tentative Alachua County the Transportation Improvement Program, University of Florida transportation modification projects or programmed modifications by the City of Gainesville. The projects are grouped by transportation mode and by modification type. While the Transportation Improvement Program presentation methodology has been modified to be more user-friendly, projects are still stratified by projected year of each phase of construction. Projects on the maps and tables have been cross-referenced as appropriate. The project tables also indicate which projects include a federal funding component. Where applicable, the project tables include total project costs. Along with the five Transportation Improvement Program project years (in unshaded columns), total project costs are demonstrated using three additional shaded columns.

B. Project Information

The following project information is included for each transportation project where appropriate.

1. Project Name / Description;
2. Segment From and To;
3. Florida Department of Transportation Project Number;
4. Length in Miles;
5. Work Description;
6. Prior Year Funding in Thousands (shaded column);
7. Project Phase Code (status) and Costs in Thousands for current five-year funding ;
8. Future Year Funding in Thousands (shaded column);
9. Total Project Funding in Thousands (shaded column);
10. Funding Category or Code; and
11. Federal funds used in project.

C. Funding Category or Codes

Abbreviations used for funding source information for each transportation project are provided in Table 3.

Table 3
Legend to Transportation Projects and
Fund Codes for Transportation Projects

| Code | Federal Funds | Type Funds |
|------|---------------|---|
| ACNH | YES | Advanced Construction National Highway |
| ACSA | YES | Advanced Construction Surface Transportation Program- Any Area |
| ACSE | YES | Advanced Construction Surface Transportation Program – Enhancement |
| ACSL | YES | Advanced Construction Surface Transportation Program (population over 200,000) |
| ACSS | YES | Advanced Construction Surface Transportation Program - Safety Related |
| BA | YES | Donor Bonus - Any Area |
| BL | YES | Donor Bonus - Areas with Population less than or equal to 200,000 |
| BOND | NO | County Bonding Program |
| BNDS | NO | State Funds From Amendment 4 Gas Tax Monies |
| BRRP | NO | Bridge Repair |
| BRT | YES | Federal Bridge Replacement - On System |
| BRTZ | YES | Federal Bridge Replacement - Off System |
| BU | YES | Donor Bonus, Areas with Population greater than 200,000 |
| CIGP | NO | County Incentive Grant Program |
| CITY | NO | City of Gainesville Funds |
| CM | YES | Congestion Management – Air Quality |
| D1 | NO | Unrestricted State Primary Funds |
| D2 | NO | Mass Transit (State Primary - Aviation) |
| D3 | NO | Mass Transit (State Primary - Transit) |
| DDR | NO | Dedicated District Revenue |
| DO | NO | State Funds- Interstate/Intrastate Highway |
| DIH | NO | State Funds in House Planning Activities |
| DPE | NO | Primary Funds for Preliminary Engineering |
| DPTO | NO | Dedicated Public Transportation Office |
| DS | NO | State Funds direct through District 2 |
| DSL | NO | Local Government Cooperative Program |
| DTO | NO | Funds Reimbursable From Bond Funds |
| DU | NO* | Advanced From State Primary Funds to be reimbursed by Federal Transit Administration |
| EB | YES | Equity Bonus |
| FAA | YES | Federal Aviation Administration |
| FCO | NO | Fixed Capital Outlay |
| FSSE | YES | Federal Stimulus American Recovery and Reinvestment Act of 2009 Enhancement |
| FSSL | YES | Federal Stimulus- American Recovery and Reinvestment Act of 2009 Areas with population less than or equal to 200,000 |
| FTA | YES | Federal Transit Administration |
| FTAT | YES | Federal Highway Administration Transfer to Federal Transit Administration |
| GMR | NO | Growth Management Revenue |
| GT | NO | Alachua County Funds (Gas Tax) |
| HPP | YES | Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users High Priority Project (Federal Earmark funding) |
| HSP | YES | Highway Safety Program |

Table 3 (Continued)
Legend to Transportation Projects and
Fund Codes for Transportation Projects

| Code | Federal Funds | Type Funds |
|-------|---------------|--|
| IF | NO | Alachua County Funds (Impact Fees) |
| IM | YES | Interstate Maintenance |
| IMAC | YES | Interstate Maintenance Advance Construction |
| IR | YES | Interstate Rehabilitation |
| IRD | YES | Interstate Development |
| LF | NO | Local Funds - Mass Transit - Aviation, Transit |
| LFD | NO | Local Funds for utility work |
| LFF | NO | Local Funds for Federal Match off State Highway System |
| LFP | YES | Local Funds for Federal Match for Federal Aid-Eligible Projects |
| MA | YES | Minimum Allocation, Any Area |
| MGBP | YES | Minimum Guarantee- Bridge Supplement |
| ML | YES | Minimum Allocation, Areas with population less than or equal to 200,000 |
| MU | YES | Minimum Allocation, Areas with population greater than 200,000 |
| NH | YES | National Highway |
| NHAC | YES | National Highway Advance Construction |
| PECO | YES | Public Education Capital Outlay |
| PL | YES | Planning |
| RED | YES | Redistribution of Federal Allocation (Section 1102F) |
| RHP | YES | Rail-Highway Crossings- Protective Devices |
| SA | YES | Surface Transportation Program - Any Area |
| SE | YES | Surface Transportation Program - Enhancement |
| SH | YES | Surface Transportation Program - Hazard Elimination |
| SIS | YES | Strategic Intermodal System |
| SL | YES | Surface Transportation Program - Areas with population less than or equal to 200,000 |
| SN | YES | Mandatory Non-Urban |
| SP | YES | Surface Transportation Program - Safety Related |
| SR | YES | Surface Transportation Program - Safety Related |
| SS | YES | Surface Transportation Program - Safety Related |
| SU | YES | Surface Transportation Program - Areas with population greater than 200,000 |
| S117 | YES | Section 117- Federal Earmark Project |
| SR2E | YES | Safe Routes to School |
| SR2S | YES | Safe Routes to School |
| TDTF | YES | Transportation Disadvantaged Trust Fund |
| TRIP | YES | Transportation Regional Incentive Program |
| UFCDA | YES | University of Florida Campus Development Agreement |

^aThese funds are the monies that will be reimbursed using federal funds from the Federal Transit Administration through the Section 18 Program.

Phase Codes

Abbreviations used for transportation project phase information are provided in Table 4.

Table 4
Legend to Transportation Projects and
Phase Codes for Transportation Projects

| Code | Project Phase Information |
|---------|---------------------------------------|
| ADM | Administration |
| CAP | Capital funding for transit |
| CEI | Construction Engineering Inspection |
| DSB | Design and Build |
| CST | Construction |
| ENV | Environment |
| INC | Incentive |
| LAP | Local Agency Program |
| MNT | Maintenance |
| MSC | Miscellaneous |
| OPS | Operating System funding |
| PE | Preliminary Engineering |
| PDE | Project Development and Environmental |
| PLN | Planning |
| PST DES | Post Design |
| RELOC | Relocation |
| ROW | Right-of-Way Support |
| RRU | Railroad and Utilities |

Chapter IV

Five-Year Federal, State and Local Funded Projects

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Chapter IV: Five-Year Federal, State and Local Funded Projects

The United States Congress expressed, through passage of Intermodal Surface Transportation Efficiency Act of 1991, its desire to promote and provide greater local control and improved facilitation of comprehensive transportation planning. The Intermodal Surface Transportation Efficiency Act of 1991 gave planning organizations expanded responsibilities and authority in numerous areas, including Transportation Improvement Program development and long-range plan development. The Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users enacted in 2005 continues to promote and provide greater local control and improved facilitation of comprehensive transportation planning.

A. Purpose

The purpose of this Chapter is to illustrate how the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area priorities are to be funded. This Chapter contains a five-year project listing and a funding summary for all transportation projects within the Gainesville Metropolitan Area which are programmed for Fiscal Years 2012-13 through 2016-17 that contain federal, state or local funds. This Chapter is organized by funding category and improvement type. This Chapter addresses the Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users requirements for Transportation Improvement Program development cited in Title 23 United States Code Section 134 (subsections (h)2 and (I)4).

The Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users maintains Intermodal Surface Transportation Efficiency Act of 1991-based funding categories, such as Surface Transportation Program funds. The Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users continues funding for the Intermodal Surface Transportation Efficiency Act of 1991 - established National Highway System and for the completion and maintenance of the Interstate Highway System. The Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users continues the opportunity for flexibility in project funding. The Surface Transportation Program still provides the flexibility to shift funds between roadway and transit improvements to best address system deficiencies. Congestion Mitigation/Air Quality and Surface Transportation Program enhancement programs, established under the Intermodal Surface Transportation Efficiency Act of 1991 continue in the Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users to provide road and transit agencies funds for addressing environmental concerns. The following 13 funding categories are represented in the Transportation Improvement Program for this year.

1. National Highway, advanced construction;
2. Interstate Maintenance, advanced construction;
3. Surface Transportation Program Over 200,000;
4. Surface Transportation Program Regular;
5. Surface Transportation Program Enhancement;
6. Surface Transportation Program Safety Related;
7. Federal Transit Administration;
8. Federal Aviation Administration;
9. Equity Bonus;
10. Planning;
11. Florida Department of Transportation Revenue; and
12. Local Funds (Alachua County, City of Gainesville and University of Florida).

B. Contents

The transportation modification categories programmed in this Transportation Improvement Program include: airport, bicycle, drainage, intersection, interstate/interchange, pedestrian (including school safety concern), railroad, resurfacing/repaving, road construction and transit (including mass transit and transportation disadvantaged). Transportation modification subcategories for this chapter are identified in Illustration III. Additional categories described in this Transportation Improvement Program include: Gainesville Metropolitan Area Transportation Enhancement-funded projects and safety-related projects.

C. Project Selection

As a part of the Transportation Improvement Program development process, project proposals are solicited from various agencies, including the Florida Department of Transportation, as well as from Alachua County, the City of Gainesville and the University of Florida. The advisory committees evaluate all projects and review them for their effectiveness and consistency with the adopted Gainesville Metropolitan Area Year 2035 Transportation Plan.

D. Concluding Statements

Concluding statements applicable to the content and scope of this Chapter of the Transportation Improvement Program are:

- This Chapter is presented in order to fulfill federal requirements as noted in Section 134 of Title 23, United States Code of Federal Regulations (Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users).
- Projects using major categories of federal funds are noted in this Chapter.
- The projects shown in this section are consistent with the Florida Department of Transportation Tentative Five-Year Work Program.
- Federal funds can reasonably be expected to be made available for those projects that are indicated to be funded in whole or part with federal funds included in this Chapter.
- The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area develops project priorities on applicable funding categories in consultation with the Florida Department of Transportation. The Florida Department of Transportation develops project priorities on the National Highway System and Interstate System in cooperation with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.
- Disclaimer - The "Total Project Cost" amount displayed for each of the federal and state funded projects in the Transportation Improvement Program represents ten years of programming in the Florida Department of Transportation's Work Program database for projects on the Strategic Intermodal System (Fiscal Years 2012-13 through 2021-22) and five years in the Work Program for non- Strategic Intermodal System projects (Fiscal Years 2012-13 through 2016-17), plus historical cost information for all projects having expenditures paid by the Florida Department of Transportation prior to Fiscal Year 2012-13. For a more comprehensive view of the total cost of a particular project for all project phases, please refer to the Year 2035 Long Range Transportation Plan.

Illustration III Transportation Improvement Program Project Categories

| | | TABLE PAGE |
|--|--|------------|
| | AIRPORT | 37 |
| | AVIATION CAPACITY | |
| | AVIATION PRESERVATION | |
| | AVIATION REVENUE / OPERATIONAL | |
| | AVIATION SAFETY | |
| | BICYCLE (Independent) | 41 |
| | DRAINAGE OF RIGHT-OF-WAY | 43 |
| | INTERSECTION | 45 |
| | REALIGNMENT / TURN BAY / LANE | |
| | TRAFFIC SIGNALIZATION | |
| | INTERSTATE / INTERCHANGE | 47 |
| | INTERCHANGE | |
| | INTERSTATE | |
| | LANDSCAPING | 49 |
| | MTPO PLANNING/ADMINISTRATION * | 51 |
| | PEDESTRIAN (Independent) | 53 |
| | NON-SCHOOL | |
| | SCHOOL | |
| | RAILROAD | 55 |
| | RESURFACING / REPAVING | 57 |
| | ROAD CONSTRUCTION | 59 |
| | ROAD MAINTENANCE** | 60 |
| | LIGHTING | |
| | OTHER MAINTENANCE | |
| | TRANSIT - REGIONAL TRANSIT SYSTEM (RTS) | 61 |
| | MTPO PLANNING - SECTION 5303 | |
| | RTS CAPITAL FUNDING | |
| | COMMUTER TRANSPORTATION ASSISTANCE | |
| | RTS OPERATING FUNDING | |
| | TRANSIT - TRANSPORTATION DISADVANTAGED (TD) PROGRAM | 64 |
| | MV TRANSPORTATION (MV/T) | |
| | MTPO TD PLANNING- SECTION 5311 | |

* Excludes Transportation Disadvantaged Program Planning

** Excludes Resurfacing/Repaving Projects

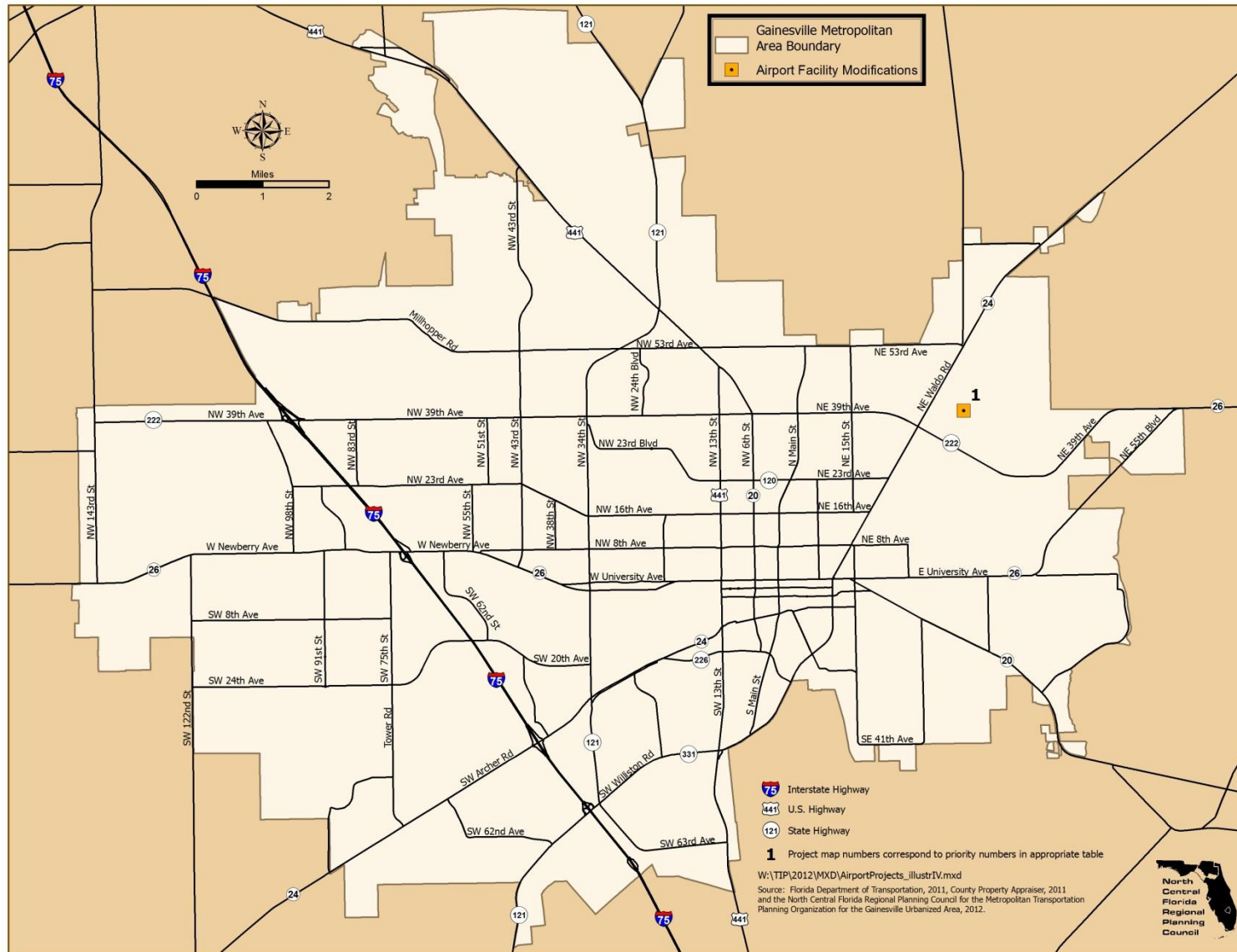
MTPO- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

TD- Transportation Disadvantaged

RTS- Regional Transit System

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Illustration IV Airport Projects



**Table 5
Airport Projects**

| Gainesville Regional Airport Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (See Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|---|-------------|-------|---|---|---------------------------------|-------------------------------|---------------------------------|-------------------------------|-----------------------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | M ap No. | M ile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Aviation Capacity | | | | | | | | | | | | | |
| Aviation Capacity (2222222) SIS [GRA/FDOT] | 1 | - | Extend Secondary Runway | - | 7,000 CAP | - | - | - | - | - | 7,000 | GMR | No |
| Aviation Capacity (4288291) SIS [GRA/FDOT] | 1 | - | Airport Road Reconstruction/Repair/Over | - | - | - | - | 200 CAP 200 CAP | - | - | 400 | DPTO LF | No |
| Aviation Capacity (4313091) SIS [GRA/FDOT] | 1 | - | Airport Design and Construction Taxiway A, Phase 2 | - | - | - | - | - | 25 CAP 934 CAP 25 CAP | - | 984 | DPTO FAA LF | Yes |
| Aviation Preservation | | | | | | | | | | | | | |
| Aviation Preservation (4290361) SIS [GRA/FDOT] | 1 | - | General Aviation Terminal Design & Construction | - | 500 CAP 500 CAP 1,000 CAP | - | - | - | - | - | 2,000 | DDR DPTO LF | No |
| Aviation Preservation (4314401) SIS [GRA/FDOT] | 1 | - | Aviation Capacity Taxiway E Pavement Study | - | 30 CAP 30 CAP | - | - | - | - | - | 30 | DDR LF | No |
| Aviation Preservation (4290331) SIS [GRA/FDOT] | 1 | - | Parking Lot Auto Parking | - | - | 108 CAP 108 CAP | - | - | - | - | 216 | DPTO LF | No |
| Aviation Preservation (4290351) SIS [GRA/FDOT] | 1 | - | Airport Terminal Rehabilitation Phase 3 | - | - | 38 CAP 1,425 CAP 38 CAP | - | - | - | - | 1,501 | DPTO FAA LF | Yes |
| Aviation Preservation (4288341) SIS [GRA/FDOT] | 1 | - | Taxiway E Reconstruction/Repair/Overlay | - | - | - | 115 CAP 4,370 CAP 115 CAP | - | - | - | 4,600 | DPTO FAA LF | Yes |
| Aviation Preservation (4313601) SIS [GRA/FDOT] | 1 | - | Parking Lot Improvement Phase 2 | - | - | - | 100 CAP 100 CAP | - | - | - | 200 | DPTO LF | No |
| Aviation Preservation (4288311) SIS [GRA/FDOT] | 1 | - | Airport Building Repair/Terminal roof | - | - | - | - | 14 CAP 542 CAP 14 CAP | - | - | 570 | DPTO FAA LF | Yes |
| Aviation Preservation (4288321) SIS [GRA/FDOT] | 1 | - | Airport Taxiway A Drainage/Retention | - | - | - | - | 46 CAP 1,736 CAP 46 CAP | - | - | 1,828 | DPTO FAA LF | Yes |
| Aviation Preservation (4288331) SIS [GRA/FDOT] | 1 | - | Runway 7-25 Reconstruction/Repair/Overl | - | - | - | - | 213 CAP 213 CAP | - | - | 426 | DPTO LF | No |

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Table 5 (Continued)
Airport Projects

| Gainesville Regional Airport Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (See Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|--|------------|------|--|---|----------------|---------------|---------------|-------------------------------|------------------------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Aviation Revenue / Operational | | | | | | | | | | | | | |
| Aviation Revenue/Operations (431441) SIS [GRA/FDOT] | 1 | - | Purchase Area Mowers | - | 11CAP 11CAP | - | - | - | - | - | 22 | DDR LF | NO |
| Aviation Revenue/Operations (4272331) SIS [GRA/FDOT] | 1 | - | Build new airport maintenance facility- Phase 2 | - | - | - | - | 500 CAP 500 CAP | - | - | 1,000 | DDR LF | NO |
| Aviation Revenue/Operations (4288301) SIS [GRA/FDOT] | 1 | - | Airport Fuel Capacity | - | - | - | - | - | 57 CAP 193 CAP 250 CAP | - | 500 | DDR DPTO LF | NO |
| Aviation Safety | | | | | | | | | | | | | |
| Aviation Safety (4290341) SIS [GRA/FDOT] | 1 | - | Airport Rescue Fire Fighting Facility | - | - | - | - | 30 CAP 1,140 CAP 30 CAP | - | - | 1,200 | DPTO FAA LF | YES |
| | | | | | | | | | | SUM | | | |
| Federal Funding | | | | | 0 | 1,425 | 4,370 | 3,418 | 934 | 10,147 | | | |
| State Funding | | | | | 8,041 | 146 | 215 | 1,003 | 275 | 9,680 | | | |
| Local Funding | | | | | 1,041 | 146 | 215 | 1,003 | 275 | 2,680 | | | |
| Total Funding | | | | | 9,082 | 1,717 | 4,800 | 5,424 | 1,484 | 22,507 | | | |

FDOT - Florida Department of Transportation, GRA - Gainesville Regional Airport, CAP - Capital funding for transit, DPTO - Dedicated Public Transportation Office,
FAA - Federal Aviation Authority, LF - local funds, DDR - Dedicated District Revenue, SIS - Strategic Intermodal System facility

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Illustration V Bicycle Facility Projects (Independent)

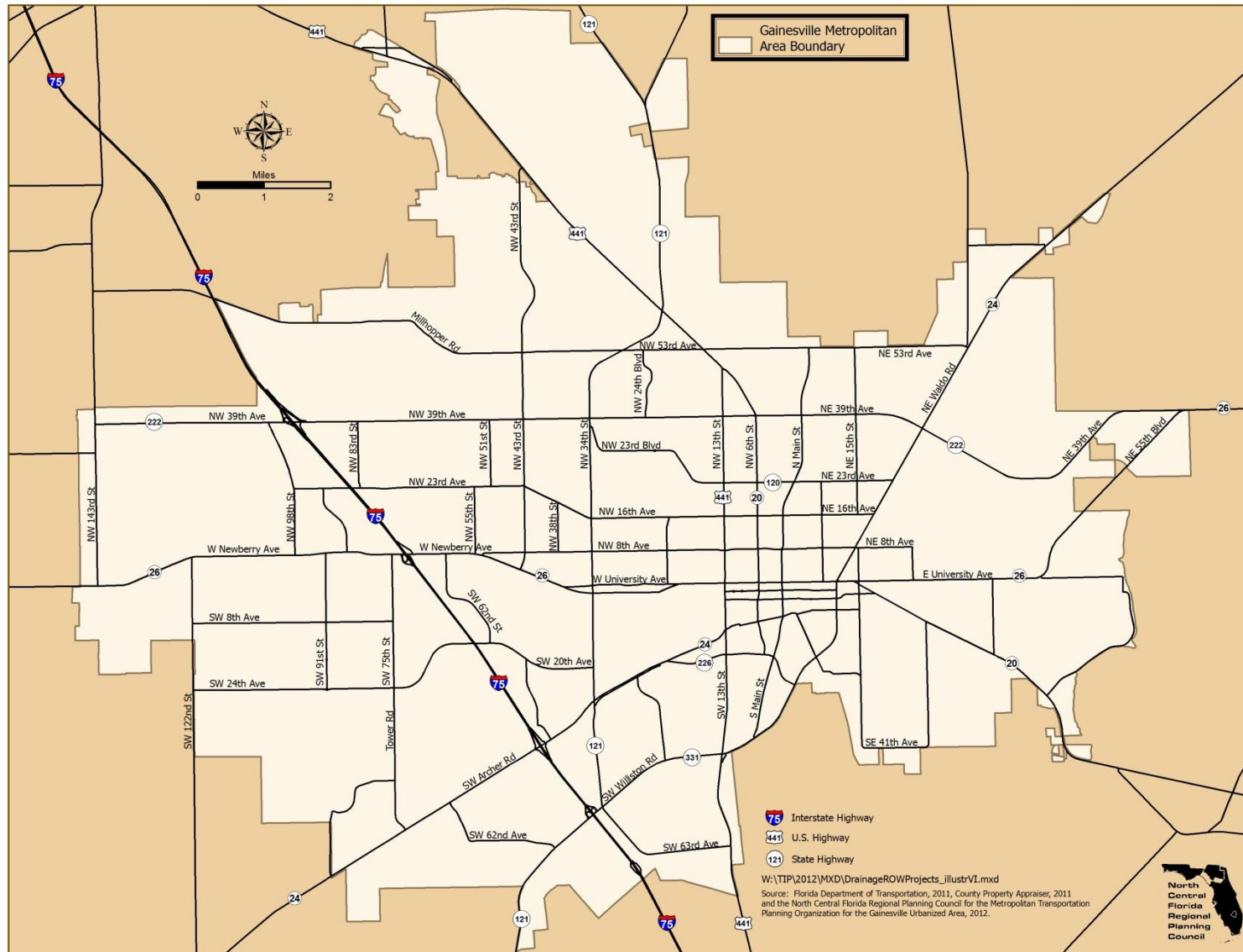


Table 6
Bicycle Facilities Projects
(Independent)

| Bicycle Facility Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|--|------------|------|---------------------|---|-----------------------------|--------------------|---------------------|---------------|---------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Archer Braid Trail FM: Archer Road TO: Kanapaha Park (4290291) Non-SIS [FDOT] | 1 | 6.0 | Bike Path / Trail | 152 | 545 CST 964 CST 2 CST | - | - | - | - | - | 1,663 | ACSE SE EB | Yes |
| SW 8 Avenue FM: SW 122 Street TO: SW 91 Street (4288951) Non-SIS (Alachua County) | 2 | 2.0 | Bikelane/Sidewalk | - | 100 PE 1 PE | 1,050 CST 1 CST | - | - | - | - | 1,152 | SE SA | Yes |
| UF Campus Greenway FM: SW 34 Street TO: Gale Lemerand Drive (4288961) Non-SIS [FDOT] | 3 | 1.3 | Bike Path / Trail | - | 250 PE 5 PE | 150 PE 20 PE | 1,832 CST 22 CST | - | - | - | 2,279 | SE EB | Yes |
| UF Campus Greenway FM: Gale Lemerand Drive TO: Archer Road (4306141) Non-SIS [FDOT] | 4 | 1.0 | Bike Path / Trail | - | 250 PE 5 PE | 150 PE 20 PE | - | - | - | 1,425 | 1,850 | SE EB | Yes |
| | | | | Sum | | | | | | | | | |
| Federal Funding | | | | | 2,122 | 1,391 | 1,854 | | | | 5,367 | | |
| State Funding | | | | | | | | | | | 0 | | |
| Local Funding | | | | | | | | | | | 0 | | |
| Total Funding | | | | | 2,122 | 1,391 | 1,854 | 0 | 0 | | 5,367 | | |

ACSE - Advanced Construction Surface Transportation Program - Enhancement, CST - Construction, EB - Equity Bonus, t:\mike\tip\tip1217\tbl_6_bike.xlsx
FDOT - Florida Department of Transportation, PE - Preliminary Engineering, SA - Surface Transportation Program - Any Area, SE - Surface Transportation Program - Enhancement,
SIS - Strategic Intermodal System facility, SW - Southwest, UF - University of Florida

Illustration VI Drainage of Right-of-Way Projects

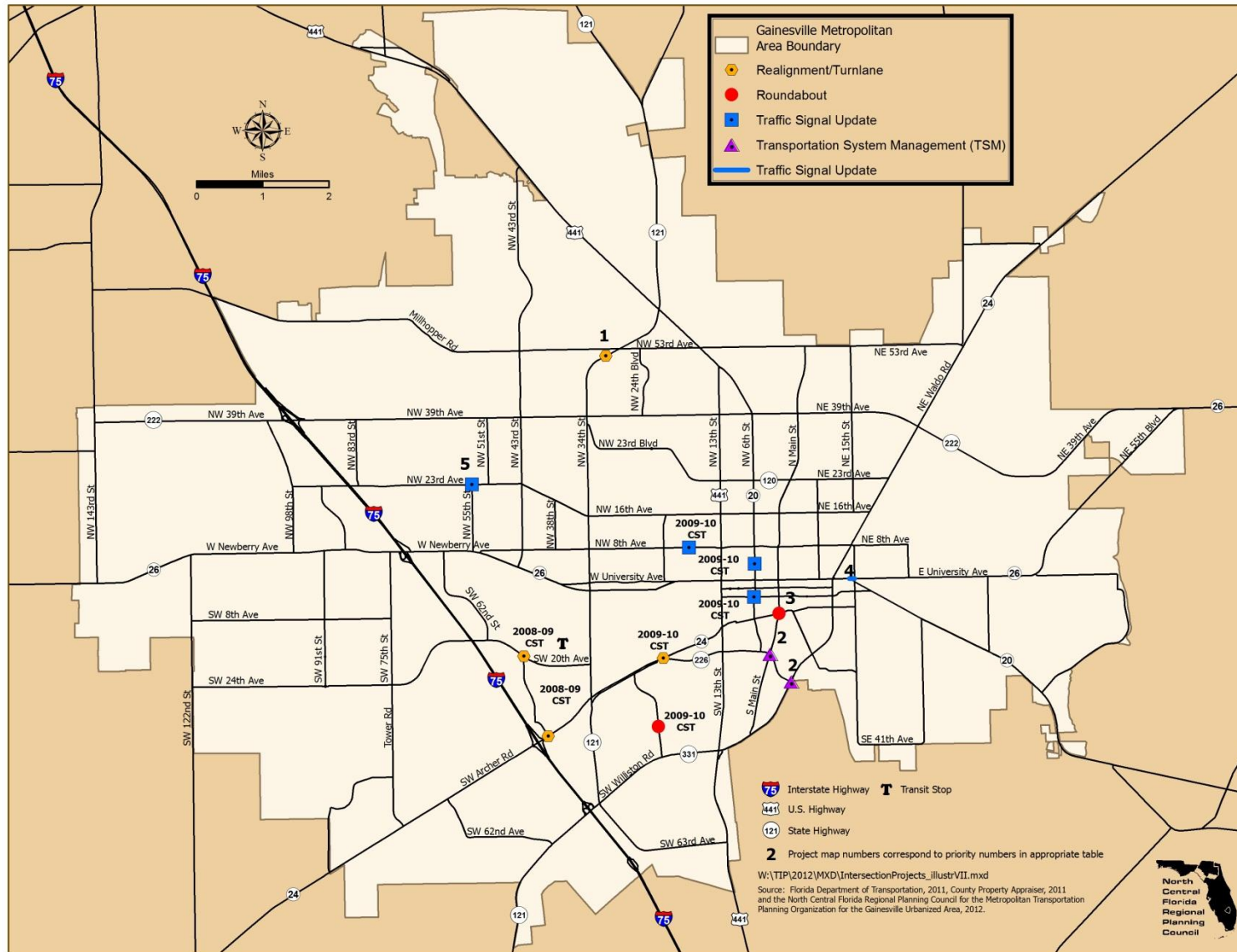


**Table 7
Drainage of Right-of-Way Projects**

| Drainage of Right-of-Way Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|---|------------|------|---------------------|---|---------------|---------------|---------------|---------------|---------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| None | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | Sum | | | | | | | | |
| Federal Funding | | | | | | | | | | 0 | | | |
| State Funding | | | | | | | | | | 0 | | | |
| Local Funding | | | | | 0 | | | | | 0 | | | |
| Total Funding | | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | |

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Illustration VII Intersection Projects



**Table 8
Intersection Projects**

| Intersection Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|--|------------|------|---|---|----------------|--------------------------|---------------|-------------------|---------------|-------------------|------------------|-------------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Realignment / Roundabout / Turn Bay / Lane | | | | | | | | | | | | | |
| NW 34 Street / SR 121 AT: YMCA Entrance (4272031) Non-SIS [FDOT] | 1 | 0.2 | Construct turnlanes | 39 | 1 PE | 183 CST | - | - | - | - | 223 | DIH ACSA | Yes |
| SE 16 Avenue / SR 226 AT: Main Street AT: Williston Road / SR 331 (4236082) Non-SIS [FDOT] | 2 | 0.6 | Transportation system management (TSM) capacity enhancements | 578 | 5 PE 250 PE | - | - | - | - | 2,040 | 5,282 | DDR SA DIH EB HSP | Yes |
| South Main Street AT: Depot Avenue, Non-SIS [Gainesville] | 3 | - | Construct roundabout | - | - | - | - | 1,200 CST | - | - | 1,200 | LF | No |
| Traffic Signalization | | | | | | | | | | | | | |
| District 2- Alachua County Traffic Light Maintenance AT: Countywide (4135171) Non-SIS [FDOT / Gainesville] | - | - | Traffic control devices/system | 2,343 | 312 OPS | 322 OPS | 331 OPS | 341 OPS | 351 OPS | - | 4,000 | DDR | No |
| East University Avenue FM: Hawthorne Road / SR 20 TO: East 15 Street (4307591) SIS [FDOT] | 4 | 0.1 | Traffic Signal Update | - | 39 PE 4 PE | 20 ROW 11 ROW 1 PE | - | 339 CST 43 CST | - | - | 457 | DDR DIH DIH | |
| NW 23 Avenue AT: NW 55 Street, Non-SIS [Gainesville] | 5 | - | Traffic signal replacement | - | 55 CST | - | - | - | - | - | 55 | LF | No |
| Traffic Management System AT: Countywide, SIS/Non-SIS [Gainesville] | - | - | Install coordinated traffic management system | 14,200 | 4,000 CST | - | - | - | - | - | 18,200 | LF / TRIP | No |
| | | | | | Sum | | | | | | | | |
| Federal Funding | | | | | 250 | 183 | | 2,375 | | 2,808 | | | |
| State Funding | | | | | 361 | 354 | 331 | 757 | 351 | 2,154 | | | |
| Local Funding | | | | | 4,055 | | | 1,200 | | 5,255 | | | |
| Total Funding | | | | | 4,666 | 537 | 331 | 4,332 | 351 | 10,217 | | | |

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ACSA - Advance Construction Surface Transportation Program, Any Area; CST - Construction; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities;
EB - Equity Bonus; HSP - Highway Safety Program; LF - Local Funds - Mass Transit - Aviation, Transit; OPS - Operating funding; PE - Preliminary Engineering;
ROW - Right-of-Way Support; SA - Surface Transportation Program - Any Area; SIS - Strategic Intermodal System facility, TRIP - Transportation Regional Incentive Program

Illustration VIII Interstate / Interchange Projects



**Table 9
Interstate / Interchange Projects**

| Interstate / Interchange Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|---|------------|------|--|---|-------------------|------------------|---------------|----------------|---------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Interchange | | | | | | | | | | | | | |
| Interstate75 Ramp Access FM : NW 39 Avenue [SR 222] TO: End of roadway (4269821) SIS [FDOT] | 1 | 0.7 | Resurfacing | 27 | 769 CST 24 CST | - | - | - | - | - | 820 | IMAC DIH | YES |
| Interstate 75 AT: NW 39 Avenue [SR 222] (4230711) SIS [FDOT] | 1 | 1.4 | Interchange Improvement | 107 | 15 PE | 5 PE 1,000 PE | | | | | 1,127 | DIH HSP | YES |
| Interstate 75 AT: Williston Road [SR 121] (4230713) SIS [FDOT] | 2 | 0.01 | Project, Development and Environment / Environmental Management Office (PD&E/EMO) Study | | 50 PE 1 PE | | | 500 PE 1 PE | 1 PE | | 553 | DDR DIH | NO |
| Interstate | | | | | | | | | | | | | |
| Interstate 75 FM: NW 39 Avenue [SR 222] TO: North of US 441 [SR 25] (4288031) SIS [FDOT] | 3 | 9.8 | Resurfacing | 100 | 250 PE 100 PE | - | 22,714 CST | 57 CST | - | - | 23,221 | IMAC DIH | YES |
| | | | | | Sum | | | | | | | | |
| Federal Funding | | | | | 1,019 | 1,000 | 22,714 | 57 | 0 | 24,790 | | | |
| State Funding | | | | | 140 | 5 | | 501 | 1 | 647 | | | |
| Local Funding | | | | | | | | | | 0 | | | |
| Total Funding | | | | | 1,159 | 1,005 | 22,714 | 558 | 1 | 25,437 | | | |

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CST - Construction; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities;
FDOT - Florida Department of Transportation; HSP - Highway Safety Program; IMAC - Interstate Maintenance Advance Construction;
PE - Preliminary Engineering; SR - State Road; SIS - Strategic Intermodal System facility; US - United States



Table 10
Landscaping Projects

| Landscaping Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|--|------------|------|---------------------|---|---------------|---------------|---------------|---------------|---------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Main Street FM: Depot Avenue TO: North 8 Avenue [Gainesville] Non-SIS | 1 | 10 | Streetscape | - | 1,600 CST | - | - | - | - | - | 1,100 | LF | No |
| | | | | | | | | | | | Sum | | |
| Federal Funding | | | | | | | | | | | 0 | | |
| State Funding | | | | | | | | | | | 0 | | |
| Local Funding | | | | | | | | | | | 1,600 | | |
| Total Funding | | | | | | | | | | | 1,600 | | |

NOTE: See interstate, resurfacing and road construction tables and illustrations for additional projects.

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CST - Construction; LF - Local Funds - Mass Transit - Aviation, Transit, SIS - Strategic Intermodal System facility

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Table 11
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Planning / Administration Activity

| Planning / Administration Activity | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|--|------------|------|-------------------------|---|---------------|---------------|---------------|---------------|---------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Unified Planning Work Program FY 2012-13 - 2013-14 (4221862) Non-SIS [MTPO] | - | - | Transportation Planning | - | 487 PLN | 487 PLN | - | - | - | - | 974 | PL | Yes |
| Long Range Transportation Plan Update Non-SIS [MTPO] | - | - | Transportation Planning | - | - | - | - | - | - | - | - | PL | Yes |
| Unified Planning Work Program FY 2014-15 - 2015-16 (4221863) Non-SIS [MTPO] | - | - | Transportation Planning | - | - | - | 487 PLN | 487 PLN | - | - | 974 | PL | Yes |
| Unified Planning Work Program FY 2016-17 (4221864) Non-SIS [MTPO] | - | - | Transportation Planning | - | - | - | - | - | 487 PLN | - | 487 | PL | Yes |
| | | | | Sum | | | | | | | | | |
| Federal Funding | | | | | 487 | 487 | 487 | 487 | 487 | | 2,435 | | |
| State Funding | | | | | | | | | | | 0 | | |
| Local Funding | | | | | | | | | | | 0 | | |
| Total Funding | | | | | 487 | 487 | 487 | 487 | 487 | | 2,435 | | |

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MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; PL -Planning; PLN - Planning, SIS - Strategic Intermodal System facility

Illustration X Pedestrian Projects (Independent)



**Table 12
Pedestrian Projects
(Independent)**

| Pedestrian Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|---|------------|------|--|---|----------------------------|------------------|---------------|---------------|---------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Non-School | | | | | | | | | | | | | |
| NW 34 Street FM: Northside Park TO: US 441 (4247671) Non-SIS [FDOT] | 1 | 0.3 | Construct 5-foot sidewalk | 25 | 10 PE | 2 CST 546 CST | - | - | - | - | 583 | DIH DS | No |
| School | | | | | | | | | | | | | |
| NE 19 Place FM: NE 9 Street TO: NE 15 Street (4273271) Non-SIS [FDOT] | 2 | 0.5 | Construct sidewalk with Safe Route to School funding | 80 | 46 CST 7 CST 244 CST | - | - | - | - | - | 377 | SL SR2E SR2S | Yes |
| | | | | | Sum | | | | | | | | |
| Federal Funding | | | | | 297 | | | | | 297 | | | |
| State Funding | | | | | 10 | 548 | | | | 558 | | | |
| Local Funding | | | | | | | | | | 0 | | | |
| Total Funding | | | | | 307 | 548 | 0 | 0 | 0 | 855 | | | |

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CST - Construction; LF - Local Funds - Mass Transit - Aviation, Transit; CST - Construction; DIH - State Funds in House Planning Activities; DS - State Funds Direct Through District 2;
FDOT - Florida Department of Transportation; SIS - Strategic Intermodal System facility, SL - Surface Transportation Program - Areas with population less than or equal to 200,000;
SR2E - Safe Routes to School; SR2S - Safe Routes to School

Illustration XI Railroad Projects



Table 13
Railroad Projects

| Railroad Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|---|------------|------|---------------------|---|---------------|---------------|---------------|---------------|---------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| None | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | | | | | | Sum | | | |
| Federal Funding | | | | | | | | | | 0 | | | |
| State Funding | | | | | | | | | | 0 | | | |
| Local Funding | | | | | | | | | | 0 | | | |
| Total Funding | | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | |

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Illustration XII Resurfacing / Repaving Projects



Table 14
Resurfacing / Repaving Projects

| Resurfacing / Repaving Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|---|------------|------|---|---|-------------------------|---------------------------|---------------------------------|---------------|---------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Archer Road / SR 24 FM: SW 75 Street TO: SW 43 Street (2076693) Non-SIS [FDOT] | 1 | 2.5 | Resurfacing [no change to existing bike/pedestrian facilities] | 2,271 | 91 CST | 96 CST | - | - | - | - | 2,458 | DIH | No |
| Archer Road / SW 16 Avenue FM: SW 16 Avenue/Archer Road TO: SW 13 Street, Non-SIS [Gainesville] | 2 | 2.0 | Mill & resurfacing; intersection & median modifications; add bikelanes | 3,190 | 4,000 CST | - | - | - | - | - | 7,190 | LF | No |
| Hawthorne Road / SR 20 FM: SE 55 Boulevard TO: County Road 325 (4244731) SIS [FDOT] | 3 | 5.4 | Resurfacing [no change to existing bike/pedestrian facilities] | 3,838 | 116 CST | 133 CST | - | - | - | - | 4,087 | DIH | No |
| Newberry Road / SR 26 FM: West of NW 80 Boulevard TO: West 38 Street (4305421) SIS/Non-SIS [FDOT] | 4 | 2.9 | Resurfacing [no change to existing bike/pedestrian facilities] | 3 | 15 PE 1 PE 550 PE | - | 5,069 CST 110 CST 670 CST | 57 CST | - | - | 6,475 | DDR DIH DS | No |
| NW 16 Avenue FM: NW 55 Street TO: NW 13 Street, Non-SIS | 5 | 3.8 | Pavement management/resurfacing | - | 6,500 CST | - | - | - | - | - | 6,500 | LF | No |
| NW 34 Street / SR 121 FM: Archer Road / SR 24 TO: NW 5 Avenue (4305471) Non-SIS [FDOT] | 6 | 1.9 | Resurfacing [no change to existing bike/pedestrian facilities] | 4 | 12 PE 1 PE 400 PE | - | 55 CST 3860 CST | - | - | - | 4,332 | DDR DIH DS | No |
| US 441/ SR 25 FM: NW 6 Street TO: CR 2054 RR Overpass (4286901) Non-SIS [FDOT] | 7 | 10.7 | Resurfacing [no change to existing bike/pedestrian facilities] | 218 | 47 PE | - 82 CST 12,542 CST | 51 CST | 114 CST | - | - | 13,054 | DDR DIH DS | No |
| | | | | | | | | | | Sum | | | |
| Federal Funding | | | | | | | | | | 0 | | | |
| State Funding | | | | | 1,233 | 12,853 | 9,815 | 171 | | 24,072 | | | |
| Local Funding | | | | | 10,500 | | | | | 10,500 | | | |
| Total Funding | | | | | 11,733 | 12,853 | 9,815 | 171 | 0 | 34,572 | | | |

This table does not include County asphalt rejuvenation (respraying of emulifying agent on asphalt) projects

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CST - Construction; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities; DS - State Funds Direct Through District 2;
FDOT - Florida Department of Transportation; LF - Local Funds - Mass Transit - Aviation, Transit; NW - Northwest; PE - Preliminary Engineering; SE - Southeast;
SIS - Strategic Intermodal System facility; SR - State Road; SW - Southwest; US - United States

Illustration XIII Road Construction Projects



**Table 15
Road Construction Projects**

| Road Construction Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|--|------------|---------------------------------|---|---|-------------------------------------|------------------------|--------------------|---------------|---------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Depot Avenue, Non-SIS FM: US 441 TO: Williston Road Section 1 Section 2 Section 3 Section 4 [Gainesville] | 1 | 1.7 0.2 0.7 0.4 0.4 | Reconstruction of 2-lanes with turnlanes & medians Mill & resurface [US 441 to to SW 11 St] Reconstruction w/ roundabouts @ SW 11 St & SW 6 St [SW 11 St to Main St] Reconstruction w/ roundabout @ SE 4 St [Main St to SE 600 Block] Reconstruction [600 Block to Williston Rd] | 2,141 | 1,625 CST 1,625 CST 1,550 ROW | 1,900 CST 1,900 CST | 280 CST 920 CST | - - | - - | - - | 5,391 | CIGP LF LF | No |
| SE 4 Street, Non-SIS FM: Williston Road / SR 331 TO: SE 7 Avenue [Gainesville] | 2 | 0.1 | 2-Lane Reconstruction | 1,049 | 250 ROW | 250 ROW | 800 CST | - | - | - | 2,349 | LF | No |
| SW 75 Street to SW 24 Avenue Connector, Non-SIS FM: SW 75 Street TO: SW 24 Avenue [Alachua County] | 3 | 0.6 | SW 8 Avenue/SW 61 Street Connector; roadway reconstruction and intersection modifications | 270 | 7,000 CST | 7,400 CST | - | - | - | - | 14,670 | LF/CDA | No |
| SW 6 Street, Non-SIS FM: SW 4 Avenue TO: SW 2 Avenue, Non-SIS [Gainesville] | 4 | 0.2 | Reconstruction | - | - | 1,500 CST | - | - | - | - | 1,500 | LF | No |
| SW 40 Boulevard, Non-SIS FM: Archer Road / SR 24 TO: SW 34 Street/ SR 121 [Gainesville] | 5 | 1.0 | 2-lane construction | 100 | - | - | - | 1,000 CST | - | - | 1,000 | LF | No |
| | | | | | | | | | | Sum | | | |
| Federal Funding | | | | | | | | | | 0 | | | |
| State Funding | | | | | 1,625 | 1,900 | 280 | | | 3,805 | | | |
| Local Funding | | | | | 8,875 | 11,050 | 1,720 | 1,000 | | 22,645 | | | |
| Total Funding | | | | | 10,500 | 12,950 | 2,000 | 1,000 | 0 | 26,450 | | | |

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CST - Construction; CIGP - County Incentive Grant Program; FDOT - Florida Department of Transportation; LF/CDA - Local Funds/Campus Development Agreement;
PE - Preliminary Engineering; SE - Southeast; SIS - Strategic Intermodal System; SR - State Road; St - Street; SW - Southwest

Table 16
Road Maintenance Projects

| Road Maintenance Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|--|------------|------|---------------------|---|---------------|---------------|---------------|---------------|---------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016_17 | Future Funding | Total Funding | | |
| Lighting | | | | | | | | | | | | | |
| Lighting Alachua County (4144031) Non-SIS [FDOT/Gaineville] | - | - | Lighting agreements | 4,638 | 711 MNT | 732 MNT | 754 MNT | 778 MNT | 800 MNT | - | 8,413 | DDR | No |
| Other Maintenance | | | | | | | | | | | | | |
| Routine Maintenance Alachua County (2143011) Non-SIS [FDOT] | - | - | Routine maintenance | 49,808 | 3,000 MNT | 3,000 MNT | 3,000 MNT | - | - | - | 58,808 | D | No |
| Routine Maintenance Alachua County (2149384) SIS [FDOT] | - | - | Routine maintenance | 2,000 | 400 MNT | 400 MNT | 400 MNT | - | - | - | 3,200 | D | No |
| | | | | | | | | | | Sum | | | |
| Federal Funding | | | | | | | | | | 0 | | | |
| State Funding | | | | | 4,111 | 4,132 | 4,154 | 778 | 800 | 13,975 | | | |
| Local Funding | | | | | | | | | | 0 | | | |
| Total Funding | | | | | 4,111 | 4,132 | 4,154 | 778 | 800 | 13,975 | | | |

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D - District; DDR -Dedicated District Revenue; FDOT - Florida Department of Transportation; MNT - Maintenance; SIS - Strategic Intermodal System facility

Table 17
Transit - Regional Transit System Projects

| Transit- Regional Transit System Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|--|------------|------|--|---|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Metropolitan Transportation Planning Organization Planning Studies Funding | | | | | | | | | | | | | |
| Transit Planning Studies Section 5303 (4117623) Non-SIS [Gainesville] | - | - | Public Transportation Office Planning Funds | 637 | 14 PLN 116 PLN 14 PLN | 14 PLN 116 PLN 14 PLN | 14 PLN 116 PLN 14 PLN | 14 PLN 116 PLN 14 PLN | 14 PLN 116 PLN 14 PLN | - | 1,357 | DPTO DU LF LF | Yes |
| Fixed Route System Capital 5309 HighPriority Project # 2 13 (4068475) Non-SIS [Gainesville] | - | - | Rapid Transit Study | 539 | - | - | - | - | - | - | 539 | FTA LF | Yes |
| Transit Planning Studies Section 5339 (4285914) Non-SIS [Gainesville] | - | - | Bus Rapid Transit Alternatives Analysis Study from Santa Fe College area to Gainesville Regional Airport | 425 | - | - | - | - | - | - | 425 | FTA | Yes |
| | | | | | | | | | | Sum | | | |
| Federal Funding | | | | | 116 | 116 | 116 | 116 | 116 | 580 | | | |
| State Funding | | | | | 14 | 14 | 14 | 14 | 14 | 70 | | | |
| Local Funding | | | | | 14 | 14 | 14 | 14 | 14 | 70 | | | |
| Planning Subtotal Funding | | | | | 144 | 144 | 144 | 144 | 144 | 720 | | | |
| Regional Transit System Capital Funding | | | | | | | | | | | | | |
| Fixed Route System Capital Section 5307 (4040261) Non-SIS [Gainesville] | - | - | Capital and Operating Grant | 6,248 | 843 CAP 211 CAP | 684 CAP 171 CAP | 693 CAP 173 CAP | 412 CAP 103 CAP | 414 CAP 104 CAP | - | 10,056 | FTA LF | Yes |
| Fixed Route System Capital Section 5307 (4044111) Non-SIS [Gainesville] | - | - | Automated Vehicle Location equipment hardware/ software, radio system upgrade, furniture/office equipment, automatic passenger counters, computer equipment | 3,778 | 502 CAP 126 CAP | 202 CAP 51 CAP | 202 CAP 51 CAP | 522 CAP 131 CAP | 522 CAP 131 CAP | - | 6,218 | FTA LF | Yes |
| Fixed Route System Capital Section 5307 (4044121) Non-SIS [Gainesville] | - | - | Shelters & passenger amenities, benches, shelters, signs & logos,shop equipment, signal preemption preventative and associated capital maintenance | 12,106 | 1,347 CAP 337 CAP | 1,390 CAP 348 CAP | 1,393 CAP 348 CAP | 1,396 CAP 349 CAP | 1,400 CAP 350 CAP | - | 20,764 | FTA LF | Yes |

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Table 17 (Continued)
Transit - Regional Transit System Projects

| Transit- Regional Transit System Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|--|------------|---|---|---|----------------------|----------------------|------------------------|-------------------------|----------------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| Regional Transit System Capital Funding | | | | | | | | | | | | | |
| Fixed Route System Capital Section 5307 (4083541) Non-SIS [Gainesville] | - | - | Employee training, fare boxes, passenger information system | 2,619 | 620 CAP 155 CAP | 300 CAP 75 CAP | 300 CAP 75 CAP | 232 CAP 58 CAP | 232 CAP 58 CAP | - | 4,724 | FTA LF | Yes |
| Fixed Route System Capital Section 5307 (4243901) Non-SIS [Gainesville] | - | - | Small Transit Incentive Cities Allocation | 2,671 | 611 CAP 153 CAP | 611 CAP 153 CAP | 611 CAP 153 CAP | 611 CAP 153 CAP | 611 CAP 153 CAP | - | 6,491 | FTA LF | Yes |
| Fixed Route System Capital Section 5309 (4068471) Non-SIS [Gainesville] | - | - | Discretionary grants- purchase transit vehicles and related equipment | 60,736 | 3,446 CAP 862 CAP | 3,532 CAP 883 CAP | 6,336 CAP 1,584 CAP | 24,771 CAP 6,193 CAP | 3,804 CAP 951 CAP | - | 113,098 | FTA LF | Yes |
| Fixed Route System Capital Section 5309 (4117581) Non-SIS [Gainesville] | - | - | Discretionary grants- purchase transit coaches, neighborhood transfer center | 5,343 | - | 1,600 CAP 400 CAP | 1,008 CAP 252 CAP | 3,963 CAP 991 CAP | 2,711 CAP 678 CAP | - | 16,946 | FTA LF | Yes |
| Fixed Route System Capital Section 5309 (4299271) & (4299272) Non-SIS [Gainesville] | - | - | Phase 1 and 2 of 4 Maintenance Facility and 42 farebox replacements | 28,884 | - | - | - | - 4,000 CAP | - 4,100 CAP | 29,063 | 66,047 | FTA SA LF | Yes |
| | | | | | | | | | | Sum | | | |
| Federal Funding | | | | | 7,369 | 8,319 | 10,543 | 35,907 | 13,794 | 75,932 | | | |
| State Funding | | | | | | | | | | 0 | | | |
| Local Funding | | | | | 1,844 | 2,081 | 2,636 | 7,978 | 2,425 | 16,964 | | | |
| Capital Subtotal Funding | | | | | 9,213 | 10,400 | 13,179 | 43,885 | 16,219 | 92,896 | | | |

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Table 17 (Continued)
Transit - Regional Transit System Projects

| Transit- Regional Transit System Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | | | Fund Code Table 3 | Fed Funds |
|--|------------|------|--|---|-----------------------------------|-----------------------------------|------------------------|-----------------------------------|------------------------|-------------------|------------------|-------------------|-----|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | | | |
| Commuter Transportation Assistance | | | | | | | | | | | | | | | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Regional Transit System Operating Funding | | | | | | | | | | | | | | | |
| Fixed Route System Operating Section 5307 (2155461) Non-SIS [Gainesville] | - | - | Operating assistance- vans (5), support vehicles (supervisors),associated capital maintenance, lift-equiped paratransit vans (5) | 21,800 | 1,800 OPS 1,800 OPS | 1,800 OPS 1,800 OPS | 1,800 OPS 1,800 OPS | 1,800 OPS 1,800 OPS | 1,800 OPS 1,800 OPS | - | 39,800 | FTA LF | Yes | | |
| Fixed Route System Operating (4117571) Non-SIS [Gainesville] | - | - | State Block Grant- oprating capital | 16,668 | 548 OPS 1,084 OPS 1,632 OPS | 1,276 OPS 360 OPS 1,636 OPS | 1,651 OPS 1,651 OPS | 1,059 OPS 629 OPS 1,688 OPS | 1,688 OPS 1,688 OPS | - | 33,258 | DDR DPTO LF | No | | |
| Fixed Route System Operating (4303281) Non-SIS [Gainesville] | - | - | Route 46 & Trolley Conversion | 328 | 114 OPS 114 OPS | - | - | - | - | - | 556 | DPTO LF | No | | |
| Fixed Route System Operating (4303291) Non-SIS [Gainesville] | - | - | Route 28 operations | 253 | 127 OPS 127 OPS | - | - | - | - | - | 507 | DPTO LF | No | | |
| Fixed Route System Operating (4303301) Non-SIS [Gainesville] | - | - | Route 62 operations | 179 | 90 OPS 90 OPS | - | - | - | - | - | 359 | DPTO LF | No | | |
| Service Development (4276811) Non-SIS [Gainesville] | - | - | Transit service demonstration- Bus Stop Amenities | 390 | 75 OPS 75 OPS | - | - | - | - | - | 540 | DPTO LF | No | | |
| Transportation Statistics (4285912) Non-SIS [Gainesville] | - | - | RTS Alternatives Analysis for Bus Rapid Transit | 125 | - | - | - | - | - | - | 125 | DPTO | No | | |
| | | | | | | | | | | Sum | | | | | |
| Federal Funding | | | | | 1,800 | 1,800 | 1,800 | 1,800 | 1,800 | 9,000 | | | | | |
| State Funding | | | | | 2,038 | 1,636 | 1,651 | 1,688 | 1,688 | 8,701 | | | | | |
| Local Funding | | | | | 3,838 | 3,436 | 3,451 | 3,488 | 3,488 | 17,701 | | | | | |
| Operating Subtotal Funding | | | | | 7,676 | 6,872 | 6,902 | 6,976 | 6,976 | 35,402 | | | | | |
| Total Funding | | | | | 9,285 | 10,235 | 12,459 | 37,823 | 15,710 | 85,512 | | | | | |
| State Funding | | | | | 2,052 | 1,650 | 1,665 | 1,702 | 1,702 | 8,771 | | | | | |
| Local Funding | | | | | 5,696 | 5,531 | 6,101 | 11,480 | 5,927 | 34,735 | | | | | |
| Operating Subtotal Funding | | | | | 17,033 | 17,416 | 20,225 | 51,005 | 23,339 | 129,018 | | | | | |

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CAP - Capital funding for transit; DPTO - Dedicated Public Transportation Office; DU - Advanced from State Primary Funds to be reimbursed by the Federal Transit Administration;
FTA - Federal Transit Administration; LF - Local Funds - Mass Transit - Aviation, Transit; OPS - Operating funding; SA - Surface Transportation Program - Any Area;
SIS - Strategic Intermodal System facility

Table 18
Transit - Transportation Disadvantaged Projects

| Transit- Transportation Disadvantaged Projects | | | | Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4) | | | | | | | | Fund Code Table 3 | Fed Funds |
|--|------------|------|--|---|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------|------------------|-------------------------|--------------|
| Type Work (Finance Number) [Responsible Agency] | Map No. | Mile | Project Description | Prior Funding | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | Future Funding | Total Funding | | |
| M V Transportation | | | | | | | | | | | | | |
| Transportation Disadvantaged Grant (2174891) Non-SIS [Alachua County] | - | - | Transportation Disadvantage Commission grant funding for provision of trips | - | 57 OPS 63 OPS 467 OPS | 58 OPS 40 OPS 479 OPS | 60 OPS 40 OPS 497 OPS | 60 OPS 40 OPS 496 OPS | 60 OPS 40 OPS 496 OPS | - | 518 | LF TDDR TDTF | No |
| Transportation Disadvantaged Grant Non-SIS | - | - | Transportation Disadvantage Commission grant- Voluntary Dollar | - | - | - | - | - | - | - | - | - | - |
| Operating/Administration Assistance- Section 5311 (4233121) Non-SIS [Alachua County] | - | - | Rural Transit Funding | 440 | 254 OPS 254 OPS | 267 OPS 267 OPS | - | - | - | - | 1,482 | DU LF | Yes |
| Operating/Administration Assistance- Section 5311 (4272501) Non-SIS [Alachua County] | - | - | Rural Transit Funding | - | - | - | 281 OPS 281 OPS | 295 OPS 295 OPS | 309 OPS 309 OPS | - | 1,770 | DU LF | Yes |
| Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Disadvantaged Planning | | | | | | | | | | | | | |
| Planning Assistance (2174892) Non-SIS [MTPO] | - | - | Planning funding- Local Coordinating Board Assistance Grant | - | 24 PLN | 24 PLN | 24 PLN | 22 PLN | 22 PLN | - | 116 | TDTF | No |
| | | | | | | | | | | Sum | | | |
| Federal Funding | | | | | 254 | 267 | 281 | 295 | 309 | 1,406 | | | |
| State Funding | | | | | 554 | 543 | 561 | 558 | 558 | 2,774 | | | |
| Local Funding | | | | | 311 | 325 | 341 | 355 | 369 | 1,701 | | | |
| Total Funding | | | | | 1,119 | 1,135 | 1,183 | 1,208 | 1,236 | 5,881 | | | |

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DU - Advanced from State Primary Funds to be reimbursed by the Federal Transit Administration; LF - Local Funds - Mass Transit - Aviation, Transit;
MTPO - Metropolitan Transportation Organization for the Gainesville Urbanized Area; PLN - Planning; SIS - Strategic Intermodal System facility;
TDDR - Transportation Disadvantaged District Revenue; TDTF - Transportation Disadvantaged Trust Fund

Chapter V

Five-Year Locally Funded Projects

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Chapter V: Five-Year Locally Funded Projects

Chapter V contains a five-year project listing and a funding summary for all transportation projects within the Gainesville Metropolitan Area which are programmed for Fiscal Years 2012-13 through 2016-17 that contain local funds only. These represent projects programmed by Alachua County, City of Gainesville and the University of Florida.

Illustration XIV Alachua County Transportation Projects



Table 19
Alachua County Transportation Projects

| Transportation Projects | | | Fiscal Year (FY) Costs (\$ 000) / Project Phase (See Table 4) | | | | | Fund Code Table 4 |
|---|----------|--|--|---------------|---------------|---------------|---------------|-------------------------|
| Project Description (Finance Number) | Map # | Type Work | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | |
| SW 75 Street to SW 24 Avenue Connector FM: SW 75 Street TO: SW 24 Avenue | 1 | SW 8 Avenue/SW 61 Street Connector; roadway reconstruction and intersection modifications | 7,000 | 7,400 | - | - | - | CST |

CST - Construction; SW - Southwest

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Illustration XV Alachua County Pavement Management



Table 20
Alachua County Resurfacing Projects*

| Resurfacing / Repaving Projects | | | Fiscal Year (FY) Costs (\$ 000) / Project Phase (See Table 4) | | | | | Fund Code Table 4 |
|--|----------|---|--|---------------|---------------|---------------|---------------|-------------------------|
| Project Description (Finance Number) | Map # | Type Work | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | |
| NW 16 Avenue FM: NW 55 Street TO: NW 13 Street | 1 | Mill and resurface with median and multimodal modifications | 6,500 | - | - | - | - | CST |

* Does not include asphalt rejuvenation (respraying of emulsifying agent on asphalt) projects.

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CST - Construction; NW - Northwest

Illustration XVI City of Gainesville Transportation Projects

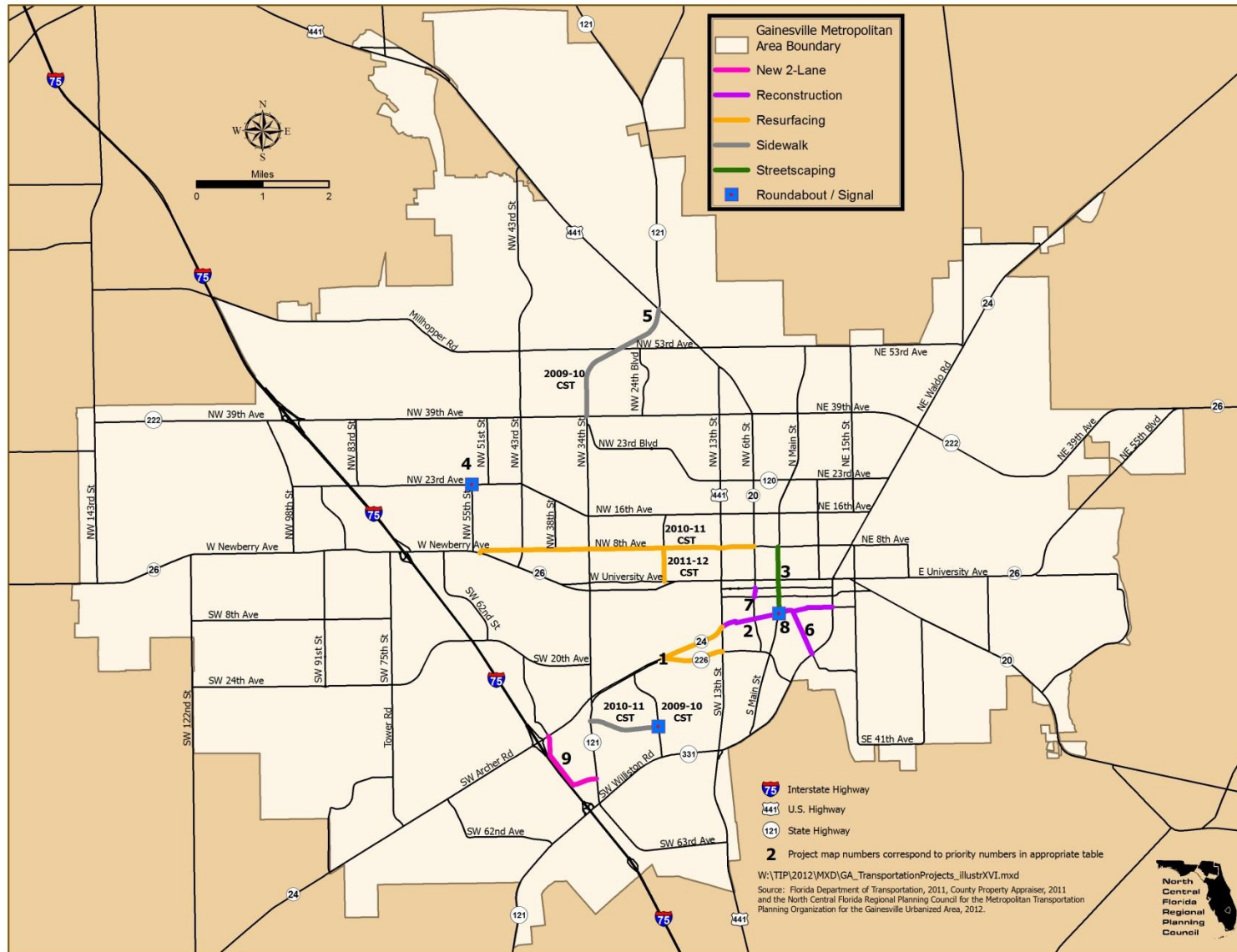


Table 21
City of Gainesville Transportation Projects

| Transportation Projects | | | Fiscal Year (FY) Costs (\$000) / Project Phase (See Table 4) | | | | | Fund Code Table 4 |
|---|----------|--|---|---------------|---------------|---------------|---------------|-------------------------|
| Project Description (Finance Number) | Map # | Type Work | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | |
| Archer Road / SW 16 Avenue FM: SW 16 Avenue/Archer Road TO: SW 13 Street | 1 | Mill & resurfacing; intersection & median modifications; add bikelanes | 4,000 | - | - | - | - | CST |
| Depot Avenue FM: US 441 TO: Williston Road / SR 331 Section 1: SW 13 Street - SW 11 Street Section 2: SW 11 Street - Main Street Section 3: Main Street - SE 7 Street Section 4: SE 7 Street - Williston Road | 2 | Reconstruction of 2-lanes with turnlanes and medians High Priority Project # 2232 Section 1 mill & resurface Section 2 reconstruction w/ roundabout @ SW 11 Street & roundabout @ SW 6 Street Section 3 reconstruction w/ roundabout @ SE 4 Street Section 4 reconstruction | 3,250 1,550 | 3,800 | 1,200 | - | - | CST ROW |
| Main Street FM: Depot Avenue TO: North 8 Avenue | 3 | Streetscape | 1,600 | - | - | - | - | CST |
| NW 23 Avenue AT: NW 55 Street | 4 | Traffic signal replacement | 55 | - | - | - | - | CST |
| NW 34 Street FM: Northside Park TO: US 441 (4247671) | 5 | Construct 5-foot sidewalk | 10 | 649 | - | - | - | PE CST |
| SE 4 Street FM: Williston Road / SR 331 TO: SE 7 Avenue | 6 | Reconstruct 2-lane facility | 250 | 250 | 800 | - | - | ROW CST |
| Traffic Management System AT: Countywide | - | Install coordinated traffic management system | 4,000 | - | - | - | - | CST |
| SW 6 Street FM: SW 4 Avenue TO: SW 2 Avenue | 7 | Reconstruction | - | 1,500 | - | - | - | CST |
| S Main Street AT: Depot Avenue | 8 | Construct roundabout | - | - | - | 1,200 | - | CST |
| SW 40 Boulevard Extension FM: Archer Road TO: SW 34 Street | 9 | Construct 2-lane facility to connect Archer Road to SW 34 Street | - | - | - | 1,000 | - | CST |

CST - Construction; NW= Northwest, PE - Preliminary Engineering; ROW - Right-of Way Support; SE - Southeast, SW - Southwest

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NOTE: Some projects include Federal and/or State funding impletd under Local Area Program that has already been allocated and removed from the Florida State Transportation Improvement Program (STIP) / Tentative Work Program.

Illustration XVII
University of Florida Transportation Projects

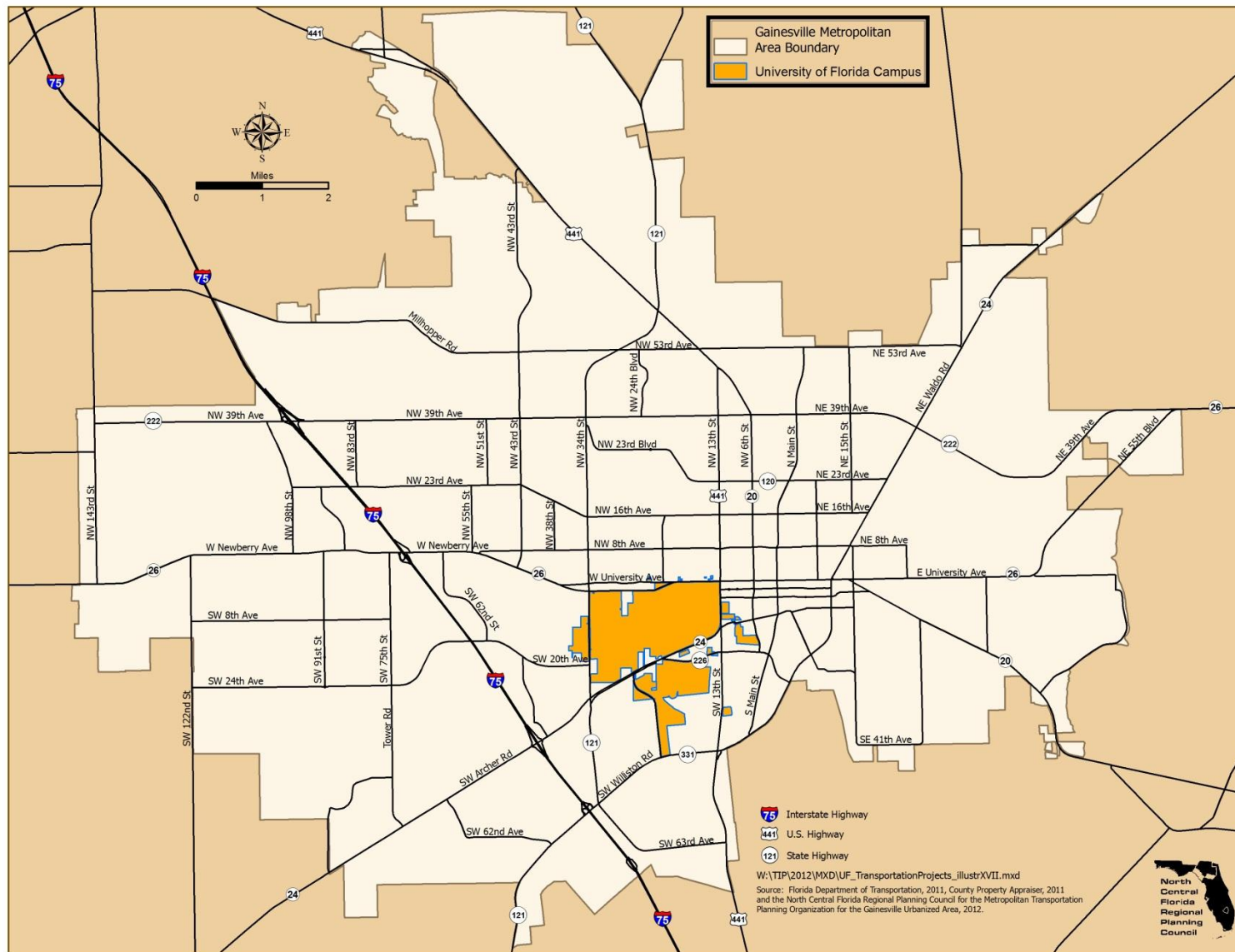


Table 22
University of Florida Transportation Projects

| Transportation Projects | | | Fiscal Year (FY) Costs (\$ 000) / Project Phase (See Table 4) | | | | | Fund Code Table 4 |
|---|----------|--------------|--|---------------|---------------|---------------|---------------|-------------------------|
| Project Description (Finance Number) | Map # | Type Work | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | |
| None | - | - | - | - | - | - | - | - |

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Chapter VI

Transportation Disadvantaged Element

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Chapter VI: Transportation Disadvantaged Element

A. Transportation Improvement Program Element

According to Rule 41-2.009(2), Florida Administrative Code, and Subsection 427.015(1), Florida Statutes, a transportation disadvantaged element must be included in the Metropolitan Planning Organization's Transportation Improvement Program. This element is required to include:

"a project and program description, the planned costs and anticipated revenues for the services, identification of the year the project or services are to be undertaken and implemented and assurances that there has been coordination with local public transit and local government comprehensive planning bodies."

In preparing the Transportation Improvement Program, there has been coordination with the City of Gainesville Regional Transit System and the planning departments of both Alachua County and the City of Gainesville. There has also been coordination with MV Transportation, Incorporated (the local Community Transportation Coordinator) and the Florida Department of Transportation District 2.

B. Organization

This element contains programmed transportation disadvantaged funds identified in the Florida Department of Transportation's Tentative Five-Year Work Program for Fiscal Years 2012-13 through 2016-17 for Alachua County. As shown in Table 23, the following funding information is provided for each project for transportation disadvantaged persons where appropriate.

1. Name of agency or organization utilizing transportation disadvantaged funding;
2. Dollar amount of transportation disadvantaged funds for each fiscal year; and
3. Category of funding expenditure and tentative five-year work program project number.

C. Transportation Disadvantaged Program Projects

Funding expenditures for projects for transportation disadvantaged persons in Alachua County identified in Table 16 are categorized by the following components.

1. Planning: Funding allocated for data collection, processing, evaluation and summarization of transportation needs, operations or programs for each fiscal year. This includes studies that are entirely devoted to transportation disadvantaged subjects and also costs for the transportation components of any more inclusive studies.
2. Capital - Vehicles: Funding allocated for the purchase of vehicles which are used for disadvantaged passenger transportation for each fiscal year.
3. Capital - Other: Funding allocated for fixed assets such as buildings, communication devices, test equipment, tools, computer hardware, computer software and miscellaneous equipment for each fiscal year.

4. Operating (All): Funding allocated for operating and maintaining disadvantaged passenger transportation functions (gas, oil, salaries, parts, rent and insurance), i.e. the value of transportation services to be purchased from external for-profit and nonprofit providers for each Fiscal Year.

Table 23
Transportation Disadvantaged Program Projects

| Transportation Disadvantaged Projects | | Costs (\$000) | | | | |
|---|---|-----------------|-----------------|-----------------|-----------------|-----------------|
| Project Description (Finance Number) | Type Work | FY 2012 - 13 | FY 2013 - 14 | FY 2014 - 15 | FY 2015 - 16 | FY 2016 - 17 |
| MV Transportation – Capital [Other] | | | | | | |
| - | - | - | - | - | - | - |
| Community Transportation Coordinator – Capital [Vehicle] | | | | | | |
| - | - | - | - | - | - | - |
| Community Transportation Coordinator – Operating | | | | | | |
| Transportation Disadvantaged Grant (2174891) | Transportation Disadvantaged Commission grant | 587 | 577 | 597 | 596 | 596 |
| Transportation Disadvantaged Grant | Transportation Disadvantaged Commission grant funding Voluntary Dollar | - | - | - | - | - |
| Operating/Administration Assistance (4233121) | Section 5311 funding Operations deficit | 508 | 534 | 562 | 580 | 618 |
| Operating/Administration Assistance (4272501) & (4272501) | Section 5311 funding Rural Transit funding | - | - | - | 562 | 590 |
| Transportation Disadvantaged Program Planning | | | | | | |
| Planning Assistance (2174892) | Transportation Disadvantaged Commission Local Coordinating Board Assistance Grant | 24 | 24 | 24 | 22 | 22 |

Chapter VII

Public Involvement and Service Equity

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Chapter VII: Public Involvement and Service Equity

Citizen involvement in the Transportation Improvement Program process is promoted through the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's Public Involvement Process which was developed and adopted pursuant to Title 23 United States Code of Federal Regulations Section 450.316(b)(1) requirements. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Public Involvement Plan describes a process to involve the public, including private transportation operators, in the transportation planning process, including the annual development of the Transportation Improvement Program, in accordance with Subsection 339.175(7), Florida Statutes. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Public Involvement Plan, which was last updated in October 2011, includes strategies to address service equity, including outreach to socioeconomic communities that have traditionally been underrepresented in the transportation planning process. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also sponsors workshops and charrettes, as necessary, regarding projects in the Transportation Improvement Program. The Transportation Improvement Program is also available on the www.ncfrpc.org/mtpo website.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff provides local news media notification of meetings when the Transportation Improvement Program is scheduled for review and approval by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees, thereby providing citizens an opportunity to participate in the development of the Transportation Improvement Program. To inform the general public and other interested persons who may want to review and comment on the Transportation Improvement Program, public notice is also provided through the Clerk of the City of Gainesville, who places meeting notices on City's Community Calendar and in the local newspaper listing of public meetings of the week.

A. Freight Shippers

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains a database of freight shippers that serve and/or are based in the Gainesville Metropolitan Area. Correspondence is sent to the freight shippers inviting them to participate in the development of the Transportation Improvement Program.

B. Public Transportation Providers/Users

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with Gainesville Regional Transit System staff for public involvement in the development of the Transportation Improvement Program. The Regional Transit System Advisory Board provides input for transit projects to be included in the Transportation Improvement Program. In addition, Gainesville Regional Transit System staff conducts transit forums to gather public input. The Alachua County Transportation Disadvantaged Coordinating Board, which includes public transportation users, provides input for transportation disadvantaged projects to be included in the Transportation Improvement Program. Each year, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff solicits input from Gainesville Regional Transit System and the Alachua County Transportation Disadvantaged Coordinating Board for projects to be included in the Transportation Improvement Program. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains a database of public transportation providers that serve and/or are based in the Gainesville Metropolitan Area. Correspondence is sent to the public transportation providers inviting them to participate in the development of the Transportation Improvement Program.

C. Indian Tribal Lands

Pursuant to Title 23 United States Code of Federal Regulations Section 450.316(c) public involvement requirements, there are no Indian Tribal Lands within the Gainesville Metropolitan Area.

D. Federal Lands Within the Metropolitan Planning Area

Pursuant to Title 23 United States Code of Federal Regulations Section 450.316(d) public involvement requirements, Federal lands within the Gainesville Metropolitan Area consist of:

1. Federal Building in downtown Gainesville;
2. United States Post Offices in northeast, northwest and southwest Gainesville; and
3. Roadway facilities- United States 441 and Interstate 75.

E. Public Comment and Comment Tracking

In accordance with the requirements of Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users, significant written or oral public comments provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area regarding projects in the Transportation Improvement Program are maintained in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program General File. Comment summaries and subsequent Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area action/response are included in this Transportation Improvement Program in Appendix J.

Appendix A Amendments to Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program

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Appendix A: Amendments to Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program

A. Transportation Improvement Program Amendment Log

The following log of projects are approved amendments to the Fiscal Years 2012-13 through 2016-17 Transportation Improvement Program. This Transportation Improvement Program amendment log, Exhibit III, includes the following information:

1. Transportation Improvement Program amendment number (as assigned by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area);
2. Date the Transportation Improvement Program amendment was approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area;
3. Transportation Improvement Program amendment purpose, including, but not limited to:
 - a. Adding a new project;
 - b. Changing an existing project (refer to project description); and
 - c. Deleting an existing project; and
4. Project description, including:
 - a. Project location;
 - b. Florida Department of Transportation Finance Number identification number, if applicable;
 - c. Type work;
 - d. Project year;
 - e. Project funding; and
 - f. Project fund codes.

This information will be incorporated into Transportation Improvement Program Chapters V, VI and VII as the Transportation Improvement Program is amended in order to ensure the consistency and accuracy of an up-to-date Transportation Improvement Program document.

Exhibit III
Transportation Improvement Program Amendment Log

| Transportation Improvement Program Amendment | | | Project Description | | | | | |
|--|---------------|--------|---------------------|--------|---------------|--------|---------------|--------|
| Number | Approval Date | Number | Approval Date | Number | Approval Date | Number | Approval Date | Number |
| 12-1 | - | - | - | - | - | - | - | - |
| 12-2 | - | - | - | - | - | - | - | - |
| 12-3 | - | - | - | - | - | - | - | - |

Appendix B

Gainesville Regional Transit System

Project Supplement for

Fiscal Years 2012-13 to 2016-17

Transportation Improvement

Program

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Appendix B: Gainesville Regional Transit System Project Supplement for Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program

A. Regional Transit System Project Supplement

This appendix contains a complete listing of Gainesville Regional Transit System projects as requested by Gainesville Regional Transit System. The Gainesville Regional Transit System produces an annual Transit Development Plan which includes all programs and projects which the Gainesville Regional Transit System would desire to implement. The purpose of this appendix is to identify those projects which are included in the Gainesville Regional Transit System currently adopted Transit Development Plan, but not necessarily included in the current Florida Department of Transportation Work Program. Exhibit IV includes projects identified in the Transit Development Plan.

Although some of these projects have not yet been funded, they are listed to provide project descriptions and funding information for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. When projects become funded, either by the Florida Department of Transportation or other sources, the Transportation Improvement Program will be amended to move those respective projects to the appropriate Federal, State and Local Funded Projects listings of the document in order to be consistent with the Florida Department of Transportation Work Program.

Exhibit IV
Regional Transit System Project Supplement
Fiscal Years 2012-13 to 2016-17
Transportation Improvement Program

There are no supplemental transit projects to be included in this Transportation Improvement Program.

Appendix C

Florida Department of Transportation

Federal Obligations Report

Input Selection, Federal Fiscal Year 2011 (10/01/10 to 09/30/11)

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Appendix C: Florida Department of Transportation Federal Obligations Report Input Selection, Federal Fiscal Year 2011 (10/01/10 to 09/30/11)

10/04/11 09.48.52

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FLORIDA DEPARTMENT OF TRANSPORTATION

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FEDERAL OBLIGATIONS REPORT
INPUT SELECTION

FEDERAL FISCAL YEAR = 2011 (10/01/2010 - 09/30/2011)

SORT = S (BY ITEM)

DISTRICT/COUNTY/STATEWIDE = GAINESVILLE MTPO

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

10/04/11
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GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2011 (10/01/2010 - 09/30/2011)

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*****HIGHWAYS*****

| ITEM NO | DESCRIPTION | OLD ITEM | | | | | | | |
|--------------------------------|----------------------------|---------------------------|------|----------------------------|--------------|--------------------------|--------------|-------------------|--|
| COUNTY | TYPE OF WORK | | | | | | | | |
| RDWY ID | PROJ LGTH | EXIST/IMPROVE/ADD (LANES) | | | | | | | |
| FEDERAL AID NUMBER | FAC | AUTH DATE | FUND | PRELIMINARY ENGINEERING | RIGHT-OF-WAY | RAILROADS & UTILITIES | CONSTRUCTION | GRANTS & MISC. | |
| 2076693 | SR 24 (ARCHER RD) | | | | | | | | |
| FROM SW 75TH ST TO SW 43RD | | | | | | | | | |
| ALACHUA | RESURFACING | | | | | | | | |
| 26090000 | 2.502 MI | 2 | 0 | | | | | | |
| 3761 038 P | | | SL | 0 | 0 | 0 | 2,315,162 | 0 | |
| 2077564 | SR 200 (US 301) | | | | | | | | |
| FROM NE 76TH PLACE TO SR 24 | | | | | | | | | |
| ALACHUA | RESURFACING | | | | | | | | |
| 26060000 | 5.965 MI | 2 | 0 | | | | | | |
| ARRA 637 B | | | FSF1 | 0 | 0 | 0 | -103 | 0 | |
| | | | SA | 0 | 0 | 0 | 218,954 | 0 | |
| | ** ITEM TOTALS ** | | | 0 | 0 | 0 | 218,851 | 0 | |
| 2113632 | W.6TH ST. RAIL CORR. | | | | | | | | |
| FR: SW 2ND AVE. TO NW 10TH AVE | | | | | | | | | |
| ALACHUA | BIKE PATH/TRAIL | | | | | | | | |
| 26000001 | .792 MI | 2 | 0 | | | | | | |
| 8887 724 A | | | EB | 0 | 0 | 0 | 200 | 0 | |
| | | | SE | 0 | 0 | 0 | 665,000 | 0 | |
| | ** ITEM TOTALS ** | | | 0 | 0 | 0 | 665,200 | 0 | |
| 2113653 | SW 62ND BLVD. | | | | | | | | |
| 4-LANE ARTERIAL CONNECTOR | | | | | | | | | |
| ALACHUA | PRELIMINARY ENGINEERING | | | | | | | | |
| 26000094 | 1.516 MI | 4 | 0 | | | | | | |
| S124 002 R | | | EB | 4,291 | 0 | 0 | 0 | 0 | |
| 2113655 | SW 62ND BLVD. | | | | | | | | |
| 4 LANE ARTERIAL CONNECTOR | | | | | | | | | |
| ALACHUA | TRAFFIC OPS IMPROVEMENT | | | | | | | | |
| 26000094 | 1.516 MI | 4 | 0 | | | | | | |
| SFT2 247 R | | | EB | 0 | 0 | 0 | 25,000 | 0 | |
| S117 003 R | | | EB | 0 | 0 | 0 | 7,931 | 0 | |
| | | | SA | 0 | 0 | 0 | 500 | 0 | |
| | ** ITEM TOTALS ** | | | 0 | 0 | 0 | 33,431 | 0 | |
| 4046281 | OLD GAINESVILLE DEPOT | | | | | | | | |
| REHABILITATION | | | | | | | | | |
| ALACHUA | MISCELLANEOUS CONSTRUCTION | | | | | | | | |
| 26000000 | 99.000 MI | 0 | 0 | | | | | | |
| 4220 020 C | | | EB | 0 | 0 | 0 | 3,835 | 0 | |

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
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FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2011 (10/01/2010 - 09/30/2011)

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HIGHWAYS

| ITEM NO | DESCRIPTION | OLD ITEM | | | | | | | |
|---|----------------------|-----------|--------------|---------------------------|-------------|--------------|-------------|--------------|----------|
| COUNTY | RDWY ID | PROJ LGTH | TYPE OF WORK | EXIST/IMPROVE/ADD (LANES) | PRELIMINARY | RIGHT-OF-WAY | RAILROADS & | CONSTRUCTION | GRANTS & |
| FEDERAL AID NUMBER | FAC | AUTH DATE | FUND | | ENGINEERING | | UTILITIES | | MISC. |
| 4205371 | DEPOT AVE/SW 9TH RD. | | | | | | | | |
| FROM US 441/SW 13TH ST TO SR 331/WILLISTON RD | | | | | | | | | |
| ALACHUA | | | | | | | | | |
| 26090500 | 1.746 MI | 2 | 2 | 0 | | | | | |
| SFTL 238 R | | | | EB | 500 | 0 | 0 | 0 | 0 |
| 4205372 | DEPOT AVE/SW 9TH AVE | | | | | | | | |
| FROM MAIN STREET TO SE 7TH STREET | | | | | | | | | |
| ALACHUA | | | | | | | | | |
| 26090500 | .443 MI | 2 | 2 | 0 | | | | | |
| SFT2 238 R | | | | SA | 0 | 0 | 0 | 500 | 0 |
| 4205411 | NE 19 ST/NE 19 TERR | | | | | | | | |
| FROM NE 3RD AVE. TO NE 8TH AVE. | | | | | | | | | |
| ALACHUA | | | | | | | | | |
| 26000058 | .405 MI | 2 | 2 | 2 | | | | | |
| SFT2 289 R | | | | EB | 0 | 0 | 0 | 2,640 | 0 |
| 4205412 | NE 25TH ST&NE 19 DR. | | | | | | | | |
| FROM SR 26/UNIVERSITY BVD TO NE 8TH AVE. | | | | | | | | | |
| ALACHUA | | | | | | | | | |
| 26000032 | .500 MI | 2 | 2 | 0 | | | | | |
| SFT2 290 R | | | | EB | 0 | 0 | 0 | 5,016 | 0 |
| | | | | SA | 0 | 0 | 0 | 500 | 0 |
| ** ITEM TOTALS ** | | | | | 0 | 0 | 0 | 5,516 | 0 |
| 4230281 | SR 200 (US 301) | | | | | | | | |
| CSX RAILROAD OVERPASS | | | | | | | | | |
| ALACHUA | | | | | | | | | |
| 26130000 | 1.898 MI | 2 | 2 | 0 | | | | | |
| 3114 030 P | | | | ACEN | 0 | 0 | 0 | 281,476 | 0 |
| | | | | EBNH | 0 | 0 | 0 | 48,735 | 0 |
| ** ITEM TOTALS ** | | | | | 0 | 0 | 0 | 330,211 | 0 |
| 4233971 | SR 235 | | | | | | | | |
| FROM NW CR 241 TO BRADFORD C/L | | | | | | | | | |
| ALACHUA | | | | | | | | | |
| 26110000 | 12.699 MI | 2 | 2 | 0 | | | | | |
| 2823 008 U | | | | SL | 0 | 0 | 0 | 5,665,875 | 0 |

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

10/04/11
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FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2011 (10/01/2010 - 09/30/2011)

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HIGHWAYS

| ITEM NO | DESCRIPTION | OLD ITEM | | | | | | | |
|--------------------------------------|----------------------|--------------------------|-----|-------------------|---------------------------|-------------|--------------|-----------------------|----------------|
| COUNTY | RDWY ID | PROJ LGTH | FAC | TYPE OF WORK | EXIST/IMPROVE/ADD (LANES) | PRELIMINARY | RIGHT-OF-WAY | RAILROADS & UTILITIES | GRANTS & MISC. |
| FEDERAL AID NUMBER | | | | | | ENGINEERING | | CONSTRUCTION | |
| 4236082 | SR 226 | (SE 16TH AVE) | | | | | | | |
| AT MAIN ST AT SR 331 | | (WILLISTON RD) | | | | | | | |
| ALACHUA | | INTERSECTION IMPROVEMENT | | | | | | | |
| 26004000 | .550 MI | 2 | 2 | 0 | | | | | |
| 8887 725 A | | | | SA | | 419,311 | 0 | 0 | 0 |
| 4246321 | I-75(SR 93) | FRONTAGE | | | | | | | |
| ROAD FROM US 441 TO 1.5 MILES NORTH | | | | | | | | | |
| ALACHUA | | RESURFACING | | | | | | | |
| 26260058 | 1.550 MI | 2 | 2 | 0 | | | | | |
| 0752 144 I | | | | IMAC | | 30,587 | 0 | 0 | 0 |
| 0752 145 I | | | | IM | | 0 | 0 | 1,587,827 | 0 |
| | | | | ** ITEM TOTALS ** | | 30,587 | 0 | 1,587,827 | 0 |
| 4246851 | I-75(SR 93) | | | | | | | | |
| @ US 441 | | OPERATIONAL IMPROVEMENTS | | | | | | | |
| ALACHUA | | INTERCHANGE IMPROVEMENT | | | | | | | |
| 26260000 | .167 MI | 0 | 0 | 0 | | | | | |
| 0752 147 I | | | | SA | | 32,353 | 0 | 0 | 0 |
| 4252801 | SR 26/ORANGE HEIGHTS | | | | | | | | |
| -REBUILD RAILROAD CROSSING #624994-U | | | | | | | | | |
| ALACHUA | | RAILROAD CROSSING | | | | | | | |
| 26130000 | .200 MI | 2 | 0 | 0 | | | | | |
| 4121 012 P | | | | EB | | 0 | 0 | 200,000 | 0 |
| 4269821 | I-75(93) | RAMP ACCESS | | | | | | | |
| RD FROM 39TH AVE. TO END OF ROADWAY | | | | | | | | | |
| ALACHUA | | RESURFACING | | | | | | | |
| 26260048 | .682 MI | 2 | 2 | 0 | | | | | |
| 8887 726 A | | | | ACIM | | 13,581 | 0 | 0 | 0 |
| 4273271 | NE 19TH PL | | | | | | | | |
| FROM NE 9TH ST TO NE 15TH ST | | | | | | | | | |
| ALACHUA | | SIDEWALK | | | | | | | |
| SRTS 170 A | .000 | 0 | 0 | 0 | | | | | |
| | | | | SL | | 6,000 | 0 | 0 | 0 |
| | | | | SR2E | | 74,346 | 0 | 0 | 0 |
| | | | | ** ITEM TOTALS ** | | 80,346 | 0 | 0 | 0 |

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

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FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2011 (10/01/2010 - 09/30/2011)

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HIGHWAYS

| ITEM NO | DESCRIPTION | OLD ITEM | | | | | | | |
|---|--------------------|-----------|--------------|---------------------------|-------------|--------------|-----------------------|--------------|----------------|
| COUNTY | RDWY ID | PROJ LGTH | TYPE OF WORK | EXIST/IMPROVE/ADD (LANES) | PRELIMINARY | RIGHT-OF-WAY | RAILROADS & UTILITIES | CONSTRUCTION | GRANTS & MISC. |
| FEDERAL AID NUMBER | FAC | AUTH DATE | FUND | | ENGINEERING | | | | |
| 4273781 | SR 45/ARCHER | | | | | | | | |
| INSTALL LED LIGHTS RR X-ING#622512-K | | | | | | | | | |
| ALACHUA | | | | | | | | | |
| 26030000 | .200 MI | 2 | 0 | 0 | | | | | |
| 00S2 048 J | | | | RHP | 0 | 0 | 34,084 | 0 | 0 |
| 4288931 | SR 24/SW ARCHER RD | | | | | | | | |
| SW 169TH DR/BOYKIN AVE TO SW 73RD CT/MACDOWELL | | | | | | | | | |
| ALACHUA | | | | | | | | | |
| 26090000 | .505 MI | 2 | 0 | 0 | | | | | |
| 3231 023 P | | | | SE | 86,256 | 0 | 0 | 0 | 0 |
| 4288941 | NEWBERRY BIKE/PED | | | | | | | | |
| VARIOUS TRAIL CONNECTIONS TO TRAILHEADS & SCHOOLS | | | | | | | | | |
| ALACHUA | | | | | | | | | |
| | .000 | 0 | 0 | 0 | | | | | |
| 8887 929 A | | | | EB | 7,500 | 0 | 0 | 0 | 0 |
| | | | | SE | 175,000 | 0 | 0 | 0 | 0 |
| | | | | ** ITEM TOTALS ** | 182,500 | 0 | 0 | 0 | 0 |
| 4290291 | ARCHER BRAID TRAIL | | | | | | | | |
| FROM: SR 24/ARCHER RD TO: KANAPAHA PARK | | | | | | | | | |
| ALACHUA | | | | | | | | | |
| 26544000 | 3.457 MI | 2 | 0 | 0 | | | | | |
| 3761 040 P | | | | EB | 500 | 0 | 0 | 0 | 0 |
| | | | | SE | 150,000 | 0 | 0 | 0 | 0 |
| | | | | ** ITEM TOTALS ** | 150,500 | 0 | 0 | 0 | 0 |
| 4300621 | SW 30TH AVENUE | | | | | | | | |
| RAIL CROSSING OVER FLORIDA NORTHERN RR | | | | | | | | | |
| ALACHUA | | | | | | | | | |
| 26000000 | .001 MI | 0 | 0 | 0 | | | | | |
| 8887 930 A | | | | SN | 0 | 0 | 325,000 | 0 | 0 |
| HIGHWAYS TOTALS: | | | | | 12,388,357 | 1,000,225 | 559,084 | 10,829,048 | 0 |

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17**

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FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2011 (10/01/2010 - 09/30/2011)

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TRANSPORTATION PLANNING

| ITEM NO | DESCRIPTION | OLD ITEM | PRELIMINARY ENGINEERING | RIGHT-OF-WAY | RAILROADS & UTILITIES | CONSTRUCTION | GRANTS & MISC. |
|------------------|---|----------|----------------------------|--------------|--------------------------|--------------|-------------------|
| 2140949 | GAINESVILLE UPWP/PL FY 2010/2011 & 2011/2012 | | | | | | |
| ALACHUA | TRANSPORTATION PLANNING | | | | | | |
| 0241 048 M | .000 0 0 0 PL | | 556,643 | 0 | 0 | 0 | 0 |
| PLANNING TOTALS: | | | 556,643 | 0 | 0 | 0 | 0 |
| GRAND TOTALS: | | | 12,945,000 | 1,556,868 | 0 | 559,084 | 10,829,048 |

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

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GAINESVILLE MTP0

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - SYSTEM SUMMARY
FFY 2011 (10/01/2010 - 09/30/2011)

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HIGHWAYS

| WORK PROGRAM FUND | TOTAL | ENGINEERING | RIGHT-OF-WAY | UTILITIES | CONSTRUCTION | MISC. |
|--------------------------------------|------------|-------------|--------------|-----------|--------------|-------|
| ACEN - ADVANCE CONSTRUCTION (EBNH) | 281,476 | 0 | 0 | 0 | 281,476 | 0 |
| ACIM - ADVANCE CONSTRUCTION (IM) | 13,581 | 13,581 | 0 | 0 | 0 | 0 |
| EB - EQUITY BONUS | 257,413 | 12,791 | 0 | 200,000 | 44,622 | 0 |
| EBNH - EQUITY BONUS SUPPLEMENTING NH | 48,735 | 0 | 0 | 0 | 48,735 | 0 |
| FSP1 - FED STIMULUS, S/W MANAGED | -103 | 0 | 0 | 0 | -103 | 0 |
| IM - INTERSTATE MAINTENANCE | 1,587,827 | 0 | 0 | 0 | 1,587,827 | 0 |
| IMAC - IM (AC/REGULAR) | 30,587 | 30,587 | 0 | 0 | 0 | 0 |
| RHP - RAIL HIGHWAY X-INGS - PROT DEV | 34,084 | 0 | 0 | 34,084 | 0 | 0 |
| SA - STP, ANY AREA | 672,118 | 451,664 | 0 | 0 | 220,454 | 0 |
| SE - STP, ENHANCEMENT | 1,076,256 | 411,256 | 0 | 0 | 665,000 | 0 |
| SL - STP, AREAS <= 200K | 7,987,037 | 6,000 | 0 | 0 | 7,981,037 | 0 |
| SN - STP, MANDATORY NON-URBAN | 325,000 | 0 | 0 | 325,000 | 0 | 0 |
| SR2E - SAFE ROUTES - EITHER | 74,346 | 74,346 | 0 | 0 | 0 | 0 |
| HIGHWAYS TOTALS: | 12,388,357 | 1,000,225 | 0 | 559,084 | 10,829,048 | 0 |

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

10/04/11
09.48.52
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - SYSTEM SUMMARY
FFY 2011 (10/01/2010 - 09/30/2011)

PAGE 2
FPMOBL10 (B)

*****TRANSPORTATION PLANNING*****

| WORK PROGRAM FUND | TOTAL | ENGINEERING | RIGHT-OF-WAY | UTILITIES | CONSTRUCTION | MISC. |
|-------------------------------------|------------|-------------|--------------|-----------|--------------|-------|
| PL - METRO PLAN (85% FA; 15% OTHER) | 556,643 | 556,643 | 0 | 0 | 0 | 0 |
| PLANNING TOTALS: | 556,643 | 556,643 | 0 | 0 | 0 | 0 |
| GRAND TOTALS: | 12,945,000 | 1,556,868 | 0 | 559,084 | 10,829,048 | 0 |

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

10/04/11
09.48.52
GAINESVILLE MTP0

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - OVERALL SUMMARY
FFY 2011 (10/01/2010 - 09/30/2011)

PAGE 1
FPMOBL10(C)

| WORK PROGRAM FUND | TOTAL | ENGINEERING | RIGHT-OF-WAY | UTILITIES | CONSTRUCTION | MISC. |
|--------------------------------------|------------|-------------|--------------|-----------|--------------|-------|
| ACEN - ADVANCE CONSTRUCTION (EBNH) | 281,476 | 0 | 0 | 0 | 281,476 | 0 |
| ACIM - ADVANCE CONSTRUCTION (IM) | 13,581 | 13,581 | 0 | 0 | 0 | 0 |
| EB - EQUITY BONUS | 257,413 | 12,791 | 0 | 200,000 | 44,622 | 0 |
| EBNH - EQUITY BONUS SUPPLEMENTING NH | 48,735 | 0 | 0 | 0 | 48,735 | 0 |
| FSF1 - FED STIMULUS, S/W MANAGED | -103 | 0 | 0 | 0 | -103 | 0 |
| IM - INTERSTATE MAINTENANCE | 1,587,827 | 0 | 0 | 0 | 1,587,827 | 0 |
| IMAC - IM (AC/REGULAR) | 30,587 | 30,587 | 0 | 0 | 0 | 0 |
| PL - METRO PLAN (85% FA; 15% OTHER) | 556,643 | 556,643 | 0 | 0 | 0 | 0 |
| RHP - RAIL HIGHWAY X-INGS - PROT DEV | 34,084 | 0 | 0 | 34,084 | 0 | 0 |
| SA - STP, ANY AREA | 672,118 | 451,664 | 0 | 0 | 220,454 | 0 |
| SE - STP, ENHANCEMENT | 1,076,256 | 411,256 | 0 | 0 | 665,000 | 0 |
| SL - STP, AREAS <= 200K | 7,987,037 | 6,000 | 0 | 0 | 7,981,037 | 0 |
| SN - STP, MANDATORY NON-URBAN | 325,000 | 0 | 0 | 325,000 | 0 | 0 |
| SR2E - SAFE ROUTES - EITHER | 74,346 | 74,346 | 0 | 0 | 0 | 0 |
| ===== | ===== | ===== | ===== | ===== | ===== | ===== |
| GRAND TOTALS: | 12,945,000 | 1,556,868 | 0 | 559,084 | 10,829,048 | 0 |
| ===== | ===== | ===== | ===== | ===== | ===== | ===== |

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Appendix D Safety-Funded and Other Safety-Related Projects Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program

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Appendix D: Safety-Funded and Other Safety-Related Projects, Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program Safety-Funded and Other Safety-Related Projects

Surface Transportation Program funds which are used for safety-related projects include Surface Transportation Program - Safety Related funds. Safety criteria, such as crash data, are used to determine eligibility for the allocation of safety funds.

A. Consistency with Strategic Highway Safety Plan (Title 23 United States Code of Federal Regulations Section 450.324(c))

This Transportation Improvement Program contains projects that are consistent with or support the Strategic Highway Safety Plan Vision, Mission and Goals. The emphasis areas of the Strategic Highway Safety Plan include: aggressive driving, lane departure crashes, intersection crashes and vulnerable road users (pedestrian/bicycle/motorcycle).

The Florida Strategic Highway Safety Plan projects are derived from analyzing data and focusing resources to projects that are identified through the analysis of data. The data is used to focus decisions and safety solutions on projects and initiatives that provide the greatest improvement opportunities. Data analyzed included state/local/regional crash data, injury data, speed citations, roadway traffic volumes, railroad crossing incidents, hazardous material incidents, and identifying potential danger to motorized, freight shipping, pedestrians, bicyclists and transit riders.

Table D-1 shows the Safety-Funded and Safety-Related projects in the Fiscal Years 2012-13 through 2016-17 Transportation Improvement Program that satisfy the consistency of the Florida Strategic Highway Safety Plan and reflect the goals and objectives of the program.

Table D-1
Safety-Funded and Other Safety-Related Projects

| Safety Funded/Related Projects | | Fiscal Year (FY) Costs (\$000) | | | | |
|--|---|-----------------------------------|---------------|---------------|---------------|---------------|
| Project Description (Finance Number) | Type Work | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 |
| Safety-Funded [FAA, HSP, SP, SR, SS] | | | | | | |
| Aviation Safety (4290341) | Airport Rescue Fire Fighting Facility | - | - | - | 1,140 | - |
| Interstate 75 AT: NW 39 Avenue (4230711) | Interchange Improvement Safety Study | - | 1,000 | - | - | - |
| SE 16 Avenue AT: Main Street AT: Willistorn Road | Intersection Modifications | - | - | - | 2,140 | - |
| SW 8 Avenue FM: SW 122 Street TO: SW 91 Street | Bikelane / Sidewalk | 100 | 1,050 | - | - | - |
| UF Campus Greenway FM: SW 34 Street TO: Archer Road (4288961) & (4306141) | Bike Path / Trail | 500 | 300 | 1,832 | - | - |
| Other Safety-Related [SE, SR2S, SR2E] | | | | | | |
| Archer Braid FM: Archer Road TO: Kanapaha Park (4296291) | Construct offstreet Bicycle/pedestrian trail | 1,509 | - | - | - | - |
| NE 19 Place FM NE 9 Street TO: NE 15 Street (4273271) | Construct sidewalk with Safe Route to School funding | - | 370 | - | - | - |

tbl_D-1_safety.xlsx

FAA - Federal Aviation Administration; HSP - Highway Safety Program; SP - Surface Transportation Program - Safety-Related;
SR - Surface Transportation Program - Safety-Related
SS - Surface Transportation Program - Safety-Related
SR2E - Safe Routes to School;
SR2S - Safe Routes to School

Appendix E

Security-Related Projects

Fiscal Years 2012-13 to 2016-17

Transportation Improvement Program

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Appendix E: Security-Related Projects Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program

A. Security-Related Projects

Safe, Accountable, Efficient, Flexible Transportation Equity Act: A Legacy for Users funds have been allocated for security-related projects. Security criteria are used to determine eligibility for the allocation of these funds.

Table E-1 shows the Security-Related projects in the Fiscal Years 2012-13 through 2016-17 Transportation Improvement Program.

Table E-1
Security-Related Projects

| Security-Related Projects | | Fiscal Year (FY) Costs (\$000) | | | | |
|---|-----------|--------------------------------|---------------|---------------|---------------|---------------|
| Project Description (Finance Number) | Type Work | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 |
| None | - | - | - | - | - | - |

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Appendix F

Service Equity Supplemental Information

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Appendix F: Service Equity Supplemental Information

A. Service Equity Supplemental Information

1. Service Equity

Service equity seeks to identify the needs of low income and minority populations in examining the distributions of benefits and impacts of transportation investments (i.e. highway and transit projects in the long range transportation plan and Transportation Improvement Program) across these groups.

2. Purpose

The purpose of this appendix is to identify different socio-economic groups within the Gainesville Metropolitan Area in order to serve as a source of reference to assess service equity as described in the Fiscal Years 2009-10 through 2010-11 Unified Planning Work Program. The socioeconomic groups identified for assessment include low-income, minority, elderly and disabled populations. The source of this socioeconomic group data is the United States Census 2000. Furthermore, this appendix specifically examines the five most heavily concentrated socio-economic block groups and census tracts within the Gainesville Metropolitan Area. This data can be used for planning purposes, on a priority-level basis, to evaluate the needs of Gainesville Metropolitan Area residents and assess the adequacy of transportation projects in the future.

3. Federal Certification Requirement

United States Code of Federal Regulations Section 450.334(a) requires that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area annually certify to the Federal Highway Administration and the Federal Transit Administration that its planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with Title VI of the Civil Rights Act of 1964. Compliance with Title VI is addressed in the certification process in Chapter VII-Service Equity.

B. Year 2000 United States Census Socio-economic Information

1. Definitions

Disabled - Includes persons with a physical or mental impairment that substantially limits one or more of their major life activities.

Elderly - United States citizens 65 years and older.

Low-Income - Defined by the United States Department of Health and Human Services in accordance with the United States Census 2000. Table F-1 shows the Year 2009 low- income-by-family size criteria.

Table F-1
2009 Low-Income Family Criteria

| Size of Family Unit | Contiguous State & D.C. |
|-------------------------------------|-------------------------|
| 1 | \$10,400 |
| 2 | \$14,000 |
| 3 | \$17,600 |
| 4 | \$21,200 |
| 5 | \$24,800 |
| 6 | \$28,400 |
| 7 | \$32,000 |
| 8 | \$35,600 |
| For each additional person, add: | \$3,600 |

Source: Federal Register Online, Federal Register Document. 08-256, Filed 1-18-08.
U.S. Department of Health and Human Services Annual Update of the
U.S. Department of Health and Human Services Poverty Guidelines

Minority - The United States Census 2000 identifies Racial Categories to include American Indian or Alaskan Native, Asian or Pacific Islander, Black and White population segments. For the purposes of the appendix, Minority population will include all of the following with the exception of the White Racial Category.

C. Evaluation

Year 2000 Census data for the State of Florida and Alachua County was evaluated for low-income status. Exhibit F-1 shows that the ratio of persons living in low-income status in Alachua County is nearly double that of the State of Florida.

Year 2000 Census data for the State of Florida and Alachua County was evaluated for Minority status. Exhibit F-2 shows that the ratio of Minority persons in Alachua County is 20 percent higher than that of the State of Florida.

Exhibit F-1

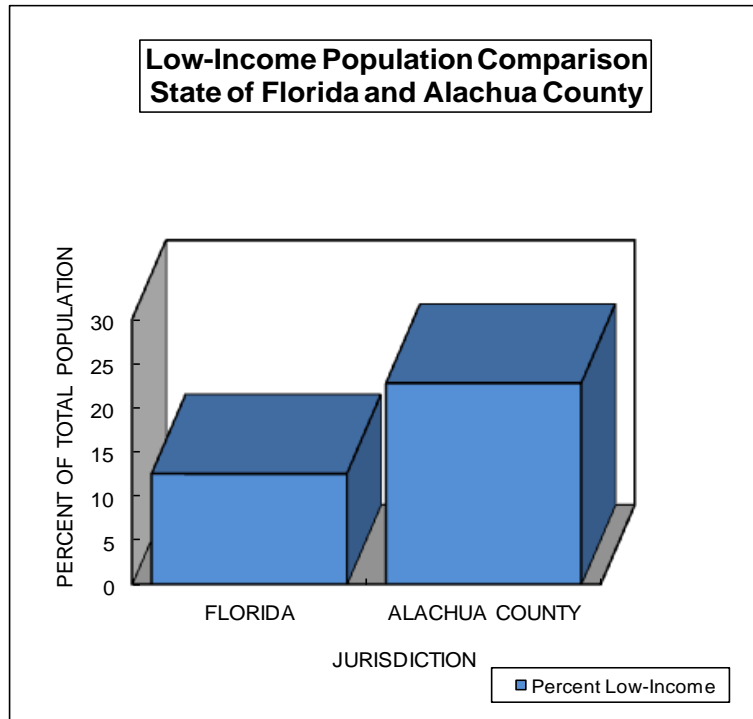
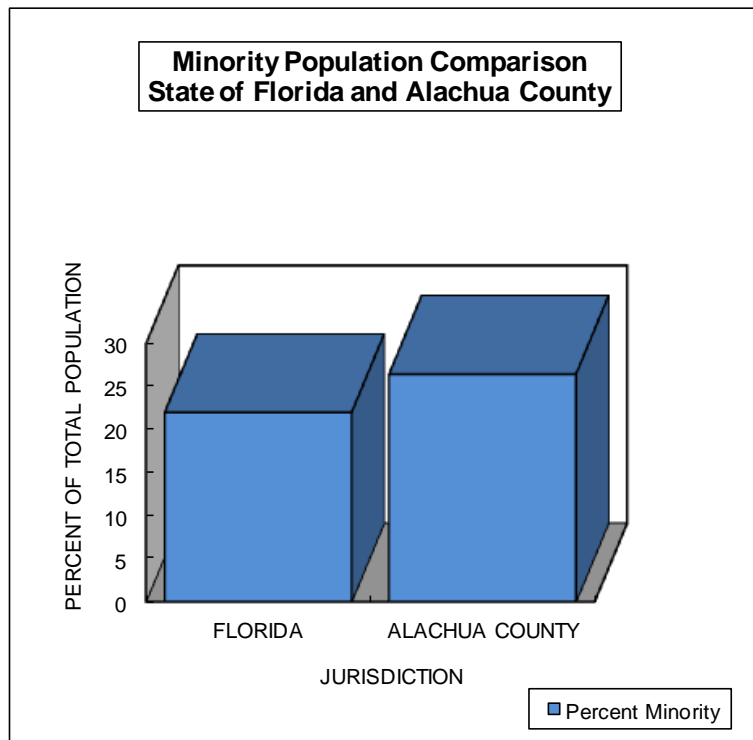


Exhibit F-2



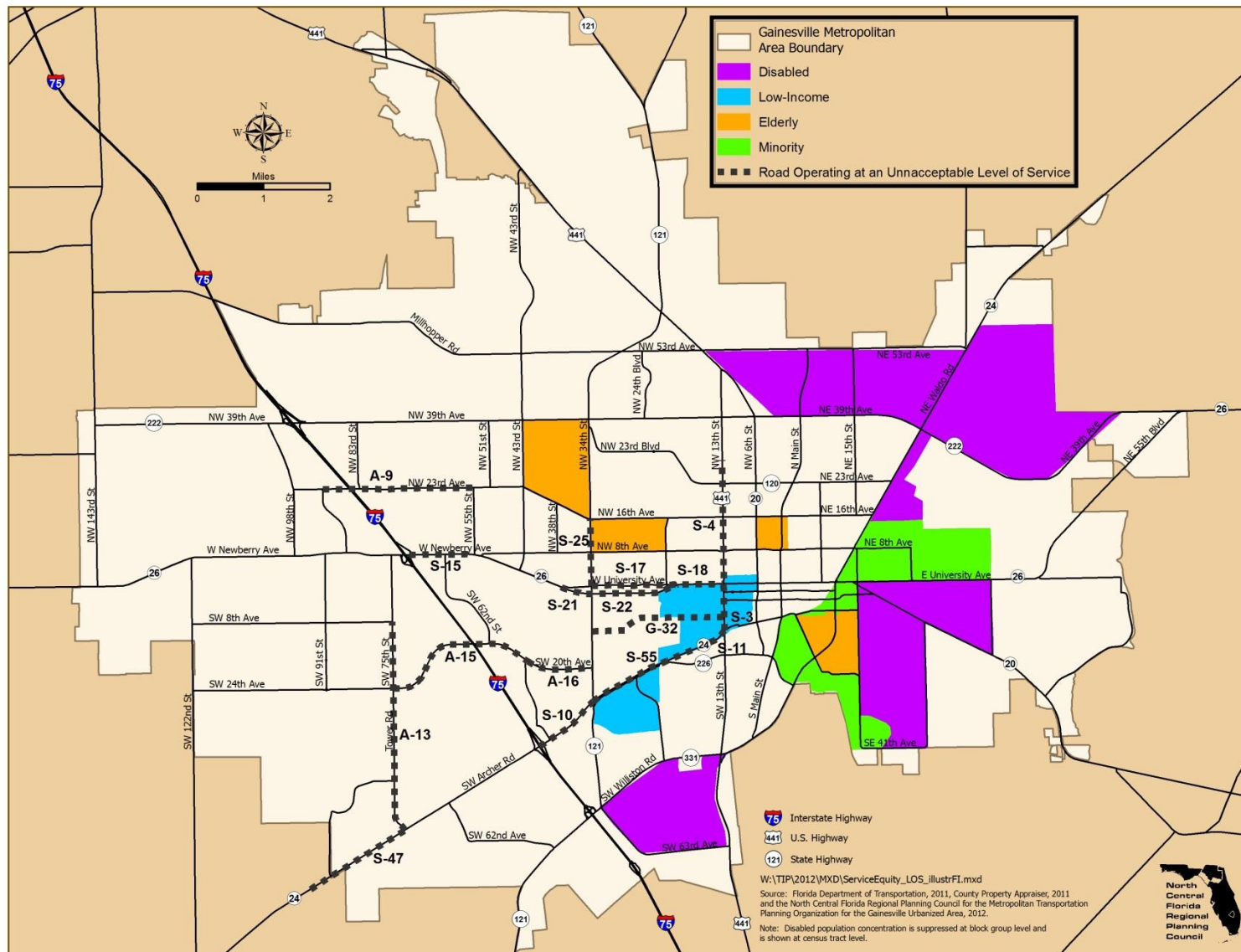
Year 2000 Census data for Alachua County was evaluated for the five most heavily concentrated socio-economic block groups and census tracts within the Gainesville Metropolitan Area. Table F-2 identifies the census tracts and block groups with heavy concentration disabled, elderly, low-income and minority socio-economic groups within the Gainesville Metropolitan Area. Illustration F-1 shows the relationship of the location of these socio-economic group concentrations and roadway facilities operating at an unacceptable level of service.

Table F-2
Socio-economic Community Concentration
in the Gainesville Metropolitan Area
2000 United States Census

| Socio-economic Group | Rank | Census Tract | Block Group | Percent Populated |
|----------------------|------|--------------|-------------|-------------------|
| Disabled | 1 | 6 | N/A | 32.6 |
| | 2 | 19.02 | N/A | 32.4 |
| | 3 | 20 | N/A | 27.3 |
| | 4 | 15.05 | N/A | 26.9 |
| | 5 | 7 | N/A | 25.7 |
| Elderly | 1 | 10 | 5 | 30.3 |
| | 2 | 7 | 2 | 28.9 |
| | 3 | 11 | 1 | 26.0 |
| | 4 | 3 | 6 | 25.1 |
| | 5 | 20 | 3 | 24.9 |
| Low-Income | 1 | 2 | 4 | 74.3 |
| | 2 | 2 | 5 | 69.9 |
| | 3 | 2 | 6 | 67.9 |
| | 4 | 9.02 | 1 | 66.7 |
| | 5 | 15.02 | 2 | 63.8 |
| Minority | 1 | 6 | 1 | 100.0 |
| | 2 | 6 | 2 | 96.7 |
| | 3 | 7 | 1 | 96.1 |
| | 4 | 6 | 4 | 94.9 |
| | 5 | 7 | 5 | 94.1 |

NA- Census data is suppressed for these block groups.

Illustration F-1
Service Equity Socio-Economic Areas of Concentration and
Roads Operating at an Unacceptable Level of Service



D. Relationship of Major Projects in the Transportation Improvement Program and Service Equity in the Gainesville Metropolitan Area

The Fiscal Years 2012-13 through 2016-17 Transportation Improvement Program includes four major projects. These projects consist of the:

1. Alachua County Transportation Disadvantaged Program, which provides paratransit service countywide;
2. Regional Transit System, which provides fixed-route transit service and paratransit service within the Gainesville Metropolitan Area;
3. Main Street Reconstruction Project, which provides for the reconstruction of this facility from Depot Avenue to North 8th Avenue as a two-lane divided roadway with bicycle facilities and onstreet parking; and
4. SE 16th Avenue 4-Laning Project, which provides for increased capacity of this facility from Main Street to Williston Road. Once completed, this project will allow for the rerouting of State Road 24 away from the congested University of Florida campus area.

In addition, the Fiscal Years 2012-13 through 2016-17 Transportation Improvement Program includes the purchase of lift-equipped vans for the Alachua County Transportation Disadvantaged Program and lift-equipped buses for the Regional Transit System main bus (fixed-route) fleet with Surface Transportation Program funds.

1. Evaluation

Alachua County Transportation Disadvantaged Program provides countywide to serve persons who are elderly, disabled and/or low-income in accordance with priorities set by the Alachua County Transportation Disadvantaged Board. Illustration F-2 shows the relationship of four socio-economic concentrations and the Gainesville Regional Transit System fixed-route network. Illustration F-3 shows the relationship of four socio-economic concentrations with the Main Street Reconstruction Project.

Illustration F-2 Service Equity Socio-Economic Areas of Concentration and Regional Transit System (RTS) Fixed-Route Network

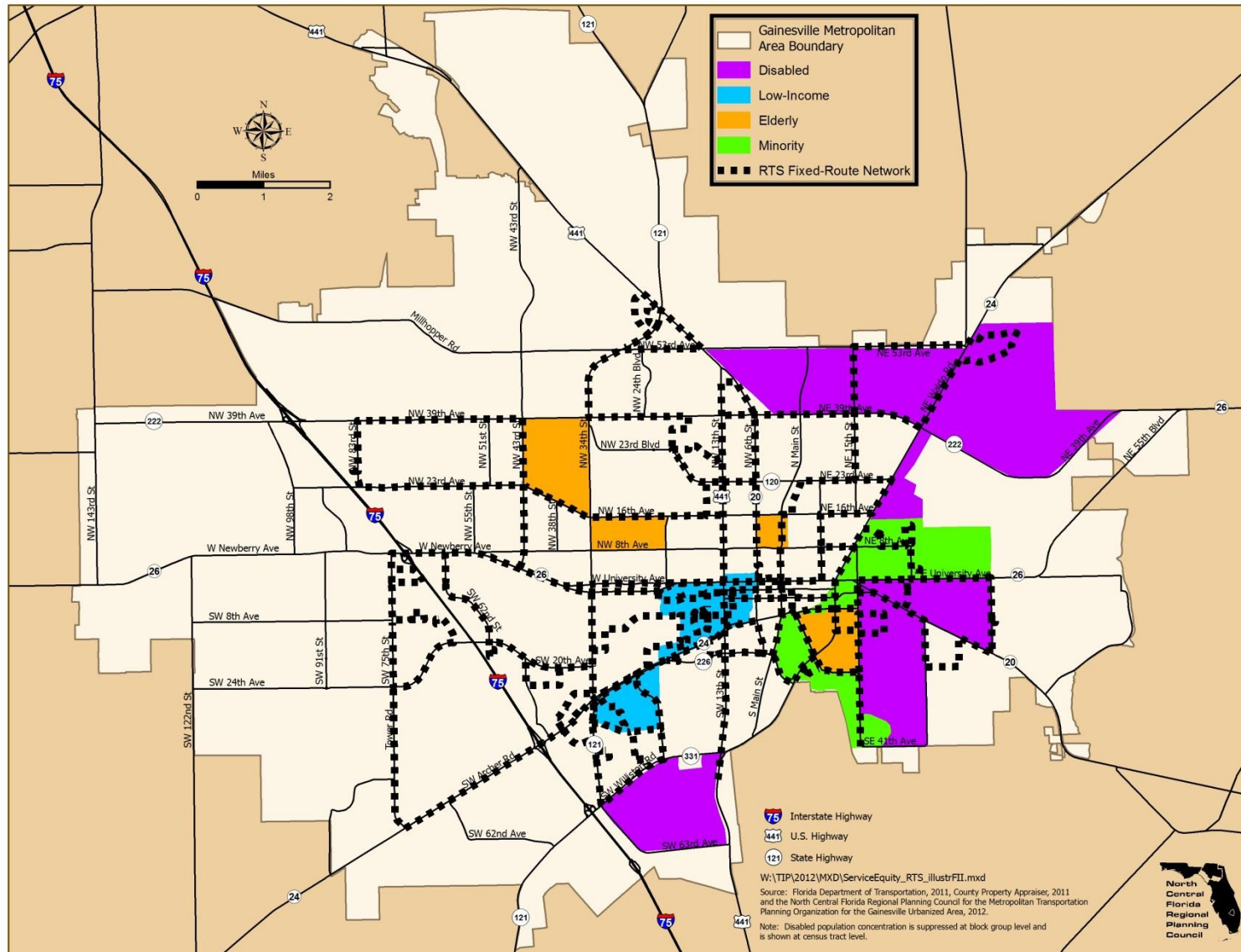
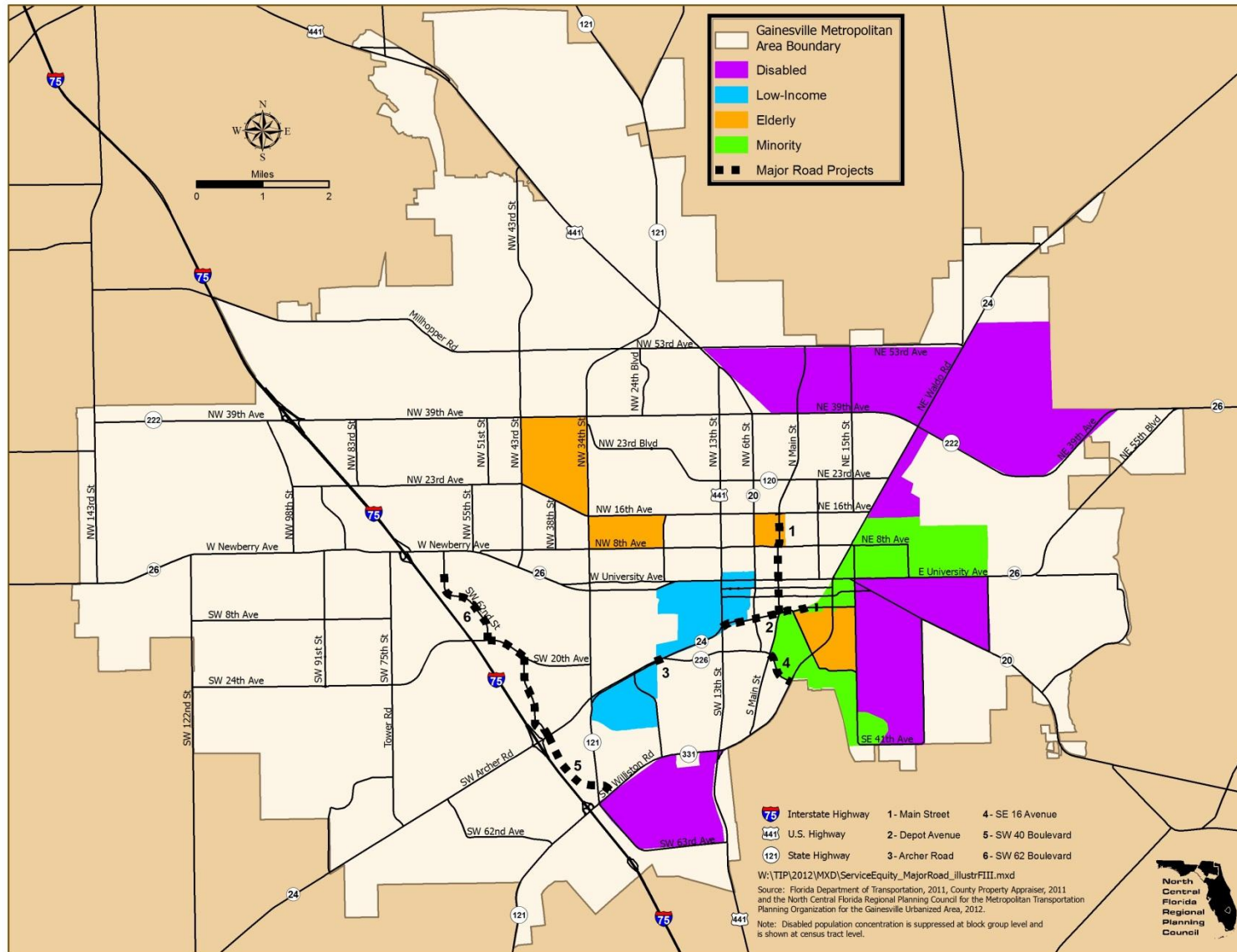


Illustration F-3 Service Equity Socio-Economic Areas of Concentration and Major Road Projects



Appendix G

Transportation Improvement Program Project Selection Process

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Appendix G: Transportation Improvement Program - Project Selection Process

A. Project Selection Process

In conformance with Federal regulations, the Metropolitan Transportation Planning Organization updates its long range transportation plan every five years. The current long range transportation plan is known as the Year 2035 Livable Community Reinvestment Plan. The long range transportation plan contains a prioritized, cost feasible list of transportation system projects to accommodate mobility and maintain an acceptable level of service for the transportation system within the Gainesville Metropolitan Area. The long range transportation plan is implemented using the Transportation Improvement Program process. Table G-1 identifies projects in the Transportation Improvement Program that are also in the long range transportation plan.

The Transportation Improvement Program process requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to develop a List of Priority Projects. This document is forwarded to the Florida Department of Transportation. The Florida Department of Transportation considers the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects in its development of the draft Tentative Work Program. The Florida Department of Transportation submits the Tentative Work Program for Alachua County to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and comment. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, in turn, submits its comment on the draft Tentative Work Program to the Florida Department of Transportation. After considering the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area comments, the Florida Department of Transportation transmits the (revised) draft Tentative Work Program to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in order to develop the Transportation Improvement Program. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area develops its Transportation Improvement Program and transmits it to the Florida Department of Transportation. Illustration G-1 shows the Transportation Improvement Program process.

To implement the Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* and transportation system maintenance projects, tables in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects were developed, as follows:

1. Table 1A - Bicycle/Pedestrian Priorities- Enhancement Fund, Table 1B Bicycle/Pedestrian Priorities- Alachua County-Maintained Priorities and Table 1C Bicycle/Pedestrian Priorities - City of Gainesville-Maintained Priorities - recommendations developed by the Bicycle/Pedestrian Advisory Board using the Alachua Countywide Bicycle Master Plan for guidance, are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are the forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Bicycle facility projects funded in the Transportation Improvement Program are identified in Table 6 - Bicycle Facility Projects (Independent)

Pedestrian facility projects funded in the Transportation Improvement Program are identified in Table 12 - Pedestrian Projects (Independent)

2. Table 2A - Capacity/Multimodal Priorities - State Highway System, Table 2B Capacity/Multimodal Priorities - Alachua County-Maintained Priorities and Table 2C Capacity/Multimodal Priorities - City of Gainesville-Maintained Priorities - recommendations based upon the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* for guidance are forwarded the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are the forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Capacity projects funded in the Transportation Improvement Program are identified in Table 6 - Road Construction Projects

Multimodal projects funded in the Transportation Improvement Program are identified in Table 12 - Public Transportation Projects

3. Table 3 - Intelligent Transportation System Priorities - recommendations developed by the City of Gainesville Traffic Operations staff are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Intelligent transportation system projects funded in the Transportation Improvement Program are identified in Table 10 - Traffic Operations Projects.

4. Table 4 - Landscaping Priorities- recommendations developed by the Alachua County Forester and City of Gainesville Arborist are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Landscaping projects funded in the Transportation Improvement Program are identified in Table 10 - Landscaping Projects.

5. Table 5A - Project, Development and Environment Study Priorities- State Highway System, Table 5B Project, Development and Environment Study Priorities - Alachua County-Maintained Priorities and Table 5C Project, Development and Environment Study Priorities- City of Gainesville-Maintained Priorities - recommendations based upon the Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan priorities are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Major Project Development and Environment studies funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

6. Table 6 - Public Transportation Priorities- recommendations developed by the Gainesville Regional Transit System for Federal Transit Administration funding, based on the Gainesville Regional Transit System Transit Development Plan. This category includes: commuter assistance projects; intermodal facility projects; park-and-ride facility projects railroad right-of-way projects; transit system projects. These priorities are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Federal Transit Administration-funded commuter assistance, non-airport intermodal facility, park-and-ride facility and transit system projects and Surface Transportation Program-funded transit projects funded in the Transportation Improvement Program are identified in Table 17 - Transit-Regional Transit System Projects.

Railroad facility projects funded in the Transportation Improvement Program are identified in Table 13 - Railroad Projects.

7. Table 7A - Right-Of-Way Priorities- State Highway System, Table 7B Right-Of-Way Priorities- Alachua County-Maintained Priorities and Table 7C Right-Of-Way Priorities - City of Gainesville-Maintained Priorities- recommendations developed based upon the Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan priorities are forwarded the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Major Right-Of-Way projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

8. Table 8 - Safe Routes to School Priorities- recommendations developed by the Alachua County Traffic Safety Team, with the assistance of School Board of Alachua County staff, are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval. [Alachua County/City of Gainesville staff to the Alachua County Traffic Safety Team file Safe Routes to School funding applications with the Florida Department of Transportation.]

Safe Routes to School-funded bicycle facility projects funded in the Transportation Improvement Program are identified in Table 6 - Bicycle Facility Project (Independent)

Safe Routes to School-funded pedestrian facility projects funded in the Transportation Improvement Program are identified in Table 12 - Pedestrian Projects (Independent)

9. Table 9 - Safety Priorities- recommendations developed by the Alachua County Traffic Safety Team are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Safety projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects.

10. Table 10 - Strategic Intermodal System Priorities - recommendations developed by the Alachua County/Gainesville Regional Airport Authority Director, based on the Airport Master Plan and the Florida Department of Transportation Strategic Intermodal System Strategic Plan, are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Airport-related Strategic Intermodal System or Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users High Priority Projects and other Strategic Intermodal System projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

11. Table 11 - Surface Transportation Program Fund Priorities- recommendations based on Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan priorities includes bicycle facility projects; Non-State resurfacing projects; pedestrian facility (including school safety concern) projects; road construction and reconstruction projects; streetlighting; and additional public transportation, traffic operations and transportation disadvantaged projects. These priorities are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Surface Transportation Program-funded road construction projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

12. Table 12A - Traffic Operations Priorities - State Highway System Only and Table 12B- Traffic Operations Priorities - Local Facilities - recommendations developed by the City of Gainesville/ Alachua County Traffic Operations Team. This category includes: congestion management system projects; intelligent transportation system projects; and intersection modification projects. These priorities are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects.

13. Table 13 - Transit Corridor Development Priorities - recommendations based on outlying community transit service requests, are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Transit Corridor Development projects, in which Alachua County, the City of Gainesville and/or Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area are grant recipients, funded in the Transportation Improvement Program are identified in Table 17 - Transit - Regional Transit System Projects.

14. Table 14 - Transportation Disadvantaged Priorities - Transportation Disadvantaged Trust Fund - recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board, using Transportation Disadvantaged Trust Fund funding, are forwarded the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Transportation Disadvantaged Trust Fund projects funded in the Transportation Improvement Program are identified in Table 18 - Transit- Transportation Disadvantaged Program Projects.

15. Table 15 - Transportation Disadvantaged Priorities - Federal Transit Administration Section 5310 Capital Funding/Equipment Program - recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board for Section 5310 grant funds are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Section 5310 projects funded in the Transportation Improvement Program are identified in Table 18- Transit- Transportation Disadvantaged Program Projects.

16. Table 16 - Transportation Disadvantaged Priorities - Federal Transit Administration Section 5311 Nonurbanized Area Formula Program- recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board for Section 5311 grant funds are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Section 5311 projects funded in the Transportation Improvement Program are identified in Table 18 - Transit - Transportation Disadvantaged Program Projects.

17. Table 17 - Transportation Disadvantaged Priorities - Federal Transit Administration Section 5316 Job Access and Reverse Commute Program- recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board for Section 5316 grant funds are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Section 5316 projects funded in the Transportation Improvement Program are identified in Table 18 - Transit- Transportation Disadvantaged Program Projects.

18. Table 18 - Transportation Disadvantaged Priorities - Federal Transit Administration Section 5317 New Freedom Program - recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board for Section 5317 grant funds are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Section 5317 projects funded in the Transportation Improvement Program are identified in Table 18 - Transit - Transportation Disadvantaged Program Projects.

19. Table 19 - Transportation Regional Incentive Program Priorities- recommendations based on the Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan priorities and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the City of Gainesville, Alachua County and neighboring counties initiative to participate in the Transportation Regional Incentive Program, are forwarded the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Transportation Regional Incentive Program-Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects.

Transportation Regional Incentive Program-Road Construction projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

In addition to local-funded projects, the Transportation Improvement Program includes the following project categories.

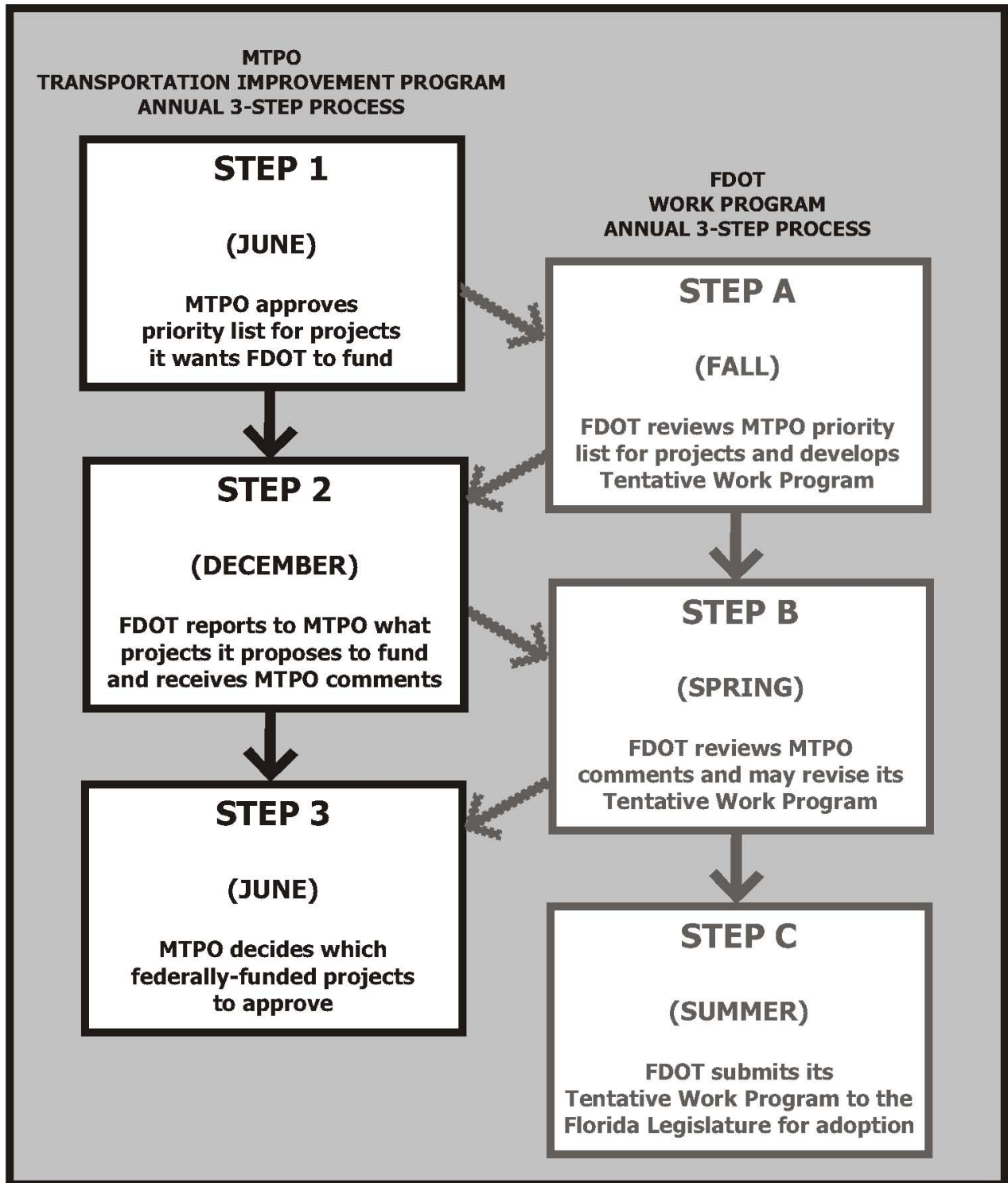
Federal Aviation Administration- funded projects, based on the Airport Master Plan, funded in the Transportation Improvement Program are identified in Table 5 - Airport Projects.

Florida State Highway System drainage projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 7 - Drainage of Right-of-Way Projects.

Interstate facility projects funded in the Transportation Improvement Program are identified in Table 9 - Interstate/Interchange Projects.

Florida State Highway System resurfacing projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 20 - Resurfacing/Repaving Projects.

Illustration G-1
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area Calendar



FDOT= Florida Department of Transportation
MTPO= Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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Appendix H

Transportation Improvement Program Projects That Promote Consistency Between Transportation Improvements and Planned Growth

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Appendix H: Transportation Improvement Program Projects That Promote Consistency Between Transportation Improvements and Planned Growth

A. Projects That Promote Consistency Between Transportation Improvements and Planned Growth

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as necessary, will work with local governments to promote corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses. Whenever possible, the plans and programs of the Transportation Improvement Program should identify those facilities that are subject to such techniques. Table H-1 shows the Transportation Improvement Program projects that address the consistency between transportation facility modifications and planned growth.

As needed, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area updates its Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Urban Design Policy Manual. The Manual is used by Alachua County, City of Gainesville and the Florida Department of Transportation for corridor design guidance. In addition, the Alachua County Corridor Design Manual criteria is applied to County-maintained facilities. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has designated its Technical Advisory Committee to review design plans for construction, enhancement reconstruction projects within the Gainesville Metropolitan Area.

1. Intersection Realignment Projects

There is one intersection realignment project scheduled in the Transportation Improvement Program, the NW 34 Street left turnlanes at the Young Men's Christian Association entrance. This project is partial implementation of the Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, NW 34 Street Turnlanes Project. This project applies access management strategies to provide additional safety and efficiency for vehicular traffic.

2. Resurfacing Projects

There is one resurfacing project in the Transportation Improvement Program, NW 16/23 Avenue from NW 55 Street to NW 13 Street, that applies access management strategies. This project includes closure of medians.

3. Road Construction Projects

There are three road construction projects in the Transportation Improvement Program. The projects are Depot Avenue corridor from SW 13 Street to Williston Road, SE 16 Avenue from Main Street to Williston Road, and SW 8 Avenue Connector from Tower Road to SW 24 Avenue.

The Depot Avenue corridor project includes reconstruction from a two-lane undivided facility to a two-lane divided facility with bikelanes and sidewalks. The SE 16 Avenue project will enable the divergence of State Road 24 from the congested University of Florida campus area. The SW 8 Avenue Connector project will provide more connectivity in southwestern part of the Gainesville Metropolitan Area.

**Table H-1
Transportation Facilities Subject to
Corridor Management Techniques
in Fiscal Years 2012-13 to 2016-17
Transportation Improvement Program**

| Project | Year [Costs in Thousands] | | | | |
|---|------------------------------|-----------|-----------|-----------|-----------|
| | 2012 - 13 | 2013 - 14 | 2014 - 15 | 2015 - 16 | 2016 - 17 |
| Enhancement | | | | | |
| Archer Braid Trail Rail/Trail FM: Archer Road TO: Kanapaha Park (4290291) | 1,511 CST | - | 2,409 ROW | - | - |
| Resurfacing | | | | | |
| NW 16/23 Avenue Median Closures FM: NW 55 Street TO: NW 13 Street (2077851) | 6,500 CST | - | - | - | - |
| Road Construction | | | | | |
| SE 16 Avenue TSM FM: Main Street TO: Williston Road | 255 PE | - | - | 2,409 ROW | - |
| SW 8 Avenue Connector To SW 20 Avenue FM: SW 75 Avenue TO: SW 20 Avenue | 7,000 CST | 7,400 CST | - | - | - |
| Depot Avenue 2-Lane Divided Reconstruction FM: SW 13 Street FO: Williston Road (4260441 & 4263201) | 3,250 CST 1,550 ROW | 3,800 CST | 1,200 CST | - | - |

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CST - Construction; ROW - Right-of-Way Support; NW - Northwest, SE - Southeast, SW - Southwest,
TSM - Transportation System Management

4. Project Consistency with Long Range Transportation Plan

The Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, is a multimodal long-range transportation plan. The Vision Statement of the Plan is:

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to promote community well-being through good and healthy relationships with the region's other communities and natural systems. Specific outcomes will be:

- 1. sustainable, safe, secure, energy efficient and livable land use patterns and complementary context-sensitive transportation networks that provide mobility choices within and between compact, mixed-use, multimodal-supportive development;*
- 2. balanced east-west Gainesville Urbanized Area growth to reduce socioeconomic disparity through increased transportation mobility and accessibility;*
- 3. transportation infrastructure investments that direct growth to existing infill and redevelopment areas;*
- 4. greenbelts to preserve natural and agricultural lands between all municipalities in the Alachua County region through compact land use patterns served by express transit service and park-and-ride facilities; and*
- 5. a network of Rapid Transit Facilities connecting regional employment centers in order to enhance the economic competitiveness of the area.*

The Plan's goals consist of:

- 1. (G-1) Economic Vitality and Community Livability - Plan and invest to develop and maintain a comprehensive, multimodal transportation network for the Gainesville Urbanized Area that promotes economic vitality, community livability, and increased housing-employment proximity.*
- 2. (G-2) Sustainable Decision - Making and Preservation - Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through integrated land use and transportation decision-making that results in compact development patterns, preservation of environmental, cultural and historic areas, reduced demand for oil, and lower greenhouse gas emissions.*
- 3. (G-3) Safety for Mobility and Accessibility - Develop and maintain a safe transportation system that supports increased mobility and better accessibility for all users and neighbors of transportation facilities and services.*
- 4. (G-4) Security and Resilience - Develop and maintain a transportation system that secures the ability of the Gainesville Urbanized Area to prevent, respond to, and recover from crime, disaster, and other adverse conditions with resilience.*
- 5. (G-4) Transportation Network Management and Operations - Improve system management, operations, coordination and communication to make sound transportation decisions that reflect wise use of financial resources.*

Table H-2, Long Range Transportation Plan Consistency, shows Transportation Improvement Program projects consistency with the Long Range Transportation Plan Vision Statement and Goals.

Table H-2
Long Range Transportation Plan Consistency

| Project | Project Description / Location | | FDOT Finance Number | L RTP Consistency |
|--|--|--------------------|---------------------------|----------------------|
| Airport Projects | | | | |
| Aviation Capacity | | | | |
| Secondary Runway Extension | AT: Gainesville Regional Airport | | 2222222 | VS, G-1, G-3 |
| Airport Road Reconstruction | AT: Gainesville Regional Airport | | 4288291 | VS, G-1, G-3 |
| Taxiway A- Phase 2 | AT: Gainesville Regional Airport | | 4313091 | VS, G-1, G-3 |
| Aviation Preservation | | | | |
| New General Aviation Terminal | AT: Gainesville Regional Airport | | 4290361 | VS, G-1, G-3 |
| Taxiway E Pavement Study | AT: Gainesville Regional Airport | | 4314401 | VS, G-1, G-3 |
| Parking Lot Auto Parking | AT: Gainesville Regional Airport | | 4290331 | VS, G-1, G-3 |
| Terminal Rehabilitation- Phase 3 | AT: Gainesville Regional Airport | | 4290351 | VS, G-1, G-3 |
| Taxiway E Reconstruction | AT: Gainesville Regional Airport | | 4288341 | VS, G-1, G-3 |
| Parking Lot Improvement- Phase 2 | AT: Gainesville Regional Airport | | 3413601 | VS, G-1, G-3 |
| Building Repair/Terminal Roof | AT: Gainesville Regional Airport | | 4288311 | VS, G-1, G-3 |
| Taxiway A Drainage/Retention | AT: Gainesville Regional Airport | | 4288321 | VS, G-1, G-3 |
| Runway 7-25 Reconstruction | AT: Gainesville Regional Airport | | 4288331 | VS, G-1, G-3 |
| Aviation Revenue / Operational | | | | |
| Purchase Area Mowers | AT: Gainesville Regional Airport | | 4314411 | VS, G-1, G-3 |
| New Maintenance Facility- Phase 2 | AT: Gainesville Regional Airport | | 4272331 | VS, G-1, G-3 |
| Airport Fuel Capacity | AT: Gainesville Regional Airport | | 4288301 | VS, G-1, G-3 |
| Aviation Safety | | | | |
| Airport Rescue Fire Fighting Facility | AT: Gainesville Regional Airport | | 4290341 | VS, G-1, G-3 |
| Bicycle Facility Projects | | | | |
| Archer Braid Trail | FM: Archer Road | TO: Kanapaha Park | 4290291 | VS, G-1 |
| SW 8 Avenue | FM: SW 122 Street | TO: SW 91 Street | 4288951 | VS, G-1 |
| UF Campus Greenway | FM: SW 34 Street | TO: Lemerand Drive | 4288961 | VS, G-1 |
| UF Campus Greenway | FM: Lemerand Drive | TO: Archer Road | 4306141 | VS, G-1 |
| Drainage of Right-of-Way Projects | | | | |
| None | - | | - | - |
| Intersection Projects | | | | |
| Realignment / Roundabout / Turn Bay / Lane | | | | |
| Depot Avenue | AT: Main Street | | - | VS, G-2, G-5 |
| NW 34 Street | AT: Young Men's Christian Association entrance | | 4272031 | VS, G-2, G-5 |
| SE 16 Avenue | AT: Main Street and Williston Road | | 4236082 | VS, G-2, G-5 |
| Traffic Signalization | | | | |
| D2- Alachua County TL Maintenance | AT: Countywide | | 4135171 | VS, G-2, G-5 |
| East University Avenue | FM: Hawthorne Road | TO: SE 15 Street | 4307591 | VS, G-2, G-5 |
| NW 23 Avenue | AT: NW 55 Street | | - | VS, G-2, G-5 |
| Traffic Management System | AT: Countywide | | - | VS, G-2, G-5 |
| Interstate / Interchange Projects | | | | |
| Interchange | | | | |
| I-75 Access Road Resurfacing | AT: NW 39 Avenue | | 4269821 | VS, G-3 |
| I-75 Interchange | AT: NW 39 Avenue | | 4230711 | VS, G-3 |
| I-75 Interchange | AT: Williston Road | | 4230713 | VS, G-3 |
| Interstate | | | | |
| I-75 Resurfacing | FM: NW 39 Avenue to North of US 441 | | 4288031 | VS, G-3 |

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Table H-2 (Continued)
Long Range Transportation Plan Consistency

| Project | Project Description / Location | | FDOT Finance Number | L RTP Consistency |
|--|---------------------------------------|----------------------|---------------------------|----------------------|
| Landscaping Projects | | | | |
| None | | | - | - |
| Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Planning / Administration | | | | |
| Unified Planning Work Program | FY 2012/2013 & 2013/2014 | | 4221862 | VS, G-3 |
| Long Range Transportation Plan | Long Range Transportation Plan Update | | - | VS, G-3, G-5 |
| Unified Planning Work Program | FY 2014/2015 & 2015/2016 | | 4221863 | VS, G-3 |
| Unified Planning Work Program | FY 2015/2016 & 2016/2017 | | 4221864 | VS, G-3 |
| Pedestrian Projects (Independent) | | | | |
| Non-School | | | | |
| NW 34 Street / SR 121 | FM: NW 39 Avenue | TO: US 441 | 4247671 | VS, G-3 |
| School | | | | |
| NE 19 Place | Surge Area Road to Hull Road | | 4273271 | VS, G-3 |
| Railroad Projects | | | | |
| None | | | - | - |
| Resurfacing / Repaving Projects | | | | |
| Archer Road / SR 24 | FM: SW 75 Street | TO: SW 43 Street | 2076693 | VS, G-2, G-3 |
| Hawthorne Road / SR 20 | FM: SE 55 Boulevard | TO: County Road 325 | 4244731 | VS, G-2, G-3 |
| Main Street / SR 329 | FM: Depot Avenue | TO: NW 8 Avenue | 2077851 | VS, G-2, G-3 |
| North 23 Avenue / SR 120 | FM: NW 13 Street | TO: Waldo Road | 2077002 | VS, G-2, G-3 |
| NW 16th Avenue | FM: NW 55 Street | TO: NW 13 Street | - | VS, G-2, G-3 |
| NW 22 Street | FM: University Avenue | TO: NW 8 Avenue | - | VS, G-1 |
| US 441 / SR 25 | FM: NW 6 Street | TO: CR 2054 overpass | 4286901 | VS, G-2, G-3 |
| Road Construction Projects | | | | |
| Depot Avenue | FM: US 441 | TO: Williston Road | - | VS, G-1, G-5 |
| SE 4 Street | TO: SE 7 Avenue | SE 16 Avenue | - | VS, G-1 |
| SE 16 Avenue / SR 226 | FM: Main Street | TO: Williston Road | 4236082 | VS, G-1 |
| SW 8 Avenue | FM: SW 75 Street | TO: SW 20 Avenue | - | VS, G-1 |
| SW 6 Street | FM: SW 4 Avenue | TO: SW 2 Avenue | - | VS, G-1 |
| SW 40 Boulevard | FM: Archer Road | TO: SW 34 Street | - | VS, G-1 |
| Road Maintenance Projects | | | | |
| Lighting | | | | |
| Lighting- Alachua County | AT: Countywide | | 4144031 | VS, G-3, G-4 |
| Other Maintenance | | | | |
| Routine Maintenance | AT: Countywide | | 2143011 | VS, G-2, G-3 |
| Routine Maintenance | AT: Countywide | | 2149384 | VS, G-2, G-3 |

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Table H-2 (Continued)
Long Range Transportation Plan Consistency

| Project | Project Description / Location | FDOT Finance Number | L RTP Consistency |
|--|---|---------------------------|----------------------|
| Transit - Regional Transit System Projects | | | |
| Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Planning Studies Funding | | | |
| Transit Planning Studies | Section 5303 | 4117623 | VS, G-1, G-3, G-5 |
| Transit Planning Studies | Section 5339 | 4068475 | VS, G-1, G-2, G-3 |
| Transportation Statistics | Alternative Analysis Study | 4285914 | VS, G-1, G-2, G-3 |
| Regional Transit System Capital Funding | | | |
| Fixed Route System Capital | Section 5307 | 4040261 | VS, G-1, G-2, G-3 |
| Fixed Route System Capital | Section 5307 | 4044111 | VS, G-1, G-2, G-3 |
| Fixed Route System Capital | Section 5307 | 4044121 | VS, G-1, G-2, G-3 |
| Fixed Route System Capital | Section 5307 | 4083541 | VS, G-1, G-2, G-3 |
| Fixed Route System Capital | Section 5307- Small Cities Incentive Allocation | 4243901 | VS, G-1, G-2, G-3 |
| Fixed Route System Capital | Section 5309 | 4068471 | VS, G-1, G-2, G-3 |
| Fixed Route System Capital | Section 5309 | 4117581 | VS, G-1, G-2, G-3 |
| Fixed Route System Capital | Section 5309 | 4299272 | VS, G-1, G-2, G-3 |
| Commuter Transportation Assistance | | | |
| None | | - | - |
| Regional Transit System Operating Funding | | | |
| Fixed Route System Operating | Section 5307 | 2155461 | VS, G-1, G-2 |
| Fixed Route System Operating | State Block Grant | 4117571 | VS, G-1, G-2 |
| Fixed Route System Operating | Route 46 & Trolley Conversion | 4303281 | VS, G-1, G-2 |
| Fixed Route System Operating | Route 28 Operations | 4303291 | VS, G-1, G-2 |
| Fixed Route System Operating | Route 62 Operations | 4303301 | VS, G-1, G-2 |
| Service Development | Transit Service Demonstration- Bus Stop Amenities | 4276811 | VS, G-1, G-2, G-3 |
| Transit - Transportation Disadvantaged Projects | | | |
| MV Transportation | | | |
| Transportation Disadvantaged Grant | State Block Grant | 2174891 | VS, G-1 |
| Transportation Disadvantaged Grant | Voluntary Dollar | - | - |
| Operating/Administration Assistance | Section 5311 Rural Transit Funding | 4272501 | VS, G-1, G-5 |
| Operating/Administration Assistance | Section 5311 Rural Transit Funding | 4233121 | VS, G-1, G-5 |
| Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Disadvantaged Planning | | | |
| Planning Assistance | | 2174892 | VS, G-1, G-2 |

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CR- County Road; D2 - District 2; FDOT - Florida Department of Transportation; L RTP - Long Range Transportation Plan; NW - Northwest;
 SE - Southeast; SR - State Road; SW - Southwest; TL - Traffic Light; UF - University of Florida; VS - Vision Statement;
 G-1 - Goal 1; G-2 - Goal 2; G-3 - Goal 3; G-4 - Goal 4; G-5 - Goal 5

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Appendix I

Transportation Improvement Program Federally-Funded Projects Fiscal Years 2012-13 to 2015-16

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Appendix I: Transportation Improvement Program Federally-Funded Projects for Fiscal Years 2012-13 to 2015-16

Table I - 1
Transportation Improvement Program Funding Summary Table
for Federally-Funded Projects

| Financial Summary of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Priorities by Major Funding Categories | | | | | |
|--|-------------|-----------|-----------|-----------|-----------|
| Funding Cagetary*1 (Funding Code) | Fiscal Year | | | | Totals |
| | 2012 -13 | 2013 - 14 | 2014 - 15 | 2015 - 16 | |
| Air Quality Mitigation | | | | | |
| CMAQ (CM) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Aviation | | | | | |
| Federal Aviation Admininstration (FAA) | \$0 | \$1,425 | \$4,370 | \$3,418 | \$9,213 |
| Roadway Facilities | | | | | |
| Bridge Replacement (BRT, BRTZ, MGBP) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Equity Bonus (EB) | \$12 | \$40 | \$0 | \$235 | \$287 |
| Federal Highway Administration Other | \$0 | \$0 | \$0 | \$0 | \$0 |
| High Priority Project (HPP) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Interstate Maintenance (IM) | \$1,019 | \$0 | \$22,714 | \$57 | \$23,790 |
| Interstate Development (IRD) | \$0 | \$0 | \$0 | \$0 | \$0 |
| National Highway System (NH) | \$0 | \$0 | \$0 | \$0 | \$0 |
| STP High Priority Project (S117,HPP) | \$0 | \$0 | \$0 | \$0 | \$0 |
| STP Enhancement (FSSE, SE) | \$2,109 | \$1,350 | \$1,832 | \$0 | \$5,291 |
| STP Regular (BA, MA, SA, XA) | \$251 | \$184 | \$0 | \$4,000 | \$4,435 |
| STP Safety Related (HSP, SH, SP, SR, SS, SR2S) | \$251 | \$1,000 | \$0 | \$0 | \$1,251 |
| STP Under 200,000 (BL, FSSL, ML, PL, SL, XL) | \$533 | \$487 | \$487 | \$487 | \$1,994 |
| STP Over 200,000 (BU, DU, MU, SU, XU)*2 | \$370 | \$383 | \$397 | \$411 | \$1,561 |
| Transit | | | | | |
| Federal Transit Administration (FTA) | \$9,169 | \$10,119 | \$12,343 | \$33,707 | \$65,338 |
| FTA High Priority Project- Airport Transit Hub | \$0 | \$0 | \$0 | \$0 | \$0 |
| FTA High Priority Project (HR1105, 5307, 5309) | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals | \$13,714 | \$14,988 | \$42,143 | \$42,315 | \$113,160 |

See Table 3 for project funding acronyms.

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*1 Includes Advance Construction (AC) project funding

*2 Includes Section 5303 Planning Assistance and Sections 5311 & 5317 Operating Assistance

Note- Financial summary and project listing include all resources that are reasonably expected to be made available.

Table I-1 (Continued)
Transportation Improvement Program Funding Summary Table
for Federally Funded Projects

BA - Donor Bonus, any area; BL - Donor Bonus, areas with population less than or equal to 200,000; BU - Donor Bonus, areas with population greater than 200,000; CM - Congestion Management; FAA - Federal Aviation Authority; BRT - Federal Bridge Replacement - On System; BRTZ - Federal Bridge Replacement - Off System; DU - Advanced from State Primary Funds to be reimbursed by the Federal Transit Administration; EB - Equity Bonus; FSSE - Federal Stimulus - American Recovery and Reinvestment Act of 2009; FSSL - Federal Stimulus - American Recovery and Reinvestment Act of 2009 areas with population less than or equal to 200,000; FTA - Federal Transit Administration; HPP - Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users High Priority Project (Federal earmark funding); HSP - Highway Safety Program; IM - Interstate Maintenance; IRD - Interstate Development; MA - Minimum Allocation, Any Area; MGBP - Minimum guarantee - Bridge Supplement; L - Minimum Allocation, areas with population less than or equal to 200,000; MU - Minimum Allocation, areas with population greater than 200,000; NH - National Highway; PL - Planning; S117 - Section 117 - Federal Earmark Project; SA - Surface Transportation Program - Any Area; SE - Surface Transportation Program - Enhancement; SH - Surface Transportation Program - Hazard Elimination; SL - Surface Transportation Program - Areas with population less than or equal to 200,000; SP - Surface Transportation Program - Safety Related; SR - Surface Transportation Program - Safety Related; SR2S - Safe Routes to School; SS - Surface Transportation Program - Safety Related; SU - Surface Transportation Program - Areas with population greater than 200,000; XA - Surface Transportation Program - Regular; XL - Surface Transportation Program - Areas with population less than or equal to 200,000; XU - Surface Transportation Program - Areas with population greater than 200,000

**Table I-2
Aviation Projects
Federally-Funded Fiscal Year 2012-13 to 2015-16**

| Federal Aviation Administration Projects | | Fiscal Year (FY) Costs (\$000) | | | |
|---|---|-----------------------------------|---------------|---------------|---------------|
| Project Description (Finance Number) | Type Work | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 |
| Aviation Preservation Project (4290351) | Airport Terminal Rehabilitation Phase 3 | - | 1,425 | - | - |
| Aviation Preservation Project (4288341) | Taxiway E Reconstruction/Repair/ Overlay | - | - | 4,370 | - |
| Aviation Preservation Project (4288311) | Airport Terminal Rehabilitation Phase 3 | - | - | - | 542 |
| Aviation Preservation Project (4288321) | Airport Taxiway A Drainage/Retention | - | - | - | 1,736 |
| Aviation Safety Project (4290341) | Airport Rescue Fire Fighting Facility | - | - | - | 1,140 |
| Total | | 0 | 1,425 | 4,370 | 3,418 |

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**Table I-3
Equity Bonus Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16**

| Equity Bonus Projects | | Fiscal Year (FY) Costs (\$000) | | | |
|--|--|-----------------------------------|---------------|---------------|---------------|
| Project Description (Finance Number) | Type Wwork | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 |
| Archer Braid Trail FM: Archer Road / SR 24 TO: Kanapaha Park (4290291) | Construct bicycle/pedestrian trail | 2 | - | - | - |
| UF Campus Trail FM: SW 34 Street / SR 121 TO: Gale Lemerand Drive (4288961) | Construct bicycle/pedestrian trail | 5 | 20 | - | - |
| UF Campus Trail FM: Gale Lemerand Drive TO: Archer Road / SR 24 (4306141) | Construct bicycle/pedestrian trail | 5 | 20 | - | - |
| SE 16 Avenue / SR 226 AT: Main Street AT: Williston Road / SR 331 (4236082) | Transportation system management (TSM) capacity enhancements | - | - | - | 235 |
| Total | | 12 | 40 | 0 | 235 |

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SR= State Road
SW= Southwest
UF= University of Florida

Table I-4
High Priority Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16

| High Priority Projects | | Fiscal Year (FY) Costs (\$000) | | | |
|--|--|-----------------------------------|---------------|---------------|---------------|
| Project Description (Finance Number) | Type Work | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 |
| Airport | | | | | |
| Transportation Hub Section 5309 Earmark AT: Gainesville Regional Airport (4068473) | Transit Improvement | * | - | - | - |
| Roadway | | | | | |
| Depot Avenue High Priority Project #2232 FM: US 441 TO: Williston Road (4205373) | Acquire right-of-way with remaining Earmark funding | * | - | - | - |
| NE 19 Street / NE 19 Terrace FM: East University Avenue / SR 26 TO: NE 8th Avenue (4205411) | New road construction | ** | - | - | - |
| NE 25 Street FM: East University Avenue / SR 26 TO: NE 8 Avenue (4205412) | Resurfacing [no change to existing bike/ pedestrian facilities] High Priority Project #3487 | ** | - | - | - |
| SW 62 Boulevard Fiscal Year 2005 Federal Earmark (2113653) | Four Lane Arterial Connector High Priority Project #2596, #3190 & #3919 | ** | - | - | - |
| Transit | | | | | |
| Fixed Route System Capital High Priority Project #213 (4068475) | Public Transportation Office Studies- Rapid Transit Study | * | - | - | - |
| Fixed Route System Capital Section 5307 Earmark (4284351) | Purchase of transit vehicles with Earmark funding | * | - | - | - |
| Fixed Route System Capital E2101-BUSP-057 Earmark 5309 (4286431) | Purchase buses | * | - | - | - |
| Regional Transit System* HR 1105 High Priority Project (4267571) | Purchase of transit vehicles | * | - | - | - |
| Total | | 0 | - | - | - |

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* Project underway, or completed. Funds were obligated in Fiscal Year 2011-12

** Project underway, or completed. Funds were obligated in Fiscal Years 2008-09, 2009-10 or 2010-11.

BUSP - Regional Transit System Bus Replacement, City of Gainesville, Alachua County, Florida;

HR - House of Representatives; NE - Northeast; SW - Southwest; US - United States

Table I-5
Interstate Maintenance Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16

| Interstate / Interchange Projects | | Fiscal Year (FY) Costs (\$000) | | | |
|---|--------------|-----------------------------------|---------------|---------------|---------------|
| Project Description (Finance Number) | Type Work | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 |
| Interstate75 FM: NW 39 Avenue [SR 222] TO: North of US 441 [SR 25] (4288031) | Resurfacing | 250 | - | 22,714 | 57 |
| Interstate75 Ramp Access AT: NW 39 Avenue [SR 222] (4269821) | Resurfacing | 769 | - | - | - |
| Totals | | 1,019 | 0 | 22,714 | 57 |

NW - Northwest; SR - State Road; - US - United States

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Table I-6
National Highway Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16

| National Highway System Projects | | Fiscal Year (FY) Costs (\$000) | | | |
|---|--------------|-----------------------------------|---------------|---------------|---------------|
| Project Description (Finance Number) | Type Work | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 |
| None | - | - | - | - | - |
| Totals | | 0 | 0 | 0 | 0 |

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**Table I-7
Surface Transportation Program Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16**

| Surface Transportation Program Projects | | Fiscal Year (FY) Costs (\$000) | | | |
|--|--|-----------------------------------|---------------|---------------|---------------|
| Project Description (Finance Number) | Type Work | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 |
| Surface Transportation Program High Priority Earmark -- S117 | | | | | |
| None | | - | - | - | - |
| Surface Transportation Program Enhancement (FSSE, SE, ACSE) | | | | | |
| Archer Braid Trail FM: Archer Road / SR 24 TO: Kanapaha Park (4290291) | Construct bicycle/pedestrian trail | 1,509 | - | - | - |
| SW 8 Avenue FM: SW 122 Street TO: SW 91 Street (4288951) | Bikelane / Sidewalk | 100 | 1,050 | - | - |
| UF Campus Trail FM: SW 34 Street / SR 121 TO: Gale Lemerand Drive (4288961) | Construct bicycle/pedestrian trail | 250 | 150 | 1,832 | - |
| UF Campus Trail FM: Gale Lemerand Drive TO: Archer Road / SR 24 (4306141) | Construct bicycle/pedestrian trail | 250 | 150 | - | - |
| Surface Transportation Program Regular (BA, MA, SA, XA) | | | | | |
| SE 16th Avenue / SR 226 AT: Main Street AT: Williston Road / SR 331 (4236082) | Transportation system management (TSM) capacity enhancements | 250 | - | - | - |
| SW 8 Avenue FM: SW 122 Street TO: SW 91 Street | Bikelane / Sidewalk | 1 | 1 | - | - |
| NW 34 Street / SR 121 AT: YMCA Entrance (4272031) | Construct turnlanes | - | 183 | - | - |
| Fixed Route System Capital Section 5309 (4299271 & 4299272) | Phase 3 of 4 Maintenance Facility | - | - | 4,000 | 4,100 |
| Surface Transportation Program Safety-Related (HSP, RHP, SH, SR2S, SR2E) | | | | | |
| NE 19th Place FM: NE 9 Street TO: NE 15th Street (4273271) | Construct sidewalk with Safe Route to School funding | 251 | - | - | - |
| Interstate 75 AT: NW 39 Avenue / SR 222 (4288951) | Interchange improvement | - | 1,000 | - | - |
| SE 16th Avenue / SR 226 AT: Main Street AT: Williston Road / SR 331 (4236082) | Transportation system management capacity enhancements | - | - | - | 2,140 |
| Surface Transportation Program Under 200,000 (BL, FSSL, ML, PL, SL, XL) | | | | | |
| Long Range Transportation Plan Update | Transportation Planning | - | - | - | - |
| Unified Planning Work Program Fiscal Years 2012-13 - 2015-16 (4221862), (4221863), (4221864) | Transportation Planning | 487 | 487 | 487 | 487 |
| NE 19th Place FM: NE 9 Street TO: NE 15th Street (4273271) | Construct sidewalk with Safe Route to School funding | 46 | - | - | - |
| Total | | 3,144 | 3,021 | 6,319 | 6,727 |

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NE= Northeast, NW= Northwest, SE= Southeast, SR= State Road, UF= University of Florida, YMCA= Young Men's Christian A

Table I-8
Transit - Federal Transit Administration Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16

| Regional Transit System Projects | | Fiscal Year (FY) | | | |
|---|---|------------------|---------------|---------------|---------------|
| Project Description (Finance Number) | Type Work | Costs (\$000 | | | |
| | | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 |
| Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Planning Studies Funding | | | | | |
| Transit Planning Studies (4117623) | Public Transportation Office Planning Funds [Section 5303] | 116 | 116 | 116 | 116 |
| Fixed Route System Capital 5309 HighPriority Project #213 (4068475) | Rapid Transit Study | - | - | - | - |
| Transit Planning Studies (Section 5339) (4285914) | Bus Rapid Transit Alternatives Analysis from Santa Fe College area to Gainesville Regional Airport | - | - | - | - |
| Regional Transit System Capital Funding | | | | | |
| Fixed Route System Capital Section 5307 (4040261) | Capital and Operating Grant | 843 | 684 | 693 | 412 |
| Fixed Route System Capital Section 5307 (4044111) | Automated Vehicle Location equipment hardware software, radio system upgrade, furniture/office equipment, automatic passenger counters, computer equipment | 502 | 202 | 202 | 522 |
| Fixed Route System Capital Section 5307 (4044121) | Shelters & passenger amenities, benches, shelte signs & logos, shop equipment, signal preemption, preventative and associated capital maintenance | 1,347 | 1,390 | 1,393 | 1,396 |
| Fixed Route System Capital Section 5307 (4083541) | Employee training, fare boxes, passenger information system | 620 | 300 | 300 | 232 |
| Fixed Route System Capital Section 5307 (4243901) | Small Transit Intensive Cities Allocation | 611 | 611 | 611 | 611 |
| Fixed Route System Capital Section 5309 (4068471) | Discretionary grants- purchase transit vehicles and related equipment | 3,446 | 3,532 | 6,336 | 24,771 |
| Fixed Route System Capital Section 5309 (4117581) | Discretionary grants- purchase transit coaches, neighborhood transfer center | - | 1,600 | 1,008 | 3,963 |
| Fixed Route System Capital Section 5309 (4299271 & 4299272) | Phase 1, 2 & 3 of 4 Maintenance Facility and 42 farebox replacements [SA funds shown in Table I-7] | - | - | - | - |
| Regional Transit System Operating Funding | | | | | |
| Fixed Route System Operating Section 5307 (2155461) | Operating assistance- vans (5), support vehicles (supervisors), associated capital maintenance, lift-euipged paratransit vans (5) | 1,800 | 1,800 | 1,800 | 1,800 |
| Transportatino Disadvantaged Operating Assistance Funding | | | | | |
| Transportation Disadvantaged Section 5311 (4233121 & 4272501) | Rural Transit Funding | 254 | 267 | 281 | 295 |
| Total | | 9,539 | 10,502 | 12,740 | 34,118 |

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Appendix J

Transportation Improvement Program Public Comments and Comment Tracking

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Appendix J: Transportation Improvement Program Public Comments and Comment Tracking

A. Public Comments and Comment Tracking

In addressing requirements in Title 23 United States Code of Federal Regulations Section 450.316, significant written or oral public comments provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area regarding projects in the Transportation Improvement Program are maintained in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program General File. Comment summaries and subsequent Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area action/response are included in Table J-1. Exhibit J-1 is a copy of the advertisement published in the Gainesville Guardian, Gainesville Sun and Independent Florida Alligator newspapers prior to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meeting in which the Transportation Improvement Program was approved.

The Comment Summary includes the date the comment is received, the name person or group making the comment and identification of project(s) on which comments have been received. The Comment Tracking includes the action and/or response the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provided to the public comments.

**Table J-1
Public Comment Summaries and Public Comment Tracking
Fiscal Years 2012-13 to 2016-17
Transportation Improvement Program**

| Comment Summary | | Tracking- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Action / Response |
|-----------------|-------|--|
| Name- | Date- | - |
| - | | |
| Name- - | Date- | - |
| - | | |
| Name- | Date- | - |
| - | | |
| Name- | Date- | - |
| - | | |

Appendix K American Recovery and Reinvestment Act of 2009 Funded Projects Status Report

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Appendix K: American Recovery and Reinvestment Act of 2009 Funded Projects Status Report

A. American Recovery and Reinvestment Act-Funded Project Status

In order to fulfill public disclosure and transparency of American Recovery and Reinvestment Act funded projects within the Gainesville Metropolitan Area, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has provided a project tracking matrix. The purpose of the matrix is to demonstrate which American Recovery and Reinvestment Act funded projects, that were funded in Fiscal Year 2008-09, have been completed and which have not yet been completed. American Recovery and Reinvestment Act funded project status is shown below in Table K-1. With all American Recovery and Reinvestment Act funded projects being completed, this is the last Transportation Improvement Program that will show American Recovery and Reinvestment Act project status. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also maintains Table K-1 on its website at <http://ncfrpc.org/mtpo/index.html>.

**Table K-1
American Recovery and Reinvestment Act Funded Project Status**

| Project Description | | | | | | Project Completed | |
|----------------------------|-------------------------------|---|--------------|-----------------------------|-------------------|-------------------|----------|
| TIP Table | Project Location (FMN Number) | Type Work | Project Year | Project Funding (Thousands) | Fund Code Table 3 | Yes / No | Date |
| Alachua County | | | | | | | |
| 14 | 4262281 | ARRA Main Street Resurfacing [North 8 Avenue to North 23 Avenue] | 09-10 | \$1,100 \$10 \$1,273 | FSSL SL LF | YES | 2/08/10 |
| 12 | 4264051 | ARRA SW 8 Avenue Sidewalk [Tower Road to end/I-75] | 09-10 | \$110 \$1 | FSSE SE | YES | 2/17/10 |
| City of Gainesville | | | | | | | |
| 17 | 4263891 | ARRA STP Flex Funding FTA 5307 Purchasing of transit vehicles | 08-09 | \$693 | FTAT | YES | 5/15/09 |
| 14 | 4262071 | ARRA NE 8 Avenue Resurfacing [Main Street to NE Boulevard] | 09-10 | \$300 \$3 | FSSL SL | YES | 1/26/10 |
| 12 | 4262081 | ARRA NW 34 Street (SR 121) Sidewalk [NW 39 Avenue (SR 222) to US 441] | 09-10 | \$1,000 \$9 | FSSL SL | YES | 10/14/10 |
| 6 | 4262061 | ARRA W 6 Street Bike/Pedestrian Trail [SE 2 Avenue to NE 16 Avenue] | 09-10 | \$1,000 \$9 | FSSL SL | YES | 9/08/10 |
| 17 | 4263891 | ARRA 5307 purchase of transit vehicles | 09-10 | \$3,201 | FTA | YES | 4/30/11 |

ARRA - American Recovery and Reinvestment Act of 2009; FMN - Financial Management Number; FSSE - Federal Stimulus - American Recovery and Reinvestment Act of 2009; FSSL - Federal Stimulus - American Recovery and Reinvestment Act of 2009 areas with population less than or equal to 200,000; FTA - Federal Transit Administration; LF- Local Funds; SE - Surface Transportation Program - Enhancement; NE - Northeast; NW - Northwest; SR - State Road; STP - Surface Transportation Program; TIP - Transportation Improvement Program

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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Transportation Improvement Program Team

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** Michael Escalante, AICP, Senior Planner

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