

FISCAL YEARS 2012/2013 - 2016/2017

LIST OF PRIORITY PROJECTS

ENDORSEMENT

This List of Priority Projects has been developed
consistent with federal and state requirements and
approved on May 2, 2011 by the
Metropolitan Transportation Planning Organization (MTPO)
For the Gainesville Urbanized Area
2009 NW 67 Place
Gainesville, Florida 32653

W. Thomas Hawkins, Chair

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May 2, 2011

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I

INTRODUCTION

Each Spring, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area approves a five-year program for transportation system modification projects to be funded with federal, state and local funds. This five-year program is referred to as the "Transportation Improvement Program (TIP)."

The process that is used to develop the TIP is described in Illustration I. As show in this illustration, the TIP has the following three phases:

- Spring- MTPO approves priority lists for projects it wants Florida Department of Transportation (FDOT) to fund;
- Late Fall- FDOT reports to the MTPO what projects it proposes to fund; and
- Spring- MTPO decides which federally-funded projects to approve.

PURPOSE

This report develops a list of needed, but unfunded, transportation projects. The projects listed later in this report are determined by the MTPO to be necessary to effectively implement the adopted long range transportation plan. Projects selected for funding will be incorporated into the MTPO's Fiscal Years 2012/2013 - 2016/2017 TIP.

METHODOLOGY

The following methodology has been used to establish the priorities contained in this report:

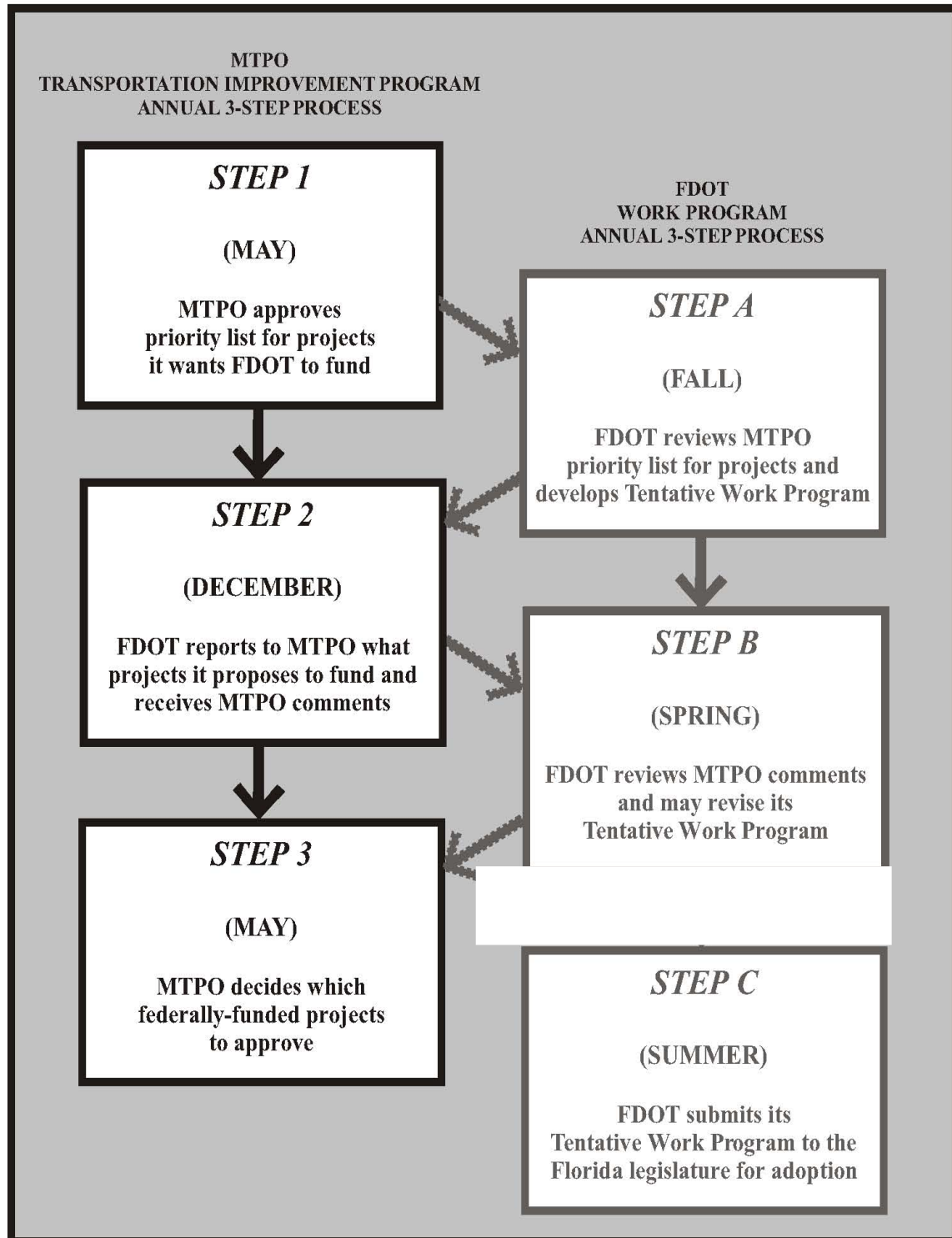
- March- draft report distributed to the MTPO Advisory Committees that identifies transportation priorities submitted last year and, of those, which ones were funded;
- April- MTPO Advisory Committees develop recommended transportation priorities for the coming year; and
- May- MTPO approves transportation priorities for the coming year and submits a "List of Priority Projects" to FDOT.

DEVELOPMENT

Section 134 (f) of title 23, United States Code states that, in developing transportation programs, metropolitan planning organizations shall consider the eight contained in Appendix A. These areas have been considered in the development of the project priorities contained in this report.

ILLUSTRATION I

MTPO CALENDAR



TRANSPORTATION SYSTEM MODIFICATIONS SELECTED FROM THE GAINESVILLE METROPOLITAN AREA 2035 TRANSPORTATION PLAN- THE LIVABLE COMMUNITY REINVESTMENT PLAN

The transportation system modifications that have been identified as priorities from the adopted Livable Community Reinvestment Plan are listed in the Public Transportation Priorities, Surface Transportation Program Fund Priorities and Traffic Operations Priorities project tables.

RELATIONSHIP TO THE MANAGEMENT SYSTEMS

The transportation priorities contained in this report are developed from available information from the management systems required for the Gainesville Metropolitan Area as a result of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The congestion management system (CMS) for the Gainesville Metropolitan Area was fully operational by October 1, 1997.

MTPO URBAN DESIGN POLICIES

The MTPO has, over the years, adopted various urban design and streetscape policies. These policies have been consolidated into a document entitled "MTPO Urban Design Policy Manual." Therefore, unless otherwise stated within this "List of Priority Projects" document, all priority project recommendations shall be in conformance with the "MTPO Urban Design Policy Manual" document.

PUBLIC INVOLVEMENT AND SERVICE EQUITY

Citizen involvement in the TIP three-step process is promoted through the MTPO's Public Involvement Process which was developed and adopted pursuant to 23 CFR 450.316(b)(1) requirements. The MTPO's 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 TIP, in accordance with Chapter 339.175(7), Florida Statutes. In addition, the MTPO's Public Involvement Plan includes strategies to address service equity, including outreach to socioeconomic communities that have traditionally been underrepresented in the transportation planning process. The MTPO sponsors workshops and charrettes, as necessary, regarding projects in the TIP.

MTPO staff provides local news media notification of meetings when the List of Priority Projects is scheduled for review and approval by the MTPO and its Advisory Committees, thereby providing citizens an opportunity to participate in the development of the List of Priority Projects. To inform the general public and other interested persons who may want to review and comment on the List of Priority Projects, 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's listing of public meetings of the week.

FREIGHT SHIPPERS

The MTPO 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 TIP. Freight shippers are notified of the MTPO meeting dates when the List of Priority Projects and the TIP documents are considered by the MTPO.

PUBLIC TRANSPORTATION USERS

The MTPO coordinates with Regional Transit System (RTS) staff for public involvement in the development of the TIP. The Regional Transit System Advisory Board provides input for transit projects to be included in the List of Priority Projects. In addition, RTS staff conducts transit forums to gather public input. The Alachua County Transportation Disadvantaged Coordinating Board (ACTDCB), which includes public transportation users, provides input for transportation disadvantaged projects to be included in the List of Priority Projects. Each year, MTPO staff solicits input from RTS and ACTDCB for projects to be included in the List of Priority Projects.

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 MTPO staff, the Alachua County Traffic Safety Team (ACTST) is comprised of representatives from:

| STATE OF FLORIDA | ALACHUA COUNTY | CITY OF GAINESVILLE |
|---------------------------------------|-------------------------|----------------------------|
| Florida Department of Transportation | Fire Rescue | Fire Rescue |
| Florida Highway Patrol | School Board | Police Department |
| University of Florida (UF) T2 Center | Sheriff's Office | Public Works Department |
| UF Facilities Planning & Construction | Public Works Department | |

The MTPO receives ACTST recommendations for safety-funded projects in the List of Priority Projects. Currently, the focus of transportation system security is on airport facilities.

II

PROJECT PRIORITIES

BICYCLE/PEDESTRIAN/ENHANCEMENT PRIORITIES

Table 1A identifies enhancement-funded bicycle/pedestrian project priorities for the Fiscal Years 2012/2013 - 2016/2017 TIP. Table 1B identifies Alachua County-maintained facility bicycle/pedestrian project priorities. Table 1C identifies City of Gainesville-maintained facility bicycle/pedestrian project priorities.

CAPACITY/MULTIMODAL PRIORITIES

Table 2A identifies State Highway System capacity/multimodal project priorities for the Fiscal Years 2012/2013 - 2016/2017 TIP. Table 2B identifies Alachua County-maintained facility capacity/multimodal project priorities. Table 2C identifies City of Gainesville-maintained capacity/multimodal project priorities.

INTELLIGENT TRANSPORTATION SYSTEM (ITS) PRIORITIES

Table 3 identifies ITS project priorities for the Fiscal Years 2012/2013 - 2016/2017 TIP.

LANDSCAPING PRIORITIES

Table 4 identifies landscaping project priorities for the Fiscal Years 2012/2013 - 2016/2017 TIP.

PROJECT, DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY PRIORITIES

Table 5A identifies State Highway System PD&E study project priorities for the Fiscal Years 2012/2013 - 2016/2017 TIP. Table 5B identifies Alachua County-maintained facility PD&E study project priorities. Table 5C identifies City of Gainesville-maintained facility PD&E study project priorities.

PUBLIC TRANSPORTATION PRIORITIES

Table 6 identifies public transportation project priorities. This category includes: commuter assistance projects; intermodal facility projects; park-and-ride facility projects railroad right-of-way projects; transit system projects for the Fiscal Years 2012/2013 - 2016/2017.

RIGHT-OF-WAY(ROW) PRIORITIES

Table 7A identifies State Highway System ROW project priorities for the Fiscal Years 2012/2013 - 2016/2017 TIP. Table 7B identifies Alachua County-maintained facility ROW project priorities. Table 7C identifies City of Gainesville-maintained facility ROW project priorities.

SAFE ROUTES TO SCHOOL PRIORITIES

Table 8 identifies transportation safe routes to school project priorities developed by the School Board of Alachua County (SBAC) staff, Bicycle/Pedestrian Advisory Board (B/PAB) and Alachua County Traffic Safety Team (ACTST) for the Fiscal Years 2012/2013 - 2016/2017 TIP.

SAFETY PRIORITIES

Table 9 identifies transportation safety project priorities developed by the Technical Advisory Committee (TAC) and Alachua County Traffic Safety Team (ACTST) for the Fiscal Years 2012/2013 - 2016/2017 TIP.

STRATEGIC INTERMODAL SYSTEM (SIS) PRIORITIES

Table 10 identifies SIS project priorities for the Fiscal Years 2012/2013 - 2016/2017 TIP.

SURFACE TRANSPORTATION PROGRAM (STP) FUND PRIORITIES

Table 11 identifies STP-eligible capacity modification priorities. This category 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 for the Fiscal Years 2012/2013 - 2016/2017 TIP.

TRAFFIC OPERATIONS PRIORITIES

Table 12A identifies State Highway System traffic operations project priorities. Table 12B identifies local facility traffic operations project priorities. This category includes: congestion management system (CMS) projects; intelligent transportation system (ITS) projects; and intersection modification projects for the Fiscal Years 2012/2013 - 2016/2017 TIP.

TRANSIT CORRIDOR DEVELOPMENT PRIORITIES

Table 13 identifies transit corridor development project priorities for the Fiscal Years 2012/2013 - 2016/2017 TIP.

TRANSPORTATION DISADVANTAGED PRIORITIES

Table 14, Table 15, Table 16, Table 17 and Table 18 identify transportation disadvantaged project priorities for the Fiscal Years 2012/2013 - 2016/2017 TIP.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PRIORITIES

Table 19 identifies TRIP project priorities for the Fiscal Years 2012/2013 - 2016/2017 TIP.

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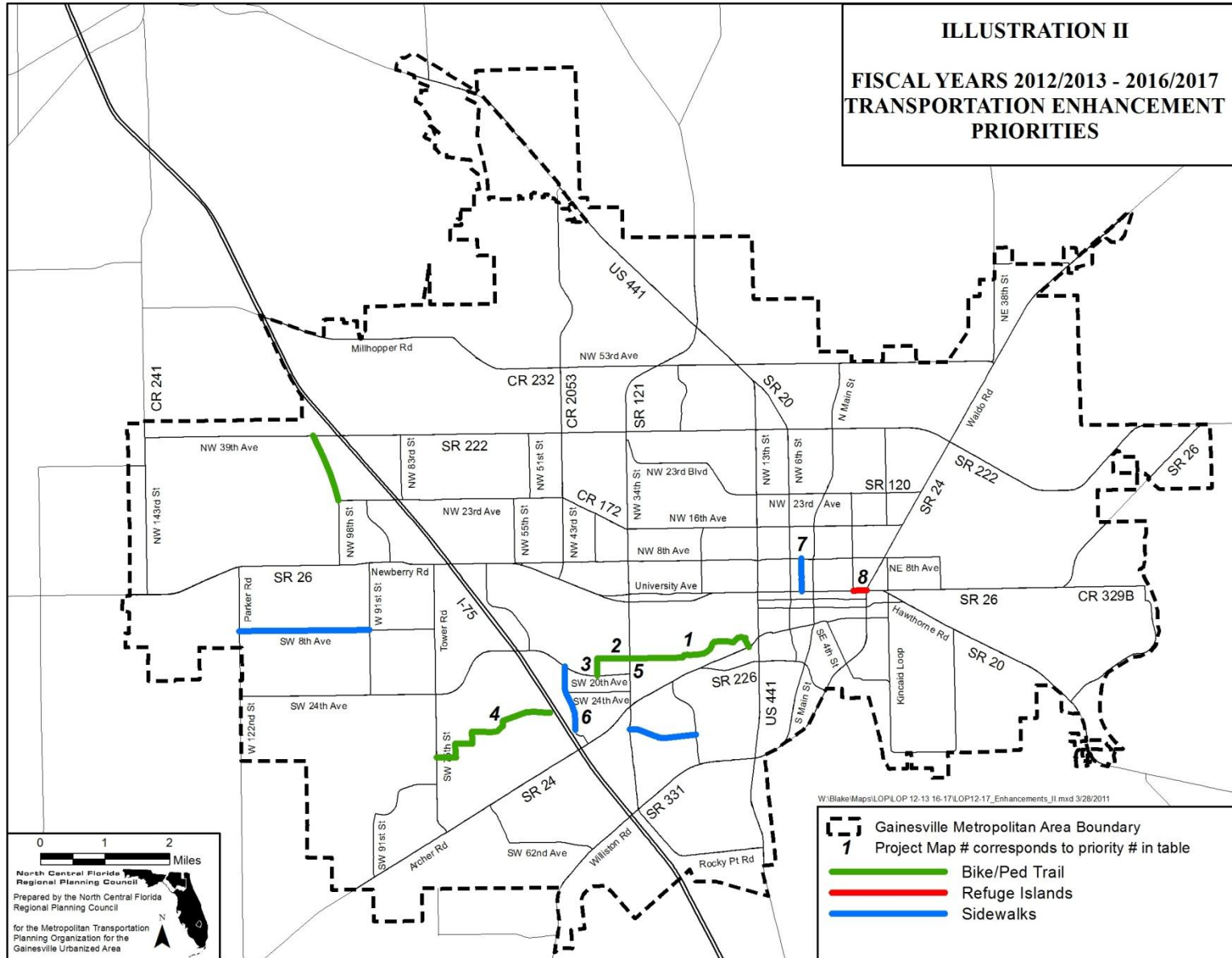


TABLE 1A

**BICYCLE/PEDESTRIAN PRIORITIES-
ENHANCEMENT FUND
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|----------------------------|--|--|---|
| <i>1</i> <i>FDOTTWP</i> | <i>UF Cross Campus Trail</i> <i>[part of Archer Braid*]</i> | <i>FM: SW 34 Street [SR 121]</i> <i>TO: Archer Road [SR 24]</i> | <i>Construct bicycle/pedestrian trail</i> |
| 2 | Hull Road Parking Area [part of the Archer Braid*] | FM: End of Hull Road Parking Area TO: SW 34 Street [SR 121] | Construct bicycle/pedestrian trail |
| 3 | Hull Road Connector [part of the Bivens Braid*] | FM: SW 20 Avenue TO: End of Hull Road Parking Area | Construct bicycle/pedestrian trail |
| 4 | Lake Kanapaha Trail | FM: Tower Road TO: Interstate 75 | Construct bicycle/pedestrian trail |
| 5 | SW 34 Street Grade-Separated Crossing [part of the Archer Braid*] | AT: SW 34 Street | Construct bicycle/pedestrian grade-separated crossing |
| 6 | SW 43 Street | FM: SW 40 Boulevard TO: SW 20 Avenue | Construct ADA-compliant sidewalk |
| 7 | NW 3 Street | FM: W University Avenue TO: NW 8 Avenue | Construct ADA-compliant sidewalk |
| 8 | E University Avenue [SR 26] | FM: E 9 Street TO: Waldo Road [SR 24] | Pedestrian refuge islands |
| 9 | Bus Stop Upgrades | AT: RTS Systemwide | Construct bus stops and sidewalk connections |

*2004 Alachua Countywide Bicycle Master Plan Addendum

ADA- Americans with Disabilities Act

FDOTTWP- Florida Department of Transportation Tentative Work Program-funded project

RTS- Regional Transit System

UF- University of Florida

Initial Enhancement Priorities were developed by the Bicycle/Pedestrian Advisory Board.

TABLE 1B

**BICYCLE/PEDESTRIAN PRIORITIES-
ALACHUA COUNTY-MAINTAINED FACILITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|----------------------|---|---|---|
| NA <i>FDOTTWP</i> | <i>SW 8 Avenue Multi-Use Offroad Facility</i> | <i>FM: Parker Road TO: SW 91 Street</i> | <i>Construct Multi-Use Offroad Facility</i> |
| NA | NW 98 Street Multi-Use Offroad Facility | FM: NW 23 Avenue TO: NW 39 Avenue [SR 222] | Construct bicycle/pedestrian trail |

*2004 Alachua Countywide Bicycle Master Plan Addendum

ADA- Americans with Disabilities Act

FDOTTWP- Florida Department of Transportation Tentative Work Program-funded project

RTS- Regional Transit System

UF- University of Florida

Bicycle/Pedestrian Priorities- Alachua County-Maintained Facilities are derived from the adopted Year 2035 Livable Community Reinvestment Plan. These projects were included in the Long Range Transportation Plan at the request of Alachua County.

TABLE 1C

**BICYCLE/PEDESTRIAN PRIORITIES-
CITY OF GAINESVILLE-MAINTAINED FACILITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|------------------------------------|-----------------------------|--|--|
| <i>Partially Funded</i> | <i>SW 35 Place Sidewalk</i> | <i>FM: SW 34 Street [SR 121] TO: SW 23 Terrace</i> | <i>Construct ADA-compliant concrete sidewalk</i> |

*2004 Alachua Countywide Bicycle Master Plan Addendum

ADA- Americans with Disabilities Act
RTS- Regional Transit System
UF- University of Florida

Bicycle/Pedestrian Priorities- City of Gainesville-Maintained Facilities are derived from the adopted Year 2035 Livable Community Reinvestment Plan. These projects were included in the Long Range Transportation Plan at the request of the City of Gainesville.

TABLE 2A

**CAPACITY / MULTIMODAL PRIORITIES- STATE HIGHWAY SYSTEM
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|----------------------------------|---|--|--|
| 1 | SE 16 Avenue [SR 226] | FM: Main Street [SR 329] TO: Williston Road [SR 331] | Reconstruct MTPO-approved Transportation System Management (TSM) Alternative |
| 2 <i>Partially Funded</i> | <i>NW 34 Street [SR 121]</i> | <i>FM: NW 16 Avenue TO: US 441</i> | <i>Construction of center turnlanes along this facility</i> |
| 3 | University Avenue [SR 26] | FM: Gale Lemerand Drive TO: Waldo Road [SR 24] | Conduct Multimodal Emphasis Corridor Study |
| 4 | W 13 Street [US 441] | FM: Archer Road [SR 24] TO: NW 33 Avenue | Conduct Multimodal Emphasis Corridor Study |
| 5 | Waldo Road Multiway Boulevard | FM: E University Avenue [SR 26] TO: NE 39 Avenue [SR 222] | Redesign to support bus rapid transit, multi-use trail and corridor redevelopment study (PD&E) |
| 6 | Bus Rapid Transit (BRT) Corridor Infrastructure-partial | FM: Santa Fe Village TO: Gainesville Regional Airport | Installation of BRT infrastructure |
| 7 | Archer Road [SR 24] BRT | FM: MTPO Boundary TO: SW 45 Street | Dedicated lane(s) design, additional roadway capacity and corridor management study (PD&E) |
| 8 | Williston Road [SR 121] | FM: SW 62 Avenue TO: SW 35 Way | Additional roadway capacity and corridor management study (PD&E) |

Initial Capacity/Multimodal Priorities were developed by MTPO staff, based on the Year 2035 Long Range Transportation Plan Cost Feasible Plan projects.

TABLE 2B

**CAPACITY / MULTIMODAL PRIORITIES-
ALACHUA COUNTY-MAINTAINED FACILITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|--|---|--|
| 1 | SW 20 Avenue | FM: SW 61 Boulevard TO: SW 52 Boulevard | 4-laning and multi-use path |
| 2 | SW 8 Avenue- Phase 2 | FM: SW 143 Street TO: NW 122 Street | 2-lane roadway and multi-use path |
| 3 | NW 23 Avenue | FM: NW 59 Terrace TO: NW 51 Street | 4-laning and resurfacing |
| 4 | NW 23 Avenue | FM: Ft. Clarke Boulevard TO: NW 83 Street | 4-laning |
| 5 | SE 43 Street | FM: Hawthorne Road [SR 20] TO: University Avenue [SR 26] | Construction of two-way left turnlanes, multi-use path and signalization |
| 6 | SW 45 Street/ SW 47 Street | FM: Archer Road [SR 24] TO: SW 30 Avenue | New roadway with travel lanes, BRT dedicated transit lanes and multi-use path |
| 7 | SW 30 Avenue | FM SW 47 Street TO: SW 43 Street | New Interstate 75 overpass with travel lanes, BRT dedicated transit lanes and the Archer Braid Trail |
| 8 | NW 83 Street | FM: NW 39 Avenue [SR 222] TO: NW 46 Avenue | New roadway with travel lanes, BRT dedicated transit lanes and the Millhopper Greenway |
| 9 | NW 83 Street | FM: NW 23 Avenue TO: NW 39 Avenue [SR 222] | BRT dedicated transit lanes |
| 10 | Ft. Clarke Boulevard/ NW 83 Street Corridor | FM: Newberry Road [SR 26] TO: NW 23 Avenue | BRT dedicated transit lanes & new multimodal-only Interstate 75 overpass |
| 11 | NW 46 Avenue | FM: NW 98 Street TO: NW 83 Street | New roadway with travel lanes, BRT dedicated transit lanes & new multi-use path and new Interstate 75 overpass |

Initial Capacity/Multimodal Priorities- Alachua County -Maintained Facilities were developed by MTPO staff, based on the Year 2035 Long Range Transportation Plan Cost Feasible Plan projects. These projects were included in the Long Range Transportation Plan at the request of Alachua County.

TABLE 2C

**CAPACITY / MULTIMODAL PRIORITIES-
CITY OF GAINESVILLE-MAINTAINED FACILITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|----------------------|--|---|
| NA | SE 4 Street- Phase 2 | FM: Williston Road [SR 331] TO: Depot Avenue | Reconstruction |
| NA | SW 62 Boulevard | FM: Archer Road [SR 24] TO: Newberry Road [SR 24] | Four lanes plus two additional BRT lanes in the middle |

Initial Capacity/Multimodal Priorities- City of Gainesville -Maintained Facilities were developed by MTPO staff, based on the Year 2035 Long Range Transportation Plan Cost Feasible Plan projects. These projects were included in the Long Range Transportation Plan at the request of the City of Gainesville.

TABLE 3

**INTELLIGENT TRANSPORTATION SYSTEM (ITS) PRIORITIES
FISCAL YEARS 2012/2013 - 2016/2017
(Gainesville Metropolitan Area/Countywide)**

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|--|--|---|
| 1 | Traffic Management System- Phase V- Interstate 75 | FM: Marion Countyline TO: Columbia Countyline | <p>A. Add Dynamic Message Signs (DMS) 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 allows operators at the Gainesville Traffic Management Center (TMC) to alert motorists of existing conditions using the DMS and the 511 information hotline.</p> <p>C. Add traffic detection technology so automated alerts can be sent to the Gainesville TMC operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.</p> |
| 2 | Regional Transit System- Bus Priority System- | - | 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. |
| | A. Route 9- Archer Road [SR 24] | FM: SW 23 Terrace TO: SW 23 Drive | |
| | Route 9- Williston Road [SR 331] | FM: SW 25 Terrace TO: Columbia Countyline | |
| | B. Route 20- SW 34 Street [SR 121] | FM: SW 20 Avenue TO: Hull Road | |
| | C. Route 21- SW 34 Street [SR 121] | FM: SW 20 Avenue TO: Hull Road | |
| | D. Route 35- Archer Road [SR 24] | FM: NW 13 Street [US 441] TO Waldo Road [SR 24] | |
| | Route 35- SW 16 Avenue [SR 226] | FM: Archer Road [SR 24] TO: Shealy Drive | |
| | Route 35- SW 34 Street [SR 121] | FM: SW 35 Place TO: SW 16 Avenue [SR 226] | |
| | Route 35- SW 16 Avenue [SR 226] | FM: SW 34 Street [SR TO Waldo Road [SR 24] | |
| 3 | Dynamic Message Signs on State Highway Arterials | - | Dynamic message on arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event interstate 75 is shut down, and travel times. |
| | A. SW 34 Street [SR 121] | AT: SW 20 Avenue [southbound] | |
| | B. SW 34 Street [SR 121] | AT: Williston Road [SR 331] [eastbound] | |
| | C. W 13 Street [US 441] | AT: University Avenue [SR 26] | |
| | D. NW 13 Street [US 441] | AT: NW 39 Avenue [SR 222] [westbound] | |
| | E. NW 13 Street [US 441] | AT: NW 39 Avenue [SR 222] [northbound] | |
| | F. NW 39 Avenue [SR 222] | AT: Interstate 75 [eastbound] | |

TABLE 3 (Continued)

**INTELLIGENT TRANSPORTATION SYSTEM (ITS) PRIORITIES
FISCAL YEARS 2012/2013 - 2016/2017
(Gainesville Metropolitan Area/Countywide)**

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|---|--|---|
| 4 | Expand Automated Arterial Travel Time System- | | Expanding the Arterial Travel Time System will provide motorists with more real time information via Google map or DMS for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on information they receive. The travel times can also be used for traffic studies to measure development-related impacts |
| | A. W 13 Street [US 441] | FM: Williston Road [SR 331] TO: NW 39 Avenue [SR 222] | |
| | B. SW 34 Street [SR 121] | FM: Interstate 75 TO: NW 16 Avenue | |
| 5 | Travel Demand Management | AT: Gainesville Metropolitan Areawide | Information technologies project that addresses travel demand strategies, such as high occupancy vehicle (HOV) lanes and other travel demand technologies. |

Initial ITS Priorities were developed by City of Gainesville Traffic Operations staff.

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TABLE 4

**LANDSCAPING PRIORITIES-
STATE HIGHWAY SYSTEM (SHS) ONLY*
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|--------------------------|--|---|
| 1 | SW 34 Street [SR 121] | FM: Williston Road [SR 331] TO: Archer Road [SR 24] | provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible |
| 2 | Williston Road [SR331] | FM: SW 34 Street [SR 121] TO: SW 23 Terrace | provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible |
| 3 | West 6 Street Rail/Trail | FM: Depot Avenue TO: NW 16 Avenue | provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible |
| 4 | NW 13 Street [US 441] | FM: NW 39 Avenue [SR 222] TO: NW 6 Street [SR 20] | provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible |
| 5 | NW 39 Avenue [SR 222] | FM: NW 43 Street TO: NW 34 Street [SR 121] | provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible |
| 6 | Hawthorne Road [SR 20] | FM: SE 27 Street TO: SE 55 Boulevard | provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible |
| 7 | Archer Road [SR 24] | FM: SW 91 Street TO: Interstate 75 | provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible |
| 8 | Newberry Road [SR 26] | FM: NW 98 Street TO: Interstate 75 | provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible |

* Projects must be constructible within the available State Road right-of-way.

Initial Landscaping Priorities were developed by Alachua County and City of Gainesville Public Works Department staff.

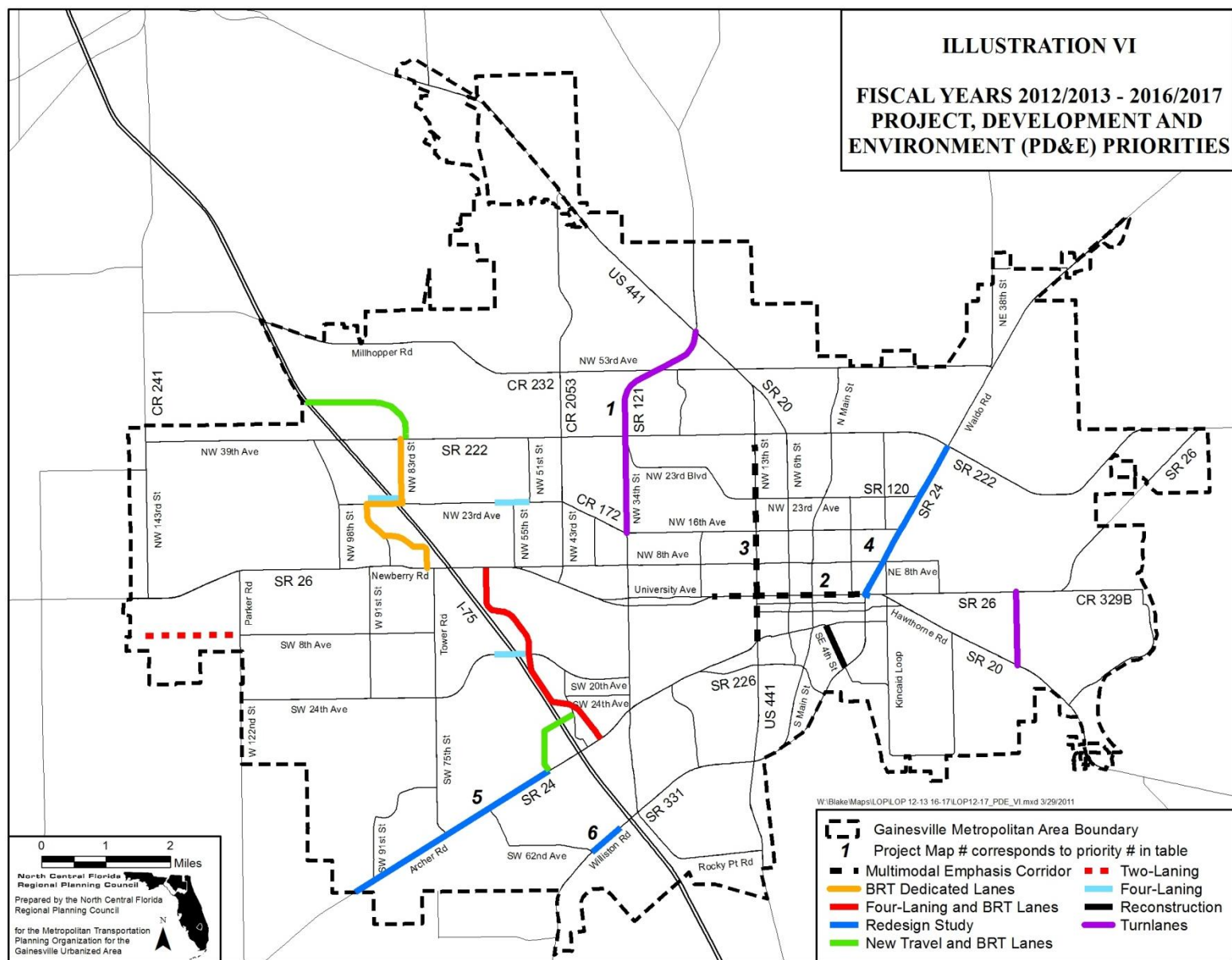


TABLE 5A

**PROJECT, DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY PRIORITIES
STATE HIGHWAY SYSTEM
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|-------------------------------|--|--|
| 1 | NW 34 Street [SR 121] | FM: NW 16 Avenue TO: US 441 | conduct PD&E study in order to add turnlanes in various locations |
| 2 | University Avenue [SR 26] | FM: Gale Lemerand Drive TO: Waldo Road [SR 24] | Conduct Multimodal Emphasis Corridor Study |
| 3 | W 13 Street [US 441] | FM: Archer Road [SR 24] TO: NW 33 Avenue | Conduct Multimodal Emphasis Corridor Study |
| 4 | Waldo Road Multiway Boulevard | FM: E University Avenue [SR 26] TO: NE 39 Avenue [SR 222] | Redesign to support bus rapid transit, multi-use trail and corridor redevelopment study (PD&E) |
| 5 | Archer Road [SR 24] BRT | FM: MTPO Boundary TO: SW 45 Street | Dedicated lane(s) design, additional roadway capacity and corridor management study (PD&E) |
| 6 | Williston Road [SR 121] | FM: SW 62 Avenue TO: SW 35 Way | Additional roadway capacity and corridor management study (PD&E) |

Initial PD&E Study Priorities were developed by MTPO staff, based on the Year 2035 Long Range Transportation Plan Cost Feasible Plan projects.

TABLE 5B

**PROJECT, DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY PRIORITIES
ALACHUA COUNTY-MAINTAINED FACILITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|--|---|---|
| 1 | SW 20 Avenue Reconstruction | FM: SW 61 Boulevard TO: SW 52 Boulevard | Conduct PD&E study in order to construct a 4-lane divided facility and multi-use path |
| 2 | SW 8 Avenue- Phase 2 | FM: SW 143 Street TO: NW 122 Street | Conduct PD&E study for 2-lane roadway and multi-use path |
| 3 | NW 23 Avenue | FM: NW 59 Terrace TO: NW 51 Street | Conduct PD&E study for 4-laning and resurfacing |
| 4 | NW 23 Avenue | FM: Ft. Clarke Boulevard TO: NW 83 Street | Conduct PD&E study for 4-laning |
| 5 | SE 43 Street | FM: Hawthorne Road [SR 20] TO: University Avenue [SR 26] | Conduct PD&E study for construction of two-way left turnlanes, multi-use path and signalization |
| 6 | SW 45 Street/ SW 47 Street | FM: Archer Road [SR 24] TO: SW 30 Avenue | Conduct PD&E study for new roadway with travel lanes, BRT dedicated transit lanes and multi-use path |
| 7 | SW 30 Avenue | FM SW 47 Street TO: SW 43 Street | Conduct PD&E study for new Interstate 75 overpass with travel lanes, BRT dedicated transit lanes and the Archer Braid Trail |
| 8 | NW 83 Street | FM: NW 39 Avenue [SR 222] TO: NW 46 Avenue | Conduct PD&E study for new roadway with travel lanes, BRT dedicated transit lanes and the Millhopper Greenway |
| 9 | NW 83 Street | FM: NW 23 Avenue TO: NW 39 Avenue [SR 222] | Conduct PD&E study for BRT dedicated transit lanes |
| 10 | Ft. Clarke Boulevard/ NW 83 Street Corridor | FM: Newberry Road [SR 26] TO: NW 23 Avenue | Conduct PD&E study for BRT dedicated transit lanes & new multimodal-only Interstate 75 overpass |
| 11 | NW 46 Avenue | FM: NW 98 Street TO: NW 83 Street | Conduct PD&E study for new roadway with travel lanes, BRT dedicated transit lanes & new multi-use path and new Interstate 75 overpass |

Initial PD&E Study Priorities- Alachua County-Maintained Facilities were developed by MTPO staff, based on the Year 2035 Long Range Transportation Plan Cost Feasible Plan projects. These projects were included in the Long Range Transportation Plan at the request of Alachua County.

TABLE 5C

**PROJECT, DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY PRIORITIES
CITY OF GAINESVILLE-MAINTAINED FACILITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|----------------------|--|---|
| NA | SE 4 Street- Phase 2 | FM: Williston Road [SR 331] TO: Depot Avenue | Conduct PD&E study for reconstruction |
| NA | SW 62 Boulevard | FM: Archer Road [SR 24] TO: Newberry Road [SR 24] | Conduct PD&E study for four lanes plus two additional BRT lanes in the middle |

Initial PD&E Study Priorities- City of Gainesville-Maintained Facilities were developed by MTPO staff, based on the Year 2035 Long Range Transportation Plan Cost Feasible Plan projects. These projects were included in the Long Range Transportation Plan at the request of the City of Gainesville.

TABLE 6

**PUBLIC TRANSPORTATION PRIORITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|-------------------------------------|--|--|--|
| <i>1</i> Funded Annually | <i>Block Grant- Public Transit Operating</i> | <i>Regional Transit System (RTS) Systemwide</i> | <i>Operating Assistance [Funded annually by State]*</i> |
| 2 2A 2B 2C | Enhance Bus Service Facilities- RTS Phase 2 of 4 Maintenance Facility RTS Phase 3 of 4 Maintenance Facility RTS Phase 4 of 4 Maintenance Facility | RTS Systemwide | Design, engineering and construction of RTS maintenance facilities [\$52.4 million unfunded; <i>RTS Phase 1 of 4 Maintenance Facility is funded</i>] |
| <i>3</i> Partially Funded | <i>Capital Equipment- purchase of rolling stock</i> | <i>RTS Systemwide</i> | <i>30 new buses for replacement of aged fleet and expansion of services, including vehicles and service vehicles</i> |
| 4 | Service Development Funding - to include any of the TDP service enhancements | RTS Systemwide | Implementation of new routes, increased frequencies of routes and extended hours of service as per RTS Transit Development Plan, MTPO 2035 Transportation Plan and City Comprehensive Plan |
| 5 | Enhance Bus Service | RTS Systemwide | Implement increases of service frequencies of routes and extended hours of service according to the RTS Transit Development Plan and MTPO 2025 Transportation Plan |
| 6 | RTS Bus Stop Amenities | RTS Systemwide | Purchase and install bus shelters bicycle racks, etc. |
| 7 | Regional Intermodal Transportation Center | AT: Archer Road [SR 24] & SW 16 Avenue [SR 226] intersection | Planning, design, engineering and construction of a regional multimodal regional transportation center [site not determined] |
| 8 | Commuter Assistance | RTS Systemwide | Commuter Assistance Grants |
| 9 | Park-and-Ride Lot with bus service | AT: US 441/SR 121 | Construct park-n-ride lot with transit service |
| 10 | Archer Road [SR 24] Intermodal Center [Butler Plaza] | AT: Interstate 75 | Construct transit transfer facility with park-n-ride lot- Butler Plaza |
| 11 | Capital Equipment- Purchase Fare Collection Equipment | RTS Systemwide | Purchase new fareboxes for existing fleet, upgrade vault, ticket vending and card service equipment |
| 12 | Newberry Road [SR 26] Transfer Station with Park-and-Ride | Oaks Mall Area | Station would include park-and-ride lot with connections to future BRT service |
| 13 | Capital- Construct BRT Stations | Along Preferred Configuration | Construct transit stations along preferred BRT configuration(s) |

TABLE 6 (Continued)

**PUBLIC TRANSPORTATION PRIORITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|--|---|--|
| 14 | Service- Bus Rapid Transit (BRT) | Preferred BRT Configuration | Implement BRT service according to BRT Study and System Map |
| 15 | Capital- Construct Park-And-Ride Lots to Support Express Bus Service | Transportation Corridors- State Road 20; State Road 26; State Road 24; State Road 222; & US 441 | Locations and funding to be determined |
| 16 | Limited Stop Bus Service to Outlying Municipalities or Unincorporated Alachua County to Park-And-Ride Lots or Traditional Neighborhood developments [note: no funding available and no locations determined- service priority contingent on community funding support] | Transportation Corridors- State Road 20; State Road 26; State Road 24; State Road 222; & US 441 | Initiate full funding agreement with Alachua County for services outside Gainesville City Limit, including ADA trips. Implement park-and-n-ride service from areas outside Gainesville City Limit into the City of Gainesville, Cities to include Alachua, Archer, Hawthorne, High Springs and Newberry |
| 17 | Intermodal Centers | AT: Five Points- [SR 20 @ SR 24]; Gainesville Regional Airport; SpringHills/Santa Fe College [SR 222 @ I-75]; & Archer Road [SR 24] & Tower Road intersection | Construct transit transfer facility with park-n-ride lot [no sites determined] |

* Block Grant program is an annual formula program with funds provided by State legislation.

Initial Public Transportation Priorities were developed by Regional Transit System (RTS) staff, based on the RTS Transit Development Plan.

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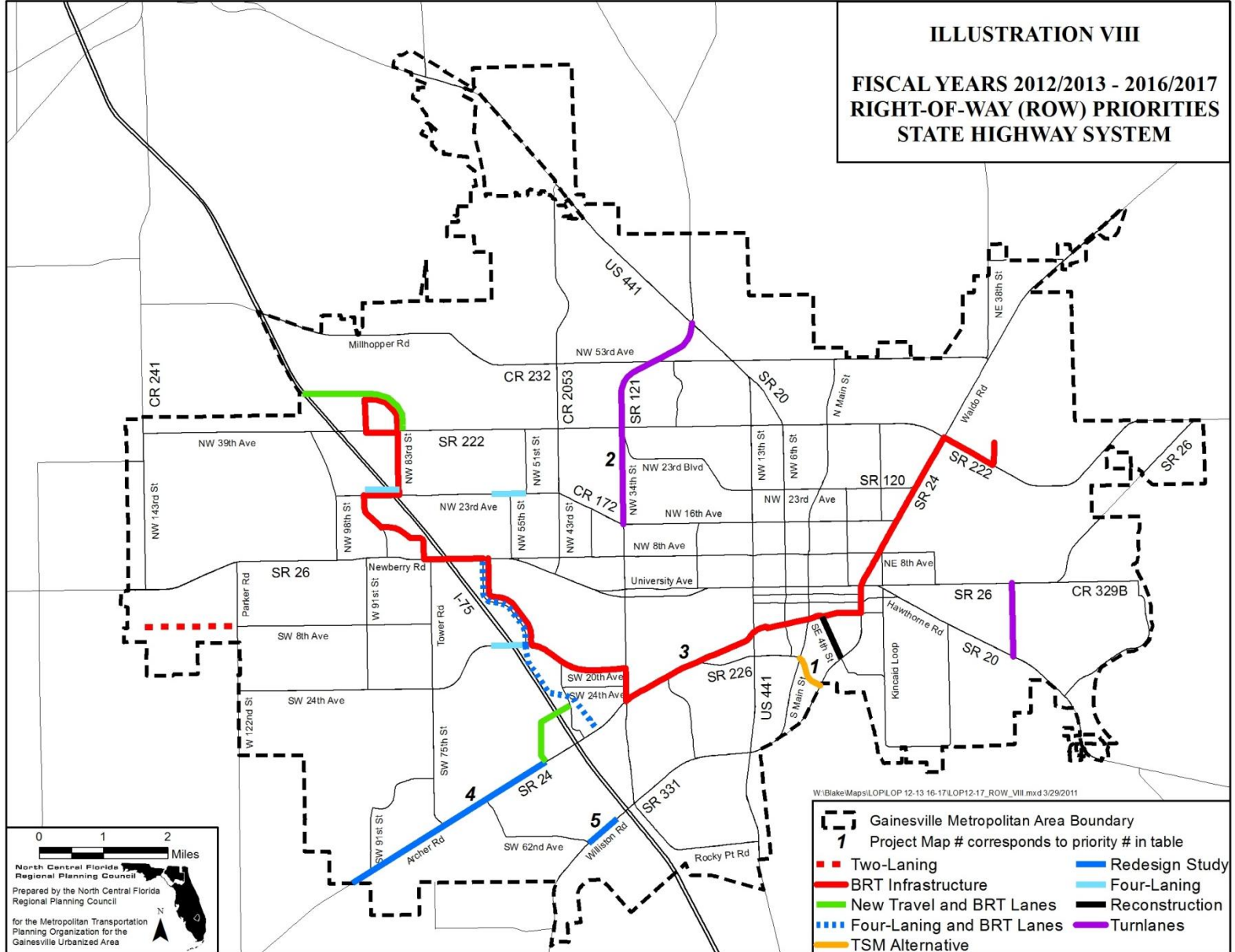


TABLE 7A

**RIGHT-OF-WAY (ROW) PRIORITIES-
STATE HIGHWAY SYSTEM
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|---|--|---|
| 1 | SE 16 Avenue [SR 226] | FM: Main Street [SR 329] TO: Williston Road [SR 331] | Acquire necessary ROW for reconstruction for MTPO-approved Transportation System Management (TSM) Alternative |
| 2 | NW 34 Street [SR 121] | FM: NW 16 Avenue TO: US 441 | Acquire necessary ROW for construction of center turnlanes along this facility |
| 3 | Bus Rapid Transit (BRT) Corridor Infrastructure-partial | FM: Santa Fe Village TO: Gainesville Regional Airport | Acquire necessary ROW for installation of BRT infrastructure |
| 4 | Archer Road [SR 24] BRT | FM: MTPO Boundary TO: SW 45 Street | Acquire necessary ROW for Dedicated lane(s) design, and additional roadway capacity |
| 5 | Williston Road [SR 121] | FM: SW 62 Avenue TO: SW 35 Way | Acquire necessary ROW for additional roadway capacity |

Initial ROW Priorities were developed by MTPO staff, based on the Year 2035 Long Range Transportation Plan Cost Feasible Plan projects.

TABLE 7B

**RIGHT-OF-WAY (ROW) PRIORITIES-
ALACHUA COUNTY-MAINTAINED FACILITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|--|---|--|
| 1 | SW 20 Avenue Reconstruction | FM: SW 61 Boulevard TO: SW 52 Boulevard | Acquire necessary ROW to construct a 4-lane divided facility and multi-use path |
| 2 | SW 8 Avenue- Phase 2 | FM: SW 143 Street TO: NW 122 Street | Acquire necessary ROW for 2-lane roadway and multi-use path |
| 3 | NW 23 Avenue | FM: NW 59 Terrace TO: NW 51 Street | Acquire necessary ROW for 4-laning and resurfacing |
| 4 | NW 23 Avenue | FM: Ft. Clarke Boulevard TO: NW 83 Street | Acquire necessary ROW for 4-laning |
| 5 | SE 43 Street | FM: Hawthorne Road [SR 20] TO: University Avenue [SR 26] | Acquire necessary ROW for construction of two-way left turnlanes, multi-use path and signalization |
| 6 | SW 45 Street/ SW 47 Street | FM: Archer Road [SR 24] TO: SW 30 Avenue | Acquire necessary ROW for new roadway with travel lanes, BRT dedicated transit lanes and multi-use path |
| 7 | SW 30 Avenue | FM SW 47 Street TO: SW 43 Street | Acquire necessary ROW for new Interstate 75 overpass with travel lanes, BRT dedicated transit lanes and the Archer Braid Trail |
| 8 | NW 83 Street | FM: NW 39 Avenue [SR 222] TO: NW 46 Avenue | Acquire necessary ROW for new roadway with travel lanes, BRT dedicated transit lanes and the Millhopper Greenway |
| 9 | NW 83 Street | FM: NW 23 Avenue TO: NW 39 Avenue [SR 222] | Acquire necessary ROW for BRT dedicated transit lanes |
| 10 | Ft. Clarke Boulevard/ NW 83 Street Corridor | FM: Newberry Road [SR 26] TO: NW 23 Avenue | Acquire necessary ROW for BRT dedicated transit lanes & new multimodal-only Interstate 75 overpass |
| 11 | NW 46 Avenue | FM: NW 98 Street TO: NW 83 Street | Acquire necessary ROW for new roadway with travel lanes, BRT dedicated transit lanes & new multi-use path and new Interstate 75 overpass |

Initial ROW Priorities- Alachua County-Maintained Facilities were developed by MTPO staff, based on the Year 2035 Long Range Transportation Plan Cost Feasible Plan projects. These projects were included in the Long Range Transportation Plan at the request of Alachua County.

TABLE 7C

**RIGHT-OF-WAY (ROW) PRIORITIES-
CITY OF GAINESVILLE-MAINTAINED FACILITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|----------------------|--|--|
| NA | SE 4 Street- Phase 2 | FM: Williston Road [SR 331] TO: Depot Avenue | Acquire necessary ROW for reconstruction |
| NA | SW 62 Boulevard | FM: Archer Road [SR 24] TO: Newberry Road [SR 24] | Acquire necessary ROW for four lanes plus two additional BRT lanes in the middle |

Initial ROW Priorities- City of Gainesville-Maintained Facilities were developed by MTPO staff, based on the Year 2035 Long Range Transportation Plan Cost Feasible Plan projects. These projects were included in the Long Range Transportation Plan at the request of the City of Gainesville.

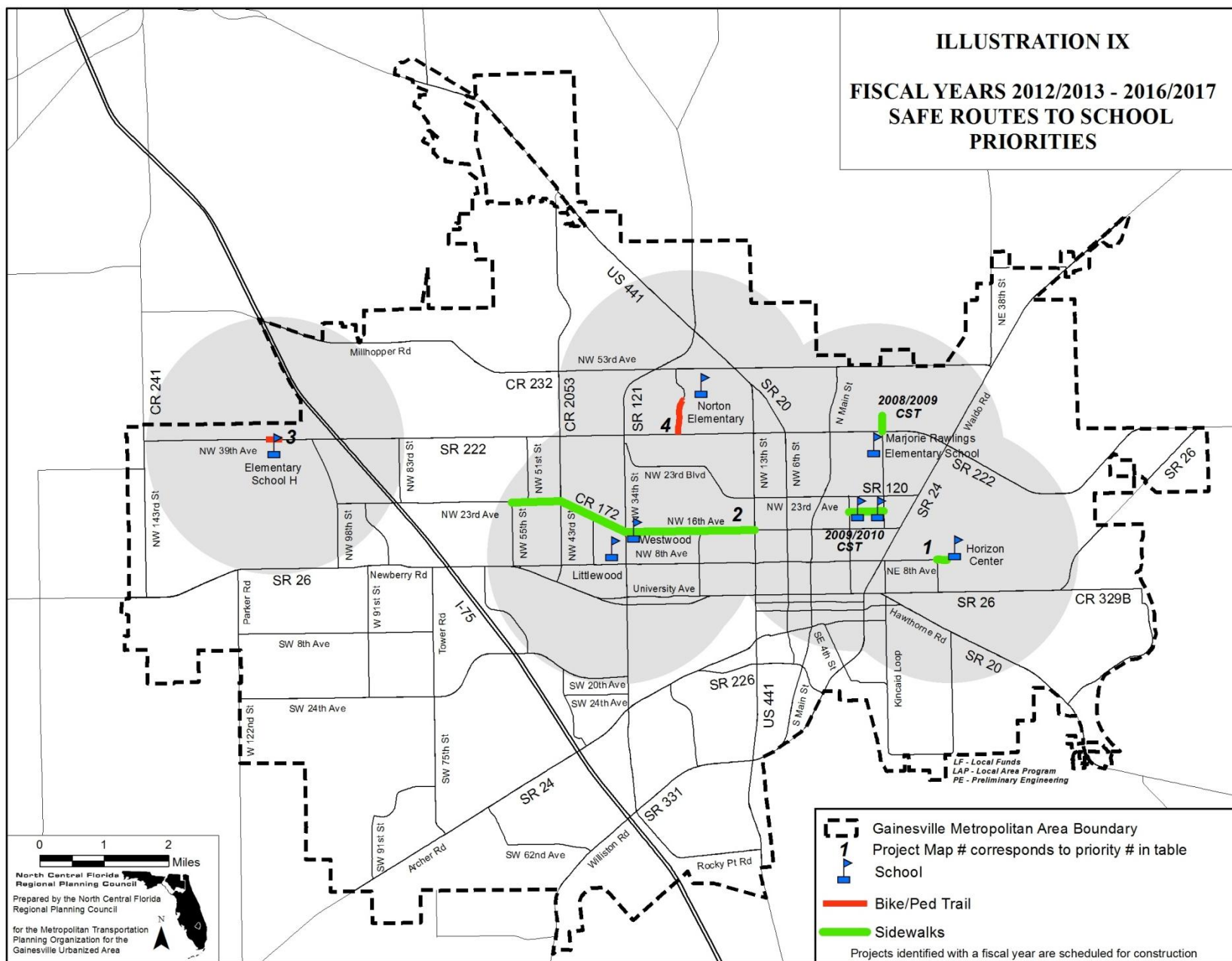


TABLE 8

**SAFE ROUTES TO SCHOOL* PRIORITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|--|---|--|
| 1 | NE 8 Avenue | FM: NE 25 Street TO: 2800 Block | Construct pedestrian access to the Horizon Center/Lofton School |
| 2 | NW 23 Avenue/ NW 16 Boulevard/ NW 16 Avenue Corridor | FM: NW 57 Terrace TO: NW 13 Street | Widen sidewalks to accommodate multimodal use |
| 3 | NW 39th Avenue [Elementary School H Area] | FM: Powerline Easement TO: NW 112 Street | Construct pedestrian access to the new Elementary School H from adjacent neighborhoods |
| 4 | Norton Trail | FM: NW 39 Avenue TO: NW 45 Avenue | Construct pedestrian/bicycle access to Norton Elementary School |

* Kindergarten through 8-Grade within a 2-mile radius of a school campus

Initial Safe Routes to School Priorities were developed by the Alachua County Traffic Safety Team.

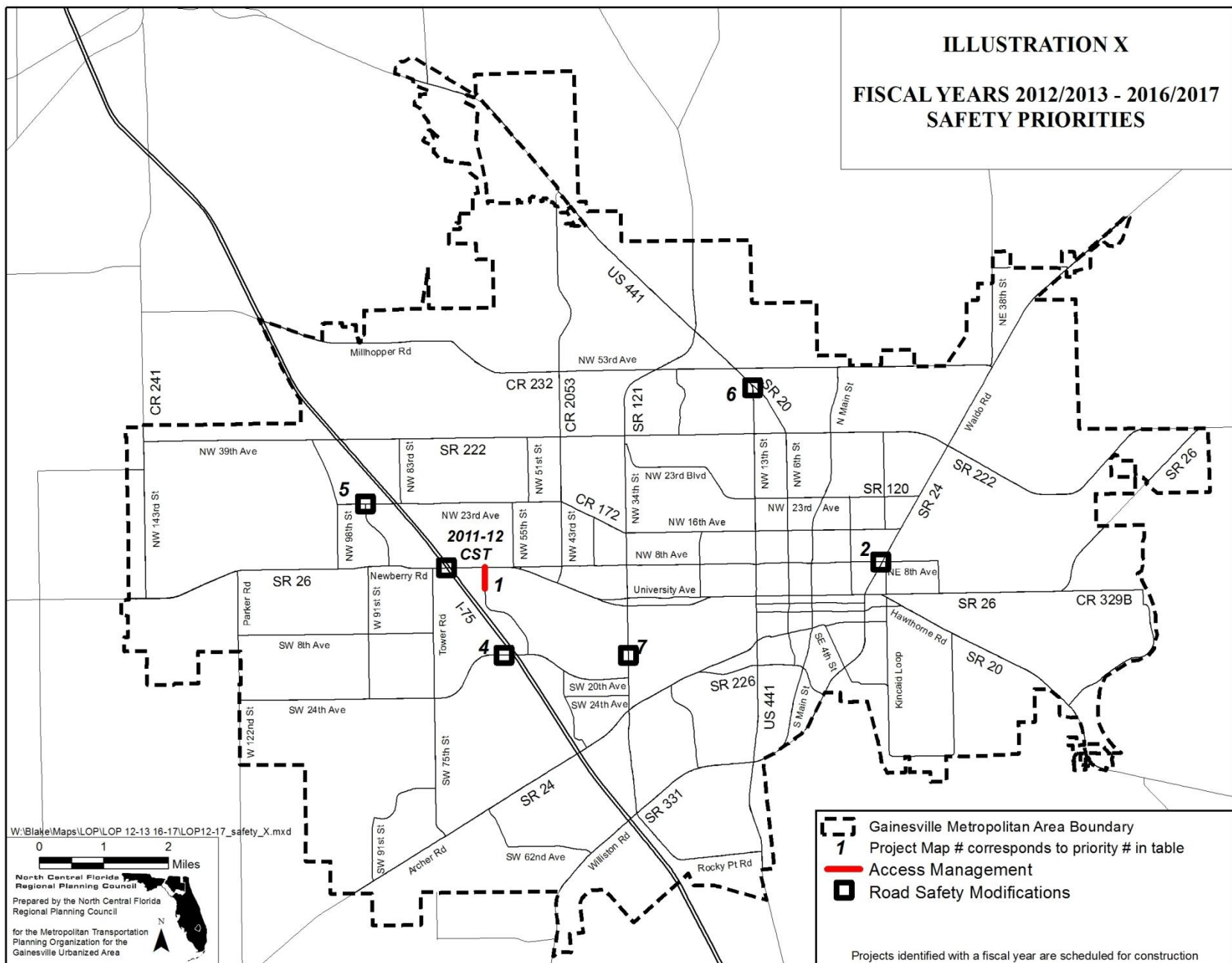


TABLE 9

**SAFETY PRIORITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|----------------------------------|--|---|---|
| 1 | SW 62 Boulevard | AT: NW 4 Place / Oaks Mall entrance | Access management* |
| 2 | University Avenue [SR 26] | AT: Waldo Road [SR 24] | Intersection modifications to enhance pedestrian/cyclist crossing consisting of: ----- 1. adding Rail/Trail Signage to provide wayfinding and increase aesthetics ----- 2. adding ladder striping to crosswalks ----- 3. adding pedestrian refuges at the medians |
| 3 | Santa Fe College Area | Areawide | Traffic analysis on/off campus |
| 4 <i>Partially Funded</i> | SW 20 Avenue | AT: SW 61 Street | Install eastbound left turnlane on SW 20 Avenue |
| 5 | Hidden Oaks Elementary School Right Turnlane | AT: NW 23 Avenue / Fort Clarke Boulevard | Construct right turnlane into school |
| 6 | NW 13 Street [US 441] | AT: NW 6 Street [SR 20] | Realign intersection |
| 7 | SW 34 Street [SR 121] | AT: Hull Road | Extend southbound left turnlane |

*At this intersection, the observed major crash pattern is angle collisions involving southbound through and eastbound left-turning vehicles. Eastbound vehicles exiting the mall fail to yield the right-of-way and collide with southbound vehicles. This type of crash accounted for 82% of all crashes at this intersection. Peak periods were observed between 1:00 pm to 2:00 pm and 5:00 pm to 6:00 pm. Therefore, explore the possibility of a raised median on NW 62 Boulevard to restrict turning movements, particularly eastbound left. Traffic exiting the mall traveling towards north has several other exit options with signalized and non-signalized driveways along Newberry Road and a signalized driveway at NW 62 Street & NW 1 Place.

Initial Safety Priorities were developed by the Alachua County Traffic Safety Team.

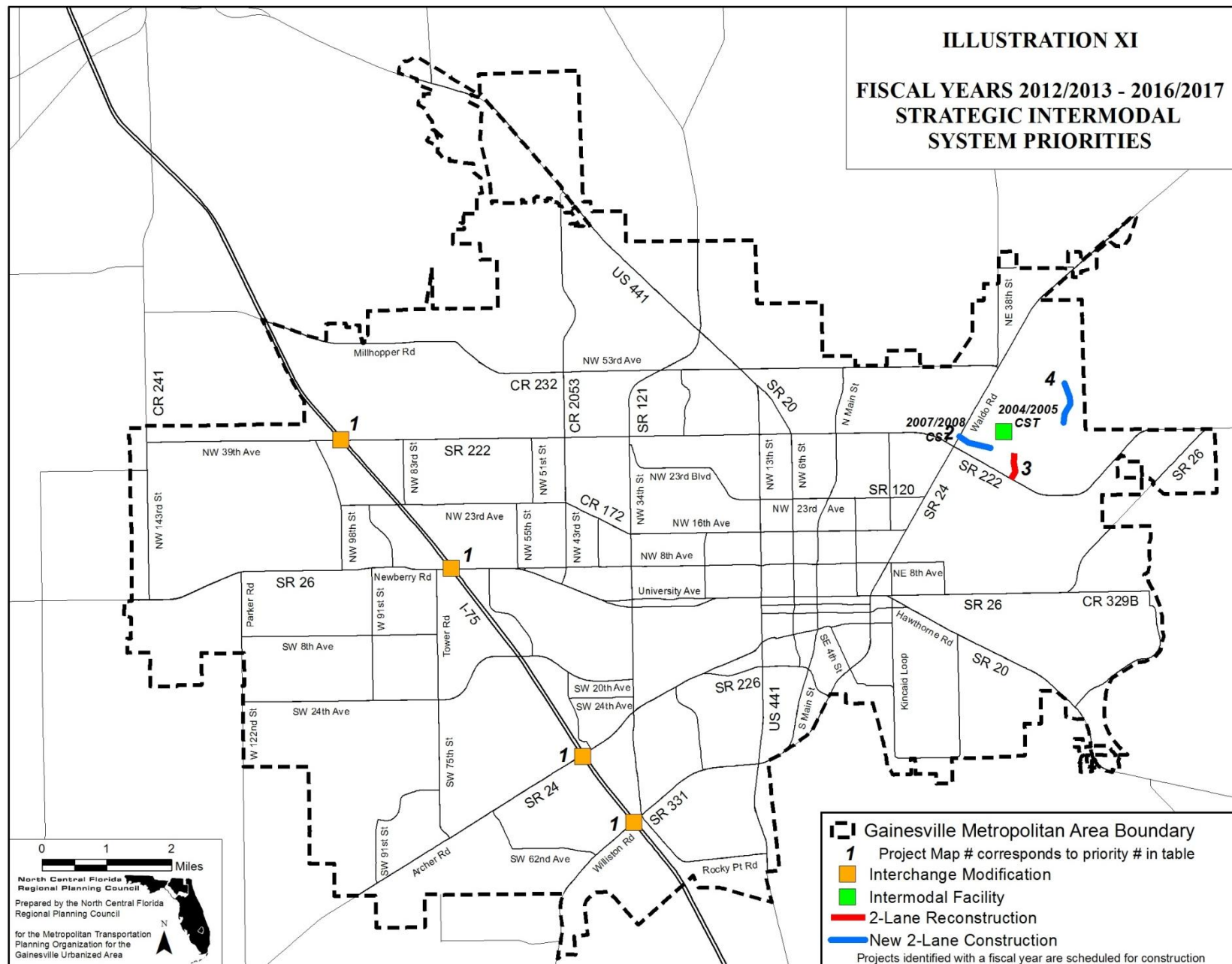


TABLE 10

**STRATEGIC INTERMODAL SYSTEM PRIORITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|----------------------------------|---|--|---|
| 1 | Interstate 75 Interchange | AT: Williston Road [SR 121] AT: Archer Road [SR 24] AT: Newberry Road [SR 26] AT: NW 39 Avenue [SR 222] | Interchange modifications per SIS Cost Feasible Plan |
| 2 <i>Partially Funded</i> | <i>New gateway entrance to the Gainesville Regional Airport from Waldo Road [SR 24]</i> | <i>FM: Waldo Road [SR 24] TO: Airport Terminal (north of N 39 Avenue [SR 222])</i> | <i>Ingress-egress to the airline terminal and modal connectivity to the north central Florida region</i> |
| 3 | NE 39 Avenue [SR 222] access to airport | FM: NE 39 Avenue [SR 222] TO: Airport Terminal (Gainesville Regional Airport) | Reconfigure ingress-egress, improve curb-and-gutter system, add bike lanes and sidewalks, install stormwater drainage, install traffic guidance system of signs and signals; and install bike lockers |
| 4 | Extension of Airport Industrial Park Road | FM: airport service road TO: NE 49 Road (east end of Airport Industrial Park) | Extend existing service road to provide access to Waldo Road (Extend existing access road through east end of Airport Industrial Park, from Waldo Road [SR 24]) |

Note: The MTPO endorses the priorities #2, #3, and #4 listed above:

1. provided they do not compete with roadway capacity construction funding typically available from the Surface Transportation Program (STP); and
2. with the understanding that these funds do not come from existing funds that could be used for other projects within the Gainesville Metropolitan Area.

Initial SIS Priorities were developed by Gainesville Regional Airport staff and the SIS Cost Feasible Plan.

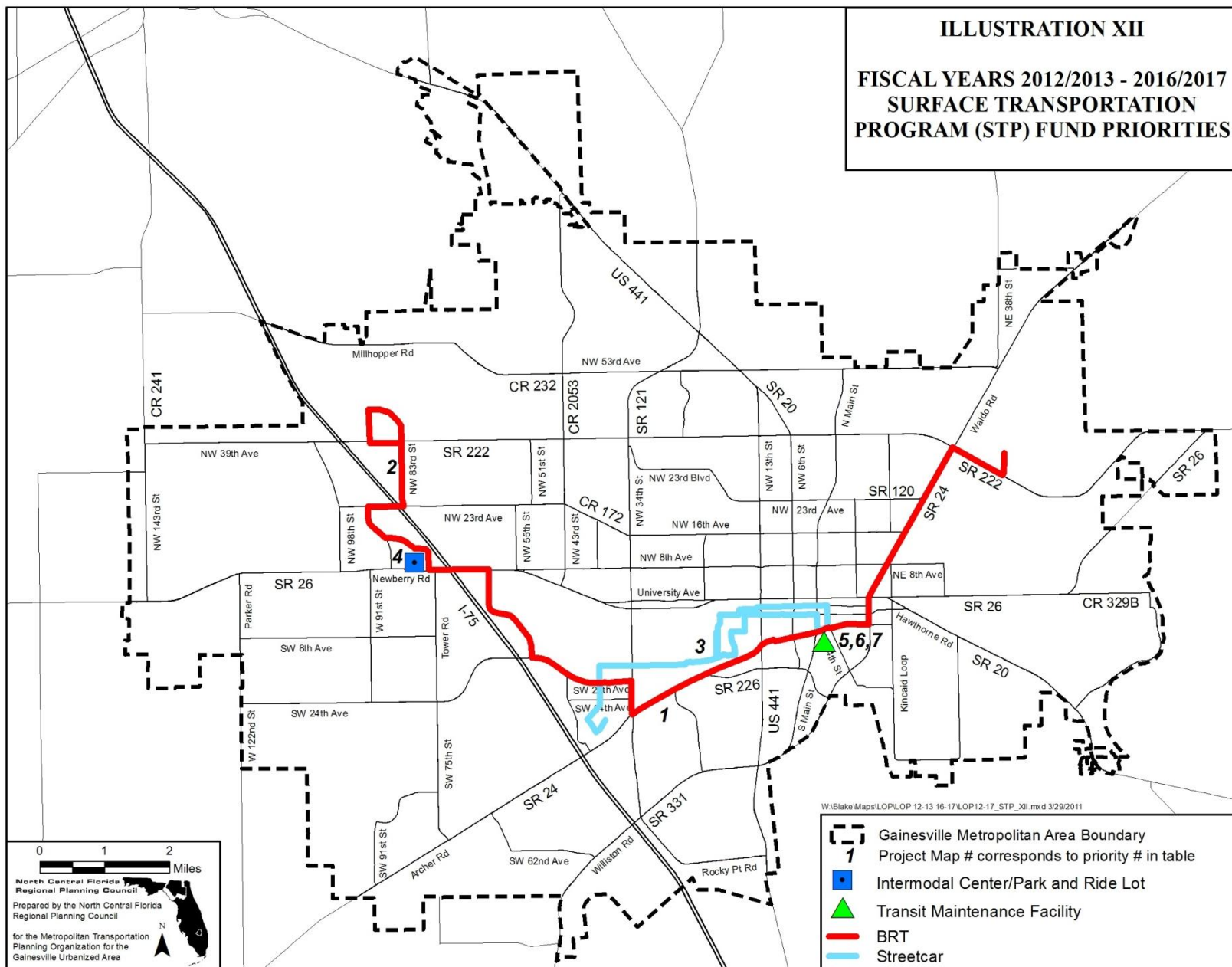


TABLE 11

**SURFACE TRANSPORTATION PROGRAM (STP) FUND PRIORITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|---|---|--|
| 1 | Oaks Mall to Airport Bus Rapid Transit (BRT) Alternatives Analysis | FM: Oaks Mall TO: Airport (via Archer Road and Downtown) | Conduct BRT Alternatives Analysis |
| 2 | Santa Fe to Oaks Mall BRT Feasibility Study and Alternatives Analysis | FM: Santa Fe TO: Oaks Mall | Conduct BRT Feasibility Study and Alternatives Analysis |
| 3 | Streetcar Feasibility Study | FM: Downtown TO: Butler Plaza (via University of Florida) | Conduct Streetcar feasibility study |
| 4 | Intermodal Center/Park-N-Ride Lot | AT: Ft. Clarke Boulevard/ Newberry Road area | Construct Intermodal Center/Park-N-Ride Lot |
| 5 | Transit Maintenance Facility | AT: Regional Transit System (RTS) location | Construct transit maintenance facility expansion- Phase 2 of 4 |
| 6 | Transit Maintenance Facility | AT: RTS location | Construct transit maintenance facility expansion- Phase 3 of 4 |
| 7 | Transit Maintenance Facility | AT: RTS location | Construct transit maintenance facility expansion- Phase 4 of 4 |

Initial STP Fund Priorities were developed by MTPO staff, based on the Year 2035 Long Range Transportation Plan Cost Feasible Plan projects

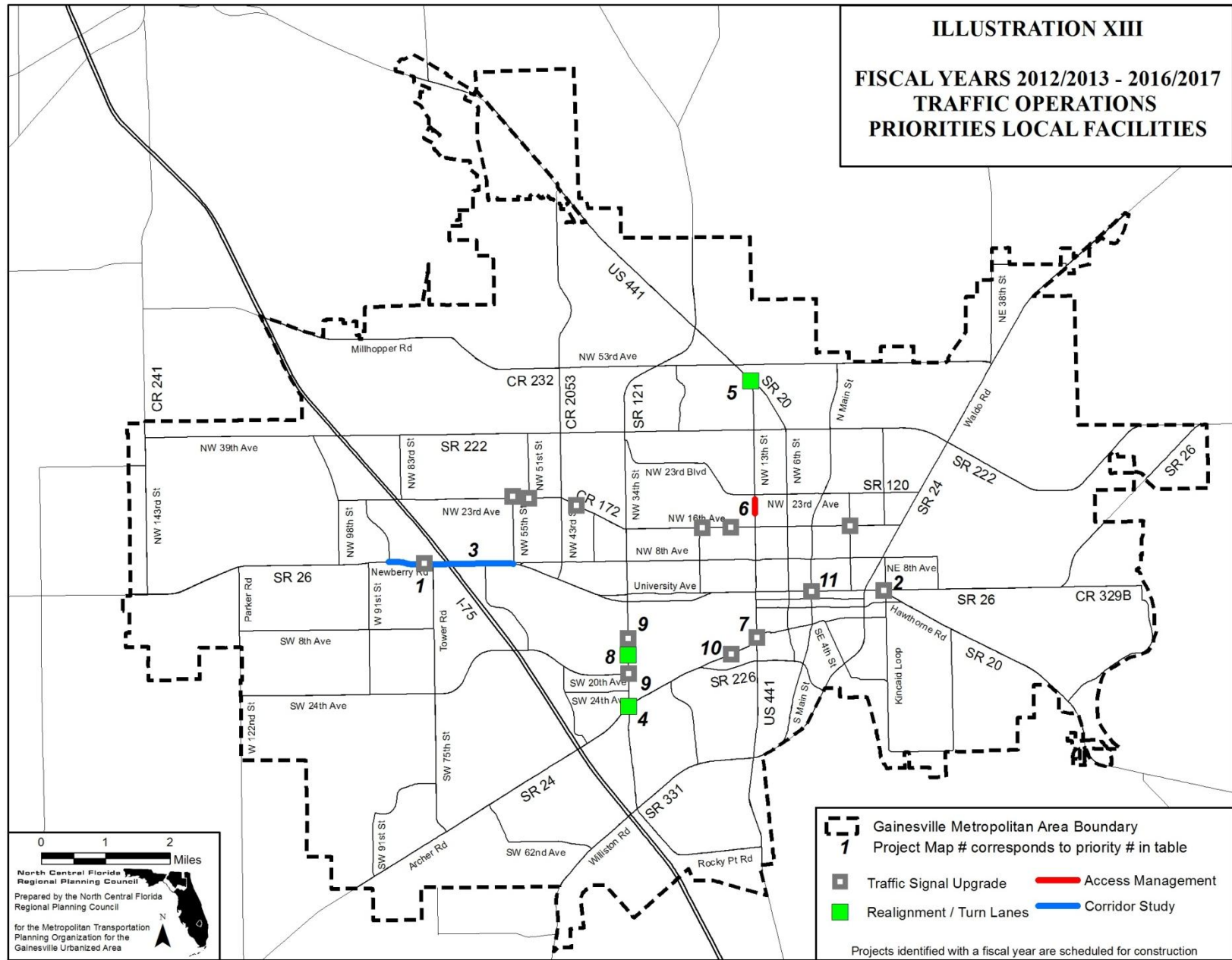


TABLE 12A

**TRAFFIC OPERATIONS PRIORITIES-
STATE HIGHWAY SYSTEM (SHS) ONLY
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|-----------------------------------|------------------------------------|---|---|
| 1 | Newberry Road [SR 26] | AT: NW 76 Street | Reconstruction of traffic signal |
| 2 | University Avenue [SR 26] | AT: Hawthorne Road [SR 20] | Reconstruction of traffic signal |
| 3 | Newberry Road [SR 26] | FM: Ft Clarke Boulevard TO: NW 8 Avenue | Corridor study |
| 4 | SW 34 Street [SR 121] | AT: Archer Road [SR 24] | Add right turnlanes |
| 5 | NW 13 Street [US 441] | AT: NW 6 Street [SR 20] | Intersection realignment/construction/ signalization |
| 6 | NW 13 Street [US 441] | FM: 2100 block TO: 2200 block | Access management and pedestrian refuge islands |
| 7 <i>Partially Funded*</i> | <i>SW 13 Street [US 441]</i> | <i>AT: Archer Road [SR 24]</i> | <i>Signal reconstruction and retaining wall modifications</i> |
| 8 | SW 34 Street [SR 121] | AT: Hull Road | Extend southbound left turnlane; install northbound right exclusive right turnlane variable message board |
| 9 | SW 34 Street [SR 121] | AT: Radio Road AT: SW 20 Avenue | Traffic signal replacement to address structural deficiency |
| 10 <i>Partially Funded</i> | <i>Archer Road [SR 24]</i> | <i>AT: Center Drive/VA Entrance</i> | <i>Traffic signal replacement to address structural deficiency</i> |
| 11 | University Avenue [SR 26] | AT: W 3 Street, W 2 Street, W 1 Street, E 1 Street & E 3 Street | Replace five existing galvanized mast arms with MTPO-approved mast arms |
| 12 | Traffic Signal Upgrade- Non-SHS | At various intersections (see Table 12B) | Replace existing signal with horizontal mast arm signals |

* This project is partially funded with University of Florida Campus Development Agreement funds.

Initial Traffic Operations Priorities were developed by the City of Gainesville/Alachua County Traffic Operations Team.

TABLE 12B

**TRAFFIC OPERATIONS PRIORITIES-
LOCAL FACILITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|-----------------|-------------------|--|
| 1 | NE 16 Avenue | AT: NE 9 Street | Traffic signal reconstruction to mast arms |
| 2 | NW 16 Avenue | AT NW 2 Street | Traffic signal reconstruction to mast arms |
| 3 | NW 16 Avenue | AT: NW 16 Terrace | Traffic signal reconstruction to mast arms |
| 4 | NW 16 Avenue | AT: NW 22 Terrace | Traffic signal reconstruction to mast arms |
| 5 | NW 16 Boulevard | AT NW 41 Street | Traffic signal reconstruction to mast arms |
| 6 | NW 23 Avenue | AT: NW 51 Street | Traffic signal reconstruction to mast arms |
| 7 | NW 23 Avenue | AT: NW 55 Street | Traffic signal reconstruction to mast arms |

Initial Traffic Operations Priorities were developed by the City of Gainesville/Alachua County Traffic Operations Team.

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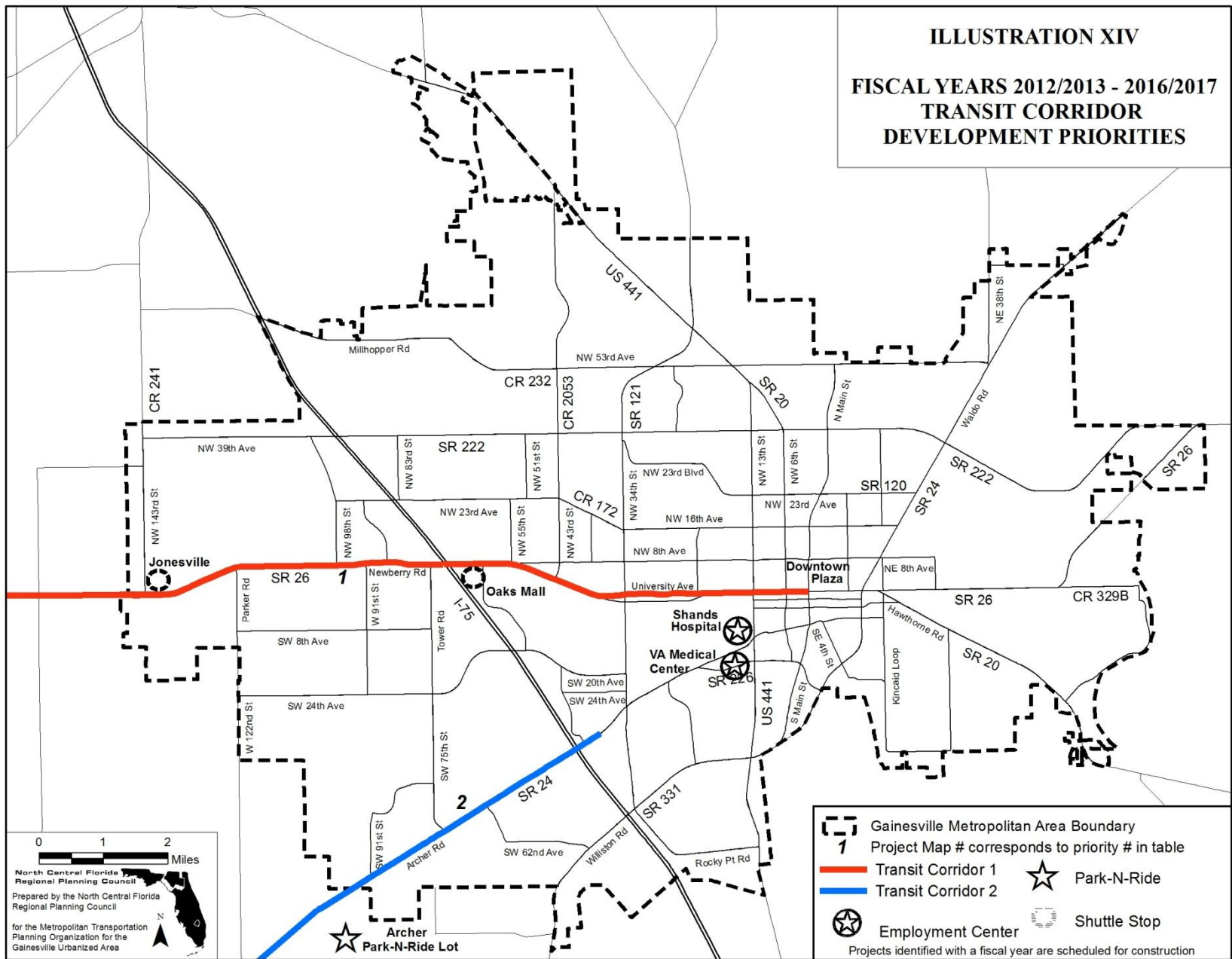


TABLE 13

**TRANSIT CORRIDOR DEVELOPMENT PRIORITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|-----------------------|---|---|
| 1 | Newberry Road [SR 26] | FM: City of Newberry TO: City of Gainesville | Express bus service from Newberry Road park-n-ride lot to the City of Gainesville |
| 2 | Archer Road [SR 24] | FM: City of Archer TO: Gainesville | Express bus service from Archer Road park-n-ride lot to the City of Gainesville |

Initial Transit Corridor Development Priorities were developed by MTPO staff, based on the Regional Transit System Transit Development Plan.

TABLE 14

**TRANSPORTATION DISADVANTAGED PRIORITIES-
TRANSPORTATION DISADVANTAGED TRUST FUND
FISCAL YEARS 2012/2013 - 2016/2017
(Alachua County Areas Outside of the Gainesville Metropolitan Area)**

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|--|--|--|
| 1 | Provision of paratransit trips for vital medical purposes (dialysis, cancer care). | Areas outside of the Gainesville Metropolitan Area | Provide paratransit trips to eligible individuals with state TD Trust Funds. |
| 2 | Provision of paratransit trips for medical purposes (doctor appointments, pharmacy, physical therapy). | Areas outside of the Gainesville Metropolitan Area | Provide paratransit trips to eligible individuals with state TD Trust Funds. |
| 3 | Provision of paratransit trips for employment purposes. | Areas outside of the Gainesville Metropolitan Area | Provide paratransit trips to eligible individuals with state TD Trust Funds. |
| 4 | Provision of paratransit trips for shopping purposes. | Areas outside of the Gainesville Metropolitan Area | Provide paratransit trips to eligible individuals with state TD Trust Funds. |
| 5 | CTC ¹ Paratransit Van Fleet Expansion- TD Trust Funds | Countywide | Purchase two lift-equipped paratransit vans each year with any TD Trust Funds remaining after all TD Trust Fund paratransit trip priorities have been fulfilled. |

- Notes: 1. The grant funds allocated from the TD Trust Fund are for the specific purpose of purchasing passenger trips for non-sponsored transportation disadvantaged individuals, or for equipment to be utilized by a CTC. Twenty-five percent of the TD Trust Fund allocation may be spent to purchase capital equipment.
2. The Alachua County Transportation Disadvantaged Coordinating Board, in cooperation with the CTC, prioritize the use of the state TD Trust Funds. The current and past TD Trust Fund allocations are sufficient to provide trips under priorities 1 and 2 on a first come, first served basis.

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

¹ CTC- Community Transportation Coordinator

TABLE 15

**TRANSPORTATION DISADVANTAGED PRIORITIES-
FEDERAL TRANSIT ADMINISTRATION SECTION 5310-
CAPITAL FUNDING/EQUIPMENT PROGRAM
FISCAL YEARS 2012/2013 - 2016/2017
(Alachua Countywide)**

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|---|-----------------|---|
| 1 | RTS ¹ Paratransit Van Fleet Expansion- Section 5310 funds | Countywide | Purchase a replacement vehicle to provide transportation for the elderly and disabled in Alachua County and the City of Gainesville |
| 2* | Quality of Life Community Services Accessible Taxicab Fleet Expansion- Section 5310 funds | Countywide | Purchase accessible taxicab vehicles |

Note: Capital expenditures shall be in accordance with U.S.C. Section 5310 funding eligibility criteria.

¹ RTS- Regional Transit System

* In accordance with Chapter 427, Florida Statutes, the service provider (Quality of Life Community Services Taxicab) must execute a coordination agreement with the Alachua County Community Transportation Coordinator (MV Transportation) in order to receive these funds.

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

TABLE 16

**TRANSPORTATION DISADVANTAGED PRIORITIES-
FEDERAL TRANSIT ADMINISTRATION SECTION 5311-
NONURBANIZED AREA FORMULA PROGRAM
FISCAL YEARS 2012/2013 - 2016/2017
(Alachua County Areas Outside of the Gainesville Urbanized Area)**

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|---|---|---|
| 1 | Provision of paratransit trips that cannot be provided with TD Trust Funds. | Areas outside of the Gainesville Urbanized Area | Maintain the fixed route between the Oaks mall and Santa Fe College in the unincorporated portions of the Gainesville Urbanized Area. Provide demand response service in the nonurbanized areas of Alachua County |
| 2 | RTS ¹ Paratransit Van Fleet Expansion- Section 5311 funds | Countywide- Nonurbanized | Purchase two demand response vehicles |

Note: Capital and operating expenditures shall be in accordance with U.S.C. Section 5311 funding eligibility criteria.

¹ RTS- Regional Transit System

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

TABLE 17

**TRANSPORTATION DISADVANTAGED PRIORITIES-
FEDERAL TRANSIT ADMINISTRATION SECTION 5316-
JOB ACCESS AND REVERSE COMMUTE PROGRAM
FISCAL YEARS 2012/2013 - 2016/2017
(Gainesville Metropolitan Area)**

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|---|---|--|
| 1 | Job Access and Reverse Commute (JARC) Program | Areas within the Gainesville Metropolitan Area and outside the Regional Transit System fixed-route Americans with Disabilities Act (ADA) service area | Use FTA grant to provide job access and job-related transportation to TD-eligible individuals. |

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

TABLE 18

**TRANSPORTATION DISADVANTAGED PRIORITIES-
FEDERAL TRANSIT ADMINISTRATION SECTION 5317-
NEW FREEDOM PROGRAM
FISCAL YEARS 2012/2013 - 2016/2017
(Gainesville Metropolitan Area/Alachua County)**

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|--|---|--|
| 1 | New Freedom Program | Areas within the Gainesville Metropolitan Area and outside the Regional Transit System fixed-route Americans with Disabilities Act (ADA) service area | Use FTA grant to provide paratransit service to disabled citizens |
| 2 | Regional Transit System Capital Purchase of Replacement Paratransit Vehicle | Countywide | Purchase replacement paratransit vehicle to provide transportation to the elderly and disabled in Alachua County and the City of Gainesville |
| 3* | Quality of Life Community Services Taxicab Operating Capital- Section 5317 funds | Countywide | Operating subsidies for transportation disadvantaged persons needing taxicab service |

* In accordance with Chapter 427, Florida Statutes, the service provider (Quality of Life Community Services Taxicab) must execute a coordination agreement with the Alachua County Community Transportation Coordinator (MV Transportation) in order to receive these funds.

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

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TABLE 19

**TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PRIORITIES
FISCAL YEARS 2012/2013 - 2016/2017
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

| NUMBER | PROJECT | LOCATION | DESCRIPTION |
|---------------|-----------------|--|--|
| 1 | SW 62 Connector | FM: Williston Road [SR 331] TO: Newberry Road [SR 26] | SW 62 Boulevard extension project, including extension of SW 40 Boulevard south to SW 34 Street, extending it east to connect at Williston Road – regionally significant project: 1. would alleviate congestion along Interstate-75 between Newberry Road and Williston Road, and other state roads such as Archer Road [SR 24], SW 34 Street [SR 121], Newberry Road [SR 26]; 2. improve system connectivity; and 3. add roadway capacity. |
| 2 | Archer Road | FM: Levy Countyline TO: Tower Road | Reconstruct as a 4-lane facility |

Initial TRIP Priorities were developed by MTPO staff, based Alachua County and City of Gainesville Comprehensive Plan Transportation Elements.

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APPENDIX A

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 (SAFETEA-LU) that was enacted August 10, 2005 as Public Law 109-59. As required by SAFETEA-LU, 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.

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APPENDIX B

ROADS OPERATING AT AN UNACCEPTABLE HIGHWAY LEVEL OF SERVICE

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**ROADS OPERATING AT AN UNACCEPTABLE HIGHWAY LEVEL OF SERVICE
GAINESVILLE METROPOLITAN AREA, 2009
[does not include reserve trips]**

| ROADWAY FACILITY | FROM | TO | 2009 AADT | 2009 LOS | 2008 MSV | 2009 MSV |
|--|------------------------------|------------------------------|--------------|-------------|-------------|-------------|
| SW 13 TH ST. [US 441] (S-3) | ARCHER RD. | UNIVERSITY AVE. | 34,500 | F | 28,200 | 28,200 |
| NW 13 TH ST [US 441]. (S-4) | UNIVERSITY AVE. | NW 29 TH RD. | 31,500 | F | 28,200 | 28,200 |
| NEWBERRY ROAD [SR 26] (S-14) | NW 122 ND ST. | INTERSTATE 75 (West Ramp) | 37,250 | F | 35,500 | 35,500 |
| NEWBERRY ROAD [SR 26] (S-15) | INTERSTATE 75 (West Ramp) | NW 8 TH AVENUE | 49,500 | F | 43,700 | 43,700 |
| SW 2 ND AVE. [SR 26A] (S-21) | NEWBERRY RD. | SW 34 TH ST. | 15,200 | E | 12,495 | 12,495 |
| NW 34 TH ST. [SR 121] (S-25) | UNIVERSITY AVE. | NW 16 TH AVE. | 18,750 | F | 15,960 | 15,960 |
| ARCHER RD. [SR 24] (S-47) | GMA BOUNDARY | SW 75 TH ST. | 19,000 | E | 15,960 | 15,960 |
| ARCHER RD. [SR 24] (S-55) | SW 34 TH ST. | SW 16 TH AVE. | 51,250 | F | 50,300 | 50,300 |
| NW 23 RD AVENUE (A-9) | NW 98 TH ST. | NW 55 TH ST. | 16,815 | F | 15,675 | 15,675 |
| SW 20 TH AVE. (A-15) | SW 75 TH ST. | SW 62 ND BD. | 15,866 | F | 15,675 | 15,675 |
| SW 20 TH AVE. (A-16) | SW 62 ND BD. | SW 34 TH ST. | 21,524 | F | 15,675 | 15,675 |
| N MAIN ST. (A-18) | NW 23 RD AVE. | NW 39 TH AVE. | 11,562 | E | 11,550 | 11,550 |
| NW 83 RD ST. (A-23) | NW 23 RD AVE. | NW 39 TH AVE. | 13,851 | E | 13,680 | 13,680 |
| RADIO RD./MUSEUM DR. (G-32) | SW 34 TH ST. | SW 13 TH ST. | 13,621 | F | 11,260 | 11,260 |
| GALE LEMERAND DR. (G-39) | MUSEUM DR. | UNIVERSITY AVE. | 12,368 | F | 10,530 | 10,530 |

Maximum service volume (MSV) for LOS D is not attainable (NA).

* Roadway is within the City of Gainesville Transportation Concurrency Exception Area (TCEA).

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APPENDIX C

YEAR 2035 LIVABLE COMMUNITY REINVESTMENT PLAN (GAINESVILLE METROPOLITAN AREA)

TABLE 1

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 STP ENHANCEMENT FUNDED PROJECTS | | | | \$11.7 |
| LOCAL FUNDS | | | | |
| Alachua County Projects (identified as Cost Feasible by Year 2020) | | | | |
| 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 (identified as Cost Feasible by Year 2015) | | | | |
| 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 2

YEAR 2035 ROADWAY COST FEASIBLE PLAN

| PRIORITY | DESCRIPTION | FROM/TO | LENGTH (IN MILES) | ESTIMATED COST IN MILLIONS (IN 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 2 (Continued)**YEAR 2035 ROADWAY COST FEASIBLE PLAN**

| PRIORITY | DESCRIPTION | FROM/TO | LENGTH (IN MILES) | ESTIMATED COST (IN MILLIONS) |
|---|--|---|------------------------------|---|
| Alachua County Transit and Roadway Projects (local funds identified as Cost Feasible by the Year 2020) | | | | |
| 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 |

TABLE 2 (Continued)**YEAR 2035 ROADWAY COST FEASIBLE PLAN**

| PRIORITY | DESCRIPTION | FROM/TO | LENGTH (IN MILES) | ESTIMATED COST (IN MILLIONS) |
|--|--|--------------------------------|------------------------------|---|
| 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 3

YEAR 2035 TRANSIT COST FEASIBLE PLAN

| PROJECT PRIORITY | DESCRIPTION | FROM/TO | LENGTH (IN MILES) | ESTIMATED COST IN MILLIONS (2010 DOLLARS) |
|---|------------------------------|---------------------|------------------------------|--|
| Transit (<i>Cost Feasible Plan Revenues = \$3.7 million</i>) | | | | |
| T-1 | Transit Maintenance Facility | Not Applicable (NA) | NA | \$50.0 |
| TOTAL | | | | \$50.0 |

| | | | | |
|---|---|---|---------------|---------------|
| Surface Transportation Program (<i>Cost Feasible Plan Revenues = \$36.1 million</i>) | | | | |
| 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 |

YEAR 2035 COST FEASIBLE PLAN

INTELLIGENT TRANSPORTATION SYSTEM (ITS) 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 (DMS) 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 (TMC) 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 (TMC) 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 |

YEAR 2035 COST FEASIBLE PLAN

INTELLIGENT TRANSPORTATION SYSTEM (ITS) APPENDIX (Continued)

| 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 Steet) @ 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 (HOV) lanes, high occupancy toll (HOT) lanes and other travel demand management technologies.</p> | Gainesville Metropolitan Areawide | (to be determined) |
| GRAND TOTAL INTELLIGENT TRANSPORTATION SYSTEM PROJECTS | | | \$11,800,000 |

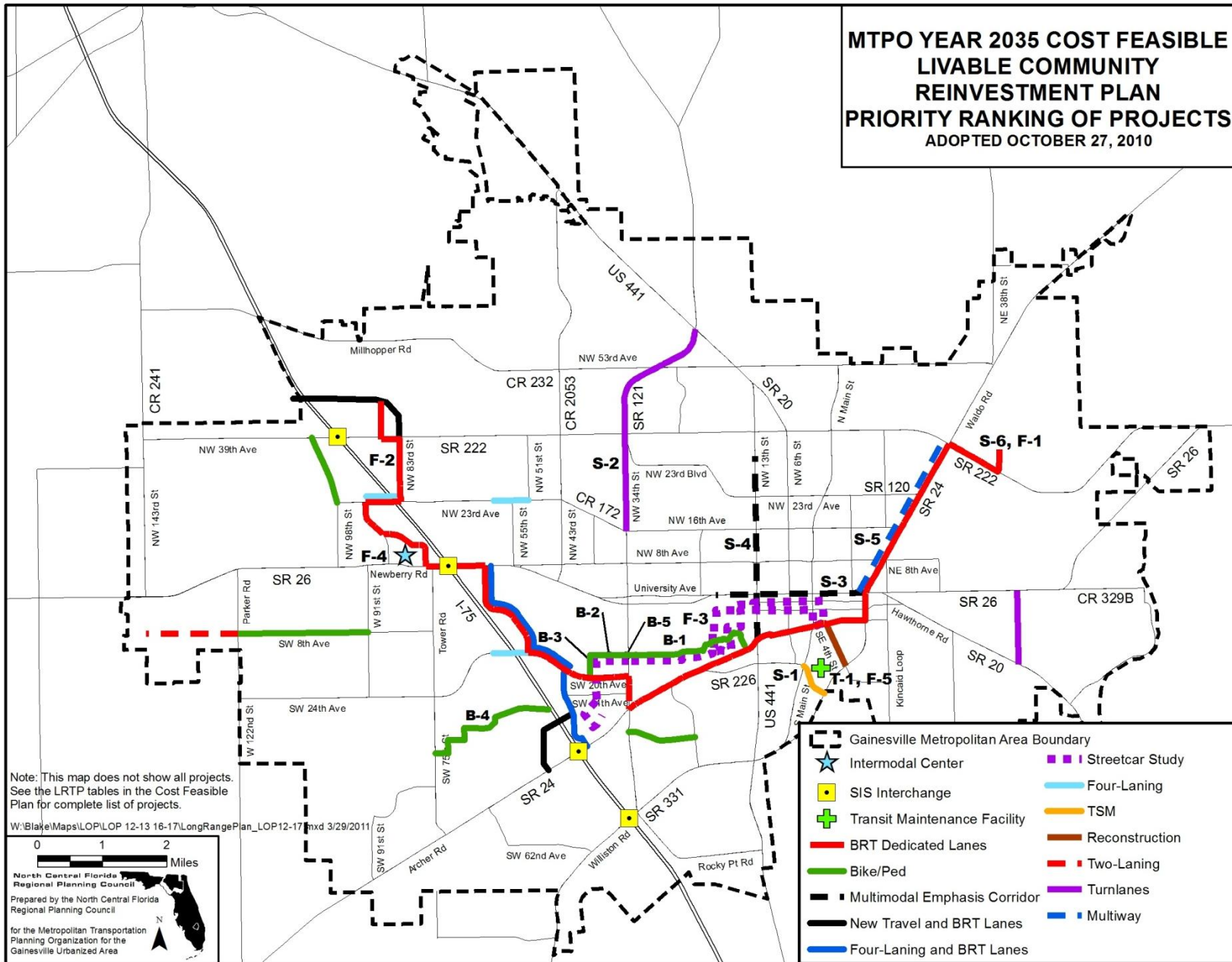
NA- Not applicable

YEAR 2035 LONG RANGE TRANSPORTATION 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 |
| 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 | Gainesville CIP |
| Depot Avenue from US 441/SR 25/SW 13 Street to Williston Road | Reconstruction | 2012 | FDOT WP; Gainesville CIP |
| SW 6 Street from SW 4 Avenue to University Avenue | Reconstruction | 2012 | Gainesville CIP |

**MTPO YEAR 2035 COST FEASIBLE
LIVABLE COMMUNITY
REINVESTMENT PLAN
PRIORITY RANKING OF PROJECTS
ADOPTED OCTOBER 27, 2010**



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APPENDIX D

REGIONAL TRANSIT SYSTEM SUPPLEMENTAL INFORMATION

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FISCAL YEARS 2012/2013 - 2016/2017
PUBLIC TRANSPORTATION PRIORITIES
SUPPLEMENTAL INFORMATION
PRIORITY 4 AND 5 PROJECTS

| PROJECT | LOCATION | DESCRIPTION |
|--|--|--|
| PRIORITY 6 EXISTING ROUTE SERVICE ENHANCEMENTS | | |
| Enhance bus service via N 23 Avenue | RTS Route 10 | Increase fixed-route service to 40 minutes |
| Enhance bus service via W 43 Street | RTS Route 43 | Increase fixed-route service to 30 minutes |
| Enhance bus service via Archer Road | RTS Routes 1, 8 & 11 | Extend fixed-route hours to 11:00 pm |
| Enhance bus service for southeast and northwest areas | RTS Routes 6 & 11 | Increase fixed-route service to 30 minutes |
| Enhance bus service for southeast and northeast areas | RTS Routes 2 & 24 | Increase fixed-route service to 30 minutes |
| Enhance Saturday service | RTS Routes 14, 75, 400, 402, 403, 404, 405, 406, 409 & 410 | Extend fixed-route service to 7:58 pm |
| Enhance bus service via Archer Road and Tower Road | RTS Route 75 | Increase fixed-route service to 35 minutes; extend Saturday fixed-route service to 7:58 pm; add Sunday fixed-route service; and increase weekend fixed-route service to 45 minutes |
| Enhance bus service for southeast area | RTS Route 7 | Increase fixed-route service to 30 minutes |
| Enhance Sunday service | RTS Route 410 | Add Sunday fixed-route service |
| PRIORITY 7 NEW TRANSIT ROUTES | | |
| Enhance bus service via Fort Clarke Boulevard | RTS Route 23 | Implement new route to provide service from the Oaks Mall to SFC |
| Enhance bus service from Urban Core to Airport Area | RTS Route 25 | Implement new route to provide service from the University of Florida to the Airport Area |
| Enhance bus service via W 62 Boulevard and N 23 Avenue | RTS Route 62 | Implement new route to provide service from Oaks Mall to Butler Plaza |
| Enhance bus service within Urban Core | RTS Route 46 | Implement new circulator route to provide service between downtown and the University of Florida |
| Enhance bus service via N 39 Avenue | RTS Route 39 | Implement new route to provide service from Spring Hill Development to Gainesville Regional Airport |
| Enhance bus service for southwest and northwest areas | RTS Route 44 | Implement new route to provide service from Shands to Hunters Crossing |

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APPENDIX E

SAFETY PROJECT

SUPPLEMENTAL MATERIAL

[There is no Safety Project Supplemental Material in Year 2010.]

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APPENDIX F

FEDERAL FUNDS OBLIGATION PROJECT LIST

FISCAL YEAR 2009

[10/01/2008 - 09/30/2009]

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PAGE: 1

FLORIDA DEPARTMENT OF TRANSPORTATION
=====

| |
|----------------------------|
| FEDERAL OBLIGATIONS REPORT |
| INPUT SELECTION |

FEDERAL FISCAL YEAR = 2010 (10/01/2009 - 09/30/2010)

SORT = S (BY ITEM)

DISTRICT/COUNTY/STATEWIDE = GAINESVILLE MTP0

10/04/10
10.43.52
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2010 (10/01/2009 - 09/30/2010)

PAGE 1
FPMOBL10 (A)

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 | | | | | FUND | ENGINEERING | | CONSTRUCTION | |
| 2073552 | SR 20 | | | | | | | | |
| FROM SR 24 TO SE 14TH ST. | | | | | | | | | |
| ALACHUA | | | | RESURFACING | | | | | |
| 26080000 | .182 MI | | | 3 | 3 | 0 | | | |
| 3761 036 P | | | | | SL | 0 | 0 | 58,986 | 0 |
| 2077564 | SR 200 (US 301) | | | | | | | | |
| FROM NE 76TH PLACE TO SR 24 | | | | | | | | | |
| ALACHUA | | | | RESURFACING | | | | | |
| 26060000 | 5.965 MI | | | 2 | 2 | 0 | | | |
| ARRA 637 B | | | | | FSF1 | 0 | 0 | 3,741,863 | 0 |
| 2078123 | SR 121 / GAINESVILLE | | | | | | | | |
| NEAR SR 25 REBUILD X-ING | | | | RR#625952-L | | | | | |
| ALACHUA | | | | RAILROAD CROSSING | | | | | |
| 26100000 | .020 MI | | | 2 | 0 | 0 | | | |
| 3231 022 P | | | | | ACSA | 0 | 0 | 254,000 | 0 |
| 2078378 | SR 24 (ARCHER ROAD) | | | | | | | | |
| FROM SW 40TH BLVD TO SR 121 (SW 34TH ST.) | | | | | | | | | |
| ALACHUA | | | | SAFETY PROJECT | | | | | |
| 26090000 | .949 MI | | | 6 | 0 | 0 | | | |
| 3761 037 P | | | | | HSP | 0 | 0 | 749,961 | 0 |
| 2113653 | SW 62ND BLVD. | | | | | | | | |
| 4-LANE ARTERIAL CONNECTOR | | | | | | | | | |
| ALACHUA | | | | PRELIMINARY ENGINEERING | | | | | |
| 26000094 | 1.516 MI | | | 4 | 0 | 0 | | | |
| S124 002 R | | | | | EB | 3,000 | 0 | 0 | 0 |
| 2113655 | SW 62ND BLVD. | | | | | | | | |
| 4 LANE ARTERIAL CONNECTOR | | | | | | | | | |
| ALACHUA | | | | TRAFFIC OPS IMPROVEMENT | | | | | |
| 26000094 | 1.516 MI | | | 4 | 0 | 0 | 0 | 0 | 0 |
| SFT2 247 R | | | | | HPP | 0 | 0 | 0 | 0 |
| S117 003 R | | | | | EB | 0 | 0 | 134,753 | 0 |
| | | | | ** ITEM TOTALS ** | | 0 | 0 | 134,753 | 0 |

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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 & | MISC. |
| FEDERAL AID NUMBER | FAC AUTH DATE FUND | | | ENGINEERING | | UTILITIES | | | |
| 2129498 | I-75 OPERATIONAL IMPROVEMENT @ SR26 | | | | | | | | |
| ALACHUA | | INTERCHANGE IMPROVEMENT | | | | | | | |
| 26260000 | .494 MI | 0 0 0 | | | | | | | |
| 0752 146 I | | HSP | | 0 | 0 | 0 | 3,642,984 | | 0 |
| | | NH | | 0 | 0 | 0 | 238,160 | | 0 |
| | | ** ITEM TOTALS ** | | 0 | 0 | 0 | 3,881,144 | | 0 |
| 4230281 | SR 200 (US 301) CSX RAILROAD OVERPASS | | | | | | | | |
| ALACHUA | | INTERCHANGE IMPROVEMENT | | | | | | | |
| 26130000 | 1.898 MI | 2 2 0 | | | | | | | |
| 3114 030 P | | ACEN | | 0 | 0 | 0 | 148,387 | | 0 |
| | | EBNH | | 0 | 0 | 0 | -69,335 | | 0 |
| | | ** ITEM TOTALS ** | | 0 | 0 | 0 | 79,052 | | 0 |
| 4246321 | I-75 FRONTAGE ROAD FROM US 441 TO END OF SECTION | | | | | | | | |
| ALACHUA | | RESURFACING | | | | | | | |
| 26260058 | 1.550 MI | 2 2 0 | | | | | | | |
| 0752 144 I | | IMAC | | 11,000 | 0 | 0 | 0 | | 0 |
| 4246851 | I-75 @ US 441 OPERATIONAL IMPROVEMENTS | | | | | | | | |
| ALACHUA | | INTERCHANGE IMPROVEMENT | | | | | | | |
| 26260000 | .167 MI | 0 0 0 | | | | | | | |
| 0752 147 I | | SA | | 636,844 | 0 | 0 | 0 | | 0 |
| 4262082 | SR 121/NW 34TH ST. SR 222/NW 39TH AVE/MP5.86 TO NW 55TH BLVD /MP7.730 | | | | | | | | |
| ALACHUA | | SIDEWALK | | | | | | | |
| 26250000 | 1.870 MI | 2 2 0 | | | | | | | |
| ARRA 607 B | | FSSL | | 0 | 0 | 0 | 298,710 | | 0 |
| | | SE | | 0 | 0 | 0 | 0 | | 0 |
| | | ** ITEM TOTALS ** | | 0 | 0 | 0 | 298,710 | | 0 |
| 4262251 | SR 45(US 41) @SW 30TH AVE | | | | | | | | |
| ALACHUA | | ADD TURN LANE(S) | | | | | | | |
| 26030000 | .001 MI | 2 0 0 | | | | | | | |
| ARRA 045 B | | FSSL | | 0 | 0 | 0 | -2,031 | | 0 |

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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 & | GRANTS & |
| FEDERAL AID NUMBER | | | | AUTH DATE | FUND | ENGINEERING | | UTILITIES | MISC. |
| ARRA 045 B | | | | SL | | 0 | 0 | 0 | 0 |
| | | | | ** ITEM TOTALS ** | | 0 | 0 | 0 | 0 |
| 4262281 | CR 329/MAIN ST. | | | | | | | | |
| | FROM NW 8TH AVE TO NW 23RD AVE | | | | | | | | |
| ALACHUA | | | | RESURFACING | | | | | |
| 26600000 | 1.056 MI | 4 | 4 | 0 | | | | | |
| ARRA 046 B | | | | EB | | 0 | 0 | 0 | 0 |
| | | | | FSSL | | 0 | 0 | 0 | 0 |
| | | | | SL | | 0 | 0 | 0 | 0 |
| | | | | ** ITEM TOTALS ** | | 0 | 0 | 0 | 0 |
| 4262941 | SW 122ND STREET | | | | | | | | |
| | FROM: SR 24 TO: SW 89TH AVENUE | | | | | | | | |
| ALACHUA | | | | WIDEN/RESURFACE EXIST LANES | | | | | |
| 26000019 | .343 MI | 2 | 2 | 0 | | | | | |
| ARRA 048 B | | | | EB | | 0 | 0 | 0 | 0 |
| | | | | FSSL | | 0 | 0 | 0 | 0 |
| | | | | SL | | 0 | 0 | 0 | 0 |
| | | | | ** ITEM TOTALS ** | | 0 | 0 | 0 | 0 |
| 4272151 | SR 200 (US 301) | | | | | | | | |
| | @ HAWTHORNE - REBUILD RR CROSSING #627443-W | | | | | | | | |
| ALACHUA | | | | RAILROAD CROSSING | | | | | |
| 26060000 | .100 MI | 4 | 0 | 0 | | | | | |
| 3114 033 P | | | | SA | | 0 | 0 | 375,000 | 0 |
| 4273261 | NE 15TH ST | | | | | | | | |
| | FROM SR 222 TO 4400 BLOCK | | | | | | | | |
| ALACHUA | | | | SIDEWALK | | | | | |
| | .000 | 0 | 0 | 0 | | | | | |
| SRTS 101 A | | | | ACSA | | 0 | 0 | 0 | 0 |
| | | | | SA | | 0 | 0 | 0 | 0 |
| | | | | SR2E | | 0 | 0 | 0 | 0 |
| | | | | SR2S | | 0 | 0 | 0 | 0 |
| | | | | ** ITEM TOTALS ** | | 0 | 0 | 0 | 0 |
| HIGHWAYS TOTALS: | | | | 10,422,214 | | 650,844 | 0 | 629,000 | 9,142,370 |

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TRANSPORTATION PLANNING

| ITEM NO | DESCRIPTION | OLD ITEM | | | | | | | |
|--------------------------|----------------------|-----------|-----|---|---------|----------------------------|--------------|--------------------------|-----------------------------------|
| COUNTY | RDWY ID | PROJ LGTH | FAC | TYPE OF WORK EXIST/IMPROVE/ADD (LANES) | FUND | PRELIMINARY ENGINEERING | RIGHT-OF-WAY | RAILROADS & UTILITIES | GRANTS & CONSTRUCTION MISC. |
| 2140947 | GAINESVILLE UPWP /PL | | | | | | | | |
| FY 2008/2009 & 2009/2010 | | | | TRANSPORTATION PLANNING | | | | | |
| ALACHUA | | .000 | | 0 0 0 | | | | | |
| 0241 046 M | | | | PL | | 285,319 | 0 | 0 | 0 |
| 2140949 | GAINESVILLE UPWP/PL | | | | | | | | |
| FY 2010/2011 & 2011/2012 | | | | TRANSPORTATION PLANNING | | | | | |
| ALACHUA | | .000 | | 0 0 0 | | | | | |
| 0241 048 M | | | | PL | | 198,134 | 0 | 0 | 0 |
| PLANNING TOTALS: | | | | | 483,453 | 483,453 | 0 | 0 | 0 |

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PTO: TRANSIT

| ITEM NO | DESCRIPTION | OLD ITEM | | | | | | | |
|---------------------------|-------------------------------|---------------------------|-------------|--------------|-------------|--------------|-----------|-----------|--|
| COUNTY | TYPE OF WORK | | | | | | | | |
| RDWY ID | PROJ LGTH | EXIST/IMPROVE/ADD (LANES) | PRELIMINARY | RIGHT-OF-WAY | RAILROADS & | CONSTRUCTION | GRANTS & | | |
| FEDERAL AID NUMBER | FAC | AUTH DATE | FUND | ENGINEERING | UTILITIES | | MISC. | | |
| 4048331 | CITY OF GAINESVILLE | | | | | | | | |
| STP FLEX FUNDS | PURCHASE OF PARATRANSIT BUSES | | | | | | | | |
| ALACHUA | PURCHASE VEHICLES/EQUIPMENT | | | | | | | | |
| FTAX 002 A | .000 | 0 0 0 | SA | 0 | 0 | 0 | 0 | 250,000 | |
| 4263201 | ARRA GAINESVILLE | | | | | | | | |
| PURCHASE TRANSIT VEHICLES | | | | | | | | | |
| ALACHUA | CAPITAL FOR FIXED ROUTE | | | | | | | | |
| FTAX 002 A | .000 | 0 0 0 | FSSL | 0 | 0 | 0 | 0 | 1,571,294 | |
| TRANSIT TOTALS: | | | 1,821,294 | 0 | 0 | 0 | 0 | 1,821,294 | |
| GRAND TOTALS: | | | 12,726,961 | 1,134,297 | 0 | 629,000 | 9,142,370 | 1,821,294 | |

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HIGHWAYS

| WORK PROGRAM FUND | TOTAL | ENGINEERING | RIGHT-OF-WAY | UTILITIES | CONSTRUCTION | MISC. |
|--------------------------------------|------------|-------------|--------------|-----------|--------------|-------|
| ACEN - ADVANCE CONSTRUCTION (EBNH) | 148,387 | 0 | 0 | 0 | 148,387 | 0 |
| ACSA - ADVANCE CONSTRUCTION (SA) | 322,388 | 0 | 0 | 254,000 | 68,388 | 0 |
| EB - EQUITY BONUS | 147,944 | 3,000 | 0 | 0 | 144,944 | 0 |
| EBNH - EQUITY BONUS SUPPLEMENTING NH | -69,335 | 0 | 0 | 0 | -69,335 | 0 |
| FSF1 - FED STIMULUS, S/W MANAGED | 3,741,863 | 0 | 0 | 0 | 3,741,863 | 0 |
| FSSL - FED STIMULUS, AREAS <= 200K | 298,282 | 0 | 0 | 0 | 298,282 | 0 |
| HPP - HIGH PRIORITY PROJECTS | 0 | 0 | 0 | 0 | 0 | 0 |
| HSP - SAFETY (HIWAY SAFETY PROGRAM) | 4,392,945 | 0 | 0 | 0 | 4,392,945 | 0 |
| IMAC - IM (AC/REGULAR) | 11,000 | 11,000 | 0 | 0 | 0 | 0 |
| NH - PRINCIPAL ARTERIALS | 238,160 | 0 | 0 | 0 | 238,160 | 0 |
| SA - STP, ANY AREA | 1,023,638 | 636,844 | 0 | 375,000 | 11,794 | 0 |
| SE - STP, ENHANCEMENT | 0 | 0 | 0 | 0 | 0 | 0 |
| SL - STP, AREAS <= 200K | 88,708 | 0 | 0 | 0 | 88,708 | 0 |
| SR2E - SAFE ROUTES - EITHER | 0 | 0 | 0 | 0 | 0 | 0 |
| SR2S - SAFE ROUTES - INFRASTRUCTURE | 78,234 | 0 | 0 | 0 | 78,234 | 0 |
| HIGHWAYS TOTALS: | 10,422,214 | 650,844 | 0 | 629,000 | 9,142,370 | 0 |

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FLORIDA DEPARTMENT OF TRANSPORTATION
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TRANSPORTATION PLANNING

| WORK PROGRAM FUND | | TOTAL | ENGINEERING | RIGHT-OF-WAY | UTILITIES | CONSTRUCTION | MISC. |
|-------------------|----------------------------------|---------|-------------|--------------|-----------|--------------|-------|
| PL | - METRO PLAN (85% FA; 15% OTHER) | 483,453 | 483,453 | 0 | 0 | 0 | 0 |
| PLANNING TOTALS: | | 483,453 | 483,453 | 0 | 0 | 0 | 0 |

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FFY 2010 (10/01/2009 - 09/30/2010)

PTO: TRANSIT

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| WORK PROGRAM FUND | TOTAL | ENGINEERING | RIGHT-OF-WAY | UTILITIES | CONSTRUCTION | MISC. |
|------------------------------------|------------|-------------|--------------|-----------|--------------|-----------|
| FSSL - FED STIMULUS, AREAS <= 200K | 1,571,294 | 0 | 0 | 0 | 0 | 1,571,294 |
| SA - STP, ANY AREA | 250,000 | 0 | 0 | 0 | 0 | 250,000 |
| TRANSIT TOTALS: | 1,821,294 | 0 | 0 | 0 | 0 | 1,821,294 |
| GRAND TOTALS: | 12,726,961 | 1,134,297 | 0 | 629,000 | 9,142,370 | 1,821,294 |

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| WORK PROGRAM FUND | TOTAL | ENGINEERING | RIGHT-OF-WAY | UTILITIES | CONSTRUCTION | MISC. |
|--------------------------------------|------------|-------------|--------------|-----------|--------------|-----------|
| ACEN - ADVANCE CONSTRUCTION (EBNH) | 148,387 | 0 | 0 | 0 | 148,387 | 0 |
| ACSA - ADVANCE CONSTRUCTION (SA) | 322,388 | 0 | 0 | 254,000 | 68,388 | 0 |
| EB - EQUITY BONUS | 147,944 | 3,000 | 0 | 0 | 144,944 | 0 |
| EBNH - EQUITY BONUS SUPPLEMENTING NH | -69,335 | 0 | 0 | 0 | -69,335 | 0 |
| FSP1 - FED STIMULUS, S/W MANAGED | 3,741,863 | 0 | 0 | 0 | 3,741,863 | 0 |
| FSSL - FED STIMULUS, AREAS <= 200K | 1,869,576 | 0 | 0 | 0 | 298,282 | 1,571,294 |
| HPP - HIGH PRIORITY PROJECTS | 0 | 0 | 0 | 0 | 0 | 0 |
| HSP - SAFETY (HIWAY SAFETY PROGRAM) | 4,392,945 | 0 | 0 | 0 | 4,392,945 | 0 |
| IMAC - IM (AC/REGULAR) | 11,000 | 11,000 | 0 | 0 | 0 | 0 |
| NH - PRINCIPAL ARTERIALS | 238,160 | 0 | 0 | 0 | 238,160 | 0 |
| PL - METRO PLAN (85% FA; 15% OTHER) | 483,453 | 483,453 | 0 | 0 | 0 | 0 |
| SA - STP, ANY AREA | 1,273,638 | 636,844 | 0 | 375,000 | 11,794 | 250,000 |
| SE - STP, ENHANCEMENT | 0 | 0 | 0 | 0 | 0 | 0 |
| SL - STP, AREAS <= 200K | 88,708 | 0 | 0 | 0 | 88,708 | 0 |
| SR2E - SAFE ROUTES - EITHER | 0 | 0 | 0 | 0 | 0 | 0 |
| SR2S - SAFE ROUTES - INFRASTRUCTURE | 78,234 | 0 | 0 | 0 | 78,234 | 0 |
| GRAND TOTALS: | 12,726,961 | 1,134,297 | 0 | 629,000 | 9,142,370 | 1,821,294 |

APPENDIX G

**SUPPLEMENTAL SURFACE TRANSPORTATION PROGRAM
(STP) FUND-ELIGIBLE PROJECTS**

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**ALACHUA COUNTY AND CITY OF GAINESVILLE
NONPRIORITIZED SURFACE TRANSPORTATION PROGRAM
(STP) FUND-ELIGIBLE PROJECTS**

| PROJECT | LOCATION | DESCRIPTION |
|---------------------------------------|---|---|
| Archer Road | FM: SW 91 Street TO: SW 75 Street | Reconstruct as a 4-lane divided facility |
| County Road 225 | AT: NE 53 Avenue | Reconstruct intersection and signalize |
| Lake Shore Drive/ County Road 329B | FM: Hawthorne Road TO: State Road 26 | Mill and resurface; add paved shoulders and turnbays |
| North Main Street | FM: N 39 Avenue TO: N 53 Avenue | Mill and resurface |
| NE 8 Avenue | FM: N Main Street TO: NE Boulevard | Mill and resurface |
| Rocky Point Road | FM: Williston Road TO: SW 13 Street | Reconstruct with wider lanes, paved shoulders, turnbays; mill and resurface existing pavement |
| SE 4 Street | FM: Williston Road TO: Depot Avenue | Mill and resurface |
| SE 16 Avenue | FM: Main Street TO: Williston Road | Reconstruct as a 4-lane divided facility |
| State Roads 26/26A | FM: NW 38 Street TO: Gale Lemarand Drive | Implement one-way pair configuration |
| SW 8 Avenue | FM: SW 122 Street TO: Tower Road | Resurface/reconstruct; add paved shoulders and sidewalk on one side |
| SW 20 Avenue | AT: SW 34 Street | Construct grade-separated crossing |
| SW 35 Place | FM: SW 34 Street TO: SW 23 Terrace | Mill and resurface |
| SW 62 Boulevard | FM: SW 20 Avenue TO: Newberry Road | Mill and resurface |
| SW 91 Street | FM: SW 24 Avenue TO Newberry Road | Mill and resurface; add paved shoulders |

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**NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
TRANSPORTATION PLANNING STAFF**

Scott R. Koons, AICP, Executive Director

Marlie Sanderson, AICP, Director of Transportation Planning

Lynn Franson-Godfrey, AICP, Senior Planner

* Michael Escalante, AICP, Senior Planner

** Steven Dopp, Senior Planner

** Blake Harvey, Planning Intern

Suwan Shen, Planning Intern

* Primary Responsibility

** Secondary Responsibility