



Transportation Improvement Program

Fiscal Years 2022-23 to 2026-27

(October 1, 2022 to September 30 2023; October 1, 2023 to September 30 2024; October 1, 2024 to September 30 2025; October 1, 2025 to September 30 2026; and October 1, 2026 to September 30 2027)

July 11, 2022

DRAFT

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



Transportation Improvement Program

Fiscal Years 2022-23 to 2026-27

(Fiscal Year 2022-23 - October 1, 2022 to September 30, 2023)

(Fiscal Year 2023-24 - October 1, 2023 to September 30, 2024)

(Fiscal Year 2024-25 - October 1, 2024 to September 30, 2025)

(Fiscal Year 2025-26 - October 1, 2025 to September 30, 2026)

(Fiscal Year 2026-27 - October 1, 2026 to September 30, 2027)

ENDORSEMENT

This Transportation Improvement Program has been developed
consistent with federal and state requirements and
approved on July 11, 2022 by the
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2009 NW 67 Place
Gainesville, Florida 32653-1603

Adrian Hayes-Santos, Chair

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, United States Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, United States Code. The contents of this report do not necessarily reflect the official views or policy of the United States Department of Transportation.

Approved by the

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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July 11, 2022

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Chapter I

Introduction

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Chapter I: Introduction

The purpose of the Transportation Improvement Program is to identify all transportation projects within the Gainesville Metropolitan Area to be funded by Alachua County, the City of Gainesville, the Florida Department of Transportation, the University of Florida, the Federal Highway Administration (Title 23 United States Code) and the Federal Transit Administration (Federal Transit Act). The Transportation Improvement Program identifies all regionally significant transportation projects for which Federal Highway Administration or Federal Transit Administration approval is required whether or not the projects are to be funded with Title 23 or Title 49 United States Code or Federal Transit Act funds (e.g., addition of an interchange to the Interstate System).

Total project costs used in this document are derived from the Year 2045 Long-Range Transportation Plan and Florida Department of Transportation's Work Program. The total project cost process is described in Appendix A. Below is a link to the Year 2045 Long-Range Transportation Plan webpage.

<http://ncfrpc.org/mtpo/LRTP.html>

Appendix B includes a Federal Transit Administration Annual Obligations Report that was developed by Metropolitan Transportation Planning organization for the Gainesville Urbanized Area staff and a copy of the Annual Obligations Report that was provided by the Florida Department of Transportation for roadway projects. Appendix C shows the federal funding for projects for Fiscal Years 2022-23 to 2025-26. For informational purposes of local/private-funded only projects for Fiscal Years 2022-23 to 2026-27: Appendix D shows the unincorporated Alachua County projects; Appendix E shows the City of Gainesville projects; and Appendix F shows the University of Florida projects. Appendix G shows the Transportation Improvement Program public comment summary and comment tracking. Appendix H shows the transportation performance measures consensus planning document. Appendix I shows the Amendments to Fiscal Years 2022-23 to 2026-27.

A. Definitions

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program, or Statewide Transportation Improvement Program that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment means a revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program, or Statewide Transportation Improvement Program that involves a major change to a project included in a metropolitan transportation plan, Transportation Improvement Program, or Statewide Transportation Improvement Program, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes).

Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and Transportation Improvement Programs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

Congestion management process means a systematic approach required that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under Title 23, United States Code, and Title 49 United States Code, through the use of operational management strategies.

Financially constrained or Fiscal constraint means that the metropolitan transportation plan, Transportation Improvement Program, and Statewide Transportation Improvement Program includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, Transportation Improvement Program, and Statewide Transportation Improvement Program can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the Transportation Improvement Program and the Statewide Transportation Improvement Program, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the Transportation Improvement Program and Statewide Transportation Improvement Program only if funds are “available” or “committed.”

Freight shippers means any business that routinely transports its products from one location to another by providers of freight transportation services or by its own vehicle fleet.

Intelligent transportation system means electronics, photonics, communications or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

Metropolitan planning area means the geographic area determined by agreement between the metropolitan planning organization for the area and the Governor, in which the metropolitan transportation planning process is carried out.

Metropolitan planning organization means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

Metropolitan transportation plan means the official multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted and updated by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area through the metropolitan transportation planning process.

Regionally significant project means a transportation project (other than projects that may be grouped in the Transportation Improvement Program and/or Statewide Transportation Improvement Program or exempt projects as defined in United States Environmental Protection Agency's transportation conformity regulation (40 Code of Federal Regulations Part (93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

Revision means a change to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program, or Statewide Transportation Improvement Program that occurs between scheduled periodic updates. A major revision is an “amendment,” while a minor revision is an “administrative modification.”

Statewide Transportation Improvement Program means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and Transportation Improvement Programs, and required for projects to be eligible for funding under Title 23, United States Code, and Title 49, United States Code, Chapter 53.

Strategic highway safety plan means a plan developed by the Florida Department of Transportation in accordance with the requirements of Title 23, United States Code, 148(a)(6).

Transportation improvement program means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan and required for projects to be eligible for funding under Title 23, United States Code, and Title 49 United States Code, Chapter 53.

B. List of Acronyms

Tables 1 and 2 include listings of acronyms used in the Chapter III Detailed Project Listings for Five Fiscal Years tables. In addition, each Detailed Project Listings for Five Fiscal Years table has a listing of acronyms.

C. Funding Codes

Abbreviations used for funding source information for each transportation project are provided in Table 1.

Table 1
Legend to Transportation Projects and Fund Codes

Code	Federal Funds	Type Funds
ACER	YES	Advanced Construction Emergency Relief
ACFP	YES	Advanced Construction Freight Program [also ACFP-AC]
ACNH	YES	Advanced Construction National Highway
ACNP	YES	Advanced Construction National Highway System Program
ACSA	YES	Advanced Construction Surface Transportation Block Grant - Any Area
ACSE	YES	Advanced Construction Surface Transportation Block Grant – Enhancement
ACSL	YES	Advanced Construction Surface Transportation Block Grant (population over 200,000)
ACSS	YES	Advanced Construction Surface Transportation Block Grant - Safety Related
APEMD	NO	Asphalt Performance Engineering Mixture Design
ARPA	YES	American Rescue Plan Act of 2021
BA	YES	Donor Bonus - Any Area
BL	YES	Donor Bonus - Areas with Population less than or equal to 200,000
BOND	NO	County Bonding Program
BNDS	NO	State Funds From Amendment 4 Gas Tax Monies
BRRP	NO	Bridge Repair
BRT	YES	Federal Bridge Replacement - On System
BRTZ	YES	Federal Bridge Replacement - Off System
BU	YES	Donor Bonus, Areas with Population greater than 200,000
CIGP	NO	County Incentive Grant Program
CM	YES	Congestion Management – Air Quality
D1	NO	Unrestricted State Primary Funds
D2	NO	Mass Transit (State Primary - Aviation)
D3	NO	Mass Transit (State Primary - Transit)
DDR	NO	Dedicated District Revenue
DO	NO	State Funds- Interstate/Intrastate Highway
DIH	NO	State Funds In-House Planning Activities
DI	NO	State Funds in House Interstate/Intrastate Highway Planning Activities
DITS	NO	Intelligent Transportation System Program - Statewide Program
DPE	NO	Primary Funds for Preliminary Engineering
DPTO	NO	Dedicated Public Transportation Office
DRA	NO	Rest Areas
DS	NO	State Funds direct through District 2
DSL	NO	Local Government Cooperative Program
DTO	NO	Funds Reimbursable From Bond Funds
DU	NO*	Advanced State Primary Funds to be reimbursed by Federal Transit Administration
EB	YES	Equity Bonus
FAA	YES	Federal Aviation Administration
FCO	NO	Fixed Capital Outlay
FEMA	YES	Federal Emergency Management Agency
FSIB1	YES	Federal State Infrastructure Bank Loan
FTA	YES	Federal Transit Administration
FTAT	YES	Federal Highway Administration Transfer to Federal Transit Administration
GMR	NO	Growth Management Revenue
GT	NO	Alachua County Funds (Gas Tax)
HPP	YES	High Priority Project (Federal Earmark funding)
HSP	YES	Highway Safety Program
HSID	YES	Highway Safety Program
IF	NO	Alachua County Funds (Impact Fees)
IM	YES	Interstate Maintenance
IMAC	YES	Interstate Maintenance Advance Construction

Table 1 (Continued)
Legend to Transportation Projects and Fund Codes

Code	Federal Funds	Type Funds
IR	YES	Interstate Rehabilitation
IRD	YES	Interstate Development
IVH	YES	Intelligent Vehicle- Highway
LF	NO	Local Funds - Mass Transit/Aviation/Transit
LFD	NO	Local Funds for Utility Work
LFF	NO	Local Funds for Federal Match off State Highway System
LFP	YES	Local Funds for Federal Match for Federal Aid-Eligible Projects
MA	YES	Minimum Allocation, Any Area
MGBP	YES	Minimum Guarantee- Bridge Supplement
ML	YES	Minimum Allocation, Areas with population less than or equal to 200,000
MU	YES	Minimum Allocation, Areas with population greater than 200,000
NH	YES	National Highway
NHAC	YES	National Highway Advance Construction
NHPP	YES	Interstate Maintenance, Bridge Replacement, National Highway - MAP-21
NHRE	YES	National Highway Performance Program, Resurfacing
PECO	YES	Public Education Capital Outlay
PL	YES	Metropolitan Planning
RED	YES	Redistribution of Federal Allocation (Section 1102F)
REPE	YES	Repurposed Federal Earmark
RHP	YES	Rail-Highway Crossings- Protective Devices
SA	YES	Surface Transportation Block Grant - Any Area
SAAN	YES	Surface Transportation Block Grant - Any Area Not On National Highway System
SE	YES	Surface Transportation Block Grant - Enhancement
SH	YES	Surface Transportation Block Grant - Hazard Elimination
SIS	YES	Strategic Intermodal System
SL	YES	Surface Transportation Block Grant - Areas with population less than or equal to 200,000
SN	YES	Mandatory Non-Urban
SP	YES	Surface Transportation Block Grant - Safety Related
SR	YES	Surface Transportation Block Grant - Safety Related
SS	YES	Surface Transportation Block Grant - Safety Related
SU	YES	Surface Transportation Block Grant - Areas with population greater than 200,000
S117	YES	Section 117- Federal Earmark Project
SR2E	YES	Safe Routes to School, Either Infrastructure or Non-Infrastructure
SR2S	YES	Safe Routes to School, Infrastructure
SR2T	NO	Safe Routes to School, Transfer (former federal program currently a state program)
TALL	YES	Transportation Alternative - Any Areas
TALN	YES	Transportation Alternative - Any Areas
TALT	YES	Transportation Alternative - Any Areas
TALU	YES	Transportation Alternative - Any Areas
TDTF	YES	Transportation Disadvantaged Trust Fund
TLWR	NO	Trail Network- Senate Bill 2514A Florida Shared-Use Nonmotorized Trail Network
TRIP	NO	Transportation Regional Incentive Program
TMS	YES	Transportation Management System
TRWR	NO	Transportation Regional Incentive Program Wheels on the Road
UFCDA	NO	University of Florida Campus Development Agreement

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

D. Phase Codes

Abbreviations used for transportation project phase information are provided in Table 2.

Table 2
Legend to Transportation Projects and Phase Codes

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

E. Performance Measure Codes

Abbreviations used for transportation project performance measure target achievement information are provided in Table 3.

Table 3
Legend to Transportation Projects and Performance Measure Codes

Code	Performance Measure Information
PM1	Safety - Fatalities and Serious Injuries [All Public Roadways]
PM2	Bridge and Pavement State of Good Repair [National Highway System]
PM3	System - Person/Freight Travel Time Reliability [National Highway System]
RTS-A	Transit - Asset Management [Regional Transit System]
RTS-S	Transit - Safety [Regional Transit System]

Chapter II

Narrative

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Chapter II: Narrative

A. Purpose

The purpose of the Transportation Improvement Program is to provide a prioritized listing of transportation projects covering a period of five years that is consistent with the metropolitan long range transportation plan. The Transportation Improvement Program contains all transportation projects within the Gainesville Metropolitan Area (Illustration I) to be funded with Title 23 United States Code and Title 49 United States Code funds and all regionally significant projects, regardless of funding source. This report identifies Federal, state and local funded transportation projects within the Gainesville Metropolitan Area. The projects listed later in this report are determined by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to be necessary to effectively implement the adopted Year 2045 Long-Range Transportation Plan.

Development of the Long-Range Transportation Plan, List of Priority Projects and Transportation Improvement Program address the transportation planning process requirements in the Fixing America's Surface Transportation Act. In accordance with 23 United States Code 134 (c)(3) and 49 United States Code 5303 (a)(3), this document is developed based on a continuing, comprehensive and cooperative process.

B. Financial Plan

1. Financial Constraint

The Transportation Improvement Program is financially constrained each year. The following chapters identify governmental public and private financial resources that are reasonably expected to be available to accomplish the program. Innovative financing techniques that are used to fund needed projects and programs are identified.

2. Financial Plan Development

The Transportation Improvement Program is developed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in cooperation with the Florida Department of Transportation, Alachua County, the City of Gainesville and the University of Florida. Estimates of available federal and state funds are provided by the Florida Department of Transportation which are used by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to develop the financial plan. Tables 4 and 5 summarize transportation funding by Federal, State and local sources. In addition, Appendix B shows the federally-funded projects for fiscal years 2022-23 to 2025-26. The projects in the Transportation Improvement Program are presented in Year of Expenditure, which takes in account the inflation rate over the five years of the Transportation Improvement Program.

The Transportation Improvement Program is developed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in cooperation with the State and Gainesville Regional Transit System (local public transit operator), which provides estimates of funds to develop a financial plan.

Illustration I Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area

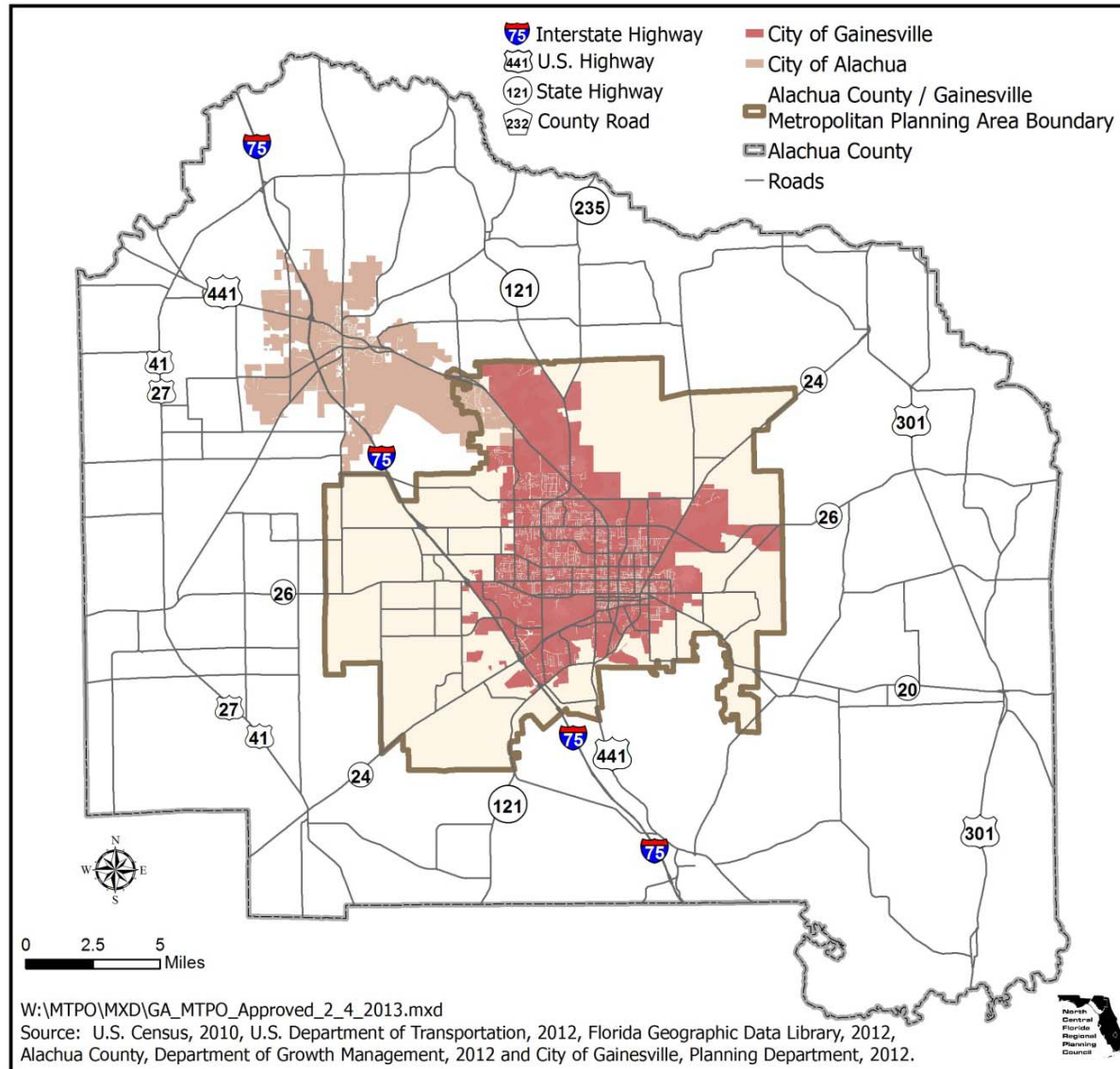


Table 4
Total Project Costs/Planned Expenditures

Source	Costs/Planned Expenditures (in thousands)					Total
	2022-23	2023-24	2024-25	2025-26	2026-27	
Total	\$66,868	\$67,512	\$60,726	\$62,745	\$34,554	\$292,405

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Table 5
Total Project Revenues

Source	Revenues (in thousands)					Total
	2022-23	2023-24	2024-25	2025-26	2026-27	
Federal	\$24,400	\$31,448	\$24,428	\$15,495	\$12,995	\$108,766
State	\$21,551	\$29,295	\$29,108	\$15,529	\$14,745	\$110,228
Local	\$20,917	\$6,769	\$7,190	\$31,721	\$6,814	\$73,411
Total	\$66,868	\$67,512	\$60,726	\$62,745	\$34,554	\$292,405

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Disclaimer - The "Total Project Cost" amount displayed for each of the federal and state funded projects in the Transportation Improvement Program represents ten years of programming in the Florida Department of Transportation's Work Program database for projects on the Strategic Intermodal System (Fiscal Years 2018-19 through 2027-28) and five years in the Work Program for non-Strategic Intermodal System projects (Fiscal Years 2022-23 through 2026-27), plus historical cost information for all projects having expenditures paid by the Florida Department of Transportation prior to Fiscal Year 2022-23. For a more comprehensive description of the total cost of a particular project for all project phases, please refer to the Year 2045 Long-Range Transportation Plan.

C. Project Selection

The project selection process for the development of this Transportation Improvement Program has been conducted in accordance with federal requirements, specifically, Title 23 United States Code and Federal Regulations Section 450.330(b). In accordance with the Florida Department of Transportation Metropolitan Planning Organization Handbook, the Metropolitan Transportation Planning Organization consults with review agencies for comments. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area receives comments from various agencies and advisory groups to develop its transportation project priority recommendations. These priorities are contained in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects, which is submitted annually to the Florida Department of Transportation.

1. Process Used to Develop Transportation Improvement Program

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area develops project priorities on applicable funding categories in consultation with the Florida Department of Transportation. The Florida Department of Transportation develops project priorities on the National Highway System and Interstate System in cooperation with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

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

Step 1 - February, March, April, May and June 2022 Transportation Improvement Program Preparation

Florida Department of Transportation District 2 staff provides the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with a copy of the Tentative Five-Year Work Program that was recently submitted to the State Legislature. The draft Transportation Improvement Program is prepared including all projects, scheduled for the five Fiscal Year periods from 2022-23 through 2026-27, which are located within the Gainesville Metropolitan Area. These projects were contained in or obtained from:

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

Step 2 - June 2022 Public Notice

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

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff provides notification of meetings when the Transportation Improvement Program is scheduled for review and approval by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees, the Bicycle/Pedestrian Advisory Board, the Citizens Advisory Committee and the Technical Advisory Committee, through the news media, thereby providing an opportunity to participate in the development of the Transportation Improvement Program. Notice is also provided to the Clerk of the City of Gainesville for placement of meeting notices on the City Community Calendar. In addition, the dates and locations of all Transportation Improvement Program review meetings are publicized in the listing of meetings of the week in the local newspaper. The Transportation Improvement Program is also posted on the www.ncfrpc.org/mtpo website. This is done to inform the general public and other interested persons, including private and public transportation operators, who may want to review and comment on the Transportation Improvement Program.

Step 3- June 2022/July 2022 Public Input

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

Step 4- July 2022 Transportation Improvement Program Approval

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

D. Consistency with Other Plans

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

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

E. Project Priority Statement

The criteria and process for prioritizing implementation of the transportation plan elements for inclusion in the Transportation Improvement Program is to follow the adopted project priorities of the long range transportation plan. Consideration of the federal planning emphasis area, Fixing America's Surface Transportation Act, performance measures requirements is also addressed in the List of Priority Projects document. Section I.B Methodology Used for Setting Priorities in the List of Priority Projects document (pages 3 through 11) addresses the project priority process. The project priority process also addresses the ten federal planning factors and the state planning emphasis areas. The List of Priority Projects can be accessed at the following link:

<http://ncfrpc.org/mtpo/publications/LOPP/2021/LOPP21a.pdf>

F. Implemented Projects

Annual listings of roadway and transit projects for which federal funds have been obligated in the preceding year are included in Appendix B.

G. Public Involvement

1. Public Involvement Activities

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has provided all interested parties reasonable opportunity to comment on the Transportation Improvement Program. In addition the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has done the following when developing the Transportation Improvement Program:

- a. provided adequate and timely notice about public participation activities;
- b. provided opportunity to comment at key decision points;
- c. provided reasonable access to information about transportation issues and processes;
- d. used visualization techniques to describe the Transportation Improvement Program;
- e. made public information available in electronic formats such as the World Wide Web;
- f. held public meetings at convenient times and locations;
- g. demonstrated explicit consideration and response to public input;
- h. sought out and considered the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households;
- i. provided additional opportunity for public comment if the Final Transportation Improvement program differs significantly from the Draft Transportation Improvement Program;
- j. provided a summary, analysis and report on the comments received on the Transportation Improvement Program if there were a significant number of comments received; and
- k. consulted with state and local agencies that are responsible for other types of planning within the metropolitan area (such as planned growth, economic development, environmental protection, airport operations and freight movements).

2. Freight Shippers

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

3. Public Transportation Providers/Users

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

4. Indian Tribal Lands

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

5. Federal Lands within the Metropolitan Planning Area

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

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

6. Public Comment Summary and Comment Tracking

In accordance with the requirements of the Fixing America's Surface Transportation Act, significant written or oral public comments provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area regarding projects in the Transportation Improvement Program are maintained in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program General File. Comment summaries and subsequent Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area action/response are included in this Transportation Improvement Program in Appendix G.

H. Certification

The current annual Florida Department of Transportation and Metropolitan Planning Organization for the Gainesville Urbanized Area joint certification was completed on March 24, 2022.

I. Traffic Congestion Management System-Freight Movement

1. Congestion Management

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has maintained a Congestion Management System since 1997. Within the Gainesville Metropolitan Area, the Alachua County and City of Gainesville Comprehensive Plans and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long-Range Transportation Plan have a tradition of supporting compact, infill and transit-oriented development that is served by a multimodal transportation system.

Current projects that address congestion management include:

- a project, development and environment study is underway to four-lane Archer Road (State Road 24) from the City of Bronson to Tower Road;
- a center turnlane project on NW 34th Street from NW 16th Avenue to U.S. 441;
- the implementation of the City of Gainesville Transit Development Plan; and
- development of the Alachua Countywide Bicycle-Pedestrian Master Plan.

2. Freight Mobility

A major component of the Congestion Management System is the heavy truck route system. This truck route system was established to facilitate interregional freight movement. To address significant traffic congestion within the Gainesville Metropolitan Area, particularly in proximity to the University of Florida, the Florida Department of Transportation, at the request of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, placed signage on State Highway System roadways to identify the truck route system. The Florida Intrastate Highway System/Strategic Intermodal System facilities, consisting of State Road 26 to Interstate 75 to State Road 331 to State Road 20 or State Road 26, comprise the west-to-east corridors. Freight movement from south-to-north is accomplished by more circuitous routes.

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

As appropriate, the Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation to implement the Florida Freight Mobility and Trade Plan for projects on National Highway System facilities within the Gainesville Metropolitan Area.

J. Transportation Disadvantaged Element

1. Transportation Improvement Program Element

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

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

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

2. Organization

This element contains programmed transportation disadvantaged funds identified in the Florida Department of Transportation's Tentative Five-Year Work Program for Fiscal Years 2022-23 through 2026-27 for Alachua County. The transportation disadvantaged element projects are included as part of the transit projects. As shown in Table 17, the following funding information is provided for each project for transportation disadvantaged persons where appropriate:

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

3. Transportation Disadvantaged Program Projects

Funding expenditures for projects for transportation disadvantaged persons in Alachua County identified in Table 17 are categorized by the following components:

- a. Planning: Funding allocated for data collection, processing, evaluation and summarization of transportation needs, operations or programs for each fiscal year. This includes studies that are entirely devoted to transportation disadvantaged subjects and also costs for the transportation components of any more inclusive studies.
- b. Capital - Vehicles: Funding allocated for the purchase of vehicles which are used for disadvantaged passenger transportation for each fiscal year.
- c. Capital - Other: Funding allocated for fixed assets such as buildings, communication devices, test equipment, tools, computer hardware, computer software and miscellaneous equipment for each fiscal year.
- d. Operating (All): Funding allocated for operating and maintaining disadvantaged passenger transportation functions (gas, oil, salaries, parts, rent and insurance), i.e. the value of transportation services to be purchased from external for-profit and nonprofit providers for each Fiscal Year.

K. Regionally Significant Projects

A regionally significant project is defined as a transportation project (other than projects that may be grouped in the Transportation Improvement Program and/or Statewide Transportation Improvement Program or exempt projects as defined in United States Environmental Protection Agency's transportation conformity regulation (40 Code of Federal Regulations Part (93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

The regionally significant principal arterial facilities within the Gainesville Metropolitan Area include:

- Interstate 75 [National Highway System];
- U.S. Highway 441 [National Highway System];
- State Road 20 [National Highway System from State Road 331 to east boundary];
- State Road 24/Archer Road [National Highway System from Interstate 75 to U.S. Highway 441];
- State Road 24/Waldo Road [National Highway System State Road 20 to north boundary];
- State Road 26 [National Highway System from west boundary to State Road 331];
- State Road 121 [National Highway System from Interstate 75 to State Road 331];
- State Road 222 [National Highway System from Interstate 75 to airport entrance]; and
- State Road 331 [National Highway System].

Recent Florida Department of Transportation capacity enhancement projects on a regionally significant facility within the Gainesville Metropolitan Area include:

- State Road 24 (Archer Road) project, development and environment four-laning study from the City of Bronson to Tower Road;
- Interstate 75 North Master Plan implementation, including an Interstate 75 Managed Lanes Project, Development and Environmental Study in Fiscal Year 2019-20; and
- Interstate 75 interchange modifications on State Road 222 (NW 39th Avenue) and State Road 121 (Williston Road) in Fiscal Year 2022-23.

L. Performance Measures

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act required state departments of transportation and metropolitan planning organizations to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the following seven national goals:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair;
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System;
- System Reliability - To improve the efficiency of the surface transportation system;
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Fixing America's Surface Transportation Act supplements the Moving Ahead for Progress in the 21st Century Act legislation by establishing timelines for state departments of transportation and metropolitan planning organizations to comply with the requirements of Moving Ahead for Progress in the 21st Century Act. State departments of transportation are required to establish statewide targets and metropolitan planning organizations have the option to support the statewide targets or adopt their own targets.

Performance measures and targets are applicable to the following transportation system components within the Gainesville Metropolitan Area:

- Safety - all public roads;
- Transit Asset Management - City of Gainesville Regional Transit System vehicle fleets and infrastructure;
- Transit Safety - City of Gainesville Regional Transit System;
- Bridge - National Highway System facilities;
- Pavement - National Highway System facilities; and
- System Performance - National Highway System facilities.

National Highway System facilities are described in the preceding Section K. Regionally Significant Projects.

This Performance Measures section is included in the Transportation Improvement Program to address the Moving Ahead for Progress in the 21st Century Act/Fixing America's Surface Transportation Act planning documentation requirements in compliance with the Metropolitan Transportation Planning Organization Resolution 2018-05 that was approved April 23, 2018. Project tables show performance measure categories to achieve targets. The Transportation Performance Measures Consensus Planning Document and Resolution 2018-05 are included in Appendix H.

1. Safety Performance Measures and Targets

Safety is the first national goal identified in the Fixing America's Surface Transportation Act. In March 2016, the federal Highway Safety Improvement Program and Safety Performance Management Measures Rule was finalized and published in the Federal Register. The rule requires metropolitan planning organizations to set targets for the following safety-related performance measures and report progress to their state department of transportation:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled; and
- Rate of Serious Injuries per 100 Million Vehicle Miles Traveled.

The 2021-2025 Florida Strategic Highway Safety Plan is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The Strategic Highway Safety Plan was developed in coordination with the 27 metropolitan planning organizations in Florida through the Florida Metropolitan Planning Organization Advisory Council. The Strategic Highway Safety Plan development process included review of safety-related goals, objectives, and strategies in metropolitan planning organization plans. The Strategic Highway Safety Plan guides the Florida Department of Transportation, metropolitan planning organizations, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State of Florida.

The Florida Strategic Highway Safety Plan and the Florida Transportation Plan both highlight the commitment to a vision of zero deaths. The Florida Department of Transportation Florida Highway Safety Improvement Program annual report documents the statewide efforts toward achieving that zero deaths vision. As such, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is supporting the Florida Department of Transportation statewide Highway Safety Improvement Program safety performance measures and Florida Department of Transportation 2018 safety targets, which set the target at zero for each performance measure to reflect the goal of the Florida Department of Transportation of zero deaths. Data collected within the Gainesville Metropolitan Area by the Florida Department of Transportation for previous years related to safety performance measures was reviewed prior to setting the target.

In support of the Florida Safety Target of zero fatalities and serious injuries, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has set the following safety performance targets for fatalities and serious injuries:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Safety Targets

Safety Topic	Performance Measure	Target
1	Fatalities	Zero
2	Serious Injuries	Zero
3	Non-Motorized Fatalities and Serious Injuries	Zero
4	Fatalities Per 100 Million Vehicle Miles Travelled	Zero
5	Serious Injuries Per 100 Million Vehicle Miles Travelled	Zero

These targets are documented in the Year 2045 Long-Range Transportation Plan update; updated annually as required; last updated on October 25, 2021.

2. Transit Asset Management Performance Measures and Targets

Transit assets include transit infrastructure and vehicles for the provision of transit service. The City of Gainesville Regional Transit System provides transit service within the Gainesville Metropolitan Area. The Regional Transit System has a transit asset management plan that includes state-of-good-repair performance measures and targets. The transit state-of-good-repair targets support national goals for congestion reduction, system reliability and environmental sustainability. Data collected by the Regional Transit System concerning state-of-good-repair of its transit infrastructure and vehicle fleets was reviewed prior to setting the targets.

In support of the Regional Transit System targets, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has set its transit state-of-good-repair performance targets as follows:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area State-of-Good-Repair Performance Targets

Revenue Vehicle Targets

Performance Measure	Revenue Vehicle	Target
Age - Percent of Revenue Vehicles within a Particular Asset Class That Have Met or Exceeded Their Useful Life Benchmark	Bus	31 Percent
	Cutaway	9 Percent

Equipment Target

Performance Measure	Equipment	Target
Age - Percent of Vehicles That Have Met or Exceeded Their Useful Life Benchmark	Non-Revenue/Service Automobile	30 Percent

Facilities Performance Target

Performance Measure	Facilities	Target
Condition - Percent of Facilities with a Condition Rating Below 3.0 on the Federal Transit Administration Transit Economic Requirements Model Scale	Administration	Zero Percent
	Maintenance	Zero Percent
	Passenger Facilities	Zero Percent

These targets set on August 27, 2018 are documented in the Year 2045 Long-Range Transportation Plan update.

3. Transit Safety Performance Measures and Targets

Transit safety addresses the safety risks and safety hazards that affect the public, public transportation agency personnel and property in the provision of transit service. The City of Gainesville Regional Transit System provides transit service within the Gainesville Metropolitan Area. The Regional Transit System is required to develop a public transportation agency safety plan that includes:

- strategies for minimizing the exposure of the public, Regional Transit System personnel and property to unsafe conditions; and
- safety performance targets.

The transit safety targets support national goals in managing safety risks and safety hazards within the public transportation systems nationwide. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with the Florida Department of Transportation and regional Transit System in the development of the public transportation agency safety plan and setting of transit safety targets. Data collected by the Regional Transit System concerning transit safety was reviewed prior to setting the targets.

In support of the Regional Transit System targets, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area set its transit safety performance targets consistent with Regional Transit System transit safety targets.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Safety Performance Targets

Transit Safety Targets - 2022

Performance Measure	Performance Measurement		Target	
	Total	Rate [Vehicle Revenue Miles]	Nominal	Rate
Injuries	2	100,000	2	0.05
Fatalities	Zero	100,000	Zero	Zero
Safety Events	22	100,000	22	0.6
System Reliability	14	100,000	-	14

Transit safety targets are incorporated into the Year 2045 Long-Range Transportation Plan, have been updated annually and last update on April 25, 2022.

4. Bridge Performance Measures and Targets

The Florida Department of Transportation inspects all public highway bridges in the State. The bridge inventory in Florida ranks among the best in the nation, as a percentage of bridges that are considered "functionally obsolete," or "structurally deficient." National Bridge Inspection structural condition states are described within the [FDOT Bridge Management System \(BMS\) Coding Guide](#) (click link).

The term "**functionally obsolete**" only means that a bridge design is outdated and does not meet current road design standards. For example, narrow shoulders, narrow lanes, or older traffic barriers can induce the functionally obsolete classification. Some bridges are "functionally obsolete" because they were built at a time when lane widths were narrower than the current standard. Functionally obsolete bridges are scheduled for replacement or rehabilitation as budgets permit.

The term "**structurally deficient**" means that a National Bridge Inspection structural condition state is 4--Poor, or worse and that the Florida Department of Transportation believes a bridge should undergo a series of repairs or replacement within the next six years. Meanwhile, these bridges are posted as necessary for load, or closed. It is the policy of the Florida Department of Transportation to repair or replace all the structurally deficient state owned bridges during that time. The Florida

Department of Transportation also recommends that local governments follow the same schedule for their structurally deficient bridges. Deficient bridges on the National Highway System are identified at the following link:

([Deficient Bridges by State Highway System, FHWA](#)).

The "**health index**" is a tool that measures the overall condition of a bridge. The health index typically includes about 10 to 12 different elements that are evaluated by the Florida Department of Transportation. A lower health index means that more work would be required to improve the bridge to an ideal condition. A health index below 85 generally indicates that some repairs are needed, although it doesn't mean the bridge is unsafe. A low health index may also indicate that it would be more economical to replace the bridge than to repair it.

The "**sufficiency rating**" is a tool that is used to help determine whether a bridge that is structurally deficient or functionally obsolete should be repaired or just replaced. The sufficiency rating considers a number of factors, only about half of which relate to the condition of the bridge itself. The sufficiency ratings for bridges are part of a formula used by the Federal Highway Administration when it allocates federal funds to the states for bridge replacement.

Florida uses the National Bridge Inventory rating as its primary performance measure. The National Bridge Inventory includes information on approximately 600,000 of the Nation's bridges located on public roads. It presents a state-by-state summary analysis of the number, location, and general condition of highway bridges within each state. The ratings are based upon inspector judgments on each of the bridge's primary elements: deck, superstructure, and substructure. The National Bridge Inventory rating scale is shown below.



In order to ensure that Florida Department of Transportation-maintained bridges meet or exceed their life expectancy, resulting in a lower frequency of replacements due to bridge condition, the Florida Department of Transportation takes a proactive approach to bridge maintenance emphasizing preventative maintenance and repairs being performed prior to bridges deteriorating to a level that would require much higher repair costs. Bridges are inspected at least once every two years, with more frequent inspections on structures following extreme weather events. The Florida Department of Transportation applies the following strategies:

- Include all Florida Department of Transportation -maintained bridge projects that need repair in the Bridge Work Plan within 12 months of deficiency identification as candidate projects for potential Work Program adoption;
- Replace or repair all structurally deficient Florida Department of Transportation -maintained bridges and those bridges posted for weight restriction within six (6) years of the deficiency identification;
- Replace all other Florida Department of Transportation -maintained bridges designated for replacement within nine (9) years of the deficiency identification;
- As with pavements, coordinate with the department's Motor Carrier Size and Weight Office and Florida Highway Patrol's Office of Commercial Vehicle Enforcement to reduce the illegal operation of commercial motor vehicles exceeding weight limits on Florida's public roads and bridges; and
- Continue to monitor bridges scheduled to be replaced and make interim repairs, as necessary, to safeguard the traveling public.

According to the Florida Department of Transportation 2018 Fourth Quarter Florida Bridge Information matrix dated October 1, 2018:

- There are no structurally deficient bridges on the National Highway System within the Gainesville Metropolitan Area; and
- There is one functionally obsolete bridge on the National Highway System within the Gainesville Metropolitan Area- Interstate 75 Northbound at state Road 26 (Newberry Road).

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Bridge Target**

Bridge Performance Measure	Target
Percent of bridges on the National Highway System with condition rating of either Excellent or Good	90 percent

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

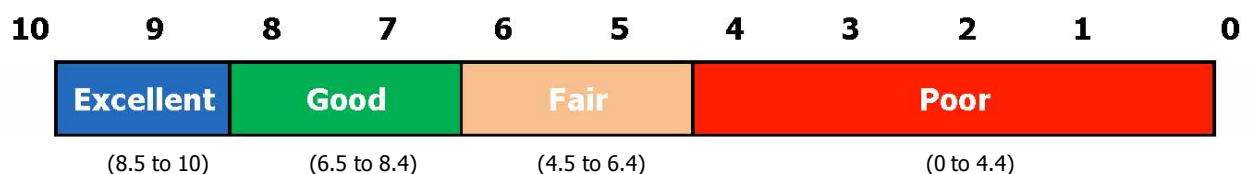
These 2018 targets are documented in the Year 2045 Long-Range Transportation Plan update. The Metropolitan Transportation Planning Organization set Bridge Performance Target, consistent with Florida Department of Transportation, on October 22, 2018.

5. Pavement Performance Measures and Targets

The Florida Department of Transportation uses a pavement condition index called Pavement Condition Rating to evaluate pavements. The Pavement Condition Rating includes a ride measure among its combination of values (others are crack and rutting). The ride measure component is the International Roughness Index. The International Roughness Index is the measure proposed by Federal Highway Administration for Fixing America's Surface Transportation Act reporting. The International Roughness Index represents measured longitudinal road profiles. It is calculated using a quarter-car vehicle mathematic model, whose response is presented in an index with units of slope (inches per mile). In basic terms, the measure responds to variations in pavement "bumps" across a particular distance. The Pavement Condition Rating relates to what the public cares much about -- road smoothness. It is defined separately for rigid and flexible pavements:

- Rigid Pavement: The rigid pavement condition includes ride rating (measured using International Roughness Index) and several distresses, including surface deterioration, spalling, patching, transverse cracking, longitudinal cracking, corner cracking, shattered slab, faulting, pumping, and joint condition, with deductions taken against the Pavement Condition Rating depending on the severity of each distress; and
- Flexible Pavement: The flexible pavement condition includes ride rating (measured using International Roughness Index) and several distresses: crack rating (includes different size cracks, raveling, and patching) and rut rating, with deductions taken against the Pavement Condition Rating depending on the severity of each distress.

The Florida Department of Transportation pavement condition scale is below.



The Florida Department of Transportation consistently follows several steps to ensure it continues to meet its targets with respect to pavement condition. These steps include:

- Resurfacing 3 percent of the arterials on the State Highway System annually;
- Resurfacing 175 lane miles on the interstate system annually;
- Coordinating with the department's Motor Carrier Size and Weight Office and the Florida Highway Patrol's Office of Commercial Vehicle Enforcement to reduce the illegal operation of commercial motor vehicles exceeding weight limits;
- Facilitating training and technical assistance to assist local governments; and
- Maintaining current data systems for pavement condition surveys and ratings.

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pavement Target**

Pavement Performance Measure	Target
Percent of lane miles on the National Highway System with condition rating of either Excellent or Good	80 percent

These 2018 targets are documented in the Year 2045 Long-Range Transportation Plan update. The Metropolitan Transportation Planning Organization set Bridge Performance Target, consistent with Florida Department of Transportation, on October 22, 2018.

6. System Performance Measures and Targets

In January 2017, the United States Department of Transportation published the System Performance/Freight/Congestion Mitigation Air Quality Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System, and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards. The rule, which is referred to as the PM3 rule, requires metropolitan planning organizations to set targets for the following six performance measures:

- Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability;
- Percent of person-miles on the non-Interstate National Highway System that are reliable;
- Truck Travel Time Reliability index;
- Annual hours of peak hour excessive delay per capita;
- Percent of non-single occupant vehicle travel (Non-Single Occupant Vehicle); and
- Total emissions reduction of on-road mobile source emissions.

In Florida, only the two Level of Travel Time Reliability performance measures and the Truck Travel Time Reliability performance measure apply. Because all areas in Florida meet current National Ambient Air Quality Standards, the remaining three measures do not currently apply in Florida. A description of the applicable measures follows.

Level of Travel Time Reliability Measures - The Level of Travel Time Reliability performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate National Highway System that are reliable. Level of Travel Time Reliability is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The measures are expressed as the percent of person-miles traveled on the Interstate or Non-Interstate National Highway System that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.

Truck Travel Time Reliability Measure - The Truck Travel Time Reliability performance measure assesses the reliability index for trucks traveling on the interstate. A Truck Travel Time Reliability ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning organization planning area to determine the Truck Travel Time Reliability index.

System Performance and Freight Targets - Federal rules require metropolitan planning organizations to establish four-year performance targets for the Level of Travel Time Reliability and Truck Travel Time Reliability performance measures, within 180 days of Florida Department of Transportation setting statewide targets. Metropolitan planning organizations can either agree to program projects that will support the statewide targets, or set their own quantifiable targets for the metropolitan planning organization's planning area.

The Florida Department of Transportation set the following statewide targets on May 18, 2018:

Performance Measure	2-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2019)	4-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)
Percent of person-miles on the Interstate system that are reliable (Interstate Level of Travel Time Reliability)	75%	70%
Percent of person-miles on the non-Interstate National Highway System that are reliable (Non-Interstate National Highway System Level of Travel Time Reliability)	Not Required	50%
Truck Travel Time Reliability	1.75	2.00

In setting the statewide targets, the Florida Department of Transportation considered several factors. The key considerations included:

- Florida Department of Transportation currently has the following conditions:
 - 82% of person-miles traveled on the Interstate that are reliable;
 - 84% of person-miles traveled on the non-Interstate that are reliable;
 - 1.43 truck travel time reliability index
- Florida Department of Transportation reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable. One key conclusion from this effort is that there is a degree of uncertainty with the future performance of reliability.
- Florida Department of Transportation sought to be conservative in its targets and closely monitor its PM3 performance in the coming years.

On October 22, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area set system performance targets consistent with the Florida Department of Transportation statewide system performance targets, thus agreeing to plan and program projects in the Transportation Improvement Program that will, once implemented, make progress toward achieving the statewide targets. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program was developed and is managed in cooperation with the Florida Department of Transportation and City of Gainesville Regional Transit System. In accordance with the Public Involvement Plan, other public transportation providers, freight shippers and the general public have opportunity to participate in the development of the Transportation Improvement Program. The Transportation Improvement Program includes specific investment priorities established in the Year 2045 Long-Range Transportation Plan that address system performance and reliability on the National Highway System within the Gainesville Metropolitan Area, such as those in the following categories:

- Corridor improvements;
- Intersection improvements (on National Highway System roads);
- Intersection improvements;
- Projects evaluated in the Congestion Management Plan and selected for the Transportation Improvement Program;
- Investments in transit, bicycle, or pedestrian systems that are expected to promote mode shift;
- Managed lanes;
- Transportation system management and operations projects or programs; and
- Travel demand management programs.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the statewide Level of Travel Time Reliability and Truck Travel Time Reliability performance targets.

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
System Performance Target**

Performance Measure	Target
Percent of person-miles travelled on the Interstate system that are reliable	70 percent
Percent of person-miles travelled on the non-Interstate National Highway System that are reliable	50 percent
Truck (freight) travel time reliability on the Interstate system	2.0

Notes - Florida is an air quality-attainment state and federal Congestion Mitigation and Air Quality measures do not apply.

These performance measures and targets shall be in accordance with Florida Department of Transportation policies and procedures.

These 2018 targets are documented in the Year 2045 Long-Range Transportation Plan update.

7. Specific Investment Priorities

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provides project priorities to the Florida Department of Transportation. These priorities are considered for inclusion in the Florida Department of Transportation Office of Work Program Tentative Work Program. The Florida Department of Transportation provides the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area an opportunity to review and comment on the Tentative Work Program. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area forwards its comments on the Tentative Work Program to the Florida Department of Transportation. The Florida Department of Transportation responds to the comments.

The Transportation Improvement Program includes federal and state-funded projects as determined by the Florida Department of Transportation Office of Work Program. Progress towards achieving performance targets for the following performance measures is contingent on projects selected for implementation by the Florida Department of Transportation Office of Work Program:

- Safety Performance Measures;
- System Performance Measures;
- Bridge Performance Measures;
- Pavement Performance Measures;
- Transit Asset Management Performance Measures;
- Transit Safety Performance Measures;
- State Asset Management Plan; and
- Florida Freight Mobility and Trade Plan.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will continue to coordinate with the Florida Department of Transportation and transit providers to take action on the additional targets and other requirements of the federal performance management process.

Additional information on the project selection prioritization process is included in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects. Below is the website link to the List of Priority Projects.

<http://ncfrpc.org/mtpo/publications/LOPP/2021/LOPP21a.pdf>

a. Safety

The Transportation Improvement Program includes specific investment priorities that support all of the goals of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area including safety, using a prioritization and project selection process established in the Year 2045 Long-Range Transportation Plan. The Transportation Improvement Program prioritization process continues to use a data-driven method and stakeholder input that evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The goal of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements.

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2045 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes safety programs and projects such as:

- Participation in the Alachua County Traffic Safety Team;
- Receiving Safety fund priority recommendations from the Alachua County Traffic Safety Team;
- Participation in Safe Routes to School grant applications;
- NE 18th Avenue Sidewalk [4394951];
- NW 42nd Avenue Bike Path/Trail Project
- State Road 24 (Waldo Road) Streetlighting Project [4394891];
- State Road 26 (University Avenue) Streetlighting Projects [4398021, 4398031, 4398081];
- U.S. Highway 441 (West 13th Street) Streetlighting Project [4398061];
- U.S. Highway 441 Resurfacing (Raised Pavement/Guardrail) Project [4361571];
- Downtown Gainesville/University of Florida area Pedestrian Aid Grant [4450611, 4450612, 4450613];
- Interstate 75/U.S. Highway 441 along Paynes Prairie Guardrail project [4434891];
- State Road 121 (NW 34th Street) Corridor Turnlane Project [4394901]; and
- State Road 121 (SW 34th Street) Turnlane Realignment Project [4394881].

b. Transit

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2045 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes transit projects, in support of the Regional Transit System and Metropolitan Transportation Planning Organization state-of-good-repair targets, such as:

- Federal Transit Administration Capital Block Grants for replacement vehicle purchases - Section 5307 Capital and Operating Grant [4040261];
- Federal Transit Administration Capital Discretionary Grants for replacement vehicle purchases Small Urban Grant - Capital Purchase [4352108] Low or No-Emission Vehicle Purchase [4428971]; and
- Florida Department of Transportation Service Demonstration Project - Autonomous Bus Route Service Development Project [4330761].

c. Bridge

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2045 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes bridges maintenance projects. Currently, there are no bridge maintenance projects scheduled for any National Highway System facility within the Gainesville Metropolitan Area. However, there is a bridge rehabilitation project programmed for State Road 26 at Hatchet Creek.

d. Pavement

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2045 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes recently completed or scheduled pavement management projects on National Highway System facilities such as:

- Interstate-75 - From Marion Countyline to south of State Road 121 [4288051]
- Interstate-75 - From south of State Road 121 to south of State Road 222 [4288041]
- Interstate-75 - From south of State Road 222 to north of U.S. Highway 441 [4288031]; and
- U.S. Highway 441 - Marion Countyline to south of State Road 331 [4361571].

e. System

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2045 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes system performance projects in support of person and freight travel time reliability targets, such as:

- Interstate-75 - From Marion Countyline to south of State Road 24 Intelligent Transportation System Freeway Management [4335101];
- U.S. Highway 441 From SW 104th Avenue to SW 66th Place Intelligent Transportation System Surveillance System [4337651]; and
- U.S. Highway 441 Arterial Dynamic Message Sign just south of State Road 331 [4380851].

8. Target Monitoring/Reporting

To address Fixing America's Surface Transportation Act monitoring and reporting requirements, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provides target monitoring in its transportation improvement program for the following performance measures.

- Safety Performance Measures;
- System Performance Measures;
- Bridge Performance Measures;
- Pavement Performance Measures;
- Transit Asset Management Performance Measures;
- Transit Safety Performance Measures;
- State Asset Management Plan; and
- Florida Freight Mobility and Trade Plan.

a. Safety

Progress toward achieving the Target Zero for fatalities and serious injuries is shown in the matrix below.

Safety Target Monitoring

	Year			
	2017	2018	2019	2020
Casualty Type - Nominal				
Fatalities	28	33	40	45
Serious Injuries	236	245	264	263
Non-Motorized Fatalities and Serious Injuries	20	21	22	24
Casualty Type - Rate [Per 100.000 Vehicle Miles Travelled]				
Fatalities	10.4	12.7	15.5	15.6
Serious Injuries	-	-	-	-

b. Transit

Progress toward achieving the Target Percent of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark is shown in the matrix below.

Revenue Vehicle Target Monitoring

Performance Measure	Revenue Vehicle	Year			
		2017	2018	2019	2020
Age - Percent of Revenue Vehicles within a Particular Asset Class That Have Met or Exceeded Their Useful Life Benchmark	Bus	-	-	-	23.88
	Cutaway	-	-	-	5.26

Equipment Target Monitoring

Performance Measure	Equipment	Year			
		2017	2018	2019	2020
Age - Percent of Vehicles That Have Met or Exceeded Their Useful Life Benchmark	Non-Revenue/Service Automobile	-	36.11	-	

Facilities Performance Target Monitoring

Performance Measure	Facilities	Year			
		2017	2018	2019	2020
Condition - Percent of Facilities with a Condition Rating Below 3.0 on the Federal Transit Administration Transit Economic Requirements Model Scale	Administration	-	0%	0%	0%
	Maintenance	-	0%	0%	0%
	Passenger Facilities	-	0%	0%	0%

Transit Safety Target Monitoring*

Performance Measure and Rate	Year			
	2018	2019	2020	2021
Injuries Per 100.000 Miles	-	-	0.3	0.5
Fatalities Per 100.000 Miles	-	-	0.03	0.1
Safety Events Per 100.000 Miles	-	-	2.6	0.4
System Reliability - Less than 9,000 miles Between Mechanical Failures	-	-	13.6	6.5

* Transit Safety Targets were originally set in 2020.

c. Bridge

Progress toward achieving the Target 90 percent of bridges on the National Highway System with condition rating of either Excellent or Good is shown in the matrix below.

Bridge Target Monitoring

Performance Measure	Year			
	2017	2018	2019	2020
Percent of bridges on the National Highway System with condition rating of either Excellent or Good	-	72%	72%	72%

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

d. Pavement

Progress toward achieving the Target 80 percent of lane miles on the National Highway System with condition rating of either Excellent or Good is shown in the matrix below.

Pavement Target Monitoring

Pavement Performance Measure	Year			
	2017	2018	2019	2020
Percent of lane miles on the National Highway System with condition rating of either Excellent or Good	82.1	83.3	89.7	86.2

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

e. System

Progress toward achieving the Target 70 percent of person-miles on the Interstate system that are reliable; Target 50 percent of person miles on the non-Interstate National Highway System that are reliable; and Target 2.00 Truck Travel Time Reliability rate is shown in the matrix below.

System Performance Target Monitoring

Performance Measure	Year			
	2017	2018	2019	2020
Percent of person-miles on the Interstate system that are reliable (Interstate Level of Travel Time Reliability)	94%	97%	96%	-
Percent of person-miles on the non-Interstate National Highway System that are reliable (Non-Interstate National Highway System Level of Travel Time Reliability)	84%	76%	84%	-
Truck Travel Time Reliability	1.21	1.12	1.13	-

Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

9. Florida Department of Transportation Template

The following information is excerpted Florida Department of Transportation System Performance Report Template for Metropolitan Planning Organizations and revised to be consistent with Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area-approved targets.

a. Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and metropolitan planning organizations (MPO) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation

Planning Final Rule (The Planning Rule).¹ This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its Long-Range Transportation Plan (LRTP). The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports. For MPOs that elect to develop multiple scenarios, the System Performance Report also must include an analysis of how the preferred scenario has improved the performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified targets.²

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures;
- In any LRTP adopted on or after May 20, 2019, the System Performance Report must reflect Pavement and Bridge Condition (PM2) and System Performance (PM3) measures; and
- In any LRTP adopted on or after July 20, 2021, the System Performance Report must reflect Transit Safety measures.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long-Range Transportation Plan was adopted on August 24, 2020. Per the Planning Rule, the System Performance Report for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is included for the required:

- PM1 - Highway Safety targets (see preceding Section L.1 for target information);
- PM2 - Bridge and Pavement targets (see preceding Sections L.4 and L.5 for target information);
- PM3 - System Performance targets (see preceding Section L.6 for target information);
- RTS-1 - Transit Asset Management targets (see preceding Section L.2 for target information); and
- RTS-2 - Transit Safety targets (see preceding Section L.3 for target information).

b. PM1 - Highway Safety Measures

Effective April 14, 2016, the FHWA established five highway safety performance measures³ to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;

¹ The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

² Guidance from FHWA/FTA for completing the preferred scenario analysis is expected in the future. As of August 2019, no guidance has been issued.

³ 23 CFR Part 490, Subpart B

4. Rate of serious injuries per 100 million vehicle miles traveled (VMT); and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The Florida Department of Transportation (FDOT) publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2018 and are based on a five-year rolling average (2011-2015). For the 2018 HSIP annual report, FDOT established statewide HSIP interim safety performance measures and FDOT's 2019 safety targets, which set the target at "0" for each performance measure to reflect the Department's vision of zero deaths.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area initially set safety performance targets on December 4, 2017. Template Table 3.1 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted a target specific to the MPO planning area.

Template Table 3.1. Highway Safety (PM1) Targets

Performance Target	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target of zero	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has adopted a target specific to the MPO Planning Area
Number of fatalities	Yes	Zero
Rate of fatalities per 100 million vehicle miles traveled (VMT)	Yes	Zero
Number of serious injuries	Yes	Zero
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	Yes	Zero
Number of non-motorized fatalities and non-motorized serious injuries.	Yes	Zero

Statewide system conditions for each safety performance measure are included in Template Table 3.2, along with system conditions in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area metropolitan planning area. The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline conditions and established targets.

Template Table 3.2. Highway Safety (PM1) Conditions and Performance

Performance Measures	Florida Statewide Baseline Performance (Five-Year Rolling Average 2012-2016)	Calendar Year 2019 Florida Performance Targets
Number of Fatalities	2,533	0
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.287	0
Number of Serious Injuries	20,552	0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	10.452	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (VMT)	3,173	0

Baseline Conditions

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with the Florida Department of Transportation to establish baseline conditions.

Trends Analysis

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with the Florida Department of transportation to develop the trends analysis.

Coordination with Statewide Safety Plans and Processes

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- The 2021-2025 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic

demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

L RTP Safety Priorities

The [Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 L RTP increases the safety of the transportation system for motorized and non-motorized users as required. The L RTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The L RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has developed a project selection process that utilized the vision, principles and strategies from the Year 2045 Long-Range transportation Plan. In addition, project selection is for inclusion in the Transportation Improvement Program is included in the List of Priority Projects.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 L RTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will coordinate with the Florida Department of Transportation to document the progress on any safety performance targets established by the MPO for its planning area.

In the past when the City of Gainesville Regional Transit System was expanding its transit fleet to address increased ridership from University of Florida students and staff, federal Surface Transportation Block Grant funding was flexed to purchase additional busses. Recently, long-range planning for federal Surface Transportation Block Grant funding has been for the Highway Emphasis scenario. The Florida Department of Transportation selects safety-funded projects for federal and state funding.

c. PM2 - Pavement and Bridge Condition Performance Measures

Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to all asphalt and concrete pavements;

- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to all asphalt and concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements;
- Faulting - vertical misalignment of pavement joints; applicable to certain types of concrete pavements; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to certain lower speed roads.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS using these metrics and thresholds. A pavement section is rated as good if all three metric ratings are good, and poor if two or more metric ratings are poor. Sections that are not good or poor are considered fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets, or establish their own quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Template Table 4.1 presents baseline performance for each PM2 measure for the State and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Template Table 4.1. Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measures	Statewide Performance (2017 Baseline)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Performance (2017 Baseline)
Percent of Interstate pavements in good condition	66%	n/a	60%	
Percent of Interstate pavements in poor condition	0.1%	n/a	5%	
Percent of non-Interstate NHS pavements in good condition	76.4%	40%	40%	
Percent of non-Interstate NHS pavements in poor condition	3.6%	5%	5%	
Percent of NHS bridges (by deck area) in good condition	67.7%	50%	50%	
Percent of NHS bridges (by deck area) in poor condition	1.2%	10%	10%	

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agreed to support FDOT's pavement and bridge condition performance targets on October 22, 2018. By adopting FDOT's targets, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agrees to plan and program projects that help FDOT achieve these targets.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation on infrastructure maintenance projects on the State Highway System federal aid-eligible infrastructure maintenance projects off the State Highway System.

FDOT has provided FHWA and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area a detailed report of pavement and bridge condition performance covering the period of January 1, 2018 to December 31, 2019. FDOT and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also will have the opportunity at that time to revisit the four-year PM2 targets.

For long-range plan development for federal Surface Transportation Block Grant funding, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area considers two scenarios:

- Highway Emphasis - allocation of federal Surface Transportation Block Grant funding exclusively for roadway projects; and
- Transit Emphasis - allocation of federal Surface Transportation Block Grant funding for transit projects.

In the past when the City of Gainesville Regional Transit System was expanding its transit fleet to address increased ridership from University of Florida students and staff, federal Surface Transportation Block Grant funding was flexed to purchase additional busses. Recently, long-range planning for federal Surface Transportation Block Grant funding has been for the Highway Emphasis scenario. The Florida Department of Transportation selects bridge and pavement projects for federal and state funding.

d. System Performance/Freight/Congestion Mitigation and Air Quality Performance Measures

System Performance/Freight/CMAQ Performance Measures and Targets Overview

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three measures listed above pertaining to the CMAQ Program do not currently apply in Florida.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR ≥ 1.50 during any of the above time periods are considered unreliable. The two LOTTR measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment. The maximum TTTR is weighted

by segment length, then the sum of the weighted values is divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable⁴; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 LRTP System Performance Report highlights performance for the baseline period, which is 2017, and for 2019. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Template Table 5.1 presents baseline and 2019 performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

⁴ Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

Template Table 5.1. System Performance and Freight (PM3) - Performance and Targets

Performance Measures	Statewide (2017 Baseline)	Statewide 2019 Actual	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (2017 Baseline)	Metropolitan Transportation Planning Organization for the Gainesville Urbanized 2019 Actual
Percent of person-miles on the Interstate system that are reliable	82.2%	83.4%	≥75.0%	≥70.0%		
Percent of person-miles on the non-Interstate NHS that are reliable	84.0%	87.0%	n/a	≥50.0%		
Truck travel time reliability index (TTTR)	1.43	1.45	≤1.75	≤2.00		

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

FDOT collects and reports travel time data to FHWA each year to track performance and progress toward the reliability targets. The percentage of person-miles that are reliable increased from 2017 to 2019 on both the Interstate and non-Interstate NHS. The truck travel time reliability index declined slightly between the 2017 baseline and 2019. For each measure, the 2019 actual performance exceeded the applicable two-year targets. In early 2021, FHWA determined that FDOT made significant progress toward each of the two-year targets.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agreed to support FDOT's PM3 targets on October 22, 2018. By adopting FDOT's targets, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agrees to plan and program projects that help FDOT achieve these targets.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida’s transportation future. It defines the state’s long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT’s work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 LRTP includes a vision, principles and strategies that address reliability and congestion. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Multimodal Level of Service Report monitors roadway congestion. Additional modal travel monitoring includes the Bicycle Usage Trends Report and the Transit Ridership Monitoring Report.

FDOT has provided FHWA and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also will have the opportunity at that time to revisit the four-year PM3 targets.

In the past when the City of Gainesville Regional Transit System was expanding its transit fleet to address increased ridership from University of Florida students and staff, federal Surface Transportation Block Grant funding was flexed to purchase additional busses. Recently, long-range planning for federal Surface Transportation Block Grant funding has been for the Highway Emphasis scenario. The Florida Department of Transportation selects projects for federal and state funding.

e. Transit Asset Performance Measures

On July 26, 2016, FTA published the final Transit Asset Management (TAM) rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement TAM plans, and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 6.1 below identifies performance measures outlined in the final rule for transit asset management.

Template Table 6.1. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider's operating environment. ULB considers a provider's unique operating environment such as geography and service frequency.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

The MPO has the following providers operating in the Gainesville Metropolitan Area:

- Tier I provider - City of Gainesville Regional Transit System; and
- Tier II provider - none.

On August 27, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agreed to support City of Gainesville Regional Transit System transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

The City of Gainesville Regional Transit System established the transit asset targets identified in previous Section L.2 in 2018.

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes the targets.

TAM Performance

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the L RTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the City of Gainesville Regional Transit System Transit Development Plan, and the current Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 L RTP.

To support progress towards TAM performance targets, transit investment and maintenance funding in the Year 2045 L RTP totals \$66.7 million, approximately 25.9 percent of total Non-Strategic Intermodal System L RTP funding and unknown percent of requested City of Gainesville Regional Transit System funding for transit preservation. Improving the State of Good Repair (SGR) of capital assets is an overarching goal of this process.

In the past when the City of Gainesville Regional Transit System was expanding its transit fleet to address increased ridership from University of Florida students and staff, federal Surface Transportation Block Grant funding was flexed to purchase additional busses. Recently, long-range planning for federal Surface Transportation Block Grant funding has been for the Highway Emphasis scenario. The City of Gainesville Regional Transit System receives federal formula transit grants and applies for additional federal and state transit grants. The Federal transit Administration and Florida Department of Transportation select projects for additional federal and state transit funding.

f. Transit Safety Performance Measures

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP- 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTSPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Transit Safety Performance Measures

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

Each provider of public transportation that is subject to the federal rule must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers initially were required to certify a PTASP and targets by July 20, 2020. However, on April 22, 2020, FTA extended the deadline to December 31, 2020 to provide regulatory flexibility due to the extraordinary operational challenges presented by the COVID-19 public health emergency. On December 11, 2020, FTA extended the PTASP deadline for a second time to July 20, 2021.

Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

In Florida, each Section 5307 and 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.⁵

The following transit provider(s) operate in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area planning area: City of Gainesville Regional Transit System. Of these, [City of Gainesville Regional Transit System subject to the PTASP requirements] is responsible for developing a PTASP and establishing transit safety performance targets annually.

On June 22, 2020, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agreed to support City of Gainesville Regional Transit System transit safety targets identified in previous Section L.3, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

The targets for the MPO planning area reflect the targets established by City of Gainesville Regional Transit System through their Public Transportation Agency Safety Plan.

Transit Safety Performance

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the City of Gainesville Regional Transit System Public Transportation Asset Management System Plan, the current Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 LRTP. The PTASP should identify safety issues and safety risk mitigation strategies that can be summarized here.

To support progress towards transit safety performance targets, transit investment and safety funding in the Year 2045 LRTP totals \$66.7, approximately 25.9 percent of total LRTP funding and unknown percent of requested City of Gainesville Regional Transit System funding.

In the past when the City of Gainesville Regional Transit System was expanding its transit fleet to address increased ridership from University of Florida students and staff, federal Surface Transportation Block Grant funding was flexed to purchase additional busses. Recently, long-range planning for federal Surface Transportation Block Grant funding has been for the Highway Emphasis scenario. The City of Gainesville Regional Transit System receives federal formula transit grants and applies for additional

⁵ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

federal and state transit grants. The Federal transit Administration and Florida Department of Transportation select projects for additional federal and state funding.

M. Planning Emphasis Areas

In December 2021, the United States Department of Transportation issued Joint Federal Highway Administration/Federal Transit Administration Planning Emphasis Areas for its Build a Better America program of the Bipartisan Infrastructure Law. Also in December 2021, the Florida Department of Transportation issued its Planning Emphasis Areas.

1. Federal Planning Emphasis Areas

There are seven federal planning emphasis areas in 2022 consisting of:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation to address the Climate Crisis and Transition to a Clean Energy-related goals and strategies of the Florida Transportation Plan.
- Equity and Justice⁴⁰ in Transportation Planning - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation and local municipalities, including public transportation providers, to advance racial equity and support for underserved and disadvantaged communities in order to help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.
- Complete Streets - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation and local municipalities, including public transportation providers, to implement Complete Streets for new roads and reconstructed roads and also for resurfacing projects in which funds are available for multimodal modification.
- Public Involvement - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation and local municipalities, including public transportation providers, to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.
- Strategic Highway Network/U.S. Department of Defense Coordination - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation to address coordination with representatives from the Department of Defense in the transportation planning and project programming process on infrastructure and connectivity needs for Strategic Highway Network routes and other public roads that connect to Department of Defense facilities.
- Federal Land Management Agency Coordination - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation to address coordination with Federal Land Management Agencies in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

- **Planning and Environment Linkages** - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation and local municipalities, including public transportation providers, to address the implementation of Planning and Environment Linkages as part of the transportation planning and environmental review processes. The use of Planning and Environment Linkages is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.
- **Data in Transportation Planning** - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation to address the emerging topic areas of data sharing, needs, and analytics in order to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

2. State Planning Emphasis Areas

There are four state planning emphasis areas in 2022 consisting of:

- **Safety** - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation to address the safety target of zero fatalities and zero serious injuries. Projects considered for inclusion in the long-range transportation plan and transportation improvement program address the safety target of zero fatalities and zero serious injuries.

Projects that are funded in whole or part with federal safety funds in this transportation improvement program are listed in the preceding Section L.7.a (page 29).

- **Equity** - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area emphasizes and encourages equity for transportation system investments, including outreach to disadvantaged communities. The Metropolitan Transportation Planning Organization also coordinates with the Florida Department of Transportation, Alachua County and City of Gainesville to address equity issues as a consideration for the funding of transportation projects within the Gainesville Metropolitan Area.

Projects that contribute to addressing equity in mobility, including disadvantaged communities include:

- Transit service serving disadvantaged communities;
 - Fare-free main bus transit service for children, disabled and elderly;
 - East Gainesville Transit Transfer Center [4415202];
 - State Road 24 (Waldo Road) streetlighting project [4394891]; and
 - State Road 222 (NE 39th Avenue) midblock crossing project [2076117].
- **Resilience** - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, metropolitan transportation planning organizations should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure.

A project that contributes to the resilience to the transportation system is the:

- U.S. Highway 441 Resurfacing Project [4361571] - Roadway to be elevated to address flooding from Paynes Prairie.

- Emerging Mobility ACES (Automated/Connected/Electronic/Shared-Use) Vehicles - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation, Alachua County, City of Gainesville and University of Florida for projects that facilitate the implementation of emerging mobility technologies such as autonomous vehicles, connected vehicles, electric vehicles and micromobility. In addition, the Year 2045 Long-Range Transportation Plan addresses emerging mobility technology.

A project that includes Emerging Mobility technology:

- Regional Transit System Autonomous Bus Pilot Study Project - (project underway).

N. Amendments

As needed, the Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area modifies its Transportation Improvement Program using the amendment process in accordance with the Florida Department of Transportation Metropolitan Planning Organization Program Management Handbook. Amendments to this Transportation Improvement Program are tracked in Appendix I.

Chapter III

Detailed Project Listings for Five Fiscal Years

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Chapter III: Detailed Project Listings for Five Fiscal Years

This Chapter III identifies all transportation projects that are programmed for Fiscal Years 2022-23 through 2026-27 in the Florida Department of Transportation's Tentative Five-Year Work Program. The projects are grouped by transportation mode and by modification type. This chapter fulfills federal requirements as noted in Public Law 112-141 (Fixing America's Surface Transportation Act). Supplemental aviation and transit funding under Public Law 115-136 (Coronavirus Aid, Relief and Economic Security Act) are also identified. Along with the five Transportation Improvement Program project years (in unshaded columns), total project costs are demonstrated using three additional shaded columns. The following project information is included for each transportation project where appropriate.

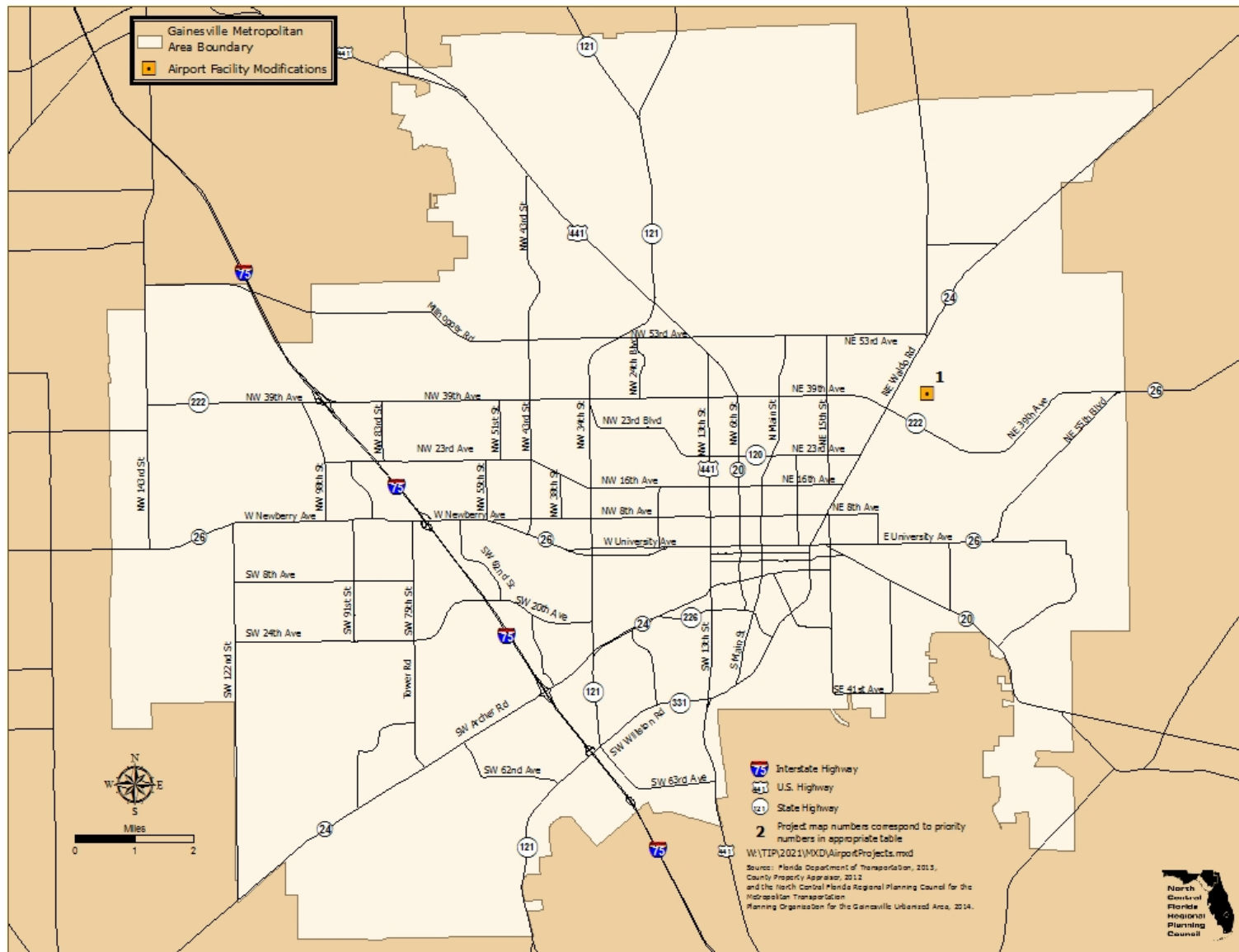
1. Project Name / Description;
2. Segment From and To;
3. Strategic Intermodal System facility designation;
4. Florida Department of Transportation Project Number;
5. Responsible Agency;
6. Length in Miles;
7. Work Description;
8. Prior Year Funding in Thousands (shaded column);
9. Project Phase Code (status) and Costs in Thousands for current five-year funding;
10. Future Year Funding in Thousands (shaded column);
11. Total Project Funding in Thousands (shaded column);
12. Funding Category or Code;
13. Federal funds used in project; and
14. Performance Measure Target Achievement category project .

Funding categories represented in this Transportation Improvement Program include:

1. Freight Program, advanced construction;
2. High Priority Project, reprogrammed Federal Earmark funds
3. National Highway, advanced construction and resurfacing;
4. Interstate Maintenance, advanced construction;
5. Surface Transportation Block Grant Over 200,000;
6. Surface Transportation Block Grant Regular;
7. Surface Transportation Block Grant Transportation Alternatives Program;
8. Surface Transportation Block Grant Safety Related;
9. Federal Transit Administration;
10. Federal Aviation Administration;
11. Equity Bonus;
12. Planning;
13. Emergency Relief, advanced construction;
14. Federal Emergency Management Agency;
15. Florida Department of Transportation Revenue; and
16. Local Match Funds (Alachua County, City of Gainesville, University of Florida and private entities).

All Local Fund summaries in these tables include any project local matching funds. The Local Fund summaries in Table 6 Bicycle and Pedestrian Projects (Independent), Table 8 Construction Projects, Table 10 Intersection Projects and Table 16 Transit Projects also include the corresponding local funded-only project funds identified in Appendix D Table D-1 Alachua County Local Funded Projects and Appendix E Table E-1 City of Gainesville Local Funded Projects.

Illustration II Airport Projects



A. Airport Projects

Table 6
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Aviation Capacity											
Type Work Map Number Project Location	Aviation Capacity 1 Gainesville Regional Airport	Design and Construction	3,087	-	-	-	205 CAP 3,690 CAP 205 CAP	-	-	7,187	DPTO FAA LF
Project Length (miles) Project Description	0 CommercialTerminal Expansion Design and Construct Taxiway C Extension, PFL0012567										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4387391, 4387392 GRAA SIS VS, P-1, P-2, P-3, P-4 - Yes										
Type Work Map Number Project Location	- - -	Design and Construction		-	-	-	-	-	-	0	-
Project Length (miles) Project Description	- -										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	- - - - - -										
		All Phases	-							0	

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Aviation Preservation											
Type Work	Aviation Preservation	Construction		15 CAP	-	-	-	-	-	52	DDR DPTO LF
Map Number	1		11								
Project Location	Gainesville Regional Airport		11	15 CAP							
Project Length (miles)	0										
Project Description	Runway 11/29 Markings PFL08655										
FDOT Finance Number	4437991										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	No	All Phases	22							52	
Type Work	Aviation Preservation	Construction		305 CAP	-	-	-	-	-	6,107	DDR FAA LF
Map Number	1			5,497 CAP							
Project Location	Gainesville Regional Airport			305 CAP							
Project Length (miles)	0										
Project Description	Taxiway E Rehabilitation PFL0009105										
FDOT Finance Number	4438021										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	Yes	All Phases	-							6,107	

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Aviation Preservation											
Type Work Map Number Project Location	Aviation Preservation 1 Gainesville Regional Airport	Construction	-	50 CAP	495 CAP 6 CAP 3,500 CAP 500 CAP	500 CAP	-	-	-	6,501	DDR DPTO FAA LF
Project Length (miles) Project Description	0 General Aviation Apron Strengthening			900 CAP 50 CAP	500 CAP						
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4444081 GRAA SIS VS, P-1, P-2, P-3, P-4 - Yes										
				All Phases	-						
Type Work Map Number Project Location	Aviation Preservation 1 Gainesville Regional Airport	Design and Construction	-	-	-	173 CAP 173 CAP	-	-	-	346	DPTO LF
Project Length (miles) Project Description	0 Design and Rehabilitation of General Aviation Road - PFL0010658										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4400381 GRAA SIS VS, P-1, P-2, P-3, P-4 - No										
				All Phases	-						

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Aviation Preservation											
Type Work	Aviation Preservation	Construction	-	-	-	-	350 CAP	-	-	700	DPTO
Map Number	1						350 CAP			700	LF
Project Location	Gainesville Regional Airport										
Project Length (miles)	0										
Project Description	Taxiway A Drainage/Rretention PFL008733										
FDOT Finance Number	4288321										
Responsible Agency	GRAA	All Phases	-							700	
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	No										
Type Work	Aviation Preservation	Construction	-	-	-	-	15 CAP	-	-	291	DDR
Map Number	1						261 CAP			291	FAA
Project Location	Gainesville Regional Airport										
Project Length (miles)	0										
Project Description	Internal Service Road Expansion										
FDOT Finance Number	4438011										
Responsible Agency	GRAA	All Phases	-							291	
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	Yes										

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
			Aviation Revenue / Operational								
Type Work	Aviation Revenue / Operations	Construction	3,700	1,864 CAP	-	-	-	-	-	11,236	DDR
Map Number	1		3,700	1,972 CAP							LF
Project Location	Gainesville Regional Airport										
Project Length (miles)	0										
Project Description	Design and Construct Parking and Intermodal Transfer										
FDOT Finance Number	4451341										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	No	All Phases	7,400							11,236	
Type Work	Aviation Revenue	Construction	-	-	-	250 OPS	500 OPS	-	500	3,000	DDR
Map Number	1					250 OPS	500 OPS		500		DPTO
Project Location	Gainesville Regional Airport					500 OPS	500 OPS		500		LF
Project Length (miles)	0										
Project Description	Airport Fuel Facility PFL0008725										
FDOT Finance Number	4349211										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	No	All Phases	-							3,000	

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
			Aviation Revenue / Operational								
Type Work Map Number Project Location	Aviation Revenue / Operations 1 Gainesville Regional Airport	-	-	-	-	-	375 OPS 375 OPS	375 OPS 375 OPS		1,500	DPTO LF
Project Length (miles) Project Description	0 Maintenance Facility - Phase 1										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4438031 GRAA SIS VS, P-1, P-2, P-3, P-4 - No	All Phases								1,500	
Type Work Map Number Project Location	Aviation Revenue 1 Gainesville Regional Airport	Construction	- 250	-	-	-	-	300 CAP 5,400 CAP 300 CAP	-	6,250	DPTO FAA LF
Project Length (miles) Project Description	0 Design and Construct New General Aviation Terminal PFL0006957; PFL0013433										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4290361; 4290362 GRAA SIS VS, P-1, P-2, P-3, P-4 - Yes	All Phases	250							6,250	

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Aviation Safety											
Type Work Map Number Project Location	Aviation Safety 1 Gainesville Regional Airport	Construction	-	50 OPS 900 OPS 50 OPS	-	-	-	-	-	1,000	DDR FAA LF
Project Length (miles) Project Description	0 Acquire Index B Fire Fighting Vehicle PFL009102										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4400371 GRAA SIS VS, P-1, P-2, P-3, P-4 - Yes									1,000	
		All Phases									
Type Work Map Number Project Location	Aviation Safety 1 Gainesville Regional Airport	Construction	-	-	-	60 OPS 60 OPS	-	-	-	120	DPTO LF
Project Length (miles) Project Description	0 Purchase and Install Emergency Generator at Air Traffic Control Tower										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4438001 GRAA SIS VS, P-1, P-2, P-3, P-4 - No									120	
		All Phases									

Table 6 (Continued)
Airport Projects

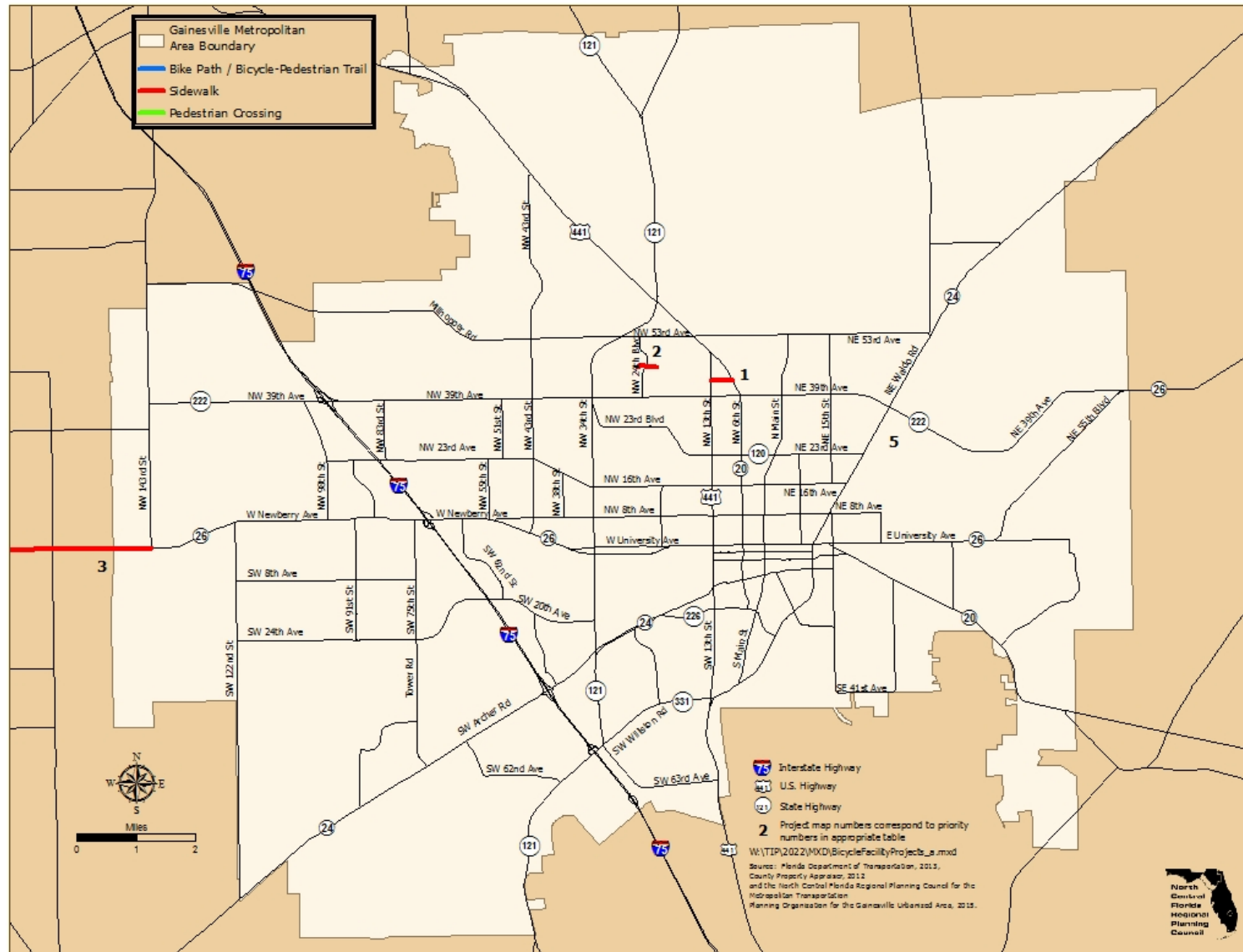
Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Aviation Safety											
Type Work	Aviation Safety	Right-of-Way	-	-	-	-	200 OPS	-	-	4,000	DPTO
Map Number	1						3,600 OPS				FAA
Project Location	Gainesville Regional Airport						200 OPS				LF
Project Length (miles)	0										
Project Description	Land Acquisition to Facilitate Obstacle Removal PFL0012818										
FDOT Finance Number	4365942										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-1, P-2, P-3, P-4										
L RTP ID	-										
Federal Funds	Yes	All Phases								4,000	
Type Work	None	-	-	-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
	-										
	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Federal Funds	-	All Phases								0	
									SUM		
Federal Funding				7,297	3,500	0	7,551	5,400	23,748		
State Funding				2,284	501	1,233	1,645	675	6,338		
Local Funding				2,392	500	1,233	1,645	675	6,445		
Total Funding				11,973	4,501	2,466	10,841	6,750	36,531		

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CAP - Capital for Aviation; CARES - Coronavirus Aid, Relief and Economic Security Act; DDR - Dedicated District Revenue; DIS - Strategic Intermodal System; DPTO - Dedicated Public Transportation Office; FAA - Federal Aviation Administration; FDOT - Florida Department of Transportation; GRAA - Gainesville Regional Airport Authority; ID - Identification; LF - Local Funds; L RTP - Long-Range Transportation Plan; SIS - Strategic Intermodal System

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Illustration III Bicycle and Pedestrian Projects (Independent)



B. Bicycle and Pedestrian Projects (Independent)

Table 7
Bicycle and Pedestrian Projects
(Independent)

Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Type Work	Sidewalk	Preliminary	26	-		-	-	-	-	690	ACSA SR2T LF
Map Number	1	Engineering	41								
Project Location	NW 42 Avenue		623								
	FM : NW 13 Street	Construction			183 CST					183	SR2T
Project Length (miles)	TO: NW 6 Street										
Project Description	0.5 Construct Bike Path/Trail										
FDOT Finance Number	4411601										
Responsible Agency	Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM 3										
Federal Funds	Yes	All Phases	690							873	
Type Work	Sidewalk	Preliminary		-	65 PE	-		-	-	65	SR2T
Map Number	2	Engineering									
Project Location	NW 45 Avenue										
	FM : Black Forest Way	Construction					361 CST			361	SR2T
Project Length (miles)	TO: Norton Elementary School										
Project Description	0.5 Construct Bike Path/Trail										
FDOT Finance Number	4455731										
Responsible Agency	Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM 3										
Federal Funds	Yes	All Phases	-							426	

Table 7 (Continued)
Bicycle and Pedestrian Projects
(Independent)

Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Type Work	Sidewalk	Preliminary		-	-	25 PE	-	-	-	775	DIH
Map Number	3	Engineering				750 PE				0	TLWR
Project Location	State Road 26	Construction									
	FM : Newberry										
	TO: Jonesville										
Project Length (miles)	3.6										
Project Description	Construct Bike Path/Trail										
FDOT Finance Number	4391751										
Responsible Agency	Alachua County										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	Table 64, page 272										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	-							775	
Type Work	-	Preliminary		-	-	-	-	-	-	0	
Map Number	-	Engineering								0	
Project Location	-	Construction									
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							-	
									Sum		
Federal Funding				0	248	0	361	0	609		
State Funding				0	0	775	0	0	775		
Local Funding				4,516	0	0	0	0	4,516		
Total Funding				4,516	248	775	361	0	5,900		

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ACTA - Advance Construction Transportation Alternative; CST - Construction; EB - Equity Bonus; DDR - Dedicated District Revenue; DIH - District In-House; DS - State Funds; FDOT - Florida Department of Transportation; HSP - Highway Safety Program; ID - Identification; LF - Local Funds; LRTP - Long-Range Transportation Plan; PE - Preliminary Engineering; ROW - Right-of-Way; SA - Surface Transportation Block Grant - Any Area; SE - Surface Transportation Block Grant - Enhancement; SIS - Strategic Intermodal System; SR2T - Safe Routes to School; TALL - Transportation Alternative; TALT - Transportation Alternative- Population; TLWR - Trail Network; UF - University of Florida

C. Planning/Administrative Activity

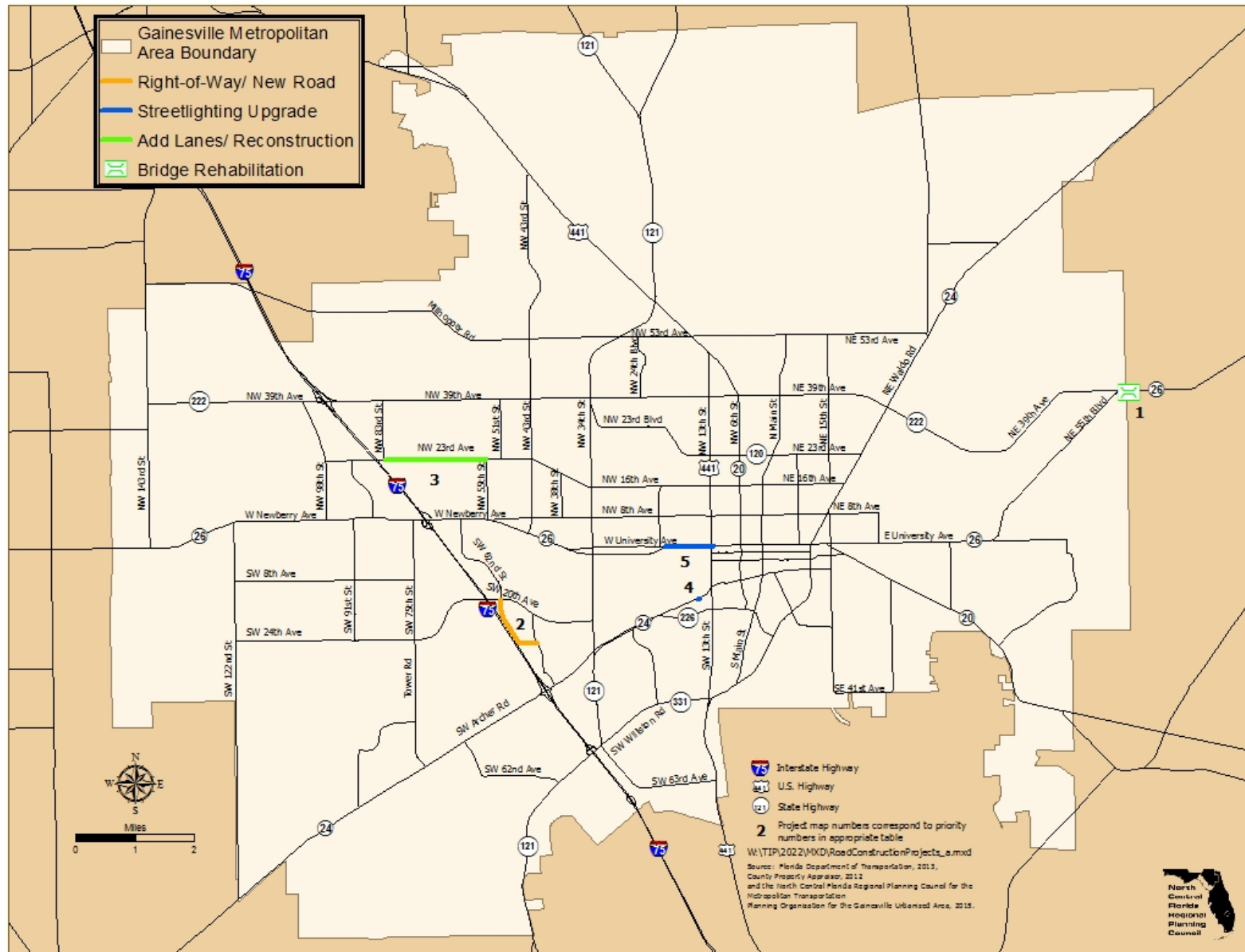
Table 8
Planning/Administrative Activity

Planning / Administration Activity			Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)							Fund Code Table 1
				Prior Funding	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Future Funding	
Federal Highway Administration Planning (PL) / Federal Transit Administration Section 5305(d) Consolidated Funding											
Type Work	Transportation Planning	Planning							-	7,226	
Map Number	-										
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Unified Planning Work Program										
	FY 2016-17 - 2017-18										
	FY 2018-19 - 2019-20										
	FY 2020-21 - 2021-22										
	FY 2022-23 - 2023-24										
FDOT Finance Number	4393181		969								PL PL PL PL PL PL
	4393182		920								
	4393183		1,168								
	4393184			843 PLN	794 PLN						
	4393185					800 PLN	806 PLN				
	4393186							806 PLN			
Responsible Agency	MTPO			24 PLN	24 PLN	24 PLN	24 PLN				LF
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-2, P-3										
L RTP ID	-										
Federal Funds	Yes	All Phases	3,057							7,226	
				Sum							
Federal Funding				843	794	800	806	806	4,049		
State Funding				0	0	0	0	0	0		
Local Funding				24	24	24	24	24	120		
Total Funding				867	818	824	830	830	4,169		

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DDR - Dedicated District Revenue; DPTO - Dedicated Public Transportation Office; DS - State Funds; DU - Advanced State Primary Funds To Be Reimbursed with Federal Transit Administration Funds; FDOT - Florida Department of Transportation; ID - Identification; LF - Local Funds; LRTP- Long-Range Transportation Plan; MTPO - Metropolitan Transportation Planning Organization; PL -Metropolitan Planning; PLN - Planning; SIS- Strategic Intermodal System

Illustration IV Road - Construction Projects



D. Road Projects

Table 9
Road - Construction Projects

Road Construction Projects		Phase	Fiscal Year (FY) Costs (\$'000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Roadway Projects - Bridge Repair / Rehabilitation											
Type Work	Bridge Repair / Rehabilitation	Preliminary	-	672 PE	-		-	-	-	6,026	BRRP
Map Number	1	Engineering		112 PE							DIH
Project Location	State Road 26 AT: Hatchet Creek Bridge #260033	Construction				5,161 CST 81 CST					BRRP DIH
Project Length (miles)											
Project Description	Bridge Repair / Rehabilitation										
FDOT Finance Number	2077612										
Responsible Agency	Alachua County										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4, P-6, P-7										
L RTP ID	-										
Federal Funds	No	All Phases	-							6,026	
Type Work	-	Construction	-	-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Table 9 (Continued)
Road - Construction Projects

Road Construction Projects		Phase	Fiscal Year (FY)								Fund Code Table 1
			Costs (\$'000) / Project Phase (see Table 2)								
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Roadway Projects - Construction											
Type Work	New Road Construction	Project	1,224	-	-	-	-	-	-	1,826	HPP
Map Number	2	Development	2								S117
Project Location	SW 62 Boulevard	Environment	504								LF
	FM : Archer Road (SR 24)		45								SA
	TO: Newberry Road (SR 26)		9								HPP
Project Length (miles)	1.5		8								SA
Project Description	Project, Development and		34								DS
	Environment Study	Planning	500							500	LF
	SR 24 to SR 26; Add Lanes and	Preliminary	9								D
	Reconstruct SR 24 to SW 43 Street	Engineering	120							1,316	REPE
			25								HPP
			39								SL
			1,123								LF
FDOT Finance Number	2113652	Right-of-Way	3,853							6,838	TRIP
	2113653		72								SA
	2113655		1,107								HPP
	2113656		1,806								TRWR
	2113657		*6981								LF
		Construction	2							30,019	
			10,196								SIB1
Responsible Agencies	Alachua County		560								SA
	City of Gainesville		1,791								CIGP
	Florida Department of Transportation		8,846								SL
SIS / Non-SIS	Non-SIS		2,290								TRIP
L RTP Consistency	VS, G-1, G-5		1,669								TRWR
L RTP ID	Table 6.5, Page 274		4,665								LF
Target Achievement	PM 3										
Federal Funds	Yes	All Phases	40,499							40,499	

* Transportation Regional Incentive Program Local Match has been met by Local Agency and Developer based on previous right-of-way and construction in Phase 1 of the project. These are not local matching funds.

Table 9 (Continued)
Road - Construction Projects

Road Construction Projects		Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Roadway Projects - Construction											
Type Work	Construction	Project Development Environment Preliminary Engineering Railroad/ Utilities Construction	881 1,200 1,200	400 CST	400 CST	-	-	-	8800	12,881	LF CIGP LF
Map Number	3										
Project Location	NW 23 Avenue										
	FM: NW 83 Street										
	TO: NW 55 Street										
Project Length (miles)	1.7										
Project Description	Add Lanes and Reconstruct Add turn lanes, bicycle lanes and multi-use path										
FDOT Finance Number	4442331										
Responsible Agency	Alachua County										
NHS / SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4, P-6, P-7										
L RTP ID	-										
Target Achievement	-										
Federal Funds	No	All Phases	3,281							12,881	
Type Work	-	-		-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Table 9 (Continued)
Road - Construction Projects

Road Construction Projects			Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)							Fund Code Table 1	
				Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding		Total Funding
Roadway Projects - Lighting												
Type Work	Lighting	Preliminary	2	183	CST					2	DIH DS	
Map Number	4	Engineering										
Project Location	Archer Road (SR 24)	Construction										
AT: SW 16 Street												
Project Length (miles)	2.6	Environmental	2							183	ACSS	
Project Description	Upgrade Streetlighting											
FDOT Finance Number	4394891	Railroad and Utilities										
Responsible Agency	FDOT											
SIS / Non-SIS	SIS	All Phases								185		
L RTP Consistency	VS, P-1, P-4, P-6, P-7											
L RTP ID	-											
Target Achievement	PM 1											
Federal Funds	Yes											
Type Work	Lighting	Preliminary	-		-	534	PE	-	-	-	534	SA
Map Number	5	Engineering										
Project Location	State Road 26	Construction										
FM: SW 2 Avenue (SR 26A)	TO: W 13 Street (US Highway 441)											
Project Length (miles)	0.8	Environmental	-								-	
Project Description	Upgrade Streetlighting											
FDOT Finance Number	2076583	Railroad and Utilities										
Responsible Agency	FDOT											
SIS / Non-SIS	SIS	All Phases	-								534	
L RTP Consistency	VS, P-1, P-4, P-6, P-7											
L RTP ID	-											
Target Achievement	PM 1											
Federal Funds	Yes											
					Sum							
Federal Funding				183	0	534	0	0	717			
State Funding				784	0	5,242	0	0	6,026			
Local Funding				5,400	400	0	0	0	5,800			
Total Funding				6,367	400	5,776	0	0	12,543			

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ACNP - Advanced Construction National Highway System Program; ACSS - Advanced Construction Surface Transportation Block Grant Safety Related; CST - Construction;
CIGP - County Incentive Grant Program; FDOT - Florida Department of Transportation; CDA - Campus Development Agreement; HPP - High Priority Program Federal Earmark Funds;
HSP - Highway Safety Program; ID - Identification; LF - Local Funds; L RTP- Long-Range Transportation Plan; NE - Northeast; PE - Preliminary Engineering; REPE -Repurposed Federal
Earmark Funds; ROW - Right-of-Way; S117 - Federal Earmark Funds; S1B1 - State Infrastructure Bank Loan; SA - Surface Transportation Block Grant - Any Area; SE - Southeast;
SIS - Strategic Intermodal System; SL - Surface Transportation Block Grant - Areas with Population Less Than or Equal to 200,000; SR - State Road; St - Street; SW - Southwest;
TBD - To Be Determined; TRIP - Transportation Regional Incentive Program; TRWR - Transportation Regional Incentive Program Wheels on the Road

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Illustration V Road - Drainage Projects

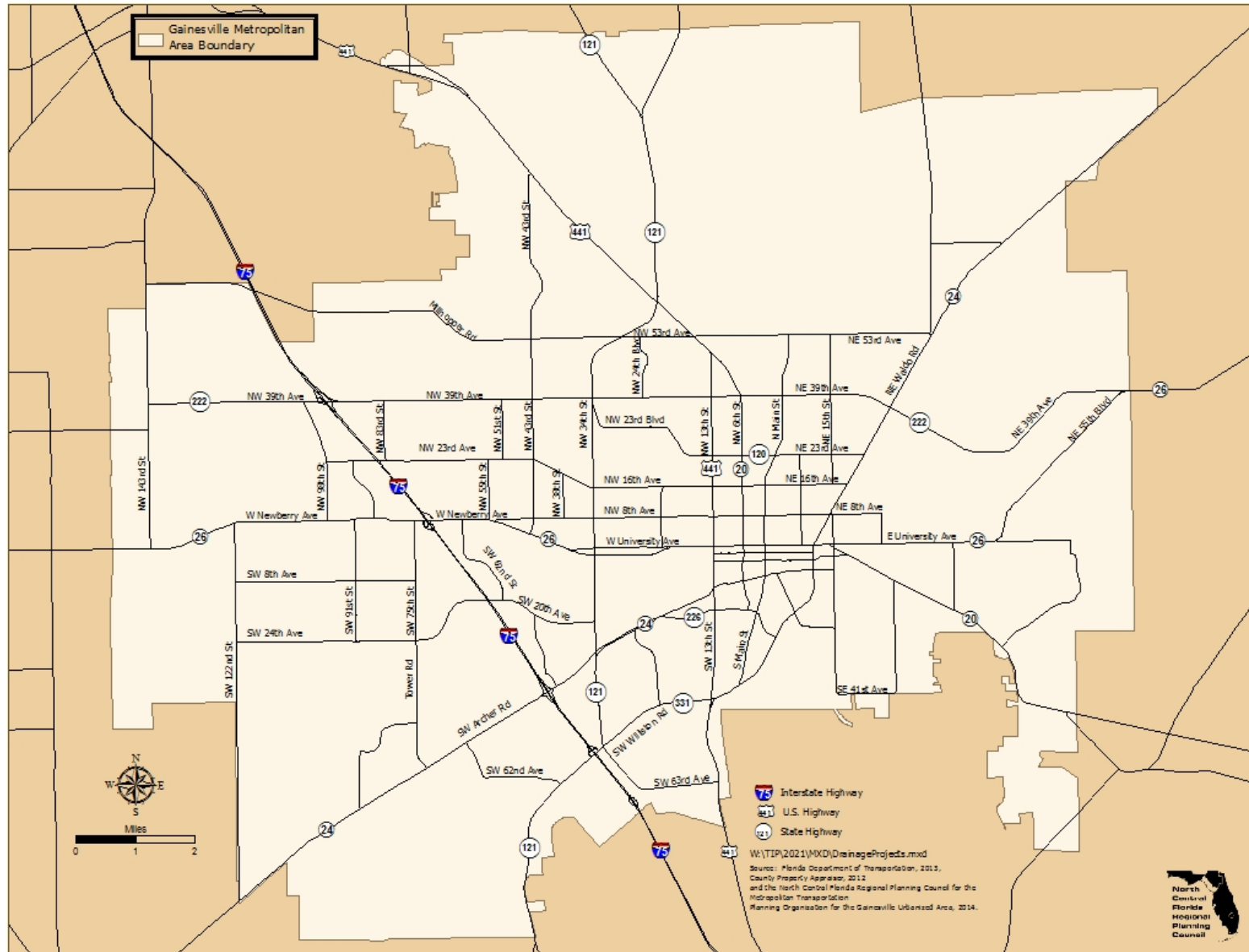


Table 10
Road - Drainage Projects

Drainage of Right-of-Way Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Type Work	-	-	-	-	-	-	-	-	-	-	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							-	
			Sum								
Federal Funding			0	0	0	0	0	0	0		
State Funding			0	0	0	0	0	0	0		
Local Funding			0	0	0	0	0	0	0		
Total Funding			0	0	0	0	0	0	0		

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FDOT - Florida Department of Transportation; ID - Identification; LRTP- Long Range Transportation Plan; SIS - Strategic Intermodal System

Illustration VI
Road - Intersection Projects



Table 11
Road - Intersection Projects

Intersection Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Intelligent Transportation System / Traffic Control Devices/System											
Type Work	Traffic Control Devices/System	Maintenance	7,793	488 OPS	641 OPS	979 OPS	1,044 OPS	691 OPS	-	14,939	DDR
Map Number	-		1,635	549 OPS	427 OPS	121 OPS	91 OPS	480 OPS			DITS
Project Location	Countywide										
Project Length (miles)	-										
Project Description	District 2- Alachua County Traffic Signal Maintenance										
FDOT Finance Number	4135171										
Responsible Agency	FDOT										
SIS / Non-SIS	NHS, SIS and Non-SIS										
LRTP Consistency	VS, P-5, P-6, P-7										
LRTP ID	-										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	9,428							14,939	
Type Work	-	-	0	-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Table 11 (Continued)
Road - Intersection Projects

			Fiscal Year (FY)								Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
Intersection Projects		Phase	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Realignment / Roundabout / Turn Bay / Lane											
Type Work	Traffic Operations Improvement	Preliminary Engineering	123	-		-	-	-	-	123	ACSS
Map Number	1										
Project Location	NW 39 Avenue (CR 222) AT: NW 97 Boulevard	Construction			671 CST					671	ACSS
Project Length (miles)	0.2										
Project Description	Intersection Modification										
FDOT Finance Number	4474751										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-3										
L RTP ID	-										
Target Achievement	PM 1, PM 3										
Federal Funds	Yes	All Phases	123							794	
Type Work	-	Preliminary Engineering	-	-	-	-	-	-	-	0	
Map Number	-										
Project Location	-	Right-of-Way								0	
Project Length (miles)	-										
Project Description	-	Construction								0	
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Table 11 (Continued)
Road - Intersection Projects

			Fiscal Year (FY)								Fund Code
			Costs (\$ 000) / Project Phase (see Table 2)								
Intersection Projects		Phase	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	Table 1
Traffic Signalization											
Type Work	Traffic Signalization	Preliminary	-	25	PE		-	-	-	25	ACSS
Map Number	2	Engineering									
Project Location	Archer Road (SR 24)	Construction			1,229	CST				1,229	ACSS DS
	AT: SW 34 Street (SR 121)										
Project Length (miles)	0.4										
Project Description	Traffic Signal Update										
FDOT Finance Number	4498441										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	NHS and SIS										
LRTP Consistency	VS, P-5, P-6, P-7										
LRTP ID	-										
Target Achievement	PM 1, PM 3										
Federal Funds	Yes	All Phases	0							1,254	
Type Work	Traffic Signalization	Preliminary	432				-	-		467	DDR
Map Number	3	Engineering	35								DIH
Project Location	NW 13 Street (US 441)		0								DS
	AT: NW 23 Avenue	Right-Of-Way		94	ROW	214	ROW	165	ROW	473	SA
Project Length (miles)	0.1										
Project Description	Traffic Signal Update	Construction								0	
FDOT Finance Number	4358891										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	NHS and SIS										
LRTP Consistency	VS, P-5, P-6, P-7										
LRTP ID	-										
Target Achievement	PM 1, PM 3										
Federal Funds	Yes	All Phases	467							940	

Table 11 (Continued)
Road - Intersection Projects

Intersection Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Traffic Signalization											
Type Work Map Number Project Location	Traffic Signalization 4 SW 13 Street (US 441) AT: Archer Road (SR 24)	Project Development Environment	334 25		-			-		359	DDR DIH
Project Length (miles) Project Description	0.1 Traffic Signal Update	Preliminary Engineering	2	639 PE 12 PE						653	DDR DIH
FDOT Finance Number Responsible Agency NHS / SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	4358911 FDOT NHS and SIS VS, P-5, P-6, P-7 - PM 1, PM 3 No	Right-Of-Way Construction All Phases	1 1 363		8 ROW 30 ROW	296 ROW				305 1,082 2,399	DDR DIH DS DDR DIH DS
Type Work Map Number Project Location	Traffic Signalization 5 Williston Road (SR 331) AT: Hawthorne Trail Crossing	Preliminary Engineering	3 5		-	-	-	-		8	DIH DS
Project Length (miles) Project Description	0.2 Traffic Signal Update for Crossing	Construction		516 CST 106 CST 10 CST						632	ARPA DDR DIH
FDOT Finance Number Responsible Agency NHS / SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	4476293 FDOT NHS and SIS VS, P-5, P-6, P-7 - PM 1, PM 3 Yes	All Phases	8							640	
									Sum		
Federal Funding				635	2,114	165	0	0	2,914		
State Funding				1,804	1,106	1,396	2,216	1,171	7,693		
Local Funding				2,227	0	0	0	0	2,227		
Total Funding				4,666	3,220	1,561	2,216	1,171	12,834		

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Table 11 (Continued)
Road - Intersection Projects

ACFP - Advanced Construction Freight Program; ACSA - Advanced Construction Surface Transportation Block Grant, Any Area; CST - Construction; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities; DITS - Intelligent Transportation System, Statewide Program; DS- State Funds Direct through District; EB - Equity Bonus; FDOT - Florida Department of Transportation; HSP - Highway Safety Program; HSID - Highway Safety Program; ID - Identification; LF - Local Funds; LRTP- Long-Range Transportation Plan; OPS - Operations funding; PE - Preliminary Engineering; ROW - Right-of-Way; SA - Surface Transportation Block Grant - Any Area; SIS - Strategic Intermodal System; TRIP - Transportation Regional Incentive Program; # - Less than \$500 funding; TSM - Transportation System Management

Illustration VII Road - Interstate/Interchange Projects



Table 12
Road - Interstate/Interchange Projects

Interstate / Interchange Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Interstate - Capacity											
Type Work	Interstate / Interchange	Project	1,000	-	-	-	-	1,500 PDE	-	3,570	DDR
Map Number	1	Development	151					50 PDE			DIH
Project Location	Interstate 75 FM : S. of Williston Road (SR 121) TO: S. of NW 39 Avenue (SR 222)	Environment	869								
Project Length (miles)	6.0	Preliminary								0	
Project Description	Add Managed Lanes	Engineering									
FDOT Finance Number	4230716; 4230715	Construction								0	
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	NHS and SIS										
L RTP Consistency	VS, P-2, P-3										
L RTP ID	-										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	2,020							3,570	
Type Work	Interstate / Interchange	Project		-	-	-	-	-		0	-
Map Number	-	Development									
Project Location	-	Environment									
	-										
Project Length (miles)	-	Preliminary								0	
Project Description	-	Engineering									
FDOT Finance Number	-	Construction								0	
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Table 12 (Continued)
Road - Interstate / Interchange Projects

Interstate / Interchange Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Interstate - Interchange Modification											
Type Work	Interstate / Interchange	Project	5	-	-	-	-	-	-	81	DIH
Map Number	2	Development	76								HSP
Project Location	I-75 Interchange	Environment	52							623	DIH
	AT: NW 39 Avenue (SR 222)	Preliminary	571								HSP
Project Length (miles)	0.5	Engineering									
Project Description	Add Lanes	Right-of-Way								0	
FDOT Finance Number	4230711	Railroad &								0	
Responsible Agency	FDOT	Utilities									
NHS / SIS / Non-SIS	NHS and SIS	Construction	3,239							3,239	
LRTP Consistency	VS, P-2, P-3										
LRTP ID	-										
Target Achievement	PM 3										
Federal Funds	Yes	All Phases	3,943							3,943	
Type Work	Interstate / Interchange	Preliminary	8		-	-	-	-	-	8	DIH
Map Number	3	Engineering									
Project Location	I-75 Interchange										
	AT: NW 39 Avenue (SR 222)	Construction	1	86 CST						87	ACSS DS
Project Length (miles)	0.2										
Project Description	Interchange Modification										
	Northbound Off-Ramp										
FDOT Finance Number	2129346										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	NHS and SIS										
LRTP Consistency	VS, P-2, P-3										
LRTP ID	-										
Target Achievement	PM 3										
Federal Funds	Yes	All Phases	9							95	

Table 12 (Continued)
Road - Interstate / Interchange Projects

Interstate / Interchange Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1	
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding		
Interstate - Interchange Modification												
Type Work	Interstate / Interchange	Project	151	4,587 ROW	-	-	-	-	-	204	DDR	
Map Number	4	Development	50									DIH
Project Location	I-75 Interchange	Environment	3									DS
	AT: Williston Road (SR 331)											
		Preliminary	300								2,113	DDR
Project Length (miles)	1.4	Engineering	999									DI
Project Description	Add Lanes		282									DIH
			532									DS
		Right-of-Way	5,639								10,235	ACNP
FDOT Finance Number	4230713		1									DIH
Responsible Agency	FDOT		8								DS	
NHS / SIS / Non-SIS	NHS and SIS											
LRTP Consistency	VS, P-2, P-3	Railroad & Utilities								0		
LRTP ID	-											
Target Achievement	PM 3	Construction								0		
Federal Funds	Yes											
		All Phases	7,965							12,552		
					Sum							
Federal Funding				4,673	0	0	0	0	4,673			
State Funding				0	0	0	0	1,550	1,550			
Local Funding				0	0	0	0	0	0			
Total Funding				4,673	0	0	0	1,550	6,223			

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ACFP-AC - Advanced Construction Freight Program; ACNP - National Highway Program Advanced Construction; CST - Construction; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities; DI-ST - State Funds in House Interstate/Intrastate Highway Planning Activities; DS- State Funds Direct through District; FDOT - Florida Department of Transportation; ID - Identification; LRTP- Long-Range Transportation Plan; PDE - Project Development Environment Study; PE - Preliminary Engineering; SR - State Road; SAAN - Surface Transportation Block Grant Any Area Not On National Highway System; SIS - Strategic Intermodal System; US - United States

Illustration VIII Road - Landscaping Projects

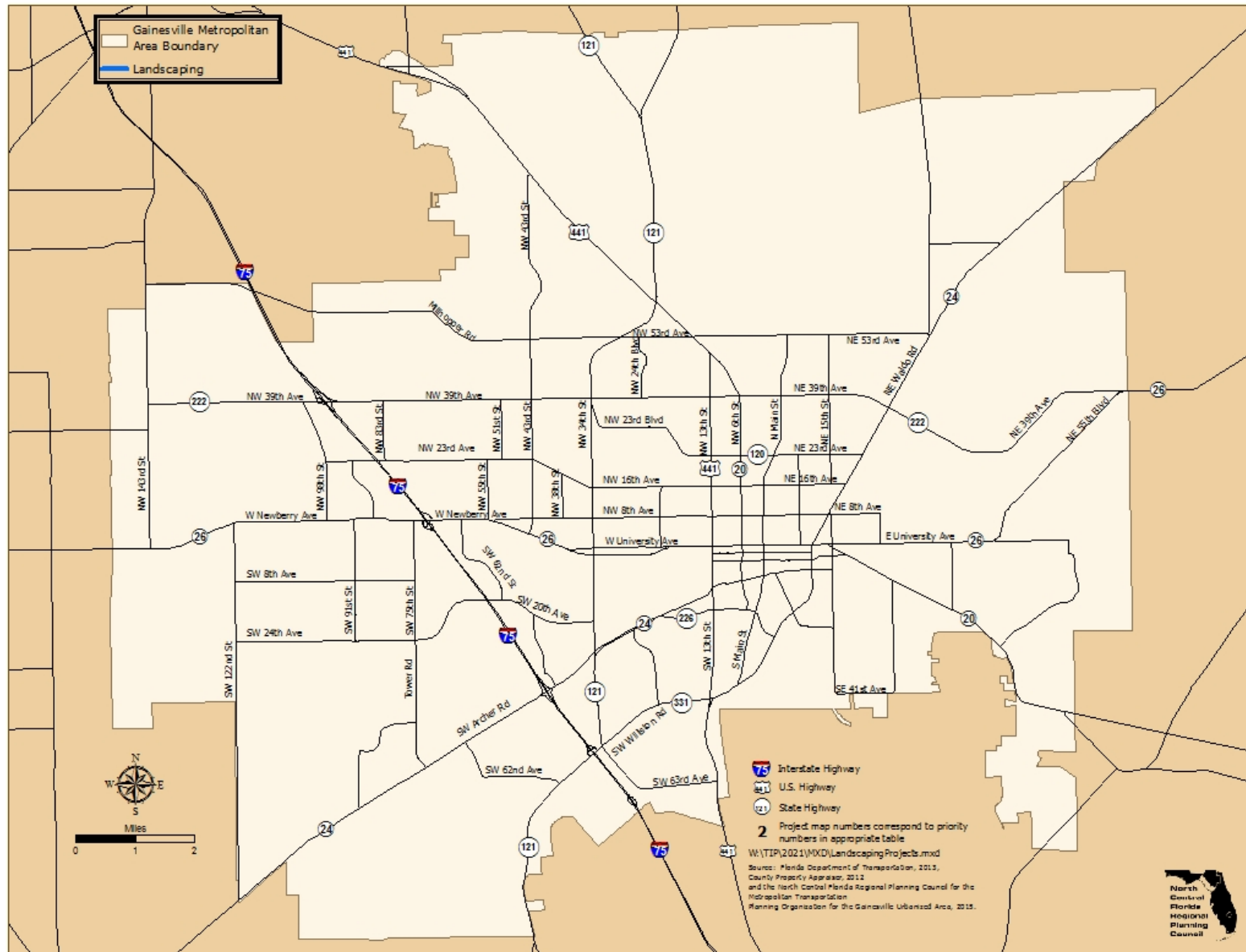


Table 13
Road - Landscaping Projects

Landscaping Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Type Work	Landscaping	Preliminary		-	-	-	-	-	-	0	-
Map Number	1	Engineering									
Project Location	-	Construction								0	
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Federal Funds	-	All Phases	-							0	
Type Work	-	-	-	-	-	-	-	-	-	-	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Federal Funds	-	-	-							-	
									Sum		
Federal Funding			0	0	0	0	0	0	0		
State Funding			0	0	0	0	0	0	0		
Local Funding			0	0	0	0	0	0	0		
Total Funding			0	0	0	0	0	0	0		

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CST - Construction; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities; DS- State Funds Direct through District; FDOT - Florida Department of Transportation; ID - Identification; L RTP- Long-Range Transportation Plan; PE- Preliminary Engineering; SIS - Strategic Intermodal System

Table 14
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Fixed Capital Outlay - Gainesville Operations Complex											
Type Work	Routine Maintenance	Construction		-	-	-	-	-	-	245	FCO
Map Number	-										
Project Location	AT: Operations Complex										
Project Length (miles)	-										
Project Description	Shop Canopy	Maintenance		245	CST					245	FCO
FDOT Finance Number	4499762										
Project Description	Paint/Clean			10	CST					10	FCO
	Hazardous Waste Shed										
FDOT Finance Number	4499762	Construction		19	CST					19	FCO
Project Description	Replace 2 Heating / Ventilation /										
	Air Conditioning Units										
FDOT Finance Number	4354549										
Responsible Agency	FDOT	All Phases	-							274	
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-										
Federal Funds	No										

Table 14 (Continued)
Road - Maintenance Projects

			Fiscal Year (FY)								Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
Road Maintenance Projects		Phase	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Fixed Capital Outlay - Gainesville State Materials Office											
Type Work	Routine Maintenance	Construction		50 CST	50 CST	50 CST	50 CST	50 CST	-	331	FCO
Map Number	-										
Project Location	AT: Materials Office										
Project Length (miles)	-										
Project Description	Heating, Ventilation, Air Conditioning Maintenance										
FDOT Finance Number	4448631, 4448632, 4448633										
Project Description	Men's Room Renovation - Buildings A and B	Construction	66	200 CST						266	FCO
FDOT Finance Number	4448641										
Project Description	Uninterruptable Power Supply	Preliminary Engineering	31	100 CST						131	FCO
FDOT Finance Number	4482731	Construction	69	100 CST	100 CST	60 CST				501	FCO
Project Description	Building C Security Bollards and Hazardous Materials Room	Construction		43 CST						43	D
FDOT Finance Number	4502951										
Project Description	Buildings A/B, D, E Security Bollards	Construction		129 CST						129	D
FDOT Finance Number	4502961, 4502971, 4502981										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS/SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-										
Federal Funds	No	All Phases	297							1,401	

Table 14 (Continued)
Road - Maintenance Projects

			Fiscal Year (FY)								Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
Road Maintenance Projects		Phase	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Fixed Capital Outlay - Gainesville State Materials Office											
Type Work	Routine Maintenance	Construction		190 CST					-	190	FCO
Map Number	-										
Project Location	AT: Materials Office										
Project Description	Facilitywide Cameras	Construction		100 CST						100	FCO
FDOT Finance Number	4503001										
Project Description	Facilitywide Intercom System	Construction		30 CST	150 CST					180	D
FDOT Finance Number	4502991										
Project Description	Building A Drainage Regrade	Construction			300 CST						300
FDOT Finance Number	Conference Room Flood Control										
	4502921										
Project Description	Generator Conversion	Construction		100 CST	500 CST					600	FCO
FDOT Finance Number	Diesel to Natural Gas										
	4502941										
Project Description	Building A 2nd Floor Renovations	Construction		100 CST	100 CST	100 CST	100 CST			300	FCO
FDOT Finance Number											
	4502941										
Project Description	Building D/E Replace Air Handlers	Construction						100 CST		100	FCO
FDOT Finance Number											
	4502861										
Project Description	Raised Median for Card Reader	Construction							100 CST	100	FCO
FDOT Finance Number											
	4502931										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS/SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-	All Phases	-							1,770	
Federal Funds	No										

Table 14 (Continued)
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)										Fund Code Table 1	
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding				
Lighting														
Type Work	Lighting Agreements	Maintenance	5,918	1,137	MNT	1,137	MNT	1,137	MNT	-	-	-	17,166	D
Map Number	-		7,837											DDR
Project Location	AT: Countywide													
Project Length (miles)	-													
Project Description	Lighting													
FDOT Finance Number	4144031													
Responsible Agency	FDOT/Gainesville													
SIS / Non-SIS	Non-SIS													
LRTP Consistency	VS, P-2, P-3													
LRTP ID	-													
Federal Funds	No	All Phases	13,755										17,166	
Routine Maintenance														
Type Work	Routine Maintenance	Maintenance						-		-		-		
Map Number	-													
Project Location	AT: Countywide													
Project Length (miles)	-													
Project Description	Routine/Interstate Maintenance; Interstate Rest Area Maintenance													
FDOT Finance Number	2149381		2,199										2,199	D
	2149382		12										12	D
	2149384		2,795	250	MNT	100	MNT	100	MNT	100	MNT	100	MNT	3,445
	2149385		60										60	D
	2149386		60										60	D
Responsible Agency	FDOT													
SIS / Non-SIS	Non-SIS													
LRTP Consistency	VS, P-2, P-3, P-5													
LRTP ID	-													
Federal Funds	No	All Phases	5,126										5,776	

Table 14 (Continued)
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Routine Maintenance											
Type Work	Routine Maintenance	Maintenance	91,915						-	110,682	D
Map Number	-		17								D
Project Location	AT: Countywide			2,750 MNT	4,000 MNT	4,000 MNT	4,000 MNT	4,000 MNT			D
Project Length (miles)	-										
Project Description	Routine Maintenance										
FDOT Finance Number	2143011, 2143012, 2143014										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-										
Federal Funds	No	All Phases	91,932							110,682	
Type Work	Routine Maintenance	Maintenance	82	MNT	-	-	-	-		82	D
Map Number	-										
Project Location	AT: Countywide										
Project Length (miles)	-										
Project Description	Rural Turf Improvement-Seeding, Herbicide, Mulching and Sodding										
FDOT Finance Number	4404911										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS/SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-										
Federal Funds	No	All Phases	82							82	

Table 14 (Continued)
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Routine Maintenance											
Type Work Map Number Project Location	Routine Maintenance - AT: Countywide	Maintenance	80	80 MNT	80 MNT		-	-	-	240	D
Project Length (miles) Project Description	- Landscaping										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4404912 FDOT Non-SIS VS, P-2, P-3, P-5 - No	All Phases	80							240	
Type Work Map Number Project Location	Routine Maintenance - AT: Countywide	Maintenance	79	4,250 MNT	4,250 MNT	4,250 MNT	4,250 MNT	4,250 MNT		21,329	D
Project Length (miles) Project Description	- Asset Maintenance - Contractor Large Machine Mowing										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4404913, 4404914 FDOT Non-SIS/SIS VS, P-2, P-3, P-5 - No	All Phases	79							21,329	

Table 14 (Continued)
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Routine Maintenance											
Type Work	Routine Maintenance	Maintenance	145	81 MNT	-	-	-	-	-	449	D D D
Map Number	-		193								
Project Location	AT: Countywide		30								
Project Length (miles)	-										
Project Description	Primary Maintenance; Concrete Repair (Contractor)										
FDOT Finance Number	4464891										
	4464901; 4464902										
Responsible Agency	FDOT										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-										
Federal Funds	No	All Phases	368							449	
Type Work	Routine Maintenance	Maintenance	22	90 MNT	-	-	-	-	-	351	D
Map Number	-		90								
Project Location	AT: Alachua County / Gainesville Maintenance		149								
Project Length (miles)	-										
Project Description	Tree and Stump Removal / Tree Trimming										
FDOT Finance Number	4448961/ 4448962 / 4448963										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-										
Federal Funds	No	All Phases	261							351	
					Sum						
Federal Funding					0	0	0	0	0	0	
State Funding					9,824	9,747	10,247	9,000	8,600	47,418	
Local Funding					0	0	0	0	0	0	
Total Funding					9,824	9,747	10,247	9,000	8,600	47,418	

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APEMD - Asphalt Performance Engineering Mixture Design; D - District; DDR -Dedicated District Revenue; DIOH - State 100% Overhead; DPTO - Dedicated Public Transportation Office; DS - Direct State Funds; DU - Advanced State Primary Funds; FDOT - Florida Department of Transportation; ID - Identification; LRTP- Long-Range Transportation Plan; MNT - Maintenance; PL - Metropolitan Planning; SIS - Strategic Intermodal System

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Illustration IX Road - Railroad Projects

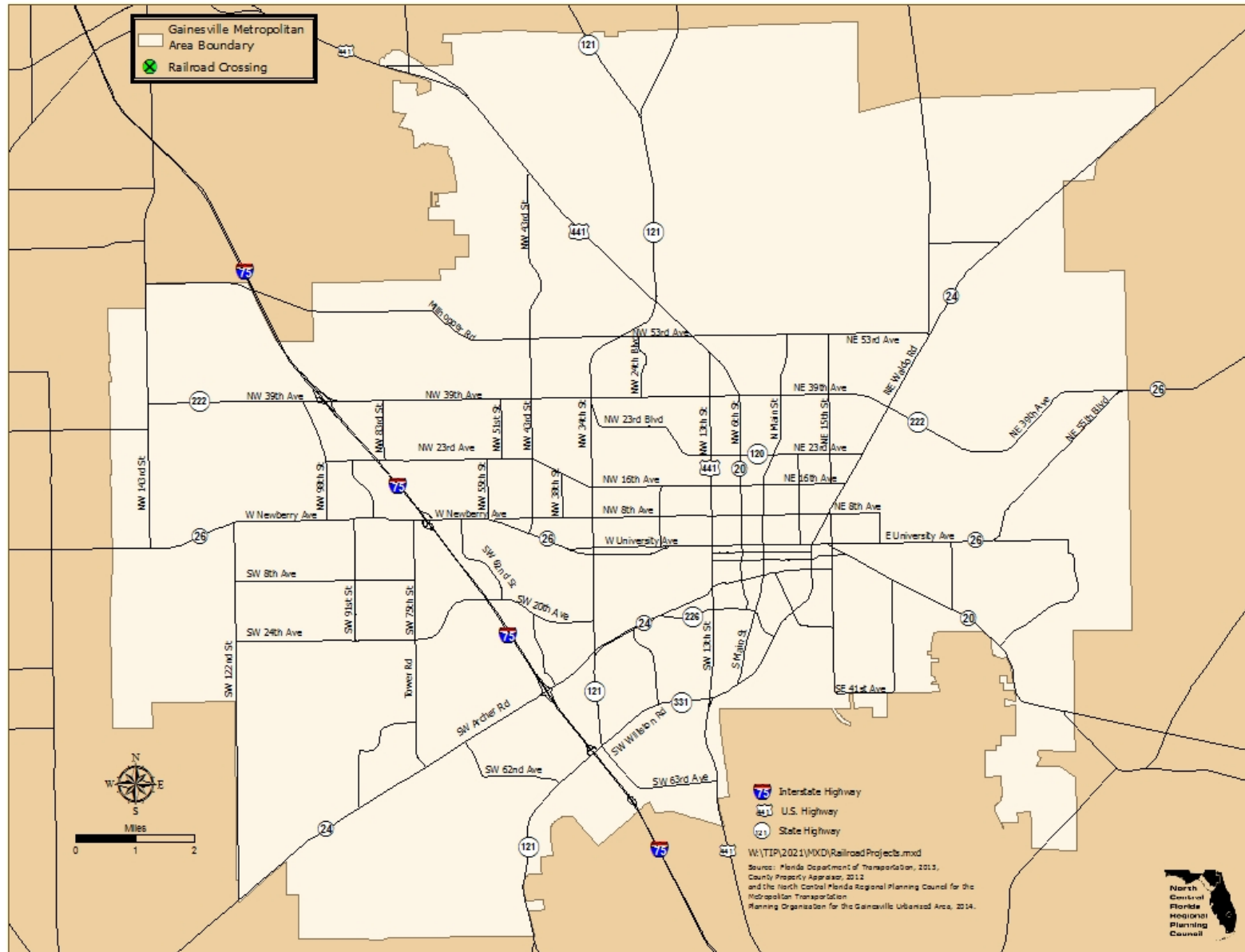


Table 15
Road - Railroad Projects

Railroad Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Type Work	-	-	-	-	-	-	-	-	-	-	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Federal Funds	No	All Phases	-							-	
			Sum								
Federal Funding			0	0	0	0	0	0	0		
State Funding			0	0	0	0	0	0	0		
Local Funding			0	0	0	0	0	0	0		
Total Funding			0	0	0	0	0	0	0		

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DDR -Dedicated District Revenue; FDOT - Florida Department of Transportation; ID - Identification; LRTP- Long-Range Transportation Plan; RRU - Railroad Utilities; SIS - Strategic Intermodal System

Illustration X

Road - Resurfacing/Repaving Projects

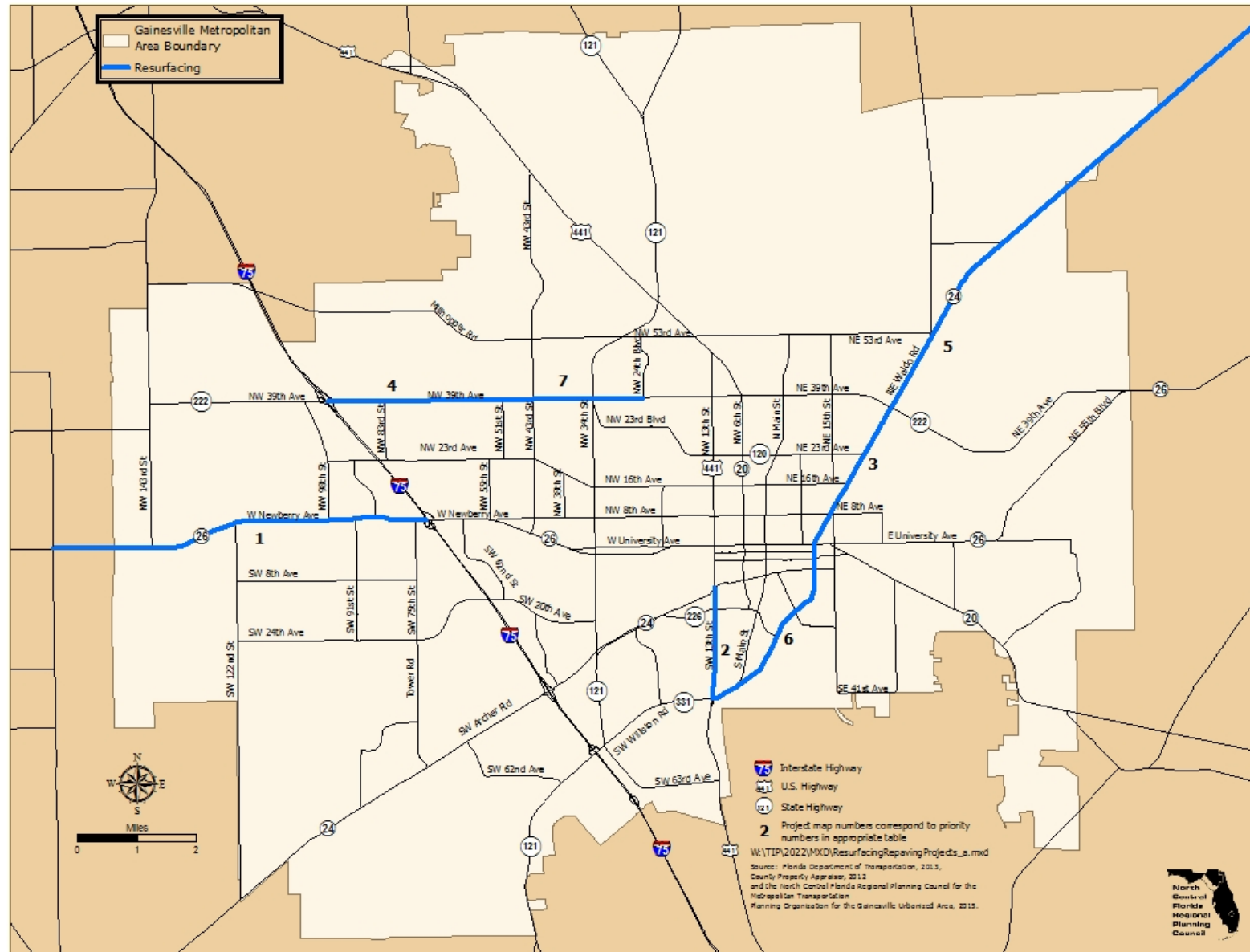


Table 16
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Type Work	Resurfacing	Preliminary	6		-	-	-	-	-	1,545	ACSA
Map Number	1	Engineering		700 PE							DDR
Project Location	Newberry Road [SR 26]		25								DIH
	FM: west of County Road 241 S		6	494 PE							DS
	TO: west of Interstate 75			314 PE							SA
		Construction				9,053 CST				11,595	ACNR
Project Length (miles)	6.2					41 CST					DIH
Project Description	Resurfacing					1,996 CST					DS
						505 CST					SA
FDOT Finance Number	2076683										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	SIS (partial)										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	37							13,140	
Type Work	Resurfacing	Preliminary	95		-	-	-	-	-	743	DIH
Map Number	2	Engineering	648								DS
Project Location	SW 13 Street [US 441]										
	FM: Williston Road [SR 331]	Construction		3,423 CST						4,975	ACNR
	TO: Archer Road [SR 24]			1,079 CST							DDR
Project Length (miles)	2.0			17 CST							DIH
Project Description	Resurfacing			456 CST							SA
FDOT Finance Number	4470331										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	Non-SIS										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	743							4,975	

Table 16 (Continued)
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Type Work	Resurfacing	Preliminary	16		-	-	-	-	-	863	ACSA
Map Number	3	Engineering		578 PE							DDR
Project Location	Waldo Road [SR 24]		43								DIH
	FM: E University Avenue [SR 26]		7	96 PE							DS
	TO: NE 39 Avenue [SR 222]			123 PE							SA
Project Length (miles)	2.8	Utilities								0	
Project Description	Resurfacing	Construction				5,179 CST				7,396	ACNR
FDOT Finance Number	4394892					1,453 CST					DIH
Responsible Agency	FDOT					26 CST					DS
NHS / SIS / Non-SIS	SIS (partial)					738 CST					SA
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	PM 2	All Phases	66							8,259	
Federal Funds	Yes										
Type Work	Resurfacing	Preliminary	158	-		-	-	-	-	1,071	ACSA
Map Number	4	Engineering	869								DDR
Project Location	NW 39 Avenue [SR 222]		44								DIH
	FM: Interstate 75		14								DS
	TO: NW 43 Street		126								SA
Project Length (miles)	3.3	Right-Of-Way								4,418	
Project Description	Resurfacing	Construction				4,418 CST				7,466	ACNR
	[no change to existing bike/pedestrian facilities]					2,201 CST					DDR
FDOT Finance Number	4470321					56 CST					DIH
Responsible Agency	FDOT					633 CST					DS
NHS / SIS / Non-SIS	SIS					158 CST					SA
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	PM 2	All Phases									
Federal Funds	Yes		1,211							12,955	

Table 16 (Continued)
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Type Work	Resurfacing	Preliminary	503	-		-	-	-	-	2,417	DDR
Map Number	5	Engineering	102								DIH
Project Location	Waldo Road [SR 24] FM: NW 39 Avenue [SR 222] TO: US Highway 301 [SR 200]		1								DS
			1,811								SA
Project Length (miles)	10.7	Utilities								0	
Project Description	Resurfacing	Construction			10,623 CST 3,815 CST 116 CST 2,567 CST 1,031 CST					18,152	ACNR DDR DIH DS SA
FDOT Finance Number	4479641										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	SIS (partial)										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	2,417							20,569	
Type Work	Resurfacing	Preliminary	349	-		-	-	-	-	1,199	DDR
Map Number	6	Engineering	35								DIH
Project Location	Williston Road [SR 331] FM: SW 13 Street [US 441] TO: E University Avenue [SR 26]		1								DS
			814								SA
Project Length (miles)	3.3	Construction			1,108 CST 1,802 CST 34 CST 4,202 CST 701 CST					7,847	ACNR DDR DIH DS SA
Project Description	Resurfacing										
FDOT Finance Number	4479621										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	NHS and SIS										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	1,199							9,046	

Table 16 (Continued)
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Type Work	Resurfacing	Preliminary	23	-	-	-	-	-	-	115	ACSA
Map Number	7	Engineering	90								DIH
Project Location	NW 39 Avenue [SR 222]		2								DS
	FM: NW 43 Street										
	TO: NW 24 Boulevard										
Project Length (miles)	1.9	Right-Of-Way								0	
Project Description	Resurfacing										
	[no change to existing										
	bike/pedestrian facilities]	Construction				3,115 CST				4,797	DDR
FDOT Finance Number	2076115					16 CST					DIH
Responsible Agency	FDOT					977 CST					DS
NHS / SIS / Non-SIS	SIS					689 CST					SA
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	115							4,912	
Type Work	Resurfacing	Preliminary	-	-	-	-	-	-	-	0	
Map Number	-	Engineering									
Project Location	-										
		Construction								0	
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	
			Sum								
Federal Funding			4,002	18,039	16,164	0	0	38,205			
State Funding			3,278	15,426	7,624	0	0	26,328			
Local Funding			0	0	0	0	0	0			
Total Funding			7,280	33,465	23,788	0	0	64,533			

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CST - Construction; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities; DS - State Funds Direct Through District 2; FDOT - Florida Department of Transportation; ID - Identification; LF - Local Funds; L RTP- Long-Range Transportation Plan; NHRE - National Highway Performance Program-Resurfacing; NW - Northwest; PE - Preliminary Engineering; SA - Surface Transportation Block Grant - Any Area; SE - Southeast; SIS - Strategic Intermodal System; SL - Surface Transportation Block Grant - Areas with Population Less Than or Equal to 200,000; SN - Surface Transportation Block Grant - Mandatory Non-Urban; SR - State Road; SW - Southwest; US - United States; # - Less than \$500 funding

E. Transit Projects

Table 17
Transit Projects

Regional Transit System Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Regional Transit System Capital Funding											
Type Work	Section 5307	Capital	17,300	4,200 CAP	4,200 CAP	4,200 CAP	4,200 CAP	4,200 CAP	-	38,300	FTA
Map Number	-		4,325	1,050 CAP	1,050 CAP	1,050 CAP	1,050 CAP	1,050 CAP		9,575	LF
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Capital and Operating Grant										
FDOT Finance Number	4040261										
Responsible Agency	Gainesville										
NHS / SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4, P-5										
LRTP ID	-										
Target Achievement	RTS-A, RTS-S										
Federal Funds	Yes	All Phases	21,625							47,875	
Type Work	Section 5339	Capital	1,456	364 CAP	364 CAP	364 CAP	364 CAP	364 CAP	-	3,276	FTA
Map Number	-		364	91 CAP	91 CAP	91 CAP	91 CAP	91 CAP		819	LF
Project Location	AT: Gainesville Metropolitan Area									-	
Project Length (miles)	-									-	
Project Description	Transit Improvement Capital Assistance										
FDOT Finance Number	4415201										
Responsible Agency	Gainesville										
NHS / SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4, P-5										
LRTP ID	-										
Target Achievement	RTS-A, RTS-S										
Federal Funds	Yes	All Phases	1,820							4,095	

Table 17 (Continued)
Transit Projects

Regional Transit System Projects			Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)							Fund Code Table 1
				Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	
Regional Transit System Capital Funding											
Type Work	Service Development	Operational	390		-	-	-	-	-	390	
Map Number	-										
Project Location	AT: Gainesville Metropolitan Area	Capital			330 CAP					330	DPTO
					330 CAP					330	LF
Project Length (miles)	-				210 CAP					210	DPTO
Project Description	Transit Bus Stop Amenities; Service Development				210 CAP					210	LF
FDOT Finance Number	4276811; 4276812; 4276813										
Responsible Agency	Gainesville										
NHS / SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4, P-5										
LRTP ID	-										
Target Achievement	RTS-A, RTS-S										
Federal Funds	No	All Phases	390							1,470	
Commuter Transportation Assistance											
Type Work	None	-	-	-	-	-	-	-	-	-	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Table 17 (Continued)
Transit Projects

Regional Transit System Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Regional Transit System Operating Funding											
Type Work	Section 5307	Operations	0						-	0	DS #
Map Number	-		1,800							1,800	FTA
Project Location	AT: Gainesville Metropolitan Area		1,800							1,800	LF
			14,800							14,800	
Project Length (miles)	-	Operations		1,800 OPS	1,800 OPS	1,800 OPS	1,800 OPS	1,800 OPS		9,000	FTA
Project Description	Operating Assistance - Operations, Preventive Maintenance and Paratransit Services			1,800 OPS	1,800 OPS	1,800 OPS	1,800 OPS	1,800 OPS		9,000	LF
FDOT Finance Number	2155461, 2155462										
Responsible Agency	Gainesville										
NHS / SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4, P-5										
LRTP ID	-										
Target Achievement	RTS-A, RTS-S										
Federal Funds	Yes	All Phases	18,400							36,400	
Type Work	Fixed Route System Operating	Operations	11,338	1,857 OPS	2,370 OPS	2,493 OPS	2,469 OPS	2,086 OPS	-	22,613	DDR
Map Number	-		16,520	585 OPS	145 OPS	98 OPS	199 OPS	663 OPS		18,210	DPTO
Project Location	AT: Gainesville Metropolitan Area		27,839	2,442 OPS	2,515 OPS	2,591 OPS	26,698 OPS	2,749 OPS		64,834	LF
Project Length (miles)	-										
Project Description	State Block Grant- Operating Capital										
FDOT Finance Number	4117571										
Responsible Agency	Gainesville										
NHS / SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4, P-5										
LRTP ID	-										
Target Achievement	RTS-A, RTS-S										
Federal Funds	No	All Phases	55,697							105,657	

Table 17 (Continued)
Transit Projects

			Fiscal Year (FY)								Fund Code
			Costs (\$000) / Project Phase (see Table 2)								
Regional Transit System Projects		Phase	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	Table 1
Regional Transit System Operating Funding											
Type Work	Section 5310	Operations	75	25 OPS	-	-	-	-	-	100	FTA
Map Number	-		100							100	LF
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Regional Transit System Small Urban Grant - Operations for Paratransit										
FDOT Finance Number	4425771										
Responsible Agency	Gainesville										
NHS / SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4, P-5										
LRTP ID	-										
Target Achievement	RTS-A										
Federal Funds	Yes	All Phases	175							200	
Type Work	-	Operations		-	-	-	-	-	-	-	
Map Number	-									-	
Project Location	-									-	
										-	
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							-	

Table 17 (Continued)
Transit Projects

Transportation Disadvantaged Element Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
M V Transportation											
Type Work	Transportation Disadvantaged Grant	Operations	4,740	57 OPS	-	-	-	-	-	5,366	LF
Map Number	-			569 OPS							TDTF
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Transportation Disadvantaged Commission grant funding for provision of trips										
FDOT Finance Number	43202718401										
Responsible Agency	Alachua County										
NHS / SIS / Non-SIS	-										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	-										
Target Achievement	RTS-A										
Federal Funds	No	All Phases	4,740							5,366	
Type Work	Transportation Disadvantaged Grant	Operations	0.02	0.01 OPS	-	-	-	-	-	0.0	LF #
Map Number	-		1	0.08 OPS						1.1	TDTF #
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Transportation Disadvantaged Commission Grant-										
	Voluntary Dollar										
FDOT Finance Number	43202718401										
Responsible Agency	Alachua County										
NHS / SIS / Non-SIS	-										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	-										
Target Achievement	RTS-A										
Federal Funds	No	All Phases	1							1.1	

Table 17 (Continued)
Transit Projects

Transportation Disadvantaged Element Projects			Phase	Fiscal Year (FY)												Fund Code Table 1
				Costs (\$000) / Project Phase (see Table 2)												
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding						
M V Transportation																
Type Work	Operating/Administration Assistance- Section 5311	Operations	1,588	378	OPS	389	OPS	401	OPS	413	OPS	425	OPS	-	3,594	DU
Map Number	-		1,588	378	OPS	389	OPS	401	OPS	413	OPS	425	OPS		3,594	LF
Project Location	AT: Gainesville Metropolitan Area															
Project Length (miles)	-															
Project Description	Rural Transit Funding															
FDOT Finance Number	4272501															
Responsible Agency	Alachua County															
NHS / SIS / Non-SIS	-															
LRTP Consistency	VS, P-1, P-4, P-6, P-7															
LRTP ID	-															
Target Achievement	RTS-A															
Federal Funds	No	All Phases	3,176												7,188	
Type Work	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Map Number	-															
Project Location	-															
Project Length (miles)	-															
Project Description	-															
FDOT Finance Number	-															
Responsible Agency	-															
NHS / SIS / Non-SIS	-															
LRTP Consistency	-															
LRTP ID	-															
Target Achievement	-															
Federal Funds	-	All Phases	-												0	

Table 17 (Continued)
Transit Projects

Transportation Disadvantaged Element Projects			Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)							Fund Code Table 1
				Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Disadvantaged Planning											
Type Work	Planning Assistance	Planning	169	26 PLN	-	-	-	-	-	195	TDTF
Map Number	-										
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Planning funding- Local Coordinating Board Assistance Grant										
FDOT Finance Number	19363011401										
Responsible Agency	-										
SIS / Non-SIS	-										
LRTP Consistency	VS, P-1, P-4, P-5										
LRTP ID	-										
Federal Funds	Yes	All Phases	169							195	
										Sum	
Federal Funding				6,767	6,753	6,765	6,777	6,789	33,851		
State Funding				3,577	2,515	2,591	2,668	2,749	14,100		
Local Funding				6,358	5,845	5,933	30,052	6,115	54,303		
Total Funding				16,702	15,113	15,289	39,497	15,653	102,254		

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CAP - Capital funding for transit; CARES - Coronavirus Aid, Relief and Economic Security Act; DDR - Dedicated District Revenue; DPTO - Dedicated Public Transportation Office; DS - State Funds Direct Through District 2; DU - Advanced from State Primary Funds To Be Reimbursed by the Federal Transit Administration; FDOT - Florida Department of Transportation; FTA - Federal Transit Administration; ID - Identification; LF - Local Funds; LRTP- Long-Range Transportation Plan; OPS - Operations funding; PLN - Planning; SA - Surface Transportation Block Grant - Any Area; SIS - Strategic Intermodal System; TDDR - Transportation Disadvantaged District Revenue; TDTF - Transportation Disadvantaged Trust Fund

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Appendix A Total Project Costs

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Appendix A: Total Project Costs

A. Total Project Cost Process

How do I get to full project costs?

Transportation projects for Alachua County are either located within the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area metropolitan planning area boundary or in the non-metropolitan planning organization area. All highway projects on the Strategic Intermodal System have a Strategic Intermodal System identifier. All projects not on the Strategic Intermodal System have a non-Strategic Intermodal System identifier.

Full Project Costs in Metropolitan Planning Organization for the Gainesville Urbanized Area Planning Area Boundary

Projects on the Strategic Intermodal System

The normal project production sequence is to have a Project Development and Environment phase, a Design phase, a Right-of-Way phase and a Construction phase. Some projects may not have a Right-of-Way phase, if additional land is not needed to complete the project. Costs listed in the Transportation Improvement Program for projects on the Strategic Intermodal System have historical costs, five years of the current Transportation Improvement Program, and five years beyond the current Transportation Improvement Program, which may or may not be the total project cost. If there is no construction phase, then the entry will probably not be reflective of the total project cost.

Costs beyond the ten-year period are listed in the Long-Range Transportation Plan Cost Feasible Plan in Section B of this appendix.

Non-Strategic Intermodal System Projects

The normal project production sequence is to have a Project Development and Environment phase, a Design phase, a Right-of-Way phase and a Construction phase. Some projects may not have a Right-of-Way phase, if additional land is not needed to complete the project. Costs listed in the Transportation Improvement Program pages for projects not on the Strategic Intermodal System have historical costs and five years of the current Transportation Improvement Program, which may or may not be the total project cost. If there is no Construction phase, then the entry will probably not be reflective of the total project cost.

Costs beyond the five-year period are listed in the Long-Range Transportation Plan Cost Feasible Plan in Section B of this appendix.

Full Projects Costs in the Non-Metropolitan Planning Organization Area

Projects on the Strategic Intermodal System

Total project costs and other project details are accessible through the Statewide Transportation Improvement Program for highways on the Strategic Intermodal System. The projects listed in the State Transportation Improvement Program have a Strategic Intermodal System and a County identifier to aid in finding the total project cost. The State Transportation Improvement Program is accessible at the following website.

<http://www.dot.state.fl.us/programdevelopmentoffice/Federal/stip.shtm>

The normal project production sequence is to have a Project Development and Environment phase, a Design phase, a Right-of-Way phase and a Construction phase. Some projects may not have a Right-of-Way phase, if additional land is not needed to complete the project. Costs listed in the State Transportation Improvement Program for projects on the Strategic Intermodal System have historical costs and ten years worth of project costs, which may, or may not be, the total project cost. If there is no Construction phase, then the entry will probably not be reflective of the total project cost. The total project cost is reflected in the Strategic Intermodal System Plan available at the following website.

<http://www.dot.state.fl.us/planning/systems/mspi/plans/>

For projects such as resurfacing, safety or operational projects, and other short term projects, the State Transportation Improvement Program reflects the total project cost available for projects on the Strategic Intermodal System. For additional information on these projects, contact:

Stephen Browning, Strategic Intermodal System Coordinator
Planning & Environmental Management Office
1109 South Marion Avenue
Lake City, FL 32025, MS 2007
386.961.7455
Stephen.Browning@dot.state.fl.us

Non-Strategic Intermodal System Projects in Non-Metropolitan Planning Organization Areas

All costs for non-Strategic Intermodal System projects in the non-Metropolitan Planning Organization areas will have a Non-Strategic Intermodal System identifier. Costs for these projects are available from the Florida Department of Transportation District 2 Office. For information on these projects, contact:

Barney Bennette, Transportation Planning Manager
Florida Department of Transportation District Two
1109 South Marion Avenue
Lake City, FL 32025-5874
386.758.3707
barney.bennette@dot.state.fl.us

B. Year 2045 Cost Feasible Plan Total Cost Tables

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted its prioritized multimodal Year 2045 Cost Feasible Plan on August 24, 2020. The implementation and funding sources for these projects is at the discretion of the Florida Department of Transportation. The following information from Technical Report 7 Year 2045 Cost Feasible Plan provides project descriptions, phasing and project total costs in year of expenditure dollars:

- Table A-1 - Year 2045 Cost Feasible Plan (Strategic Intermodal System, Transit, Bicycle and Pedestrian and Congested Roadway Projects); and
- Table A-2 - Year 2045 Cost Feasible Plan - Congested Roadway Projects (Project Phasing); and
- Table A-3 - Year 2045 Cost Feasible Plan - Congested Roadway Projects (by Year of Expenditure)

Table A - 1
Year 2045 Cost Feasible Plan
(Strategic Intermodal System, Transit, Bicycle and Pedestrian and Congested Roadway Projects)

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Total Cost (\$ in Millions)
Florida Transportation Plan Strategic Intermodal System Projects							
-	-	Interstate 75	Marion Countyline	Williston Road	Managed Lanes	-	\$280.3
-	-	Interstate 75	Williston Road	NW 39th Avenue	Managed Lanes	-	\$487.1
-	-	Interstate 75	NW 39th Avenue	U.S. Highway 441	Managed Lanes	-	\$20.0
-	-	Interstate 75	At: Williston Road	-	Interchange Modification	-	\$18.1
Transit Project Revenues - Federal Transit Administration Formula Grant and State Transit Block Grant							
-	-	Regional Transit System	At: Systemwide	-	Transit Development Plan Implementation	-	\$66.7
Bicycle and Pedestrian Projects (Ten Percent Allocation)							
-	-	Bicycle and Pedestrian Project "Box Funds"	At: Gainesville Metropolitan Area	-	Proposed Alachua Countywide Bicycle-Pedestrian Master Plan Implementation	-	\$20.2
Cost Feasible Plan-Eligible Congested Corridors							
1*	21.3	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	\$10.6
2	19.6	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	1.5	\$11.2
3	17.6	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with dedicated transit lanes; median included	0.25	\$17.0
4	17.4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/ replace a 2 lane rural section	2.0	\$24.8
5	16.6	NW 8th Avenue (SR 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0.4	\$2.5
6*	14.6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes plus 2 dedicated transit lanes	1.0	\$10.6
7	14.3	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/ replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	1.75	\$46.5
8	14.2	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/ replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	0.4	\$16.1
9	14.2	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes,with dedicated transit lanes; median included	1.50	\$31.3

* Does not include local funding for right-of-way and dedicated transit lane construction

**Table A - 2
Year 2045 Cost Feasible Plan - Congested Roadway Projects
(Project Phasing)**

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Construction Cost	Project Development and Environment Cost (5-10%)	Design Cost (10-20%)	Construction Engineering Inspection Cost (15%)	Right of Way Cost (25-100%)	Total Cost (\$ in Millions)	Cumulative Cost (\$ in Millions)	Notes (from Florida Department of Transportation Long-Range Estimating or for clarification)
1*	21.3	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	\$5,497,096.70	\$462,988.30	\$925,976.65	\$1,388,964.98	\$2,314,941.62	\$10.6	\$10.6	For the purpose of this cost feasible plan the cost was based on Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20. The total cost of construction for widening and the transit lanes is \$16.7 Million. This cost will also include New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (two additional lanes for transit) + 50% of the right of way cost. The transit costs have been set aside as a separate item.
2	19.6	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	1.5	\$7,194,315.13	\$359,715.76	\$719,431.51	\$1,079,147.27	\$1,798,578.78	\$11.2	\$21.7	New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02
3	17.6	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with BRT lanes; median included	0.25	\$7,382,224.54	\$369,111.23	\$738,222.45	\$1,107,333.68	\$7,382,224.54	\$17.0	\$38.7	Cost based on cost per mile as provided in HNTB cost estimate for roadway construction plus the bridge and structure construction cost
4	17.4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/replace a 2-lane rural section	2.0	\$15,483,010.00	\$1,548,301.00	\$1,548,301.00	\$2,322,451.50	\$3,870,752.50	\$24.8	\$63.5	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05
5	16.6	NW 8th Avenue (State Road 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0.4	\$1,960,669.58	\$98,033.48	\$196,066.96	\$294,100.44	N/A	\$2.5	\$66.0	Assume complete streets implementation with parking. Remove 2 lanes from existing 4-lane undivided arterial with 4' protected bike lanes: U19
6*	14.6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	\$5,497,096.70	\$462,988.30	\$925,976.65	\$1,388,964.98	\$2,314,941.62	\$10.6	\$76.6	For the purpose of this cost feasible plan the cost was based on Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20. The total cost of construction for widening and the transit lanes is \$16.7 Million. This cost will also include New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (two additional lanes for transit) + 50% of the right of way cost. The transit costs have been set aside as a separate item.
7	14.3	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/replace a 2-lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	1.75	\$21,634,673.75	\$2,163,467.37	\$3,245,201.06	\$3,245,201.06	\$16,226,005.31	\$46.5	\$123.1	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05 + Bridge Replacement, approximate 39,000 sq ft (500' long with 4-12' lanes, 2-4' bike lanes and a 22' median (total of 78' widening)) at \$192/sq ft (Reinforced concrete with phased construction)
8	14.2	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/replace a 2-lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	0.4	\$7,295,642.00	\$729,564.20	\$1,459,128.40	\$1,094,346.30	\$5,471,731.50	\$16.1	\$139.2	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05 + Bridge Widening, approximate 21,600 sq ft (400' long with 2-12' lanes, 2-4' bike lanes and a 22' median (total of 54' widening)) at \$180/sq ft
9	14.2	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes with BRT lanes; median included	1.50	\$13,627,169.46	\$681,358.47	\$1,362,716.95	\$2,044,075.42	\$13,627,169.46	\$31.3	\$170.5	Cost based on cost per mile as provided in HNTB cost estimate for roadway construction

Table A - 3
Year 2045 Cost Feasible Plan - Congested Roadway Projects
(by Year of Expenditure)

Rank	Facility	From	To	Proposed Modification	Year of Expenditure	\$ in Millions
1	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/ 2 dedicated transit lanes	2030	\$12.7
2	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	2030	\$28.1
3	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with Bus Rapid Transit lanes; median included	2030	\$51.6
4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/replace a 2-lane rural section	2035	40.3
5	NW 8th Avenue (State Road 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	2035	\$44.4
6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes/ 2 dedicated transit lanes	2035	\$58.5
7	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/replace a 2-lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	2040	\$62.4
8	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/replace a 2-lane rural section, including bridge over I-75 + Transit Pre- emption Provisions	2040	\$86.9
9	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes with Bus Rapid Transit lanes; median included	2040	\$146.9

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Appendix B

Federal Obligations Reports-

Federal Fiscal Year 2021

(10/01/20 to 09/30/21)

Federal Transit Administration and

Florida Department of

Transportation (Highways)

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Appendix B: Federal Obligations Reports- Federal Fiscal Year 2021 (10/01/20 to 09/30/21)

Table B - 1
Federal Transit Administration Federal Obligations Report- Fiscal Year 2021

Funding Source	Funding	FDOT Project Identification	Project Description
Section 5305(d)	\$200,744	4117623	Transportation Planning
Section 5307	\$3,600,000 \$8,400,000	2155461 4040261	Operating Assistance; Capital and Operating Grant
Section 5310	\$25,000	4425771	Small Urban Grant - Operations for Paratransit-
Section 5311	\$381,000	4272501	Rural Transit Service
Section 5339	\$364,000	4415201	Rural Transit Funding - Operating/Administrative Assistance
Section 5339(c)	\$1,206,000 \$1,000,000 \$1,000,000	4473962 4428871 4473961	Low or No Emission Vehicle Purchases
FTA Subtotal	\$16,176,744		
CARES 5307 / 5311	\$12,950,000	-	Coronavirus Aid, Relief, and. Economic Security Act Capital and Operating Assistance
FHWA STBG	-	-	-
MTPO/RTS Total	\$29,126,744		

Source- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and Regional Transit System

CARES - Coronavirus Aid, Relief, and. Economic Security Act; FDOT - Florida Department of Transportation; FHWA - Federal Highway Administration; FTA - Federal Transit Administration; MTPO - Metropolitan Transportation Planning Organization; RTS - Regional Transit System; SA - Surface Transportation Block Grant - Any Area Funds; STBG - Surface Transportation Block Grant

**Table B - 2
Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2021**

PAGE 1	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ***** HIGHWAYS *****	DATE RUN: 10/01/2021 TIME RUN: 07.35.46 MBROBLTP
GAINESVILLE MTPO		
ITEM NUMBER: 211365 6 DISTRICT: 02 ROADWAY ID: 26000094	PROJECT DESCRIPTION: SW 62ND BLVD ARTERIAL CONNECTOR COUNTY: ALACHUA PROJECT LENGTH: 1.516MI	*NON-SIS* TYPE OF WORK: TRAFFIC OPS IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE		
SA		10,000
SL		39,211
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HPP		3,009
TOTAL 211365 6		52,220
TOTAL 211365 6		52,220
ITEM NUMBER: 211365 7 DISTRICT: 02 ROADWAY ID:	PROJECT DESCRIPTION: SW 62ND BLVD FROM SR24 (ARCHER ROAD) TO SR26 (NEWBERRY ROAD) COUNTY: ALACHUA PROJECT LENGTH: .000	*NON-SIS* TYPE OF WORK: RIGHT OF WAY ACQUISITION LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		153,712
TOTAL 211365 7		153,712
TOTAL 211365 7		153,712
ITEM NUMBER: 423071 4 DISTRICT: 02 ROADWAY ID: 26260000	PROJECT DESCRIPTION: I-75 (SR93) @ SR24 (ARCHER RD) COUNTY: ALACHUA PROJECT LENGTH: 1.386MI	*SIS* TYPE OF WORK: INTERCHANGE - ADD LANES LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1
FUND CODE	2021	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP		104,994
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP		676,359
SA		158,774
TOTAL 423071 4		940,127
TOTAL 423071 4		940,127
ITEM NUMBER: 433357 1 DISTRICT: 02 ROADWAY ID: 26620000	PROJECT DESCRIPTION: SW 170TH STREET FROM: S OF SW 147TH AVE TO: SW 128TH PLACE COUNTY: ALACHUA PROJECT LENGTH: 1.180MI	*NON-SIS* TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT		-4,210
TOTAL 433357 1		-4,210
TOTAL 433357 1		-4,210

Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2021

PAGE 2	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ***** HIGHWAYS *****	DATE RUN: 10/01/2021 TIME RUN: 07:35.46 MBROBLTP
GAINESVILLE MTPO		
ITEM NUMBER:433357 2 DISTRICT:02 ROADWAY ID:26620000	PROJECT DESCRIPTION:170TH STREET FROM: SOUTH OF SW 147TH AVE TO: SW 128TH PLACE COUNTY:ALACHUA PROJECT LENGTH: 1.180MI	TYPE OF WORK:SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
		NON-SIS
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY SA TALT	50,024 -1,772	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT	-9,867	
TOTAL 433357 2	38,385	
TOTAL 433357 2	38,385	
ITEM NUMBER:433988 1 DISTRICT:02 ROADWAY ID:26130000	PROJECT DESCRIPTION:SR26 FROM: SANTA FE PARK TO: END EXISTING SIDEWALK COUNTY:ALACHUA PROJECT LENGTH: .500MI	TYPE OF WORK:SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
		NON-SIS
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALN	-11,343	
TOTAL 433988 1	-11,343	
TOTAL 433988 1	-11,343	
ITEM NUMBER:433989 1 DISTRICT:02 ROADWAY ID:26900003	PROJECT DESCRIPTION:SW 27TH STREET FROM: SW WILLISTON RD TO: SW 35TH PLACE COUNTY:ALACHUA PROJECT LENGTH: .696MI	TYPE OF WORK:BIKE PATH/TRAIL LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
		NON-SIS
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE TALL	88,627	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALL TALT	5,000 192	
TOTAL 433989 1	93,819	
TOTAL 433989 1	93,819	
ITEM NUMBER:433990 2 DISTRICT:02 ROADWAY ID:26511000	PROJECT DESCRIPTION:POE SPRINGS ROAD FROM: POE SPRINGS TO: US 27(MAIN STREET) COUNTY:ALACHUA PROJECT LENGTH: 3.462MI	TYPE OF WORK:BIKE PATH/TRAIL LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
		NON-SIS
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY SN TALL TALN TALT	-63,502 -31,625 -17,239 -93,419	
TOTAL 433990 2	-205,786	
TOTAL 433990 2	-205,786	

Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2021

PAGE 3	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ***** HIGHWAYS *****	DATE RUN: 10/01/2021 TIME RUN: 07.35.46 MEROBLET
GAINESVILLE MTPO		
ITEM NUMBER: 436157 1 DISTRICT: 02 ROADWAY ID: 26010000	PROJECT DESCRIPTION: SR25 (US441) FROM: MARION COUNTY LINE TO: SR331 COUNTY: ALACHUA PROJECT LENGTH: 11.616MI	TYPE OF WORK: RESURFACING *NON-SIS* LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-26,998	
TOTAL 436157 1	-26,998	
TOTAL 436157 1	-26,998	
ITEM NUMBER: 436173 1 DISTRICT: 02 ROADWAY ID: 26020000	PROJECT DESCRIPTION: SR25 (US441) FROM: NW 167TH BLVD TO: COLUMBIA COUNTY LINE COUNTY: ALACHUA PROJECT LENGTH: 6.739MI	TYPE OF WORK: RESURFACING *NON-SIS* LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-3,397	
TOTAL 436173 1	-3,397	
TOTAL 436173 1	-3,397	
ITEM NUMBER: 436176 1 DISTRICT: 02 ROADWAY ID: 26080000	PROJECT DESCRIPTION: SR20 (SE HAWTHORNE RD) FROM: SR26 TO: EAST OF CR329B COUNTY: ALACHUA PROJECT LENGTH: 3.962MI	TYPE OF WORK: RESURFACING *SIS* LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHRE SN	-18,425 -40,094	
TOTAL 436176 1	-58,519	
TOTAL 436176 1	-58,519	
ITEM NUMBER: 437333 1 DISTRICT: 02 ROADWAY ID: 26900004	PROJECT DESCRIPTION: NW 19TH LANE FROM: NW 16TH TERRACE TO: US441 (NW 13TH STREET) COUNTY: ALACHUA PROJECT LENGTH: .247MI	TYPE OF WORK: BIKE LANE/SIDEWALK *NON-SIS* LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE TALL	-5,610	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALL	-907	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE TALL TALT	12,851 8,840	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SL TALL	1,408 3,267	
TOTAL 437333 1	19,849	
TOTAL 437333 1	19,849	

Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2021

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GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

ITEM NUMBER: 437354 1
DISTRICT: 02
ROADWAY ID: 26070000

PROJECT DESCRIPTION: SR26 (NEWBERRY RD) FROM NW 75TH ST TO NW 69TH TERRACE
COUNTY: ALACHUA
PROJECT LENGTH: .568MI

SIS
TYPE OF WORK: ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-1,714
SA	1,069
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	73,007
TOTAL 437354 1	72,362
TOTAL 437354 1	72,362

ITEM NUMBER: 439176 1
DISTRICT: 02
ROADWAY ID: 26030000

PROJECT DESCRIPTION: SR45 (US41) FROM SW 15TH AVE TO SOUTH OF SR26
COUNTY: ALACHUA
PROJECT LENGTH: .470MI

NON-SIS
TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALN	19,194
TOTAL 439176 1	19,194
TOTAL 439176 1	19,194

ITEM NUMBER: 439177 1
DISTRICT: 02
ROADWAY ID: 26030000

PROJECT DESCRIPTION: SR45 (US41) FROM END OF SIDEWALK TO NW 9TH ROAD
COUNTY: ALACHUA
PROJECT LENGTH: .520MI

NON-SIS
TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALN	19,698
TOTAL 439177 1	19,698
TOTAL 439177 1	19,698

ITEM NUMBER: 439344 1
DISTRICT: 02
ROADWAY ID: 26090000

PROJECT DESCRIPTION: SR24 (US27) SW ARCHER RD FROM: SR45 (US27/US41) TO: E. OF SW 81 ST
COUNTY: ALACHUA
PROJECT LENGTH: 6.868MI

NON-SIS
TYPE OF WORK: RESURFACING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	40,000
SN	1,902,206
TOTAL 439344 1	1,942,206
TOTAL 439344 1	1,942,206

Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2021

PAGE 5	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ***** HIGHWAYS *****	DATE RUN: 10/01/2021 TIME RUN: 07.35.46 MBROBLTP
GAINESVILLE MTPO		
ITEM NUMBER: 439488 1 DISTRICT: 02 ROADWAY ID: 26250000	PROJECT DESCRIPTION: SR121 (SW 34 ST) FROM: SR26A (SW 2 AVE) TO: SR26 (W UNIV AVE) COUNTY: ALACHUA PROJECT LENGTH: .363MI	*NON-SIS* TYPE OF WORK: TRAFFIC OPS IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP SA	-77 -6,471	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	-8,384	
TOTAL 439488 1	-14,932	
TOTAL 439488 1	-14,932	
ITEM NUMBER: 439489 1 DISTRICT: 02 ROADWAY ID: 26050000	PROJECT DESCRIPTION: SR24 FROM: SR26 (UNIVERSITY AVE) TO: SR222 COUNTY: ALACHUA PROJECT LENGTH: 2.640MI	*NON-SIS* TYPE OF WORK: LIGHTING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	497,814	
TOTAL 439489 1	497,814	
TOTAL 439489 1	497,814	
ITEM NUMBER: 439490 1 DISTRICT: 02 ROADWAY ID: 26250000	PROJECT DESCRIPTION: SR121 FROM: NW 16 AVE TO: US441 COUNTY: ALACHUA PROJECT LENGTH: 3.332MI	*NON-SIS* TYPE OF WORK: TRAFFIC OPS IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	-8,693	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	6,531,514	
TOTAL 439490 1	6,522,821	
TOTAL 439490 1	6,522,821	
ITEM NUMBER: 439495 1 DISTRICT: 02 ROADWAY ID: 26000000	PROJECT DESCRIPTION: NE 18TH AVE FROM: NE 12TH ST TO: NE 15TH ST COUNTY: ALACHUA PROJECT LENGTH: .280MI	*NON-SIS* TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE SR2T	23,369	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA SR2T	-7,055 7,155	
TOTAL 439495 1	23,469	
TOTAL 439495 1	23,469	

Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2021

PAGE 6	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ***** HIGHWAYS *****	DATE RUN: 10/01/2021 TIME RUN: 07:35.46 MROBLTP
GAINESVILLE MTPO		
ITEM NUMBER: 439499 1 DISTRICT: 02 ROADWAY ID: 26620000	PROJECT DESCRIPTION: SW 170TH ST (CR241) FROM: LEVY C/L TO: SOUTH OF ARCHER COUNTY: ALACHUA PROJECT LENGTH: 2.600MI	*NON-SIS* TYPE OF WORK: WIDEN/RESURFACE EXIST LANES LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY HSP	-26,628	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	-8,584	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	-16,320	
TOTAL 439499 1	-51,532	
TOTAL 439499 1	-51,532	
ITEM NUMBER: 440898 1 DISTRICT: 02 ROADWAY ID: 26010000	PROJECT DESCRIPTION: INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY COUNTY: ALACHUA PROJECT LENGTH: 44.977MI	*SIS* TYPE OF WORK: TRAFFIC SIGNAL UPDATE LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NFP	512,517	
TOTAL 440898 1	512,517	
TOTAL 440898 1	512,517	
ITEM NUMBER: 441155 1 DISTRICT: 02 ROADWAY ID: 26000000	PROJECT DESCRIPTION: SE 65TH AVE FROM: SE 215TH TO: SE 210TH COUNTY: ALACHUA PROJECT LENGTH: .140MI	*NON-SIS* TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY SR2T	47,301	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SR2T	923	
TOTAL 441155 1	48,224	
TOTAL 441155 1	48,224	
ITEM NUMBER: 441160 1 DISTRICT: 02 ROADWAY ID: 26000000	PROJECT DESCRIPTION: NW 42ND AVENUE FROM NW 13TH ST. TO NW 6TH ST. COUNTY: ALACHUA PROJECT LENGTH: .300MI	*NON-SIS* TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE SR2T	38,293	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SR2T	3,000	
TOTAL 441160 1	41,293	
TOTAL 441160 1	41,293	

Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2021

PAGE 7	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ***** HIGHWAYS *****	DATE RUN: 10/01/2021 TIME RUN: 07.35.46 MBROBLTP
GAINESVILLE MTPD		
ITEM NUMBER: 441262 1 DISTRICT: 02 ROADWAY ID: 26070000	PROJECT DESCRIPTION: SR26 FROM: SR45 (US41) TO: CR241 SOUTH COUNTY: ALACHUA PROJECT LENGTH: 4.870MI	*SIS* TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA		1,810
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA		-3,691
TOTAL 441262 1		-1,881
TOTAL 441262 1		-1,881
ITEM NUMBER: 443252 1 DISTRICT: 02 ROADWAY ID: 26500000	PROJECT DESCRIPTION: NEWBERRY LN AT CR235 COUNTY: ALACHUA PROJECT LENGTH: .100MI	*NON-SIS* TYPE OF WORK: INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY SA		10,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA		5,000
TOTAL 443252 1		15,000
TOTAL 443252 1		15,000
ITEM NUMBER: 443489 1 DISTRICT: 02 ROADWAY ID: 26260000	PROJECT DESCRIPTION: I-75 (SR93) THROUGH PAYNES PRAIRIE COUNTY: ALACHUA PROJECT LENGTH: 2.356MI	*SIS* TYPE OF WORK: GUARDRAIL LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP SA		-72,473
TOTAL 443489 1		34,703
TOTAL 443489 1		-37,770
ITEM NUMBER: 445061 1 DISTRICT: 02 ROADWAY ID: 26000000	PROJECT DESCRIPTION: CITY OF GAINESVILLE/UP ARTERIAL CORRIDOR COUNTY: ALACHUA PROJECT LENGTH: .425MI	*NON-SIS* TYPE OF WORK: TRAFFIC CONTROL DEVICES/SYSTEM LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2021	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT TSM		800,000
TOTAL 445061 1		800,000
TOTAL 445061 1		800,000

Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2021

PAGE 8	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT =====	DATE RUN: 10/01/2021 TIME RUN: 07.35.46 MBROBLTP
GAINESVILLE MTP	HIGHWAYS =====	
ITEM NUMBER:446711 1 DISTRICT:02 ROADWAY ID:26515000	PROJECT DESCRIPTION:JOHNSON STREET & SE 71 AVE @ RR CROSSING NO 625012X RRMP:S 704.99 COUNTY:ALACHUA PROJECT LENGTH: .219MI	*NON-SIS* TYPE OF WORK:RAIL SAFETY PROJECT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHH	743,000	
TOTAL 446711 1	743,000	
TOTAL 446711 1	743,000	
ITEM NUMBER:447032 1 DISTRICT:02 ROADWAY ID:26005000	PROJECT DESCRIPTION:SR222(39TH AVE) FROM NW 92ND CT TO NW 43RD ST COUNTY:ALACHUA PROJECT LENGTH: 3.293MI	*NON-SIS* TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	125,701	
TOTAL 447032 1	125,701	
TOTAL 447032 1	125,701	
ITEM NUMBER:447962 1 DISTRICT:02 ROADWAY ID:26050000	PROJECT DESCRIPTION:SR331 FROM SR25(US441) TO SR26 COUNTY:ALACHUA PROJECT LENGTH: 3.296MI	*SIS* TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	813,848	
TOTAL 447962 1	813,848	
TOTAL 447962 1	813,848	
ITEM NUMBER:447964 1 DISTRICT:02 ROADWAY ID:26050000	PROJECT DESCRIPTION:SR24 FROM SR222 TO SR200(US301) COUNTY:ALACHUA PROJECT LENGTH: 10.706MI	*NON-SIS* TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	1,810,800	
TOTAL 447964 1	1,810,800	
TOTAL 447964 1	1,810,800	
TOTAL DIST: 02	14,889,691	
TOTAL HIGHWAYS	14,889,691	

Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2021

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GAINESVILLE MTPD

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

PLANNING

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

ITEM NUMBER: 439318 2
DISTRICT: 02
ROADWAY ID:

PROJECT DESCRIPTION: GAINESVILLE MPO FY 2018/2019-2019/2020 UPWP
COUNTY: ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK: TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY METRO TRANSPORTATION PLNG ORG PL	-412,874
TOTAL 439318 2	-412,874
TOTAL 439318 2	-412,874

ITEM NUMBER: 439318 3
DISTRICT: 02
ROADWAY ID:

PROJECT DESCRIPTION: GAINESVILLE MPO FY 2020/2021-2021/2022 UPWP
COUNTY: ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK: TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY METRO TRANSPORTATION PLNG ORG PL	483,843
TOTAL 439318 3	483,843
TOTAL 439318 3	483,843
TOTAL DIST: 02	70,969
TOTAL PLANNING	70,969

Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2021

PAGE 10	FLORIDA DEPARTMENT OF TRANSPORTATION		DATE RUN: 10/01/2021
GAINESVILLE MTPO	OFFICE OF WORK PROGRAM		TIME RUN: 07.35.46
	ANNUAL OBLIGATIONS REPORT		MBROBLTP

	MISCELLANEOUS		

ITEM NUMBER: 445186 1	PROJECT DESCRIPTION:	COUNTY: ALACHUA	*NON-SIS*
DISTRICT: 02		PROJECT LENGTH: .000	TYPE OF WORK: TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:			LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
	FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TSM		-800,000	
TOTAL 445186 1		-800,000	
TOTAL 445186 1		-800,000	
TOTAL DIST: 02		-800,000	
TOTAL MISCELLANEOUS		-800,000	
GRAND TOTAL		14,160,660	

Appendix C

Federally-Funded Projects for Fiscal Years 2022-23 to 2025-26

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Appendix C: Federally-Funded Projects for Fiscal Years 2022-23 to 2025-26

Table C - 1
Transportation Improvement Program Funding Summary Table
for Federally-Funded Projects
[Four-Year Summary of Funding Sources in Year of Expenditure Dollars]

Financial Summary of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Priorities by Major Funding Categories					
Funding Cagetary *1 (Funding Code)	Fiscal Year Costs (\$000)				Totals
	2022-23	2023-24	2024-25	2025-26	
Air Quality Mitigation					
CMAQ (CM)	\$0	\$0	\$0	\$0	\$0
Aviation					
Federal Aviation Admininstration (FAA)	\$7,297	\$3,500	\$0	\$7,551	\$18,348
Roadway Facilities					
Bridge Replacement (BRT, BRTZ, MBPD)	\$0	\$0	\$0	\$0	\$0
Equity Bonus (EB)	\$0	\$0	\$0	\$0	\$0
Federal Highway Administration Other (ACER, ACFP, FEMA, TSM, ARPA)	\$516	\$0	\$0	\$0	\$516
High Priority Project (HPP, REPE)	\$0	\$0	\$0	\$0	\$0
Interstate Maintenance (ACIM, IM)	\$0	\$0	\$0	\$0	\$0
Interstate Development (IRD)	\$0	\$0	\$0	\$0	\$0
National Highway System (ACNP, NH, NHPP, NHRE)	\$4,587	\$0	\$0	\$0	\$4,587
STBG High Priority Project (S147,HPP)	\$0	\$0	\$0	\$0	\$0
STBG Alternatives (ACTA, ACTL, SE,TALL, TALT)	\$0	\$0	\$0	\$0	\$0
STBG Regular (ACSA, BA, MA, SA, SAAN, XA)	\$987	\$2,104	\$2,631	\$0	\$5,722
STBG Safety Related (ACSS, HSP, SH, SP, SR, SS, HSID)	\$294	\$1,900	\$0	\$0	\$2,194
STBG Under 200,000 (ACST, BL, FSSL, GFSL, ML, PL, SL, XL, SN)	\$843	\$794	\$800	\$806	\$3,243
STBG Over 200,000 [BU, MU, SU, XU]	\$0	\$0	\$0	\$0	\$0
Transit					
FTA [5305(d) (DU), 5307, 5310, 5311 (DU), 5339]	\$6,767	\$6,753	\$6,765	\$6,777	\$27,062
Totals	\$21,291	\$15,051	\$10,196	\$15,134	\$61,672

See Table 3 for project funding acronyms.

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*1 Includes Advance Construction (AC) project funding

Table C - 1 (Continued)
Transportation Improvement Program Funding Summary Table
for Federally-Funded Projects
[Four-Year Summary of Funding Sources in Year of Expenditure Dollars]

ACER - Advanced Construction Emergency Relief;
ACFP / ACFP-AC - Advanced Construction Freight Program;
ACNP - Advanced Construction National Highway System Program;
ACSA - Advance Construction Surface Transportation Block Grant, Any Area;
ACSS - Advanced Construction Surface Transportation Block Grant - Safety Related;
ACTA - Advance Construction Transportation Alternative;
ARPA - American Rescue Plan Act of 2021
BA - Donor Bonus, any area;
BL - Donor Bonus, areas with population less than or equal to 200,000;
BU - Donor Bonus, areas with population greater than 200,000;
CM - Congestion Management;
CMAQ - Congestion Mitigation Air Quality
FAA - Federal Aviation Authority;
BRT - Federal Bridge Replacement - On System;
BRTZ - Federal Bridge Replacement - Off System;
DU - Advanced from State Primary Funds to be reimbursed by the Federal Transit Administration;
EB - Equity Bonus;
FAA - Federal Aviation Administration
FEMA - Federal Emergency Management Agency
FSSE - Federal Stimulus - American Recovery and Reinvestment Act of 2009 Enhancement;
FSSL - Federal Stimulus - American Recovery and Reinvestment Act of 2009 areas with population less than or equal to 200,000;
FTA - Federal Transit Administration;
HPP - High Priority Project (Federal earmark funding);
HSP - Highway Safety Program;
HSID - Highway Safety Program;
IM - Interstate Maintenance;
IRD - Interstate Development; IVH - Intelligent Vehicle Highway;
MA - Minimum Allocation, Any Area;
MGBP - Minimum guarantee - Bridge Supplement;
ML - Minimum Allocation, areas with population less than or equal to 200,000;
MU - Minimum Allocation, areas with population greater than 200,000;
NH - National Highway;
NHRE - National Highway Performance Program- Resurfacing;
PL - Metropolitan Planning;
REPE - Repurposed Federal Earmark Funds
S117 - Section 117 - Federal Earmark Project;
SA - Surface Transportation Block Grant - Any Area;
SAAN - Surface Transportation Block Grant - Any Area Not On National Highway System
SE - Surface Transportation Block Grant - Enhancement;
SH - Surface Transportation Block Grant - Hazard Elimination;
SL - Surface Transportation Block Grant - Areas with population less than or equal to 200,000;
SN - Surface Transportation Block Grant - Areas with population less than or equal to 200,000- Mandatory Non-Urban;
SP - Surface Transportation Block Grant - Safety Related;
SR - Surface Transportation Block Grant - Safety Related;
SR2S - Safe Routes to School; SR2T - Safe Routes to School Transfer;
SR2T - Safe Routes to School;
SS - Surface Transportation Block Grant - Safety Related;
SU - Surface Transportation Block Grant - Areas with population greater than 200,000;
TALL - Transportation Alternative;
TALT - Transportation Alternative- Population
TSM - Transportation Systems Management
XA - Surface Transportation Block Grant - Regular;
XL - Surface Transportation Block Grant - Areas with population less than or equal to 200,000; and
XU - Surface Transportation Block Grant - Areas with population greater than 200,000

Table C - 2
Aviation Projects
Federally-Funded Fiscal Years 2022-23 to 2025-26

Federal Aviation Administration Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY	FY	FY	FY
		2022-23	2023-24	2024-25	2025-26
Aviation Capacity Project 4387391, 4387392	Commercial Terminal Expansion Design and Construct Taxiway C Extension, PFL0012567	-	-	-	3,690
Aviation Preservation Project 4444081	General Aviation Apron Strengthening	900	3,500	3,500	-
Aviation Preservation Project 4438021	Taxiway E Rehabilitation PFL0009105	5,497	-	-	-
Aviation Preservation Project 4438011	Internal Service Road Expansion	-	-	-	261
Aviation Preservation Project 4365942	Land Acquisition to Facilitate Obstacle Removal	-	-	-	3,600
Aviation Safety Project 4331201	Acquire Index B Fire Fighting Vehicle PFL009102	900	-	-	-
Total		7,297	3,500	3,500	7,551

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Table C - 3
Federal Highway Other Projects
Federally-Funded Fiscal Years 2022-23 to 2025-26

Federal Highway Other Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY	FY	FY	FY
		2022-23	2023-24	2024-25	2025-26
Williston Road (SR 331) AT: Hawthorne Trail Crossing 4476293	Traffic Signalization	516	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
Total		516	0	0	0

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Table C - 4
National Highway Projects
Federally-Funded Fiscal Years 2022-23 to 2025-26

National Highway System Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY	FY	FY	FY
		2022-23	2023-24	2024-25	2025-26
Interstate 75 Interchange AT: Williston Road (SR 331) 4230713	Add Lanes	4,587	-	-	-
US 441 Williston Road to Archer Road 4470331	Resurfacing	3,423	-	-	-
NW 39 Avenue Interstate 75to NW 43 street 4470321	Resurfacing	-	4,418	-	-
Waldo Road State Road 222 to State Road 200 4358891	Resurfacing	-	10,623	-	-
Newberry Road County Road 241 S to Interstate 75 2076683	Resurfacing	-	-	9,053	-
Waldo Road State Road 26 to State Road 222 4394892	Resurfacing	-	-	5,179	-
Total		8,010	15,041	14,232	0

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CR - County Road; N - North; NW - Northwest; S - South; SE - Southeast; SR - State Road

Table C - 5
Surface Transportation Block Grant Projects
Federally-Funded Fiscal Years 2022-23 to 2025-26

Surface Transportation Block Grant Projects		Costs (\$000			
Project Description (Finance Number)	Type Work	FY	FY	FY	FY
		2022-23	2023-24	2024-25	2025-26
Surface Transportation Block Grant Alternative (SE, ACSE, ACTA, ACTL,TALL, TALT)					
NW 42 Avenue NW 13 Street to NW 6 Street 4411601	Install Sidewalk	-	183	-	-
NW 45 Avenue Black Forest Way to Norton School 4455731	Install Sidewalk	-	-	-	361
Surface Transportation Block Grant Regular (ACSA, BA, MA, SA, XA, SN)					
Newberry Road County Road 241 S to Interstate 75 2076683	Resurfacing	314	-	505	-
NW 39 Avenue NW 43 Street to NW 24 Boulevard 2076115	Resurfacing	-	-	689	-
NW 39 Avenue Interstate 75 to NW 43 Street 4470321	Resurfacing	-	158	-	-
W University Avenue SW 2 Avenue to SW 13 Street 2076583	Upgrade Streetlighting	-	534	-	-
US 441 Williston Road to Archer Road 4470331	Resurfacing	456	-	-	-
US 441 AT: NW 23 Avenue 4358891	Traffic Signal Update	94	214	165	-
Waldo Road State Road 26 to State Road 222 4394892	Resurfacing	123	-	738	-
Waldo Road State Road 222 to State Road 200 4358891	Resurfacing	-	701	-	-
Surface Transportation Block Grant Safety-Related (ACSS, HSP, RHP, SH, HSID)					
Archer Road [SR 24] At SW 16 Street 4394891	Upgrade Streetlighting	183	-	-	-
Interstate 75 AT: NW 39 Avenue 2129346	Interchange Modification	86	-	-	-
Archer Road [SR 24] At SW 34 Street [SR 121] 4498441	Traffic Signal Update	25	1,229	-	-
NW 39 Avenue (CR 222) AT: NW 97 Boulevard 4474751	Intersection Modification	-	671	-	-
Surface Transportation Block Grant Under 200,000 (BL, GFSL, ML, PL, SL, XL)					
Unified Planning Work Program Fiscal Years 2018-19 - 2019-20 4221863, 4221864, 4221865	Transportation Planning	843	794	800	806
Total		2,124	4,301	2,897	1,167

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NE= Northeast, NW= Northwest, SE= Southeast, SR= State Road, UF= University of Florida

Table C - 6
Transit- Federal Transit Administration Projects
Federally-Funded Fiscal Years 2022-23 to 2025-26

Regional Transit System Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Regional Transit System Capital Funding					
Fixed Route System Capital Section 5307 4040261	Capital and Operating Grant	4,200	4,200	4,200	4,200
-	-	-	-	-	-
Regional Transit System Operating Funding					
Fixed Route System Operating Section 5307 2155461	Operating Assistance- Operations, Preventive Maintenance and Paratransit Services	1,800	1,800	1,800	1,800
Fixed Route System Capital Section 5310 4425771	Rural Transit Funding Operating/Administration Assistance	25	-	-	-
Fixed Route System Capital Section 5339 4415201	Rural Transit Funding Operating/Administration Assistance	364	364	364	364
Federal Transit Administration Planning Assistance Grant Funding					
Fixed Route System Operating Section 5305(d) 4117623	Operating Assistance- Planning	-	-	-	-
-	-	-	-	-	-
Transportation Disadvantaged Operating Assistance Funding					
Transportation Disadvantaged Section 5311 4272501	Rural Transit Funding	378	389	401	413
Total		6,767	6,753	6,765	6,777

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Appendix D

Alachua County Projects- For Information Only (Local Funds Only)

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Appendix D: Alachua County Projects- For Information Only (Local Funds Only)

Illustration D-1 and Table D-1 include the locally-funded projects for information only. This project was provided by Alachua County Growth Management Department. This project does not include funding from the Federal Highway Administration, Federal Transit Administration and Florida Department of Transportation.

As shown in Illustration D-1 and Table D-1, Alachua County reported no local funded projects for inclusion in the Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program.

Illustration D - 1 Alachua County Local-Funded Projects

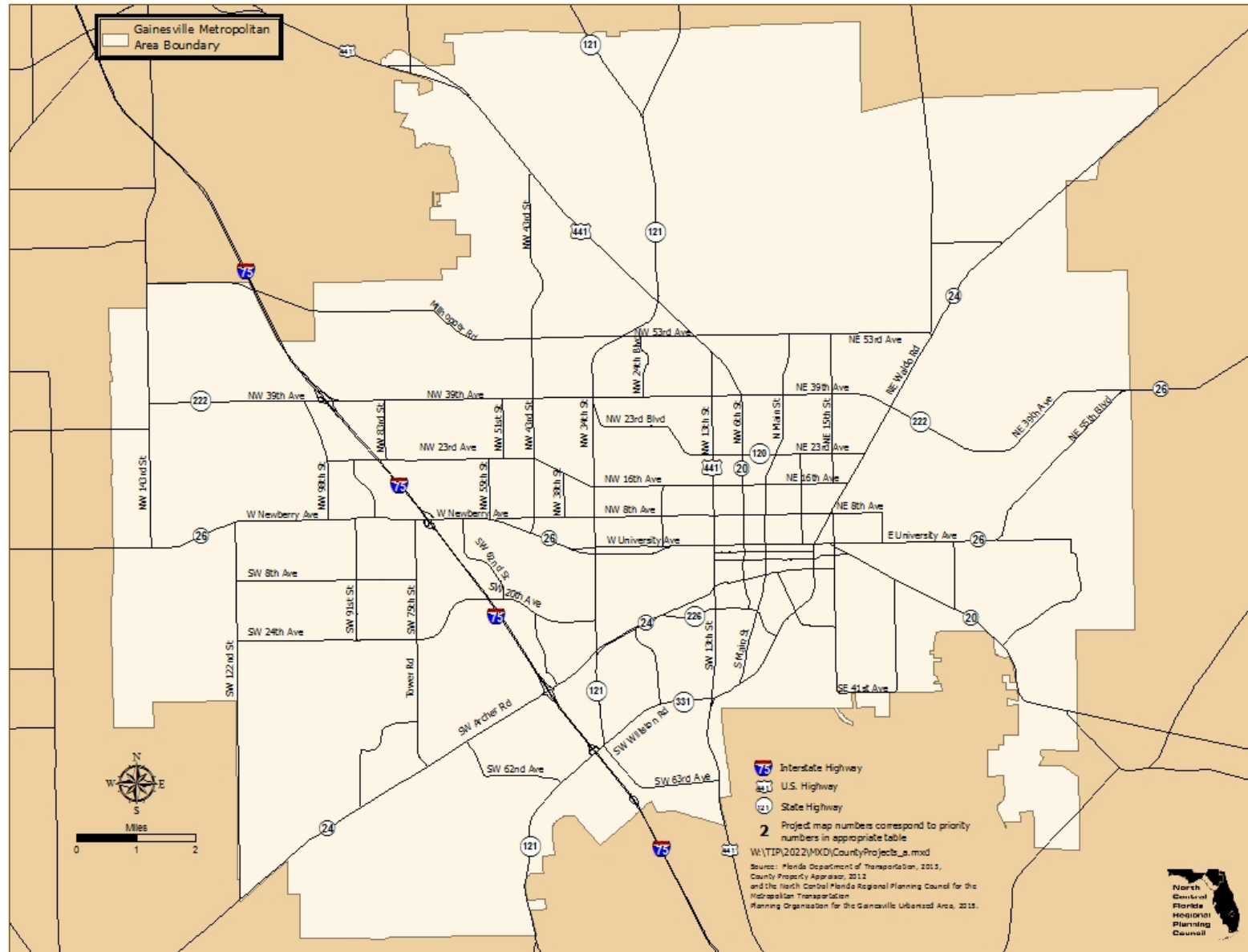


Table D - 1
Alachua County Local-Funded Projects

Alachua County Road Construction Projects		Phase	Fiscal Year (FY)								Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Roadway Projects - Construction											
Type Work	-	-		-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	
Type Work	-	-		-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

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Appendix E

City of Gainesville Projects- For Information Only (Local Funds Only)

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Appendix E: City of Gainesville Projects- For Information Only (Local Funds Only)

Illustration E-1 and Table E-1 include the locally-funded projects for information only. These projects were provided by City of Gainesville Public Works Department. These projects do not include funding from the Federal Highway Administration, Federal Transit Administration and Florida Department of Transportation.

As shown in Illustration E-1 and Table E-1, the City of Gainesville reported no local funded projects for inclusion in the Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program.

Illustration E - 1 City of Gainesville Local-Funded Projects

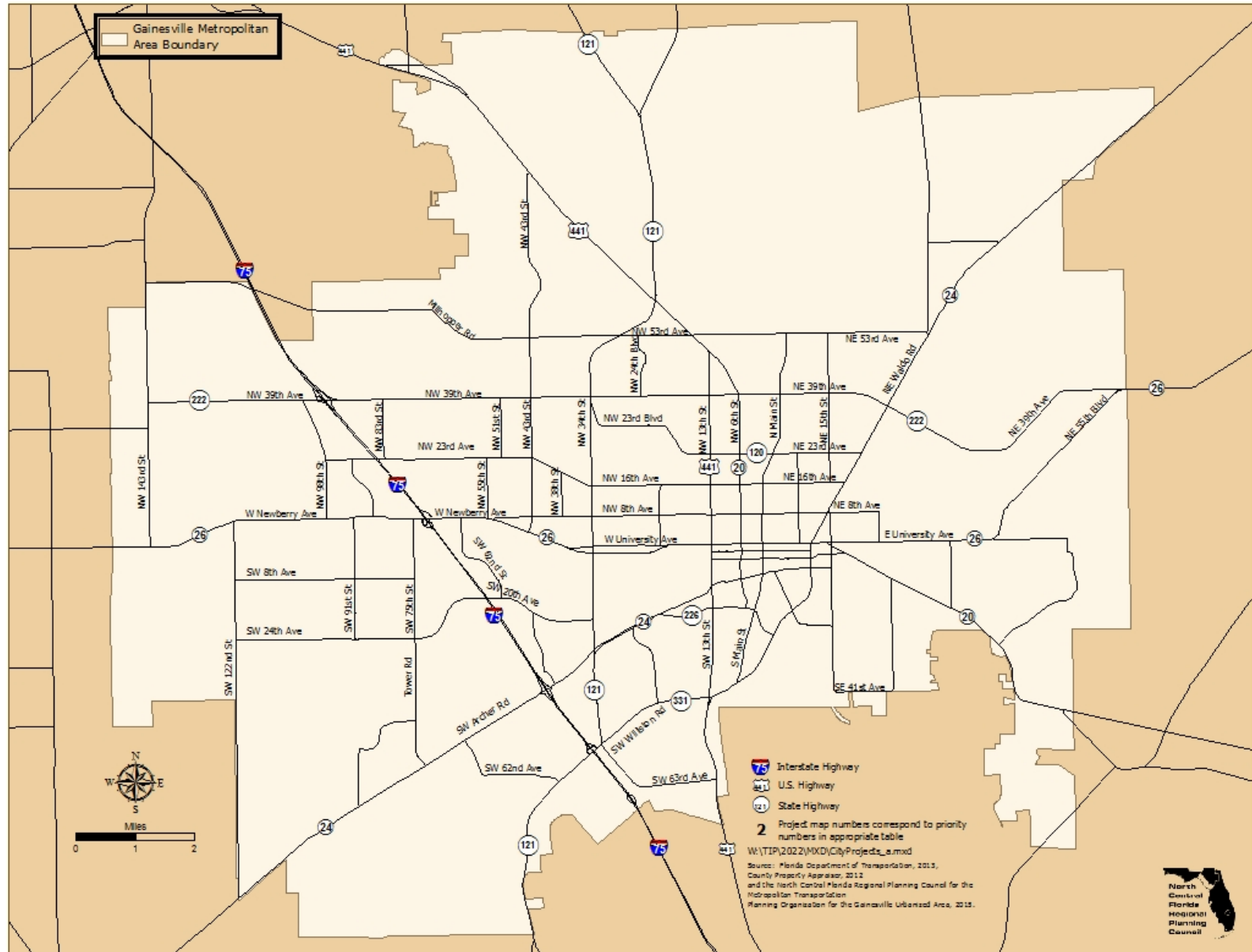


Table E - 1
City of Gainesville Local-Funded Projects

Gainesville Roadway Projects		P h a s e	Fiscal Year (FY) Costs (\$'000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Roadway Projects - Construction											
Type Work	-	-	-	-	-	-	-	-	-	-	
Map Number	-	-	-	-	-	-	-	-	-	-	
Project Location	-	-	-	-	-	-	-	-	-	-	
Project Length (miles)	-	-	-	-	-	-	-	-	-	-	
Project Description	-	-	-	-	-	-	-	-	-	-	
Responsible Agency	-	-	-	-	-	-	-	-	-	-	
SIS / Non-SIS	-	-	-	-	-	-	-	-	-	-	
LRTP Consistency	-	-	-	-	-	-	-	-	-	-	
LRTP ID	-	All Phases	-	-	-	-	-	-	0	-	
Type Work	-	-	-	-	-	-	-	-	-	-	
Map Number	-	-	-	-	-	-	-	-	-	-	
Project Location	-	-	-	-	-	-	-	-	-	-	
Project Length (miles)	-	-	-	-	-	-	-	-	-	-	
Project Description	-	-	-	-	-	-	-	-	-	-	
Responsible Agency	-	-	-	-	-	-	-	-	-	-	
SIS / Non-SIS	-	-	-	-	-	-	-	-	-	-	
LRTP Consistency	-	-	-	-	-	-	-	-	-	-	
LRTP ID	-	All Phases	-	-	-	-	-	-	0	-	

Table E - 1
City of Gainesville Local-Funded Projects (Continued)

			Fiscal Year (FY)								Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
Gainesville Resurfacing / Repaving Projects		Phase	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Roadway Projects - Resurfacing											
Type Work	-	-		-	-	-	-	-	-	0	-
Map Number	-									0	
Project Location	-									0	
Project Length (miles)	-									0	
Project Description	-									0	
FDOT Finance Number	-									0	
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases								0	
Type Work	-	-		-	-	-	-	-	-	0	-
Map Number	-									0	
Project Location	-									0	
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Appendix F

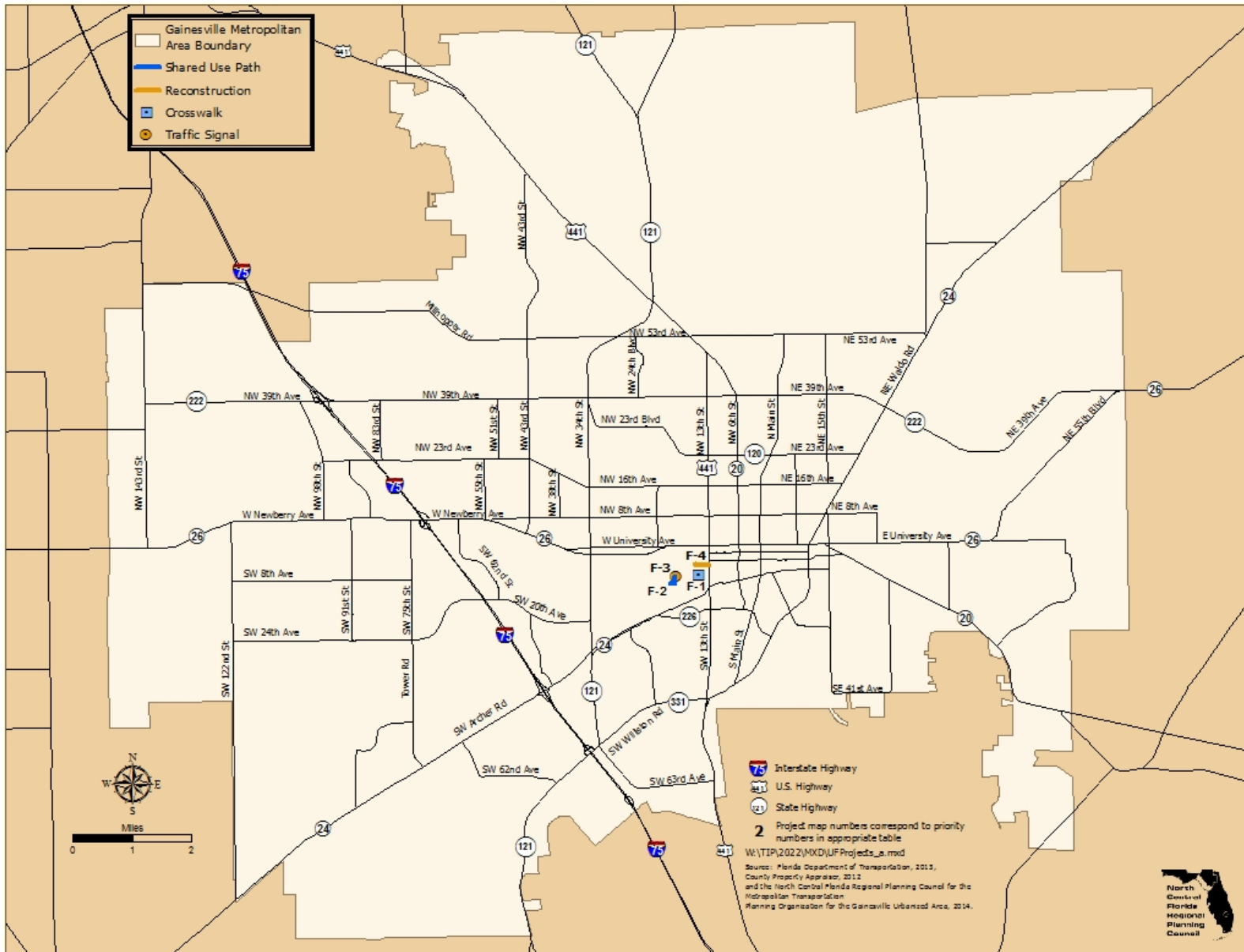
University of Florida Projects- For Information Only (Local Funds Only)

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Appendix F: University of Florida Projects- For Information Only (Local Funds Only)

Illustration F-1 and Table F-1 include the Public Education Capital Outlay and locally-funded projects for information only. These projects were provided by the University of Florida Planning, Design and Construction Division. These projects do not include funding from the Federal Highway Administration, Federal Transit Administration and Florida Department of Transportation.

Illustration F - 1
University of Florida Local-Funded Projects



**Table F - 1
University of Florida Local-Funded Projects**

University of Florida Bicycle/Pedestrian Projects		Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
			Bicycle/Pedestrian Projects								
Type Work Map Number Project Location	Pedestrian Crossing F-1 Museum Drive AT New Residence Hall	Preliminary Engineering			-	-	-	-	-	0	LF
		Design		51 DES						51	LF
Project Length (miles) Project Description	- Install Pedestrian Signalized Crosswalks west of Beaty Towers Crosswalk	Construction		719 CST						719	LF
Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID	University of Florida Non-SIS VS, P-1, P-4, P-6, P-7 -	All Phases		-						770	
Type Work Map Number Project Location	Bicycle/Pedestrian Facility F-2 Sweetwater Drive/Physics FM: Gale Lemerand Drive TO: Museum Road	Preliminary Engineering			-	-	-	-	-	0	LF
		Design		187 DES						187	LF
Project Length (miles) Project Description	0.2 Construct Shared-Use Path from south of Physics Building to Reitz Union Drive	Construction		3,559 CST						3,559	LF
Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID	University of Florida Non-SIS VS, P-1, P-4, P-6, P-7 -	All Phases		-						3,746	

Table F - 1
University of Florida Local-Funded Projects (Continued)

University of Florida Intersection Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding	
Intersection Projects - Roundabout / Traffic Signal Update / Turnlanes											
Type Work	Traffic Signal	Preliminary Engineering			-	-	-	-	-	0	LF
Map Number	F-3	Design		55 DES						55	LF
Project Location	AT: Reitz Union Drive AT: Sweetwater Drive	Construction		1,402 CST						1,402	LF
Project Length (miles)	0.1										
Project Description	Install New Traffic Signal with Pedestrian Scramble Crossings										
Responsible Agency	University of Florida										
NHS / SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	'-										
Federal Funds	-	All Phases	-							1,457	
Type Work	-	Preliminary Engineering		-	-	-	-	-	-	0	-
Map Number	-	Design								0	
Project Location	-	Construction								0	
Project Length (miles)	-										
Project Description	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Federal Funds	-	All Phases	-							0	

Table F - 1
University of Florida Local-Funded Projects (Continued)

University of Florida Roadway Projects		Phase	Fiscal Year (FY) Costs (\$'000) / Project Phase (see Table 2)								Fund Code Table 1	
			Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding		
Roadway Projects - Construction /Reconstruction												
Type Work	Reconstruction	Preliminary		5,000	CST	-	-	-	-	-	5,000	LF
Map Number	F-4	Engineering										
Project Location	Inner Drive	Design										
Project Length (miles)	FM : Newell Drive	Construction										
Project Description	TO: SW 13 Street (US 441)											
	-											
Responsible Agency	Reconstruction as two-way roadway											
SIS / Non-SIS	Gainesville											
L RTP Consistency	Non-SIS											
L RTP ID	VS, P-1, P-4, P-6, P-7											
	-	All Phases	-								5,000	
Type Work	-	-	-	-	-	-	-	-	-	-	-	-
Map Number	-											
Project Location	-											
Project Length (miles)	-											
Project Description	-											
Responsible Agency	-											
SIS / Non-SIS	-											
L RTP Consistency	-											
L RTP ID	-	All Phases	-								0	

Table F - 1
University of Florida Local-Funded Projects (Continued)

			Fiscal Year (FY)								Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
University of Florida Resurfacing / Repaving Projects			Phase	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future Funding	Total Funding
Roadway Projects - Resurfacing											
Type Work	-	Project			-	-	-	-	-	0	-
Map Number	-	Development									
Project Location	-	Environment									
		Preliminary									
Project Length (miles)	-	Engineering									
Project Description	-	Railroad/									
		Utilities									
		Construction									
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases								0	
Type Work	-	Project			-	-	-	-	-	0	-
Map Number	-	Development									
Project Location	-	Environment									
		Preliminary									
Project Length (miles)	-	Engineering									
Project Description	-	Railroad/									
		Utilities									
		Construction									
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Appendix G

Transportation Improvement Program Public Comment Summary and Comment Tracking

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Appendix G: Transportation Improvement Program Public Comment Summary and Comment Tracking

A. Public Comment Summary and Comment Tracking

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

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

Table G - 1
Public Comment Summary and Public Comment Tracking
Fiscal Years 2022-23 to 2026-27
Transportation Improvement Program

Comment Summary		Tracking- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Action / Response
Name- None	Date- 7/11/22	-
-		
Name- None	Date-	-
-		
Name- None	Date-	-
-		
Name- None	Date-	-
-		
Name- None	Date-	-
-		
Name-	Date-	-
-		

FDOT = Florida Department of Transportation

MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

TIP = Transportation Improvement Program

Exhibit G - 1 Transportation Improvement Program Display Advertisement



COMMUNITY TRANSPORTATION MEETING

July 11, 2022 at 5:00 p.m.

On-Site - John R. "Jack" Durrance Auditorium, Alachua County Administration Building
12 SE 1st Street, Gainesville, Florida

Audio/Video - Cox Channel 12 and the Alachua County Video on Demand Website [link below]

<https://alachuacounty.us/Pages/AlachuaCounty.aspx>

PURPOSE: The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has scheduled a public meeting to receive input concerning the proposed Transportation Improvement Program for Fiscal Years 2022-23 to 2026-27. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with the Alachua County and City of Gainesville comprehensive plans.

Projects in the proposed Transportation Improvement Program are also consistent with the Gainesville Metropolitan Area Year 2045 Long-Range Transportation Plan. This plan identifies transportation system modifications expected to be needed to serve projected volumes and patterns of traffic through the Year 2045. A final decision regarding all projects contained in the Transportation Improvement Program will be forwarded to the Florida Department of Transportation by the adoption of this Transportation Improvement Program document.

Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program will satisfy the Program of Projects.

The Federal Obligations Reports are included in Appendix B of the Transportation Improvement Program. These Reports show the expenditure of federal funds within the Gainesville Metropolitan Area from October 1, 2020 through September 30, 2021.

This map only shows some of the transportation projects scheduled during the next five years. The proposed Transportation Improvement Program includes transportation projects such as: bicycle; pedestrian; project development and environmental studies; resurfacing/repaving; school safety concern; transportation alternatives; and transit projects, including transportation disadvantaged projects.

In accordance with COVID-19 Public Health Emergency protocols, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on-site on July 11, 2022 at 5:00 p.m.

Public comment and/or exhibits on the draft Transportation Improvement Program in advance of its approval shall be provided:

- In written format one business day prior to the meeting to escalante@ndfpc.org; or
- In written and/or oral presentation in-person at the meeting in the John R. "Jack" Durrance Auditorium.

Copies of the meeting agenda and more detailed information concerning the Federal Obligations Report and proposed Transportation Improvement Program can be obtained by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, c/o North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida 32653, at the www.ncfpc.org/mtpo website, or by calling 352.955.2200. Copies of the meeting agenda will also be posted at the above address. All persons are advised that, if they decide to contest any decision made at this public meeting, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which it is to be based. All interested persons are invited to attend and be heard. Public participation is solicited without regard to race, color, national origin, age, sex, sexual orientation, marital status, religious status, disability, familial status or gender identity. Persons who require special accommodations under the American with Disabilities Act, or persons who require translation services (free of charge), should contact Michael Escalante at 352.955.2200, extension 114, at least 48 hours before the public meeting.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area consists of the Gainesville City Commission, the Alachua County Commission and nonvoting advisors of the University of Florida, the Florida Department of Transportation and a rural community advisor. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.

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Appendix H Transportation Performance Measures Consensus Planning Document

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Appendix H: Transportation Performance Measures Consensus Planning Document

A. Transportation Performance Measures Consensus Planning Document

The Transportation Performance Measures Consensus Planning Document was developed by the Florida Department of Transportation and the Metropolitan Planning Organization Advisory Council, which represented all 27 Florida metropolitan planning organizations and providers of public transportation within metropolitan planning organization service areas, to address the requirements of 23 Code of Federal Regulations 450.314(h)(1). 23 Code of Federal Regulations 450.314(h)(1) requires that metropolitan planning organizations, states and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to:

- Transportation performance data;
- Selection of performance targets;
- Reporting of performance targets;
- Reporting of performance to be used in tracking progress towards achievement of critical outcomes for the region of the metropolitan planning organization (Gainesville Metropolitan Area); and
- Collection of data for the state asset management plan for the National Highway System.

Exhibit H-1 is a copy of the Transportation Performance Measures Consensus Planning Document. Exhibit H-2 is a copy of Resolution 2019-02 which provides the endorsement of the Transportation Performance Measures Consensus Planning Document by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the resolution certificate.

Exhibit H - 1
Transportation Performance Measures
Consensus Planning Document

5/9/2022



Transportation Performance Measures
Consensus Planning Document

Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that "The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS)."
- 23 CFR 450.314(h)(2) allows for these provisions to be "Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation."

Section 339.175(11), Florida Statutes creates the MPOAC to "Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law" and to "Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes." The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

Exhibit H - 1 Transportation Performance Measures Consensus Planning Document (Continued)

Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.¹² FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

¹ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

² If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

Exhibit H - 1
Transportation Performance Measures
Consensus Planning Document (Continued)

sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
 - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either³:
 - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
 - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

³ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

Exhibit H - 1
Transportation Performance Measures
Consensus Planning Document (Continued)

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established.

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
 - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following of establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
 - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

Exhibit H - 1
Transportation Performance Measures
Consensus Planning Document (Continued)

performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
 - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
 - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
 - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
 - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

Exhibit H - 1
Transportation Performance Measures
Consensus Planning Document (Continued)

- and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).
- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
 - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
- c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
 - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

For more information, contact:

*Alison Stettner, Director, Office of Policy Planning, Florida Department of Transportation,
850-414-4800, alison.stettner@dot.state.fl.us*

Mark Reichert, Executive Director, MPOAC, 850-414-4062, mark.reichert@dot.state.fl.us

Exhibit H - 2
Resolution 2019-02

CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution No. 2019-02, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 24th day of June, A.D., 2019.

WITNESS my hand this 25th day of June, A.D., 2019.


Charles S. Chestnut IV, Secretary/Treasurer

Exhibit H - 2
Resolution 2019-02 (Continued)

RESOLUTION NO. 2019-02

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA DECLARING THAT THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA ENDORSES THE TRANSPORTATION PERFORMANCE MEASURES CONSENSUS PLANNING DOCUMENT DEVELOPED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION AND THE FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL IN COORDINATION WITH THE FEDERAL HIGHWAY ADMINISTRATION TALLAHASSEE DIVISION TO ADDRESS FEDERAL TRANSPORTATION PLANNING REQUIREMENTS REGARDING PERFORMANCE MEASURES; PROVIDING AN EFFECTIVE DATE.

WHEREAS, 23 Code of Federal Regulations 450.314(h)(1) requires metropolitan planning organizations, states and providers of public transportation to jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, selection of performance targets reporting of performance targets, reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the metropolitan planning organization and collection of data for state assessment management plan for the National Highway System;

WHEREAS, the Florida Metropolitan Planning Organization Advisory Council and the Florida Department of Transportation jointly developed the Transportation Performance Measures Consensus Planning Document (Exhibit 1) to address 23 Code of Federal Regulations 450.314(h)(1) requirements for utilization by the Florida Department of Transportation and all Florida metropolitan planning organizations;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as a designated Metropolitan Planning Organization, is entitled to receive Federal Highway Administration metropolitan planning funds and enabled to apply for Federal Transit Administration planning funds in Alachua County in order to develop, in cooperation with the state and public transit operators, transportation plans and programs for the Gainesville Metropolitan Area;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the Florida Department of Transportation and the City of Gainesville Regional Transit System are the entities to address the 23 Code of Federal Regulations 450.314(h)(1) requirements within the Gainesville Metropolitan Area for cooperatively developing and sharing information related to transportation performance data, selection of performance targets reporting of performance targets, reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the metropolitan planning organization and collection of data for state assessment management plan for the National Highway System;


Exhibit H - 2
Resolution 2019-02 (Continued)

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

1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area declares its endorsement of the Transportation Performance Measures Consensus Planning Document (Exhibit 1) to address 23 Code of Federal Regulations 450.314(h)(1) requirements.
2. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with Florida Department of Transportation District 2 and the City of Gainesville Regional Transit System regarding the implementation of appropriate performance measures and establishment of appropriate performance targets in accordance with the Transportation Performance Measures Consensus Planning Document (Exhibit 1).
3. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with Florida Department of Transportation District 2 and the City of Gainesville Regional Transit System regarding performance measures monitoring activities monitoring of progress toward achievement of critical outcomes for the Gainesville Metropolitan Area in accordance with the Transportation Performance Measures Consensus Planning Document (Exhibit 1).
4. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with Florida Department of Transportation District 2 and the City of Gainesville Regional Transit System regarding collection of data for the state assessment management plan for the National Highway System in accordance with the Transportation Performance Measures Consensus Planning Document (Exhibit 1).
5. That this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 24th day of June A.D., 2019.


METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA


Ken Cornell, Chair

ATTEST:


Charles S. Chestnut IV, Secretary/Treasurer

APPROVED AS TO FORM


Sylvia Torres, Attorney
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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Appendix I

Amendments to

Fiscal Years 2022-23 to 2026-27

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Appendix I: Amendments to Fiscal Years 2022-23 to 2026-27

B. Transportation Improvement Program Amendment Log

The following log of projects is approved amendments to the Fiscal Years 2022-23 through 2026-27 Transportation Improvement Program. This Transportation Improvement Program amendment log, Exhibit I-1, includes the following information:

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

This information will be incorporated into Transportation Improvement Program Chapter III as the Transportation Improvement Program is amended in order to ensure the consistency and accuracy of an up-to-date Transportation Improvement Program document.

**Exhibit I - 1
Amendment Log
Fiscal Years 2022-23 to 2026-27
Transportation Improvement Program**

Transportation Improvement Program Amendment			Project Description					
Number	Approval Date	Purpose	Table	FDOT Identification Number	Type Work	Project Year	Project Funding (thousands)	Fund Code Table 3
22-1	-	-	-	-	-	-	-	-
22-2	-	-	-	-	-	-	-	-
22-3	-	-	-	-	-	-	-	-
22-4	-	-	-	-	-	-	-	-

Ave - Avenue; Blvd - Boulevard; CR- County Road; ft - Feet; NE - Northeast; NW - Northwest; Rd - Road; SR -State Road; St - Street; SW - Southwest; Terr - Terrace; W - West

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Transportation Improvement Program Team

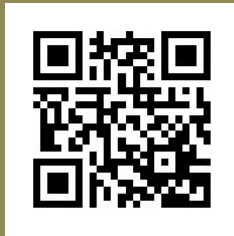
Scott R. Koons, AICP, Executive Director

* Michael Escalante, Senior Planner

** Kevin Parrish, Information Technology and Property Management Director

** Lauren Yeatter, AICP, Senior Planner

* Primary Responsibility
** Secondary Responsibility



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on your smart phone to
visit our website!

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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Gainesville, FL 32653-1603
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www.ncfrpc.org/mtpo