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July 15, 2015

TO: Citizens and Technical Advisory Committees

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

On Wednesday, July 22, 2015, the Technical Advisory Committee will meet at 2:00 p.m. in the **Gainesville Regional Utilities (GRU) General Purpose Meeting Room, 301 SE 4th Avenue.** Also on Wednesday, July 22, 2015, the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street**. Times shown on this agenda are for the Citizens Advisory Committee meeting.

STAFF RECOMMENDATION

7:00 p.m. **I. Introductions (if needed)***

II. Approval of Meeting Agenda — **APPROVE AGENDA**

Page #3 **III. Approval of Committee Minutes** — **APPROVE MINUTES**

Page #11 **IV. List of Priority Projects** — **APPROVE STAFF RECOMMENDATION**
7:10 p.m.

The MTPO needs to approve priority lists for projects that are needed, but not funded.

Page #17 **V. Long Range Transportation Plan Update- Year 2040 Needs Plan Project Rankings** — **APPROVE STAFF RECOMMENDATION**
7:30 p.m.

The MTPO's consultant will discuss the methodology used to rank projects.

VI. Information Items

The following materials are for your information only and are not scheduled to be discussed unless otherwise requested.

Page #73 A. CAC and TAC Attendance Records
Page #75 B. Meeting Calendar- 2015
Page #77 C. State Road 24 (Waldo Road) Pedestrian Safety Correspondence

Page #79	D.	Open (Active) Streets Program Correspondence
Page #81	E.	State Road 26 (University Avenue) Speed Limit Correspondence

*No handout included with the enclosed agenda item.

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MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
TECHNICAL ADVISORY COMMITTEE (TAC)

Gainesville Regional Utilities General Purpose Room
301 SE 4th Avenue
Gainesville, Florida

2:00 p.m.
Wednesday
May 20, 2015

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Debbie Leistner, Chair	James Speer	Wiatt Bowers	Marlie Sanderson
Paul Adjan		Bruce Landis	Michael Escalante
Dekova Batey		Peyton McLeod	
Linda Dixon		Chandler Otis	
Ruth Findley			
Ron Fuller			
James Green			
Dean Mimms			
Jeff Hays			
Matthew Muller			

CALL TO ORDER

Chair Debbie Leistner, Gainesville Transportation Planning Manager, called the meeting to order at 2:09 p.m.

I. INTRODUCTIONS

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Leistner asked for approval of the agenda.

MOTION: Dean Mimms moved to approve the meeting agenda. Ron Fuller seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Mr. Sanderson stated that the April 1, 2015 minutes are ready for consideration of approval by the TAC.

MOTION: Dean Mimms moved to approve the April 1, 2015 TAC minutes. Ron Fuller seconded; motion passed unanimously.

IV. UNIVERSITY AVENUE MULTIMODAL STUDY- PHASE 2 REPORT

Mr. Sanderson stated that the consultant has completed the SR 26/University Avenue Multimodal Emphasis Corridor Study- Phase 2 Report.

Mr. Bruce Landis, Sprinkle Consulting Vice President, and Mr. Peyton McLeod, Sprinkle Consulting Project Manager, discussed the draft Phase 2 Report and answered questions.

MOTION: Jeff Hays moved to recommend that the MTPO accept the SR 26/University Avenue Multimodal Emphasis Corridor Study- Phase 2 Report as a completed document and forward the report to the Florida Department of Transportation (FDOT). Dean Mimms seconded; motion passed unanimously.

V. LIST OF PRIORITY PROJECTS- DRAFT 2015 TRANSPORTATION ALTERNATIVES PROGRAM

Mr. Sanderson stated that, with the completion of the University Avenue Multimodal Corridor Study, the List of Priority Projects should be modified to incorporate some of its recommendations. He discussed a draft list of projects and answered questions.

MOTION: Dean Mimms moved to appoint Debbie Leistner and Jeff Hays to a Technical Advisory Committee Working Group for the development of draft Transportation Alternatives Program Priorities. Linda Dixon seconded; motion passed unanimously.

VI. TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Sanderson stated that the Transportation Improvement Program (TIP) is the most important document that is approved annually by the MTPO. He said that the TIP is a staged implementation program of transportation projects feasibly consistent with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the MTPO and included in the TIP.

Chair Leistner discussed placing the previous SW 62 Connector project, development and environmental study project in a federal-funded table.

MOTION: Linda Dixon moved to recommend that the MTPO approve the Fiscal Years 2015-16 to 2019-20 Transportation Improvement Program Transit System revised to place project C-11 in the appropriate federal-funded table. Jeff Hays seconded; motion passed unanimously.

VII. LONG RANGE TRANSPORTATION PLAN UPDATE- DRAFT NEEDS PLAN

Mr. Sanderson stated that the consultant has completed the draft Needs Plan.

Mr. Wiatt Bowers, Atkins Project Manager, discussed the draft Needs Plan and answered questions.

Mr. Sanderson stated that unless the TAC has any changes, the he would report that the TAC recommends approval of the Year 2040 needs Plan. He discussed the revenue forecast and noted that the TAC would have to recommend a Cost Feasible Plan at its next meeting.

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VI. INFORMATION ITEMS

Mr. James Green, FDOT Transportation Specialist, announced the Karen Taulbee has been named the District 2 Urban Planning Manager.

Chair Leistner announce that the City would be hosting Bike Month event on May 27, 2015 which would include a Bike Sharing Demonstration activity.

ADJOURNMENT

The meeting was adjourned at 3:45 p.m.

_____ _____

Date Debbie Leistner, Chair

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MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
CITIZENS ADVISORY COMMITTEE (CAC)

Grace Knight Conference Room
12 SE 1st Street
Gainesville, Florida

7:00 p.m.
Wednesday
May 20, 2015

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Rob Brinkman, Chair	Thomas Bolduc	James Green	Marlie Sanderson
Jan Frentzen, Vice Chair	Ron Lieberman	Peyton McLeod	Michael Escalante
E. J. Bolduc	Chris Towne		
Nelle Bullock			
Rajeeb Das			
Luis Diaz			
Melinda Koken			
Kamal Latham			
Gilbert Levy			
Chandler Otis			
James Samec			
Ewen Thomson			

CALL TO ORDER

Chair Rob Brinkman called the meeting to order at 7:01 p.m.

I. INTRODUCTIONS

Chair Brinkman introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Brinkman asked that the agenda be approved.

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, noted that item V. was supposed to be a Technical Advisory Committee-only item.

MOTION: Melinda Koken moved to approve the meeting agenda amended to delete item V. List of Priority Projects- Draft 2015 Transportation Alternatives Program. Nelle Bullock seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Brinkman asked for approval of the CAC meeting minutes.

MOTION: Luis Diaz moved to approve the April 1, 2015 CAC minutes with the corrections. James Samec seconded; motion passed unanimously

IV. UNIVERSITY AVENUE MULTIMODAL STUDY- PHASE 2 REPORT

Mr. Mike Escalante, MTPO Senior Planner, stated that the consultant has completed the SR 26/University Avenue Multimodal Emphasis Corridor Study- Phase 2 Report.

Mr. Peyton McLeod, Sprinkle Consulting Project Manager, discussed the draft Phase 2 Report and answered questions.

Several members discussed the rail/trail crossing at the Waldo Road intersection.

Chair Brinkman asked about rerouting the trail crossings to E 10th Street and NE 3rd Avenue.

Mr. McLeod noted that the project scope was limited to the University Avenue right-of-way.

Several members discussed their concerns regarding the siting of a midblock crossing between Bo Diddley Plaza and City Hall.

A member asked about an Americans with Disabilities Act-compliant ramp for the Sweetwater Branch Creek trail at E. University Avenue.

Mr. McLeod said that this issue would have to be looked into.

Several members discussed their concerns with the University of Florida campus barrier wall.

MOTION: Rajeeb Das moved to recommend that the MTPO accept the SR 26/University Avenue Multimodal Emphasis Corridor Study- Phase 2 Report as a completed document and forward the report to the Florida Department of Transportation. Nelle Bullock seconded.

Mr. Sanderson stated that projects from this report would be placed in the List of Priority Projects.

Mr. Escalante stated that the report would be placed on the MTPO website.

Several members discussed the status of the Phase 1 Report recommended projects.

Mr. McLeod discussed Phase 1 projects recommendations that were not advanced for further analysis in Phase 2 and answered questions.

FRIENDLY AMENDMENT

Melinda Koken recommended that the consultant look into the Citizens Advisory Committee's comments and include them in the report as they relate to the elements. Rajeeb Das and Nelle Bullock accepted the amendment.

Mr. McLeod noted that he would listen to the meeting tape in order to address the CAC's comments.

MOTION AS AMENDED:

Rajeeb Das moved to recommend that:

1. **the consultant look into the Citizens Advisory Committee's comments and include them in the report as they relate to the elements; and**

2. **the MTPO accept the SR 26/University Avenue Multimodal Emphasis Corridor Study- Phase 2 Report as a completed document and forward the report to the Florida Department of Transportation.**

Nelle Bullock seconded; motion passed unanimously.

VI. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Escalante discussed the draft TIP and answered questions.

Mr. Sanderson stated that the TIP is the most important document that is approved annually by the MTPO. He said that the TIP is a staged implementation program of transportation projects feasibly consistent with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the MTPO and included in the TIP.

MOTION: Gilbert Levy moved to recommend that the MTPO approve the Fiscal Years 2015-16 to 2019-20 Transportation Improvement Program Transit System staff. Kamal Latham seconded; motion passed unanimously.

Mr. Sanderson stated that he would check with Alachua County staff regarding the SW 8th Avenue extension.

VII. LONG RANGE TRANSPORTATION PLAN UPDATE- DRAFT NEEDS PLAN

Mr. Sanderson stated that the consultant has completed the draft Needs Plan. He discussed changes to the draft Needs Plan made by the MTPO and answered questions.

MOTION: Luis Diaz moved to recommend that the MTPO work with the property owner immediately north of SW 122nd Street with respect to Needs Plan project number 1 in order to try and avoid splitting this parcel into two parts. Kamal Latham seconded; motion passed unanimously.

MOTION: Jan Frentzen moved to recommend that the MTPO consider the impacts that Needs Plan project numbers 6, 9 and 10 (in the SpringHills area) will have on the scenic road attributes/characteristics of Millhopper Road before these projects are funded for construction. Kamal Latham seconded; motion passed unanimously.

VI. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 8:40 p.m.

_____ _____

Date Rob Brinkman, Chair

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July 15, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: List of Priority Projects- 2015

MTPO STAFF RECOMMENDATION

Approve the recommended priorities in Exhibits 1 and 2.

BACKGROUND

Each year, the MTPO develops recommended transportation priorities for projects that are needed, but not currently funded (or fully-funded). This information is used by the Florida Department of Transportation each fall to develop its Tentative Five Year Work Program.

Attached are the following recommended transportation priorities-

Exhibit 1- Transit Priorities- this table has been developed working with Regional Transit System staff.

Exhibit 2- Transportation Regional Incentive Program- this table has been carried forward from last year's adopted priorities.

Transportation Alternatives Program Priorities

The Technical Advisory Committee has appointed a Working Group to develop recommended priorities for the Transportation Alternatives Program. This Working Group will meet on Monday, July 20, 2015. The Working Group's Transportation Alternatives Program project priorities recommendations will be distributed at the MTPO Advisory Committees' meetings.

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A. Transit Priorities

Table 1 identifies public transit project priorities. This category includes: commuter assistance projects; intermodal facility projects; park-and-ride facility projects and transit system projects for the Fiscal Years 2016-17 to 2020-21.

Table 1
Transit Priorities
Fiscal Years 2016-17 to 2020-21
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 Funded Annually	Block Grant- Public Transit Operating	RTS Systemwide	Operating Assistance [Funded annually by State]*
2 Partially Funded	Capital Equipment- purchase of rolling stock	RTS Systemwide	Replace and expand bus fleet as needed to preserve fleet age and support existing and planned service improvement as identified in the RTS ten-year TDP
3	Implement new transit service or expand existing service	RTS Systemwide	Implementation of new routes, increased frequencies of routes and extended hours of service as per RTS Transit Development Plan, RTS Comprehensive Operational Analysis MTPO 2035 Long Range Transportation Plan and City Comprehensive Plan
4	RTS Bus Stop Amenities	RTS Systemwide	Purchase and install bus shelters bicycle racks, etc.
5	Capital Equipment- Purchase transit support and paratransit vehicles	RTS Systemwide	Purchase non-revenue and paratransit vehicles to support transit service
6	Enhance transit facilities	AT: Five Points [SR 20 @ SR 24] AT: UF Campus AT: Santa Fe Campus AT: NW 13 Street AT: Oaks Mall	Planning, design, engineering and construction of a multimodal transportation center [site not determined]
7	Capital Equipment- Technology Improvements	RTS Systemwide	Purchase Automatic Vehicle Location equipment, Automatic Passenger Counters, Bus Wi-Fi equipment and scheduling software
8	Bus Pullout Bays	RTS Systemwide	Construct bus pullout bays listed in Appendix D

Table 1 (Continued)
Transit Priorities
Fiscal Years 2016-17 to 2020-21
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
9	Limited Stop Bus Service to outlying municipalities or unincorporated Alachua County	Transportation Corridors- State Road 20; State Road 26; State Road 24; & US 441	Implement service from areas outside Gainesville City Limit into the City of Gainesville, Cities to include Alachua, Archer, Hawthorne, High Springs, Newberry and Waldo [service priority contingent on community funding support]
10	Capital- Construct Park-And-Ride Lots to Support Express Bus Service	Transportation Corridors- State Road 26; & State Road 24	Locations and funding to be determined

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

@ = at; ADA = Americans with Disabilities Act of 1990; I = Interstate PD&E = Project Design and Environment Study; RTS = Regional Transit System; SIB = State Infrastructure Bank; SR = State Road; TDP = Transit Development Plan; UF = University of Florida; US = United States MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

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

C. Transportation Regional Incentive Program Priorities

Table 3 identifies Transportation Regional Incentive Program project priorities for the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program.

Table 3
Transportation Regional Incentive Program Priorities
Fiscal Years 2016-17 to 2020-21
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 Partially Funded	SW 62 Connector	FM: Williston Road [SR 331] TO: Newberry Road [SR 26]	SW 62 Boulevard extension project, including extension of SW 40 Boulevard south to SW 34 Street, extending it east to connect at Williston Road – regionally significant project: 1. would alleviate congestion along Interstate-75 between Newberry Road and Williston Road, and other state roads such as Archer Road [SR 24], SW 34 Street [SR 121], Newberry Road [SR 26]; 2. improve system connectivity; and 3. add roadway capacity.

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

FM = From; SR = State Road; SW = Southwest

Initial Transportation Regional Incentive Program Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on Alachua County and City of Gainesville Comprehensive Plan Transportation Elements

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July 14, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update- Year 2040 Needs Plan Project Rankings

STAFF RECOMMENDATION

Recommend that the MTPO accept the Year 2040 Needs Plan project rankings in Exhibits 3 and 4 as a completed planning document.

BACKGROUND

In order to receive federal and state funds for transportation projects, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must update the adopted Year 2035 Long Range Transportation Plan to the Year 2040 by October 27, 2015. A consulting firm (Atkins, North America Inc.) has been selected to assist with this effort.

One step in the plan update process is the ranking of Year 2040 Needs Plan projects. Attached are the following Exhibits that address this issue-

Exhibit 1- Transportation System Capacity Revenue Forecast.

Exhibit 2- Project listing and funding resources.

Exhibit 3- Project ranking detailed list.

Exhibit 4- Top (High) priority project lists.

Exhibit 5- Year 2040 Needs Plan map.

Exhibit 6- Gainesville Chamber of Commerce endorsement.

Exhibit 7- Return On Investment/Benefit-Cost Analysis.

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EXHIBIT 1

Gainesville Metropolitan Area Capacity Program Estimates
State and Federal Funds from the Year 2040 Forecast (Millions of Current Year Dollars)

Capacity Programs	Fiscal Years			20-Year Total
	2021-25	2026-30	2031-40	2021-2040
State Highway System- Construction and Right-of-Way (State Funds)	18.0	14.5	24.8	57.3
Surface Transportation Program (Bicycle/Pedestrian/Highway/Transit) (Federal Funds)	6.6	5.4	9.1	21.1
Transportation Alternatives Program (Bicycle/Pedestrian) (Federal Funds)	1.1	0.94	2.9	4.94
Transportation Regional Incentive Program (Must serve national, statewide or regional functions and function as an integrated regional transportation system) (State/Local Funds- 50 percent local match required)	0.47	0.40	1.6	2.47
Total Capacity Programs	26.17	21.24	38.4	85.81

Footnote-

Forecasted transit revenues totaling $52.7 million (current year dollars) through the Year 2040 will be needed to fund existing transit service and capital deficiencies and will not be available to fund future transit expansion projects. Therefore, transit forecast revenues are not included in this table.

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EXHIBIT 2

	Year 2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects	Ownership	State Highway System	Surface Transportation Program	Transportation Alternatives Program	Transportation Regional Incentive Program	Estimated Total Cost		Old ID
	Roadway Projects						$	313,562,800	
R-A	Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary)	State	✓	✓			$	32,148,800	13
R-B	Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street	City		✓			$	4,863,400	29
R-C	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects	(see footnote #1)	✓	✓			$	10,000,000	72
R-D	NW 23rd Avenue – Widen to 4 lanes from NW 58th Boulevard to NW 83rd Street	County		✓			$	15,021,100	12
R-E	NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 98th Street	County		✓			$	15,197,500	11
R-F	NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 122nd Street	County		✓			$	13,092,700	2a
R-G	NW 23rd Avenue – Two-lane extension from NW 122nd Street to NW 143rd Street	County		✓			$	10,712,100	2b
R-H	NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue	State	✓	✓			$	12,164,000	37
R-I	NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue	State	✓	✓			$	12,364,900	38
R-J	NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441	State	✓	✓			$	18,135,200	39
R-K	NW 76th Boulevard – Two-lane extension from terminus to NW 83rd Street Extension	County		✓			$	2,367,700	3
R-L	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	County		✓			$	3,306,200	4
R-M	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	County		✓			$	10,410,300	5
R-N	NW 83rd Street – Widen to 4 lanes from NW 23rd Avenue to NW 39th Avenue	County		✓			$	7,556,300	22
R-O	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	County		✓			$	10,750,600	6
R-P	NW 91st Street – Two-lane extension from terminus to Springhills Boulevard	County		✓			$	2,986,300	9
R-Q	NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	County		✓			$	2,986,300	8
R-R	NW 122nd Street – Two-lane extension from Newberry Road to NW 39th Avenue	County		✓			$	16,893,800	1
R-S	Radio Road – Two-lane extension from SW 34th Street to Hull Road	University		✓			$	3,242,200	30
R-T	SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue	City		✓			$	917,200	32
R-U	SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road	City		✓			$	1,621,100	33
R-V	Springhills Boulevard – New two-lane roadway from NW 39th Avenue to NW 83rd Street	County		✓			$	5,972,500	7
R-W	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	County		✓			$	5,972,500	10
R-X	SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard	County		✓			$	8,430,500	14
R-Y	SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street	County		✓			$	10,642,000	34
R-Z	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road	University		✓			$	2,815,600	18
R-AA	SW 24th Avenue – Two-lane extension from SW 40th Boulevard to SW 43rd Street	City		✓			$	3,668,800	28
R-BB	SW 47th Avenue – Two-lane extension from SW 34th Street to Williston Road	City		✓			$	3,242,200	31
R-CC	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	City		✓		✓	$	27,000,000	27
R-DD	SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road	City		✓			$	18,400,000	36
R-EE	SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue	County		✓			$	14,590,100	15
R-FF	Williston Road – Widen to 4 lanes from SW 62nd Avenue to I-75	State	✓	✓			$	6,090,900	17
	Transit Projects						$	107,540,000	
T-A	Archer Park & Ride Facility	City		✓			$	4,480,000	65
T-B	Celebration Pointe Park and Ride	City		✓			$	4,160,000	60
T-C	Eastside Activity Center Park and Ride (SE 43rd St and Hawthorne Road)	City		✓			$	4,480,000	63
T-D	Expand weekend service on City routes (minimum 60 min. frequency & 10 hrs service)	City		✓			$	7,500,000	43
T-E	Extend regular transit service through Celebration Pointe	City		✓			$	1,400,000	85
T-F	Extend regular transit service through Springhills	City		✓			$	1,400,000	86
T-G	Extend regular service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area)	City		✓			$	1,400,000	50
T-H	Extend regular service in south Gainesville (South Main Street and Williston Road area)	City		✓			$	1,400,000	51
T-I	Five Points Transfer Station	City		✓			$	4,480,000	87
T-J	Hawthorne Park & Ride Facility	City		✓			$	4,480,000	59
T-K	Increase weekday frequencies on City routes (minimum 30 min. frequency)	City		✓			$	15,000,000	41
T-L	Increase weekday operating hours on City routes (minimum 14 hours service)	City		✓			$	-	42
T-M	Intercity Weekday Commuter Service to/from Archer	City		✓			$	1,000,000	54
T-N	Intercity Weekday Commuter Service to/from Hawthorne	City		✓			$	1,000,000	55

	Year 2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects	Ownership	State Highway System	Surface Transportation Program	Transportation Alternatives Program	Transportation Regional Incentive Program	Estimated Total Cost	Old ID
T-O	Intercity Weekday Commuter Service to/from High Springs & Alachua	City		✓			$ 1,000,000	52
T-P	Intercity Weekday Commuter Service to/from Newberry	City		✓			$ 1,000,000	53
T-Q	Intercity Weekday Commuter Service to/from Waldo	City		✓			$ 1,000,000	56
T-R	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	City		✓			$ 4,480,000	62
T-S	Oaks Mall Transit Center / Park & Ride Facility	City		✓			$ 6,240,000	45
T-T	Santa Fe College Transit Center	City		✓			$ 6,240,000	58
T-U	Springhills Area Park and Ride (North of 39th Ave)	City		✓			$ 4,160,000	61
T-V	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	City		✓			$ 25,000,000	75
T-W	University of Florida Transit Center	City		✓			$ 6,240,000	57
T-X	Waldo Park & Ride Facility	City		✓			$ 4,480,000	64
	Bicycle & Pedestrian Projects						$ 44,541,900	
BP-A	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	(see footnote #2)		✓	✓		$ 5,950,000	69
BP-B	Bicycle Program - Miscellaneous bicycle lanes and facilities	(see footnote #1)		✓	✓		$ 10,000,000	74
BP-C	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	City		✓	✓		$ 300,700	80
BP-D	Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street to NW 16th Terrace	City		✓	✓		$ 1,102,500	79
BP-E	Glen Springs Braid - NW 19th Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street	City		✓	✓		$ 350,000	81
BP-F	Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue	City		✓	✓		$ 905,900	66
BP-G	Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street	City		✓	✓		$ 349,500	82
BP-H	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	State		✓	✓		$ 600,000	new
BP-I	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	State		✓	✓		$ 6,000,000	77
BP-J	Multimodal Emphasis Corridor on University Avenue from Gale Lemerand Drive to Waldo Road	State		✓	✓		$ 6,000,000	78
BP-K	Pedestrian Program - Miscellaneous sidewalk and pedestrian projects, including auditory signals at crossings	(see footnote #1)		✓	✓		$ 8,000,000	73 & 76
BP-L	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	City		✓	✓		$ 822,400	70
BP-M	University Braid – New trail on University Avenue from Waldo Road to NE 55th Blvd.	State		✓	✓		$ 1,426,400	67
BP-N	Williston Road - Construct bicycle/pedestrian trail from I-75 to Waldo Road	State		✓	✓		$ 2,734,500	84
	Aspirational Projects (beyond 2040)				✓			
A-A	Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street	County						90
A-B	Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road	County						89
A-C	Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place	County						95
A-D	Hawthorne Road - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street	County						100
A-E	Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street	County						94
A-F	NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard	County						96
A-G	NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road	County						97
A-H	NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue	County						88
A-I	NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard	County						98
A-J	Springhills Boulevard - Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street	County						99
A-K	SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard	County						91
A-L	SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)	County						92
A-M	SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road	County						93
							$ 465,644,700	

#1- Ownership will be determinted later when specific project is identified.

#2- Ownership has not been determined at this time.

EXHIBIT 3

2040 Long Range Transportation Plan Update - Proposed Needs Plan Projects

			Partial Funding or Funding Commitment	Project increases accessability to economic hubs	Complete Street	Congestion reduction on the Regional System	Project shifts Mode from auto to Other	Project does not adversley effect the environment and/or reduces vehicle trips	Project expands or enhances the existing system	Total	Total for Ranking	All Projects	Roads	Transit	BikePed	Aspir	
		Weight	4.14	3.86	3.00	3.57	3.29	3.29	3.86	25.00							
		Roadway Projects															
R-R	1	NW 122nd Street – Two lane extension from Newberry Road to NW 39th Avenue	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☐ Check	☑ Check	17.5714	17.57243	34	14				1 R-R
R-F	2	NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 122nd Street	☐ Check	☐ Check	☑ Check	☑ Check	☐ Check	☐ Check	☑ Check	10.4286	10.43057	70	32				2 R-F
R-G	3	NW 23rd Avenue – Two-lane extension from NW 122nd Street to NW 143rd Street	☐ Check	☐ Check	☑ Check	☐ Check	☐ Check	☐ Check	☑ Check	10.4286	10.43157	69	31				3 R-G
R-K	4	NW 76th Boulevard – Two-lane extension from terminus to NW 85th Street Extension	☐ Check	☑ Check	☑ Check	☐ Check	☐ Check	☐ Check	☑ Check	10.7143	10.71829	68	30				4 R-K
R-L	5	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	20.8571	20.86214	19	8				5 R-L
R-M	6	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	20.8571	20.86314	18	7				6 R-M
R-O	7	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	21.4286	21.43557	13	5				7 R-O
R-V	8	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	21.4286	21.43657	12	4				8 R-V
R-Q	9	NW 98th Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	☑ Check	☑ Check	☐ Check	☐ Check	☐ Check	☐ Check	☑ Check	14.8571	14.86614	41	18				9 R-Q
R-P	10	NW 91st Street – Two-lane extension from terminus to Springhills Boulevard	☑ Check	☑ Check	☐ Check	☐ Check	☐ Check	☐ Check	☑ Check	14.8571	14.86714	40	17				10 R-P
R-W	11	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	☑ Check	☑ Check	☐ Check	☑ Check	☐ Check	☐ Check	☑ Check	18.1429	18.15386	22	10				11 R-W
R-E	12	NW 23rd Avenue – Widen to 4 lanes from NW 98th Street to NW 83rd Street	☑ Check	☑ Check	☑ Check	☐ Check	☐ Check	☐ Check	☑ Check	14.2857	14.29771	57	25				12 R-E
R-D	13	NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 56th Boulevard	☑ Check	☑ Check	☑ Check	☐ Check	☐ Check	☐ Check	☑ Check	14.2857	14.29871	56	24				13 R-D
R-A	14	Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary)	☑ Check	☑ Check	☑ Check	☐ Check	☐ Check	☐ Check	☑ Check	18.4286	18.44257	21	9				14 R-A
R-X	15	SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	20.8571	20.87214	17	6				15 R-X
R-EE	16	SW 63rd Boulevard – Two-lane extension from Archer Road to SW 24th Avenue	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	☐ Check	☑ Check	13.7143	13.73029	61	27				16 R-EE
R-FF	17	Williston Road – Widen to 4 lanes from SW 63rd Avenue to I-75	☐ Check	☑ Check	☑ Check	☑ Check	☐ Check	☐ Check	☑ Check	14.2857	14.30271	55	23				17 R-FF
R-Z	18	SW 23rd Terrace Extension - Two lane extension from Archer Road to Hull Road	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☐ Check	☑ Check	21.7143	21.73229	10	3				18 R-Z
R-N	19	NW 83rd Street – Widen to 4 lanes from NW 23rd Avenue to NW 39th Avenue	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☐ Check	☑ Check	17.5714	17.59043	33	13				19 R-N
R-CC	20	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☐ Check	☑ Check	21.7143	21.73429	9	2				20 R-CC
R-AA	21	SW 24th Avenue – Two lane extension SW 40th Boulevard to SW 43rd Street	☑ Check	☑ Check	☑ Check	☑ Check	☐ Check	☐ Check	☑ Check	14.8571	14.87814	39	16				21 R-AA
R-B	22	Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street	☐ Check	☑ Check	☑ Check	☑ Check	☐ Check	☐ Check	☑ Check	17.5714	17.59543	32	12				22 R-B
R-S	23	Radio Road – Two-lane extension from SW 34th Street to Hull Road	☑ Check	☑ Check	☐ Check	☐ Check	☐ Check	☐ Check	☑ Check	14.8571	14.88014	38	15				23 R-S
R-BB	24	SW 47th Avenue – Two lane extension from SW 34th Street to Williston Road	☐ Check	☐ Check	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	13.7143	13.73829	60	26				24 R-BB
R-T	25	SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue	☑ Check	☑ Check	☐ Check	☐ Check	☐ Check	☑ Check	☑ Check	14.2857	14.3107	54	22				25 R-T
R-U	26	SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road	☐ Check	☑ Check	☐ Check	☐ Check	☐ Check	☐ Check	☑ Check	10.7143	10.74029	67	29				26 R-U
R-Y	27	SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street	☐ Check	☑ Check	☐ Check	☑ Check	☐ Check	☐ Check	☑ Check	14.2857	14.31271	53	21				27 R-Y
R-DD	28	SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	25.0000	25.028	2	1				28 R-DD
R-H	29	NW 34th Street – Widen to 4 lanes from University Avenue to NW 16th Avenue	☐ Check	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	17.5714	17.60043	31	11				29 R-H
R-I	30	NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue	☐ Check	☑ Check	☑ Check	☐ Check	☐ Check	☐ Check	☑ Check	14.2857	14.31571	52	20				30 R-I
R-J	31	NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441	☐ Check	☑ Check	☑ Check	☐ Check	☐ Check	☐ Check	☑ Check	14.2857	14.31671	51	19				31 R-J
R-C	32	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects	☐ Check	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	10.7143	10.74629	66	28				32 R-C
		Transit Projects															0
T-K	33	Increase weekday frequencies on City routes (minimum 30 min. frequency)	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	17.8571	17.89014	29		13			33 T-K
T-L	34	Increase weekday operating hours on City routes (minimum 14 hours service)	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	17.8571	17.89114	28		12			34 T-L
T-D	35	Expand weekend service on City routes (minimum 60 min. frequency & 10 hrs service)	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	17.8571	17.89214	27		11			35 T-D
T-S	36	Oaks Mall Transit Center / Park & Ride Facility	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	17.8571	17.89314	26		10			36 T-S
T-G	37	Extend regular service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area)	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	14.0000	14.037	59		24			37 T-G
T-H	38	Extend regular service in south Gainesville (South Main Street and Williston Road area)	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	14.0000	14.038	58		23			38 T-H
T-O	39	Intercity Weekday Commuter Service to/from High Springs & Alachua	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	14.2857	14.32471	50		22			39 T-O
T-P	40	Intercity Weekday Commuter Service to/from Newberry	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	14.2857	14.32571	49		21			40 T-P
T-M	41	Intercity Weekday Commuter Service to/from Archer	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	14.2857	14.32671	48		20			41 T-M
T-N	42	Intercity Weekday Commuter Service to/from Hawthorne	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	14.2857	14.32771	47		19			42 T-N
T-Q	43	Intercity Weekday Commuter Service to/from Waldo	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	14.2857	14.32871	46		18			43 T-Q
T-W	44	University of Florida Transit Center	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	22.0000	22.044	8		5			44 T-W
T-T	45	Santa Fe College Transit Center	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	17.8571	17.90214	25		9			45 T-T
T-J	46	Hawthorne Park & Ride Facility	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	14.2857	14.33171	45		17			46 T-J
T-B	47	Celebration Pointe Park and Ride	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	22.0000	22.047	7		4			47 T-B
T-U	48	Springhills Area Park and Ride (North of 39th Ave)	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	22.0000	22.048	6		3			48 T-U
T-R	49	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	17.8571	17.90614	24		8			49 T-R
T-C	50	Eastside Activity Center Park and Ride (SE 43rd St and Hawthorne Road)	☐ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	14.2857	14.33571	44		16			50 T-C
T-X	51	Waldo Park & Ride Facility	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	14.2857	14.33671	43		15			51 T-X

		2040 Long Range Transportation Plan Update - Proposed Needs Plan Projects	Partial Funding or Funding Commitment	Project increases accessability to economic "hubs	Complete Street	Congestion reduction on the Regional System	Project shifts Mode from auto to Other	Project does not adversley effect the environment and/or reduces vehicle trips	Project expands or enhances the existing system	Total	Total for Ranking	All Projects	Roads	Transit	BikePed	Aspir.		
T-A	52	Archer Park & Ride Facility	☐ Check	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	14.2857	14.33721	42		14			52	T-A
T-E	53	Extend regular transit service through Celebration Pointe	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	22.0000	22.053	5		2			53	T-E
T-F	54	Extend regular transit service through Springhills	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	22.0000	22.054	4		1			54	T-F
T-I	55	Five Points Transfer Station	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	17.8571	17.91214	23		7			55	T-I
T-V	56	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	20.8571	20.91314	16		6			56	T-V
		Bicycle & Pedestrian Projects															0	
BP-F	57	Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue	☑ Check	☐ Check	☐ Check	☐ Check	☑ Check	☐ Check	☑ Check	11.2857	11.34371	65			14		57	BP-F
BP-M	58	University Braid – New trail on University Avenue from Waldo Road to NE 55th Blvd.	☐ Check	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	17.2857	17.34371	37			10		58	BP-M
BP-A	59	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	22.0000	22.059	3			2		59	BP-A
BP-L	60	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	☑ Check	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	21.4286	21.48857	11			3		60	BP-L
BP-K	61	Pedestrian Program - Miscellaneous sidewalk and other pedestrian projects	☐ Check	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	17.2857	17.34671	36			9		61	BP-K
BP-B	62	Bicycle Program - Miscellaneous bicycle lanes and facilities	☐ Check	☑ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	17.2857	17.34771	35			8		62	BP-B
BP-H	63	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	20.8571	20.92014	15			5		63	BP-H
BP-I	64	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	☐ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	20.8571	20.92114	14			4		64	BP-I
BP-J	65	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	☑ Check	25.0000	25.065	1			1		65	BP-J
BP-D	66	Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street to NW 16th Terrace	☐ Check	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	13.4286	13.49457	64			13		66	BP-D
BP-C	67	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	☑ Check	☑ Check	☐ Check	☐ Check	☑ Check	☑ Check	☑ Check	18.4286	18.49557	20			6		67	BP-C
BP-E	68	Glen Springs Braid - NW 19th Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street	☑ Check	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	17.5714	17.63943	30			7		68	BP-E
BP-G	69	Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street	☐ Check	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	13.4286	13.49757	63			12		69	BP-G
BP-N	70	Williston Road - Construct bicycle/pedestrian trail from I-75 to Waldo Road	☐ Check	☐ Check	☑ Check	☐ Check	☑ Check	☑ Check	☑ Check	13.4286	13.49857	62			11		70	BP-N
		Aspirational Projects (beyond 2040)															0	
A-H		NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-H
A-B		Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-B
A-A		Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-A
A-K		SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-K
A-L		SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-L
A-M		SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-M
A-E		Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-E
A-C		Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-C
A-F		NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-F
A-G		NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-G
A-I		NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard	☐ Check	☐ Check	☑ Check	☐ Check	☐ Check	☐ Check	☐ Check	3	#VALUE!	#VALUE!				#VALUE!	0	A-I
A-J		Springhills Boulevard - Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-J
A-D		Hawthorne Road - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	☐ Check	0	#VALUE!	#VALUE!				#VALUE!	0	A-D

EXHIBIT 4

Top 25 (All Projects)

RankID	Project ID	Type		Rank	Project	Score
1	BP-J	BikePed	1	1a	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road	25.0
2	R-DD	Roadway	2	1b	SW 62nd Boulevard – Widen to four lanes from SW 20th Avenue to Newberry Road	25.0
3	BP-A	BikePed	3	3a	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	22.0
4	T-F	Transit	4	3b	Extend regular transit service through Springhills	22.0
5	T-E	Transit	5	3c	Extend regular transit service through Celebration Pointe	22.0
6	T-U	Transit	6	3d	Springhills Area Park and Ride (North of 39th Ave)	22.0
7	T-B	Transit	7	3e	Celebration Pointe Park and Ride	22.0
8	T-W	Transit	8	3f	University of Florida Transit Center	22.0
10	R-CC	Roadway	9	9a	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	21.7
9	R-Z	Roadway	10	9b	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road	21.7
11	BP-L	BikePed	11	11a	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	21.4
12	R-V	Roadway	12	11b	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street	21.4
13	R-O	Roadway	13	11c	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	21.4
14	BP-I	BikePed	14	14a	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	20.9
15	BP-H	BikePed	15	14b	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	20.9
16	T-V	Transit	16	14c	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	20.9
21	R-X	Roadway	17	14d	SW 20th/SW 24th Avenue – Widen to four lanes from SW 61st Street to SW 62nd Boulevard	20.9
17	R-M	Roadway	18	14e	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	20.9
18	R-L	Roadway	19	14f	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	20.9
20	BP-C	BikePed	20	20a	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	18.4
32	R-A	Roadway	21	20b	Archer Road – Widen to four lanes from Tower Road to SW 122nd Street (MTPO boundary)	18.4
22	R-W	Roadway	22	22	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	18.1
23	T-I	Transit	23	23a	Five Points Transfer Station	17.9
24	T-R	Transit	24	23b	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	17.9
25	T-T	Transit	25	23c	Santa Fe College Transit Center	17.9

Top 10 (Roadway)

ID	Project ID		Rank	Project	Score	ROI	Total w/ ROI
28	R-DD	1	1	SW 62nd Boulevard – Widen to four lanes from SW 20th Avenue to Newberry Road	25.0	3.0	28.0
18	R-Z	2	2	SW 23rd Terrace Extension – Two-lane extension from Archer Road to Hull Road	21.7	5.0	26.7
20	R-CC	3	3	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	21.7	3.0	24.7
6	R-V	4	4a	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street	21.4	3.0	24.4
7	R-O	5	4b	NW 83rd Street – Two-lane extension from NW 39th Avenue to Springhills Boulevard	21.4	3.0	24.4
8	R-M	6	6a	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	20.9	3.0	23.9
5	R-L	7	6b	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	20.9	3.0	23.9
29	R-H	8	8	NW 34th Street – Widen to four lanes from University Avenue to NW 16th Avenue	17.6	5.0	22.6
19	R-X	9	9	SW 20th/SW 24th Avenue – Widen to four lanes from SW 61st Street to SW 62nd Boulevard	20.9	1.0	21.9
11	R-W	10	10	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	18.1	3.0	21.1

Top 10 (Transit)

ID	Project ID		Rank	Project	Score
4	T-F	1	1a	Extend regular transit service through Springhills	22.0
5	T-E	2	1b	Extend regular transit service through Celebration Pointe	22.0
6	T-U	3	1c	Springhills Area Park and Ride (North of 39th Ave)	22.0
7	T-B	4	1d	Celebration Pointe Park and Ride	22.0
8	T-W	5	1e	University of Florida Transit Center	22.0
16	T-V	6	6	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	20.9
23	T-I	7	7a	Five Points Transfer Station	17.9
24	T-R	8	7b	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	17.9
25	T-T	9	7c	Santa Fe College Transit Center	17.9
26	T-S	10	7d	Oaks Mall Transit Center / Park & Ride Facility	17.9

Top 10 (Bike/Ped)

ID		Rank	Project	Score
1	BP-J	1	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road	25.0
3	BP-A	2	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	22.0
11	BP-L	3	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	21.4
14	BP-I	4a	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	20.9
15	BP-H	4b	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	20.9
20	BP-C	6	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	18.4
30	BP-E	7	Glen Springs Braid - NW 19th Lane – Construct two-way cycle track from NW 16th Terrace to NW 13th Street	17.6
35	BP-B	8a	Bicycle Program - Miscellaneous bicycle lanes and facilities	17.3
36	BP-K	8b	Pedestrian Program - Miscellaneous sidewalk and other pedestrian projects	17.3
37	BP-M	8c	University Braid – New trail on University Avenue from Waldo Road to NE 55th Blvd.	17.3

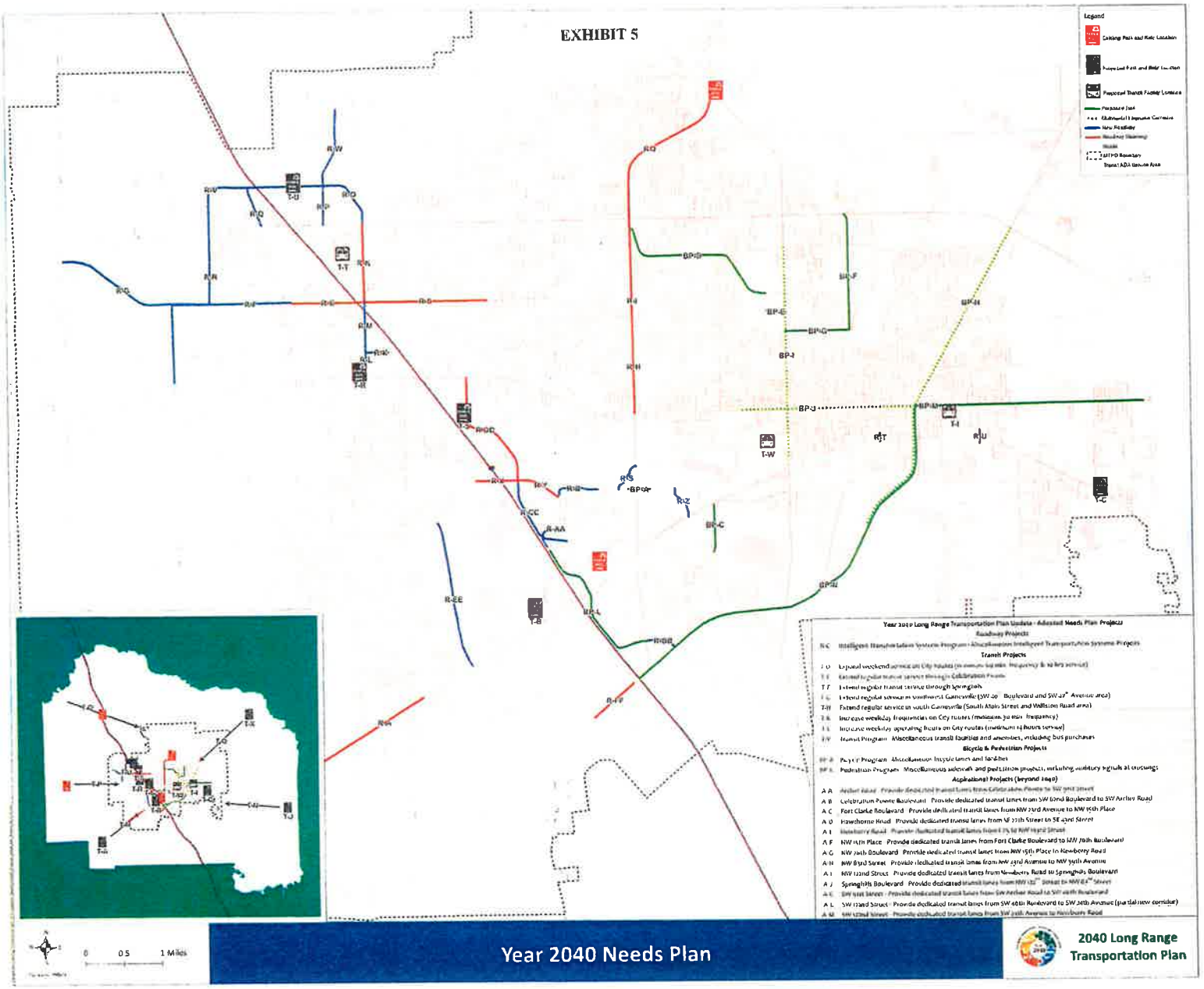
EXHIBIT 5
Year 2040 Needs Plan
2040 Long Range Transportation Plan
0 0.5 1 Miles

EXHIBIT 6

Marlie Sanderson

From: Kamal Latham [kamal@gainesvillechamber.com]
Sent: Thursday, June 25, 2015 3:58 PM
To: hutch@alachuacounty.us; cschestnut@alachuacounty.us; lpinkoson@alachuacounty.us; KCornell@alachuacounty.us; byerly@alachuacounty.us; Edward Braddy; warrenhk@cityofgainesville.org; carterce@cityofgainesville.org; WellsRM@cityofgainesville.org; Todd Chase; GostonCE@cityofgainesville.org; BuddHM@cityofgainesville.org
Cc: Marlie Sanderson; Mike Escalante; Scott Koons; Susan Davenport; bharrington@parrish-mccall. com; Adrian Taylor; Russ Blackburn; lniblock@alachuacounty.us; Kamal Latham
Subject: Chamber: Prioritize SW 62nd Blvd in MTPO Cost Feasible Plan
Attachments: MTPO 2040 Cost Feasible Plan Position Statement_Gainesville Area Chamber of Commerce_June 2015.pdf

Dear MTPO Chair Hutchinson,

Thank you for your leadership.

The Gainesville Area Chamber of Commerce respectfully requests that the MTPO for the Gainesville Urbanized Area designate SW 62nd Boulevard Segments B and C as the top priority projects in the Year 2040 Long Range Transportation Cost Feasible Plan, which should also include transit and bicycle/pedestrian projects. The Chamber position statement is attached.

SW 62nd Boulevard is a community asset and vital to our region's transportation infrastructure. The four-lane extension and widening projects would enhance safety, serve to improve response times for first responders and facilitate economic development.

In addition, roadway, transit and bicycle/pedestrian projects that better connect the workforce to the workplace, consumers to commercial centers, and tourists to places of destination should be prioritized.

The Chamber values the MTPO's role in enhancing our multi-modal transportation infrastructure.

Thank you for your kind consideration.

Regards,

Kamal

Kamal I. Latham
Vice President for Public Policy
Gainesville Area Chamber of Commerce
(352) 378-2498 (Direct)
Kamal@GainesvilleChamber.com

Gainesville Area
CHAMBER OF COMMERCE

Position Statement

Gainesville Metropolitan Area Year 2040

Long Range Transportation Cost Feasible Plan

Vision: "Be the Global Hub of Talent, Innovation and Opportunity"

A safe, efficient, and convenient multi-modal transportation infrastructure facilitates regional economic development and enhances the local community.

The roadway network is the backbone of our regional transportation infrastructure, facilitating the flow of people, services, and goods, through a variety of modes, including a robust regional bus service. Having facilities for cycling and walking are also important to the community's health and overall quality of life.

As such, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area should adopt a Year 2040 Long Range Transportation Cost Feasible Plan that includes the appropriate mix of roadway, transit and bicycle/pedestrian projects.

Specifically, the MTPO should designate SW 62nd Boulevard Segment B and Segment C as the top priority projects in the Cost Feasible Plan.*

- Segment B: Four-lane extension from Butler Plaza to SW 20th Avenue
- Segment C: Widen to four lanes from SW 20th Avenue to Newberry Road

These projects have long been part of the City's long range plan and their construction would improve safety, encourage economic development and would serve to improve response times for first responders within the Gainesville urbanized area.

In addition, MTPO should prioritize roadway, transit and bicycle/pedestrian projects that better connect the workforce to the workplace, consumers to commercial centers, and tourists to places of destination.

*Segment A is private development funded.

June 25, 2015

EXHIBIT 7

Metropolitan Transportation Planning Organization

For the Gainesville Urbanized Area

YEAR 2040 LONG RANGE TRANSPORTATION PLAN

Return on Investment/ Benefit-Cost Analysis of Gainesville LRTP 2040 Needs Plan Highway Capacity Projects

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

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List of Tables

Return on Investment/ Benefit-Cost Analysis of Gainesville LRTP 2040 Needs Plan Highway Capacity Projects

This memorandum summarizes the results of a Return on Investment/ Benefit-Cost Analysis (BCA) of highway capacity projects included in the Needs Plan of the Gainesville Metropolitan Area 2040 Long Range Transportation Plan. **Table 1** summarizes the results of the analysis.

The analysis uses 2040 system-wide projections from the Gainesville MPO travel demand model, in terms of Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT), in the Base Case (without a given project, but assuming that all existing and committed projects would be in place), and in the Build Scenario (with the project). The projections are summarized in **Table 2**. Estimates of capital costs by project can be found in **Table 3**. Incremental O&M expenditures associated with the projects were estimated on the basis of $50,000 per lane mile per year.

Four categories of benefits were considered in the analysis:

- Travel time savings;
- Vehicle operating cost savings;
- Emission cost savings; and
- Safety benefits.

The key assumptions used in the monetization of these benefits are shown in **Table 4**. Benefits were estimated over a period of 20 years after project completion, and discounted to present-day value with a real discount rate of 4 percent. A summary of the historical crash data used in the estimation of safety benefits are presented in **Table 5**.

The results of the analysis are summarized on the next page. Benefits and costs are expressed in millions of 2015 dollars, after discounting. The Benefit Cost Ratio (BCR) was calculated as the ratio of total discounted benefits to total discounted costs. The Net Present Value (NPV) was estimated as the difference between total discounted benefits and total discounted costs. By definition, the Overall Rate of Return (ORR) is the real discount rate that equalizes benefits and costs, and brings the NPV to zero.

As can be seen in Table 1, most projects included in the LRTP are expected to perform well with a few projects performing extremely well (BCR >> 3.0). Projects #3, 10, 27 and 28 are not expected to generate benefits by themselves (they have no "independent utility"), and were grouped with other projects for the analysis.

Table 1: Return on Investment/ Benefit-Cost Analysis Summary Table

Project ID	Travel Time Benefits	Vehicle Operating Cost Savings	Safety Benefits	Emission Cost Savings	Total Discounted Benefits	Capital Costs	O&M Costs	Total Discounted Costs	Benefit-Cost Ratio	Net Present Value	Overall Rate of Return, %
1	$94.0	$4.8	$0.0	$0.2	**$99.1**	$13.6	$2.4	**$16.0**	**6.2**	$83.0	29.4%
2a	$21.4	$4.3	$0.0	$0.2	**$25.8**	$9.3	$1.7	**$11.0**	**2.3**	$14.8	13.5%
2b	($0.2)	($2.8)	$0.0	($0.1)	**($3.1)**	$9.9	$1.7	**$11.6**	**(0.3)**	($14.7)	NA
3	$0.0	$0.0	$0.0	$0.0	**$0.0**	$1.9	$0.3	**$2.2**	**(0.0)**	($2.2)	NA
4	$149.4	$22.3	$0.0	$1.0	**$172.6**	$2.7	$0.3	**$3.0**	**57.8**	$169.6	140.5%
5	$17.8	($4.1)	$0.0	($0.2)	**$13.5**	$8.4	$0.7	**$9.1**	**1.5**	$4.4	7.7%
6	$16.3	$3.7	$0.0	$0.2	**$20.2**	$8.7	$2.0	**$10.6**	**1.9**	$9.5	11.0%
7	$39.0	$2.7	$0.0	$0.1	**$41.8**	$4.8	$1.1	**$5.9**	**7.1**	$36.0	33.3%
8	$54.8	($0.1)	$0.0	($0.0)	**$54.7**	$2.4	$0.6	**$3.0**	**18.4**	$51.7	66.2%
9	$20.1	($2.7)	$0.0	($0.1)	**$17.3**	$2.4	$0.5	**$3.0**	**5.9**	$14.4	28.4%
10	($14.2)	($2.2)	$0.0	($0.1)	**($16.5)**	$4.8	$1.1	**$5.9**	**(2.8)**	($22.4)	NA
11	$265.9	$30.6	$1.8	$1.3	**$299.6**	$12.3	$1.0	**$13.3**	**22.5**	$286.3	71.6%
12	$8.1	($5.1)	$4.6	($0.2)	**$7.4**	$12.1	$1.7	**$13.8**	**0.5**	($6.4)	-2.0%
13	$93.1	$2.3	$9.7	$0.1	**$105.1**	$25.9	$4.2	**$30.1**	**3.5**	$75.0	19.2%
14	$19.9	($5.7)	$5.5	($0.2)	**$19.4**	$6.8	$0.6	**$7.4**	**2.6**	$12.1	14.9%
15	$215.6	$8.2	$0.0	$0.4	**$224.2**	$11.8	$2.1	**$13.8**	**16.2**	$210.4	58.9%
17	$11.5	($3.8)	$3.7	($0.2)	**$11.3**	$4.9	$0.7	**$5.6**	**2.0**	$5.6	11.7%
18	$178.2	$13.8	$0.0	$0.6	**$192.6**	$2.3	$0.5	**$2.7**	**70.6**	$189.9	166.8%
22	$61.2	$1.7	$4.4	$0.1	**$67.3**	$6.1	$1.1	**$7.2**	**9.4**	$60.1	40.8%
27	$27.8	($12.2)	$0.0	($0.5)	**$15.1**	$21.8	$1.2	**$23.0**	**0.7**	($7.9)	0.5%
28	$0.0	$0.0	$0.0	$0.0	**$0.0**	$3.0	$0.5	**$3.4**	**(0.0)**	($3.4)	NA
29	$28.2	($6.3)	$0.0	($0.3)	**$21.7**	$3.9	$0.6	**$4.6**	**4.8**	$17.1	23.4%
30	$14.6	($6.6)	$0.0	($0.3)	**$7.7**	$2.6	$0.4	**$3.0**	**2.5**	$4.7	13.7%
31	$18.8	($1.1)	$0.0	($0.1)	**$17.6**	$2.6	$0.4	**$3.1**	**5.8**	$14.6	27.6%
32	$48.2	($0.0)	$0.0	($0.0)	**$48.2**	$0.7	$0.1	**$0.9**	**56.0**	$47.4	138.6%
33	$4.2	$0.6	$0.0	$0.0	**$4.8**	$1.3	$0.2	**$1.5**	**3.2**	$3.3	17.6%
34	$136.5	$16.6	$6.3	$0.7	**$160.1**	$8.6	$0.6	**$9.2**	**17.4**	$150.9	60.1%
36	$75.6	($3.8)	$14.2	($0.2)	**$85.8**	$14.8	$1.8	**$16.7**	**5.2**	$69.2	26.1%
37	$244.2	$26.3	$16.1	$1.1	**$287.7**	$9.8	$1.1	**$10.9**	**26.4**	$276.8	83.5%
38	$95.3	($3.8)	$10.8	($0.2)	**$102.1**	$10.0	$1.6	**$11.6**	**8.8**	$90.5	39.1%
39	$48.3	($13.7)	$17.5	($0.6)	**$51.5**	$14.6	$2.3	**$17.0**	**3.0**	$34.5	17.8%
3+4+5	$127.2	$11.6	$0.0	$0.5	**$139.4**	$13.0	$0.0	**$13.0**	**10.7**	$126.4	39.9%
6+7+8+9+10	$311.2	$68.6	$0.0	$3.0	**$382.9**	$23.1	$0.0	**$23.1**	**16.6**	$359.8	54.9%
27+28	$203.5	$16.6	$0.0	$0.7	**$220.8**	$24.7	$0.0	**$24.7**	**8.9**	$196.0	35.0%
27+36	$307.3	$30.1	$0.0	$1.3	**$338.7**	$36.6	$0.0	**$36.6**	**9.3**	$302.1	36.0%
27+28+36	$306.8	$22.5	$0.0	$1.0	**$330.2**	$39.6	$0.0	**$39.6**	**8.3**	$290.6	33.4%

Note: In millions of 2015 dollars, after discounting – unless specified otherwise

Table 2: Systemwide VMT, VHT, and Average Speed Outputs from the Travel Demand Model

Project ID	2010			2040						Percent Trucks
				No-Build Scenario			Build Scenario			
	VMT	VHT	Avg. Speed	VMT	VHT	Avg. Speed	VMT	VHT	Avg. Speed	
1	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,863,727	394,958	30.04	NA
2a	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,864,713	397,177	29.87	2.1
2b	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,875,007	397,835	29.85	NA
3	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,870,858	397,830	29.84	NA
4	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,837,781	393,271	30.10	NA
5	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,876,983	397,287	29.90	NA
6	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,865,334	397,333	29.86	NA
7	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,866,811	396,639	29.92	NA
8	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,870,966	396,157	29.97	2.6
9	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,874,847	397,216	29.90	NA
10	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,874,056	398,265	29.81	NA
11	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,826,670	389,723	30.35	2.1
12	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,878,192	397,583	29.88	2.6
13	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,867,725	394,988	30.05	7.4
14	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,879,065	397,223	29.91	2.6
15	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,858,658	391,253	30.31	NA
17	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,876,230	397,477	29.88	4.7
18	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,850,390	392,392	30.20	NA
22	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,868,335	395,962	29.97	NA
27	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,888,503	396,981	29.95	2.1
28	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,870,858	397,830	29.84	2.1
29	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,879,858	396,968	29.93	2.6
30	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,880,665	397,383	29.90	NA
31	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,872,461	397,257	29.89	NA
32	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,870,869	396,357	29.95	NA
33	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,869,996	397,701	29.85	NA
34	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,846,977	393,664	30.09	2.6
36	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,876,382	395,522	30.03	2.6
37	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,833,023	390,383	30.31	2.6
38	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,876,327	394,919	30.07	2.9
39	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,890,465	396,356	30.00	2.9
3+4+5	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,853,593	393,946	30.09	NA
6+7+8+9+10	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,769,689	388,344	30.31	0.5
27+28	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,846,944	391,621	30.25	2.1
27+36	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,827,487	388,465	30.45	2.4
27+28+36	8,464,841	240,533	35.19	11,870,858	397,830	29.84	11,838,491	388,480	30.47	2.3

Table 3: Project Characteristics and Capital Cost Estimates

Project ID	Description	Improvement Type	Project Length	# of Lanes No Build	# of Lanes Build	Total Capital Costs*
1	NW 122nd St: Extend from Newberry Road to NW 39th Ave	New Road	2.23	0	2	$16,893,756
2a	NW 23rd Ave: Extend from NW 98th St to NW 122nd St	New Road	1.53	0	2	$11,589,194
2b	NW 23rd Ave: Extend from NW 122nd St to NW 143rd St	New Road	1.62	0	2	$12,215,644
3	NW 76th Blvd: Extend from terminus to NW 83rd St Extension	New Road	0.30	0	2	$2,367,686
4	NW 83rd St: Extend from Newberry Road to NW 15th Pl	New Road	0.30	0	2	$3,306,228
5	NW 83rd St: Extend from NW 15th Pl to NW 23rd Ave	New Road	0.67	0	2	$10,410,304
6	NW 83rd St: Extend from NW 39th Ave to Springhills Blvd	New Road	1.83	0	2	$10,750,572
7	Springhills Boulevard: New roadway from NW 122nd St to NW 83rd St	New Road	0.99	0	2	$5,972,540
8	NW 98th St: Extend from NW 39th Ave to Springhills Blvd	New Road	0.53	0	2	$2,986,270
9	Springhills Connector: New roadway from Springhills Blvd to Millhopper Road	New Road	0.50	0	2	$2,986,270
10	Springhills Connector: New roadway from NW 91st St to Springhills Blvd	New Road	1.02	0	2	$5,972,540
11	NW 23rd Ave: Widen to 4 lanes from NW 83rd St to NW 58th Blvd	Widen	0.97	2	4	$15,197,526
12	NW 23rd Ave: Widen to 4 lanes from NW 98th St to NW 83rd St	Widen	1.59	2	4	$15,021,088
13	Archer Rd: Widen to 4 lanes from Tower Road to SW 122nd St	Widen	3.88	2	4	$32,148,792
14	SW 20th/SW 24th Ave: Widen to 4 lanes from SW 61st St to SW 62nd Blvd	Widen	0.54	2	4	$8,430,496
15	SW 63rd Boulevard: Extend from Archer Road to SW 24th Ave	New Road	1.92	0	2	$14,590,062
17	SW Williston Road: Widen to 4 lanes from SW 62nd Ave to I-75	Widen	0.67	2	4	$6,090,868
18	SW 23 Terrace Extension: Extend from Archer Road to Hull Road	New Road	0.43	0	2	$2,815,626
22	NW 83rd St: Widen to 4 lanes from NW 23rd Ave to NW 39th Ave	Widen	1.01	2	4	$7,556,340
27	SW 62nd Blvd: Extend from Butler Plaza to SW 20th Ave	New Road	1.16	2	4	$27,000,000
28	SW 24th Ave: Extend SW 40th Blvd to SW 43rd St	New Road	0.45	0	2	$3,668,846
29	Hull Road: Extend from SW 38th Terr. to SW 43rd St	New Road	0.60	0	2	$4,863,354
30	Radio Road: Extend from SW 34th St to Hull Road	New Road	0.40	0	2	$3,242,236
31	SW 47th Ave: Extend from SW 34th St to Williston Road	New Road	0.40	0	2	$3,242,236
32	SE 6th St: New roadway from SE Depot Ave to SE 4th/5th Ave	New Road	0.11	0	2	$917,212
33	SE 21st St: Extend from SE 8th Ave to SE Hawthorne Road	New Road	0.18	0	2	$1,621,118
34	SW 20th Ave: Widen to 4 lanes from SW 62nd Blvd to SW 43rd St	Widen	0.58	2	4	$10,641,995
36	SW 62nd Blvd: Widen to 4 lanes from SW 20th Ave to Newberry Road	Widen	1.69	2	4	$18,400,000
37	NW 34th St: Widen to 4 lanes from University Ave to NW 16th St	Widen	1.02	2	4	$12,163,990
38	NW 34th St: Widen to 4 lanes from NW 16th Ave to NW 39th Ave	Widen	1.51	2	4	$12,364,920
39	NW 34th St: Widen to 4 lanes from NW 39th Ave to US 441	Widen	2.18	2	4	$18,135,216
3+4+5	3+4+5	New Roads	1.27	NA	NA	$16,084,217
6+7+8+9+10	6+7+8+9+10	New Roads	4.87	NA	NA	$28,668,192
27+28	27+28	New Roads	1.60	NA	NA	$30,668,846
27+36	27+36	New Roads	2.85	NA	NA	$45,400,000
27+28+36	27+28+36	New Roads	3.29	NA	NA	$49,068,846

** Before discounting*

Table 4: Key Assumptions Used in the Monetization of Benefits

General Information / Parameter	Value	Units	Year	Source / Comment
Analysis Options				
Base Year	2015	year		
Discount Rate	4.0%	percent		
Annualization Factor	250	days / year		
Air Pollution Costs				
Auto	$0.0170	$/ VMT	2015	Addendum to the 1997 Federal Highway Cost Allocation Study Final Report, May 2000
Truck	$0.0573	$/ VMT	2015	
Vehicle Operating Costs				
Auto	$0.409	$/ VMT	2015	AAA, Your Driving Costs, How much are you really paying to drive?, 2014 Edition
Truck	$0.932	$/ VMT	2015	American Transportation Research Institute (ATRI), An Analysis of the Operational Costs of Trucking: 2014 Update, September 2014
Travel Time				
Auto - Local Travel				
Value of Time – Personal	$12.7	$/ person-hour	2015	US DOT, Revised Departmental Guidance on VTT in Economic Analysis, July 2014
Value of Time – Business	$24.8	$/ person-hour	2015	US DOT, Revised Departmental Guidance on VTT in Economic Analysis, July 2014
Vehicle Occupancy Rate	1.25	persons per auto		
Percent Personal Trips	95.4%	% of total	2015	US DOT, Revised Departmental Guidance on VTT in Economic Analysis, July 2014
Percent Business Trips	4.6%	% of total	2015	US DOT, Revised Departmental Guidance on VTT in Economic Analysis, July 2014
Truck - All Travel	$26.2	$/driver-hour	2015	US DOT, Revised Departmental Guidance on VTT in Economic Analysis, July 2014
Annual Growth Rate in Value of Time	1.20%	% per year	2015	CBO & US DOT, Revised Departmental Guidance on VTT in Economic Analysis
Safety				
Unit Accident Costs				
Fatal accident cost	$9,552,486	$ per accident	2015	US DOT, Revised Departmental Guidance on VTT in Economic Analysis, July 2014
Injury only accident cost (severity unknown)	$173,168	$ per accident	2015	US DOT, Revised Departmental Guidance on VTT in Economic Analysis, July 2014
Annual increase in unit accident costs	1.18%	% per year	2015	US DOT, Revised Departmental Guidance on VTT in Economic Analysis, July 2014
Crash Reduction Factor				
Lane Addition Projects				
Fatality	14.0%			FHWA Crash Reduction Factors
Injury	50.0%			FHWA Crash Reduction Factors

Table 5: Summary of Crash Data Used in the Estimation of Safety Benefits

Project ID	Injury Type	Number of Crashes 2008-12	
		Total	Average per Year
11	1 - No injury	25	6.3
	2 - Possible injury	7	1.8
	3 - Non-incapacitating injury	5	1.3
	4 - Incapacitating injury	2	0.5
12	1 - No injury	63	15.8
	2 - Possible injury	23	5.8
	3 - Non-incapacitating injury	10	2.5
	4 - Incapacitating injury	9	2.3
	5 - Fatality (within 30 days)	1	0.3
13	0 - Not coded	1	0.3
	1 - No injury	102	25.5
	2 - Possible injury	51	12.8
	3 - Non-incapacitating injury	20	5.0
	4 - Incapacitating injury	10	2.5
	5 - Fatality (within 30 days)	2	0.5
14	1 - No injury	63	15.8
	2 - Possible injury	22	5.5
	3 - Non-incapacitating injury	15	3.8
	4 - Incapacitating injury	8	2.0
17	1 - No injury	41	10.3
	2 - Possible injury	15	3.8
	3 - Non-incapacitating injury	10	2.5
	4 - Incapacitating injury	6	1.5
22	1 - No injury	33	8.3
	2 - Possible injury	20	5.0
	3 - Non-incapacitating injury	11	2.8
34	1 - No injury	64	16.0
	2 - Possible injury	28	7.0
	3 - Non-incapacitating injury	16	4.0
	4 - Incapacitating injury	3	0.8
36	0 - Not coded	1	0.3
	1 - No injury	135	33.8
	2 - Possible injury	67	16.8
	3 - Non-incapacitating injury	34	8.5
	4 - Incapacitating injury	9	2.3
37	1 - No injury	165	41.3
	2 - Possible injury	70	17.5
	3 - Non-incapacitating injury	41	10.3
	4 - Incapacitating injury	5	1.3
38	1 - No injury	83	20.8
	2 - Possible injury	39	9.8
	3 - Non-incapacitating injury	32	8.0
	4 - Incapacitating injury	4	1.0
39	0 - Not coded	1	0.3
	1 - No injury	124	31.0
	2 - Possible injury	68	17.0
	3 - Non-incapacitating injury	50	12.5
	4 - Incapacitating injury	11	2.8

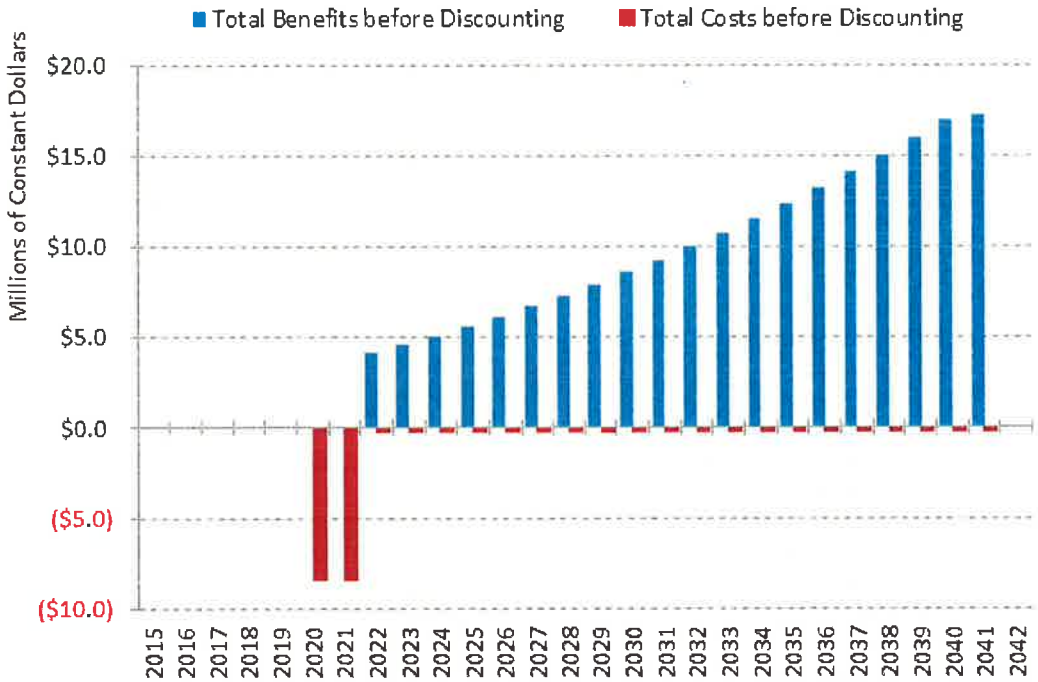
Project-Level Results

1 NW 122ND ST: EXTEND FROM NEWBERRY ROAD TO NW 39TH AVE

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$94.0**
OUT OF POCKET COST SAVINGS	$4.8
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	$0.2
TOTAL DISCOUNTED BENEFITS	**$99.1**
DISCOUNTED COSTS	**$16.0**
Capital Costs	$13.6
Maintenance Costs	$2.4
Benefit-Cost Ratio	**6.19**
Net Present Value	**$83.0**
Overall Rate of Return, %	**29.4%**

Millions of $2015, unless stated otherwise

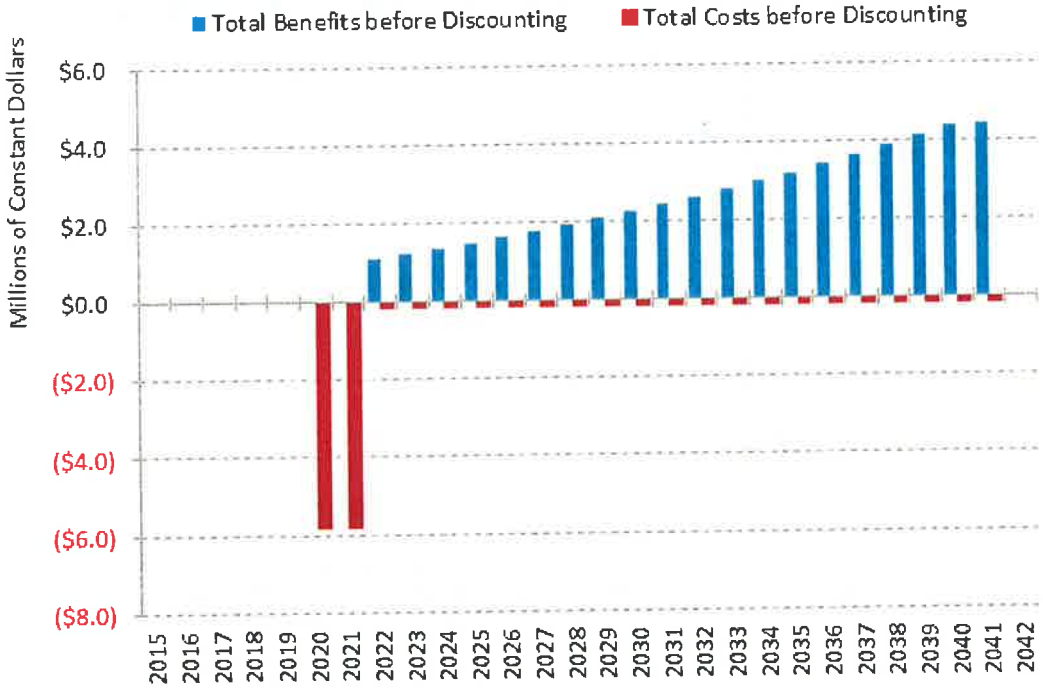


2a NW 23RD AVE: EXTEND FROM NW 98TH ST TO NW 122ND ST

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$21.4**
OUT OF POCKET COST SAVINGS	$4.3
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	$0.2
TOTAL DISCOUNTED BENEFITS	**$25.8**
DISCOUNTED COSTS	**$11.0**
Capital Costs	**$9.3**
Maintenance Costs	$1.6
Benefit-Cost Ratio	**2.35**
Net Present Value	**$14.8**
Overall Rate of Return, %	**13.5%**

Millions of $2015, unless stated otherwise

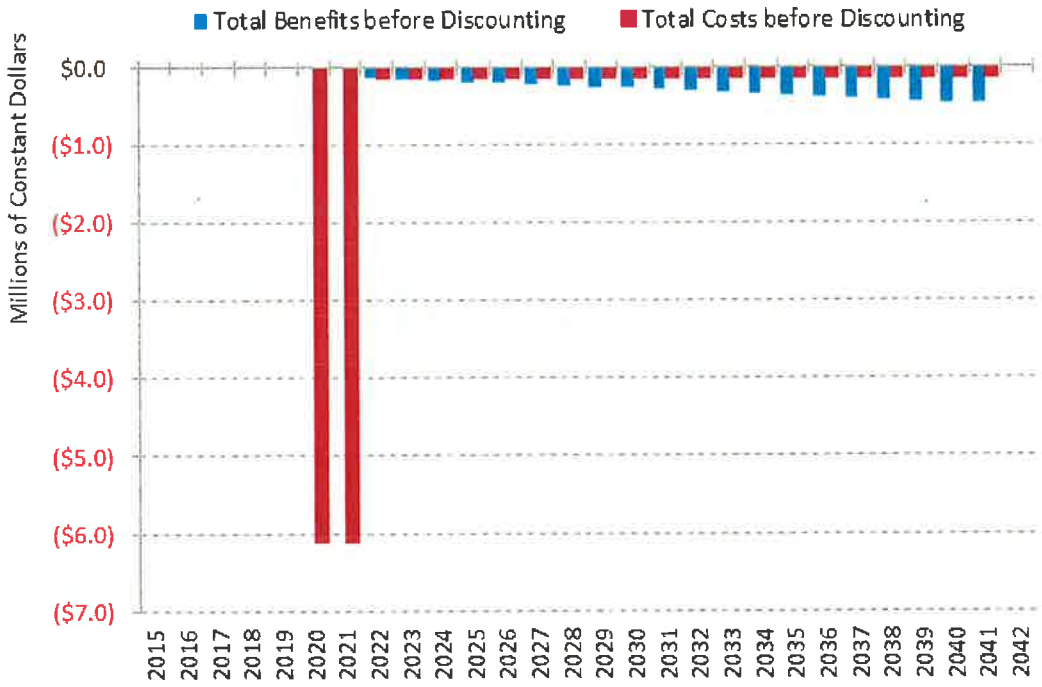


2b NW 23RD AVE: EXTEND FROM NW 122ND ST TO NW 143RD ST

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	($0.2)
OUT OF POCKET COST SAVINGS	($2.8)
SAFETY BENEFITS	$0.0
EMISSION COST SAVINGS	($0.1)
TOTAL DISCOUNTED BENEFITS	**($3.1)**
DISCOUNTED COSTS	**$11.6**
Capital Costs	$9.8
Maintenance Costs	$1.7
Benefit-Cost Ratio	**(0.27)**
Net Present Value	**($14.7)**
Overall Rate of Return, %	**NA**

Millions of $2015, unless stated otherwise

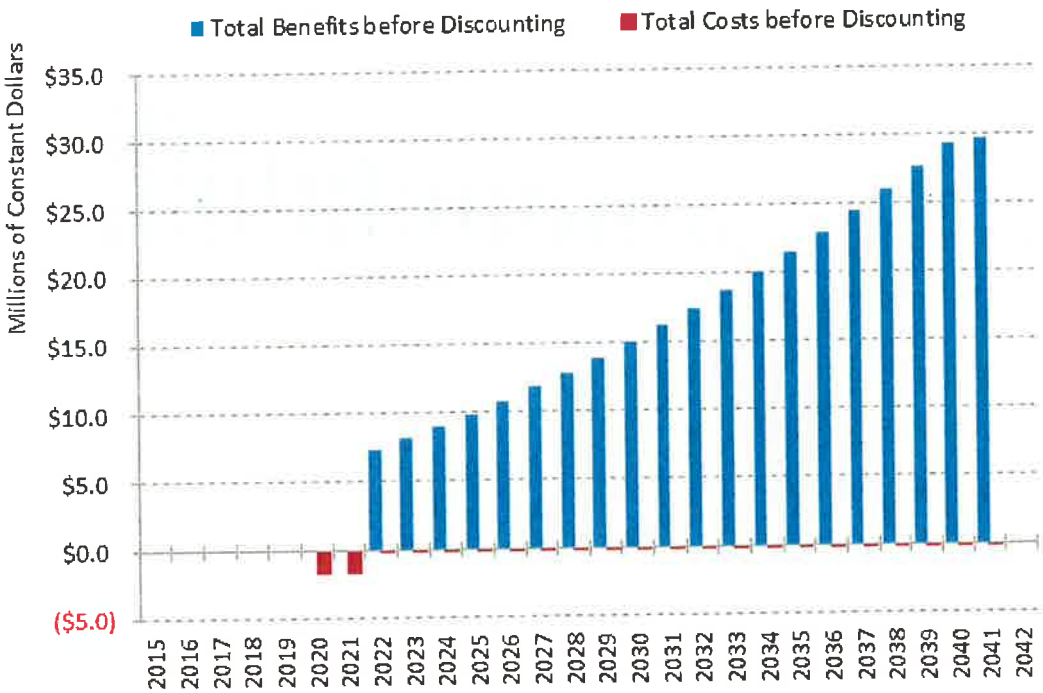


4 NW 83RD ST: EXTEND FROM NEWBERRY ROAD TO NW 15TH PL

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$149.3**
OUT OF POCKET COST SAVINGS	$22.3
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	$1.0
TOTAL DISCOUNTED BENEFITS	**$172.6**
DISCOUNTED COSTS	**$3.0**
Capital Costs	$2.7
Maintenance Costs	$0.3
Benefit-Cost Ratio	**57.76**
Net Present Value	**$169.6**
Overall Rate of Return, %	**140.5%**

Millions of $2015, unless stated otherwise

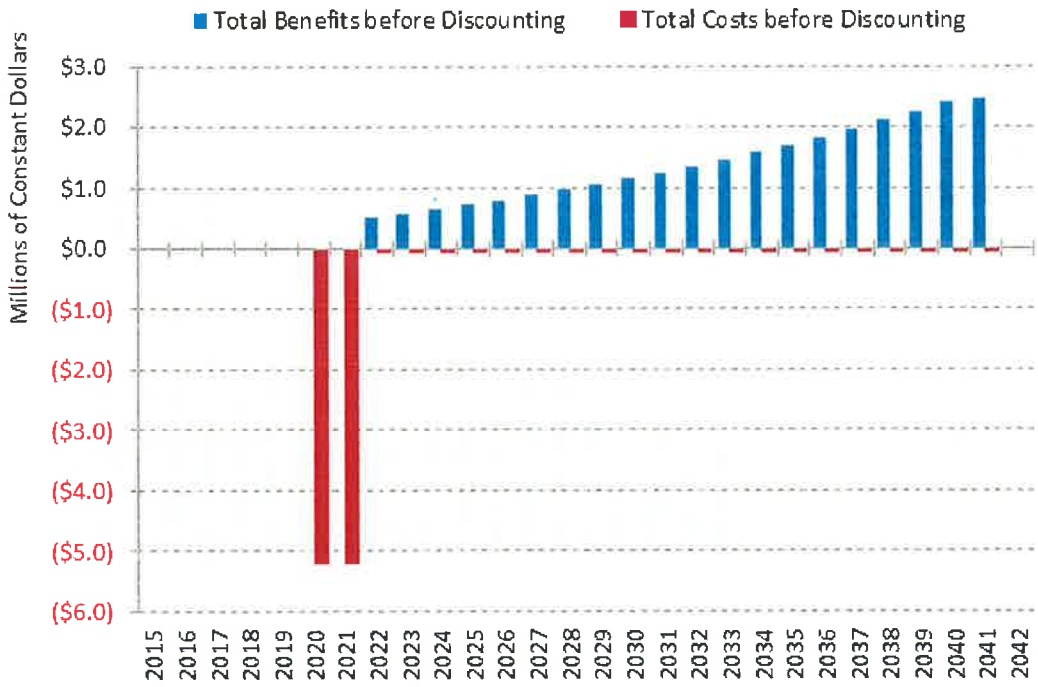


5 **NW 83RD ST: EXTEND FROM NW 15TH PL TO NW 23RD AVE**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$17.8**
OUT OF POCKET COST SAVINGS	($4.1)
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	($0.2)
TOTAL DISCOUNTED BENEFITS	**$13.5**
DISCOUNTED COSTS	**$9.1**
Capital Costs	$8.4
Maintenance Costs	$0.7
Benefit-Cost Ratio	**1.48**
Net Present Value	**$4.4**
Overall Rate of Return, %	**7.7%**

Millions of $2015, unless stated otherwise

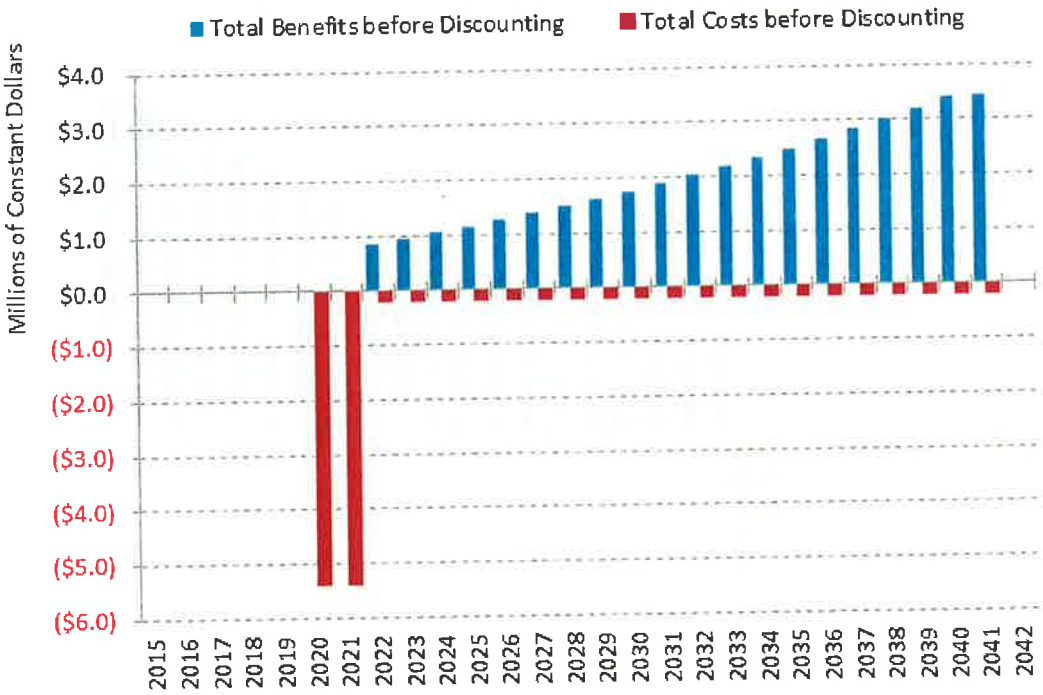


6 NW 83RD ST: EXTEND FROM NW 39TH AVE TO SPRINGHILLS BLVD

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$16.3**
OUT OF POCKET COST SAVINGS	$3.7
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	$0.2
TOTAL DISCOUNTED BENEFITS	**$20.2**
DISCOUNTED COSTS	**$10.6**
Capital Costs	$8.7
Maintenance Costs	$2.0
Benefit-Cost Ratio	**1.90**
Net Present Value	**$9.5**
Overall Rate of Return, %	**11.0%**

Millions of $2015, unless stated otherwise

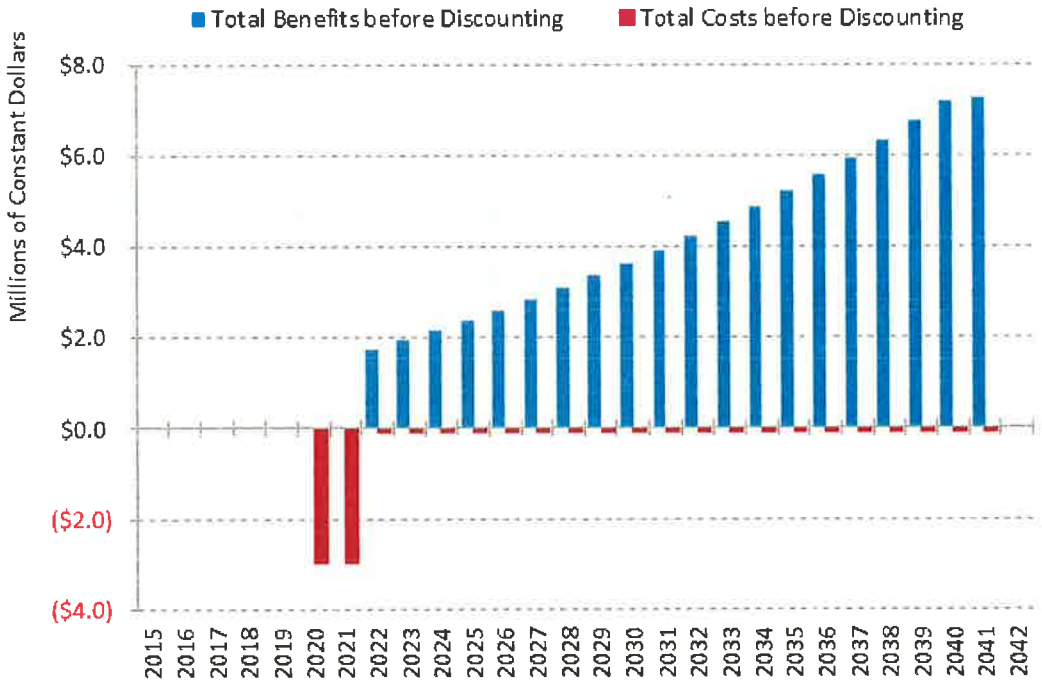


7 SPRINGHILLS BOULEVARD: NEW ROADWAY FROM NW 122ND ST TO NW 83RD ST

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	$39.0
OUT OF POCKET COST SAVINGS	$2.7
SAFETY BENEFITS	$0.0
EMISSION COST SAVINGS	$0.1
TOTAL DISCOUNTED BENEFITS	**$41.8**
DISCOUNTED COSTS	**$5.9**
Capital Costs	$4.8
Maintenance Costs	$1.1
Benefit-Cost Ratio	**7.12**
Net Present Value	**$36.0**
Overall Rate of Return, %	**33.3%**

Millions of $2015, unless stated otherwise

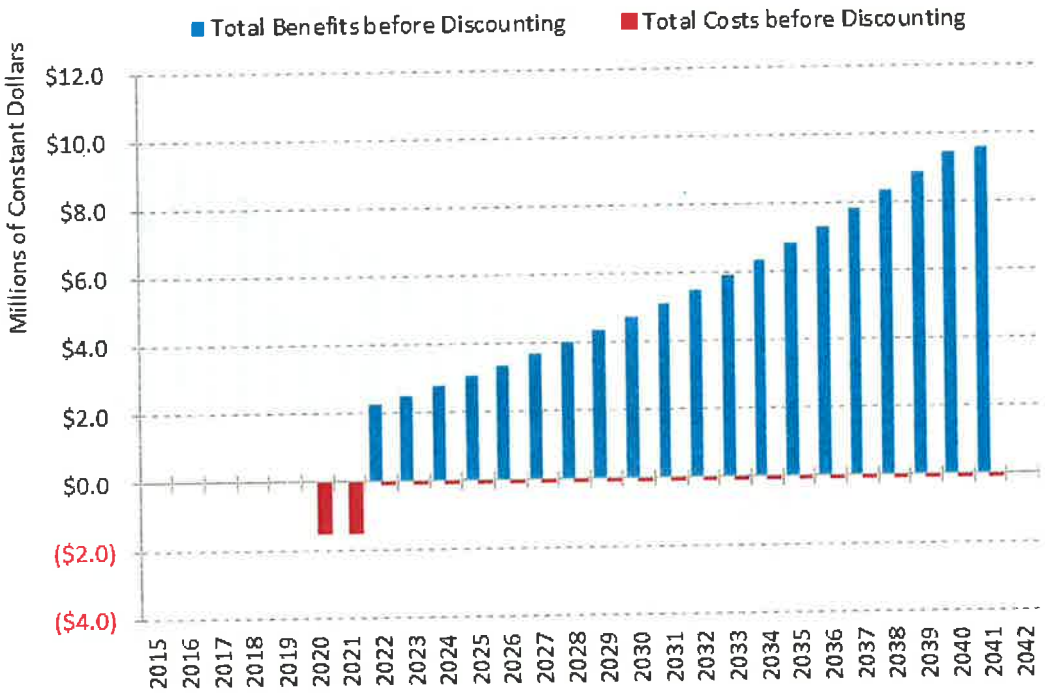


8 NW 98TH ST: EXTEND FROM NW 39TH AVE TO SPRINGHILLS BLVD

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	$54.8
OUT OF POCKET COST SAVINGS	($0.1)
SAFETY BENEFITS	$0.0
EMISSION COST SAVINGS	($0.0)
TOTAL DISCOUNTED BENEFITS	$54.7
DISCOUNTED COSTS	$3.0
Capital Costs	$2.4
Maintenance Costs	$0.6
Benefit-Cost Ratio	18.40
Net Present Value	$51.7
Overall Rate of Return, %	66.2%

Millions of $2015, unless stated otherwise

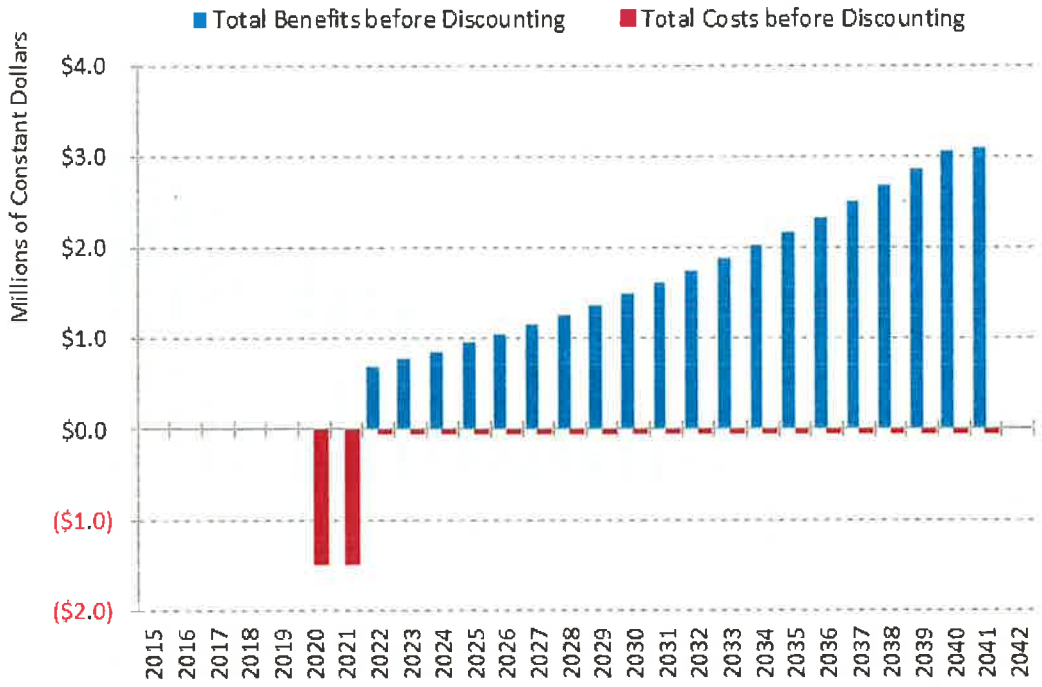


9 SPRINGHILLS CONNECTOR: NEW RAODWAY FROM SPRINGHILLS BLVD TO MILLHOPPER ROAD

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$20.1**
OUT OF POCKET COST SAVINGS	($2.7)
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	($0.1)
TOTAL DISCOUNTED BENEFITS	**$17.3**
DISCOUNTED COSTS	**$2.9**
Capital Costs	**$2.4**
Maintenance Costs	$0.5
Benefit-Cost Ratio	**5.87**
Net Present Value	**$14.3**
Overall Rate of Return, %	**28.4%**

Millions of $2015, unless stated otherwise

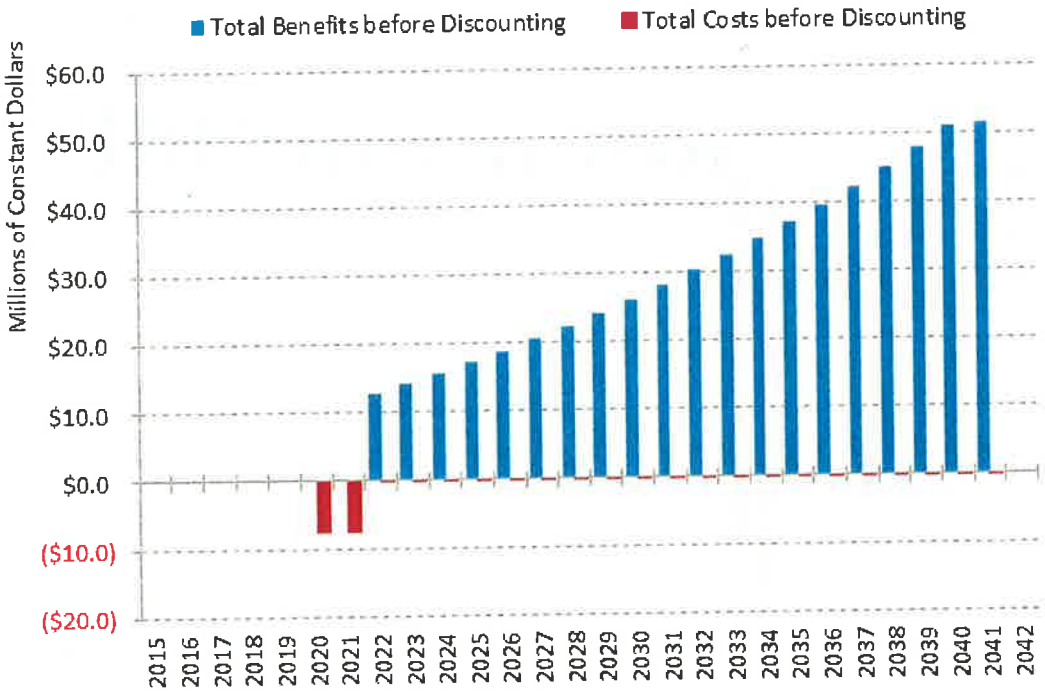


11 NW 23RD AVE: WIDEN TO 4 LANES FROM NW 83RD ST TO NW 58TH BLVD

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$265.9**
OUT OF POCKET COST SAVINGS	$30.6
SAFETY BENEFITS	**$1.8**
EMISSION COST SAVINGS	$1.3
TOTAL DISCOUNTED BENEFITS	**$299.6**
DISCOUNTED COSTS	**$13.3**
Capital Costs	$12.3
Maintenance Costs	$1.0
Benefit-Cost Ratio	**22.54**
Net Present Value	**$286.3**
Overall Rate of Return, %	**71.6%**

Millions of $2015, unless stated otherwise

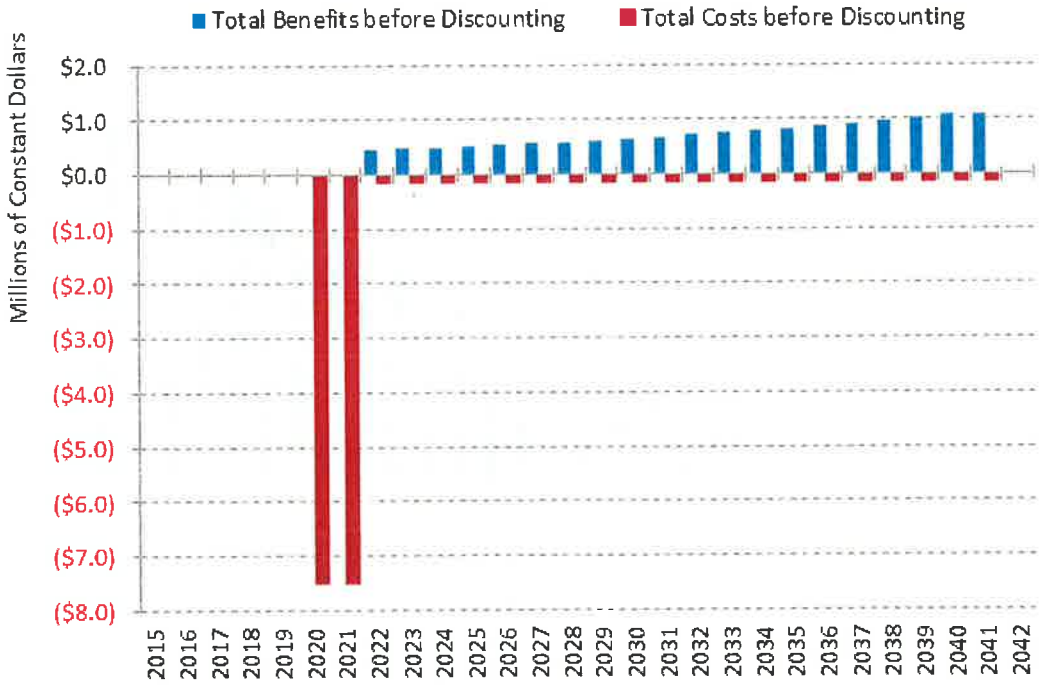


12 **NW 23RD AVE: WIDEN TO 4 LANES FROM NW 98TH ST TO NW 83RD ST**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$8.1**
OUT OF POCKET COST SAVINGS	($5.1)
SAFETY BENEFITS	**$4.6**
EMISSION COST SAVINGS	($0.2)
TOTAL DISCOUNTED BENEFITS	**$7.4**
DISCOUNTED COSTS	**$13.8**
Capital Costs	**$12.1**
Maintenance Costs	$1.7
Benefit-Cost Ratio	**0.54**
Net Present Value	**($6.4)**
Overall Rate of Return, %	**-2.0%**

Millions of $2015, unless stated otherwise

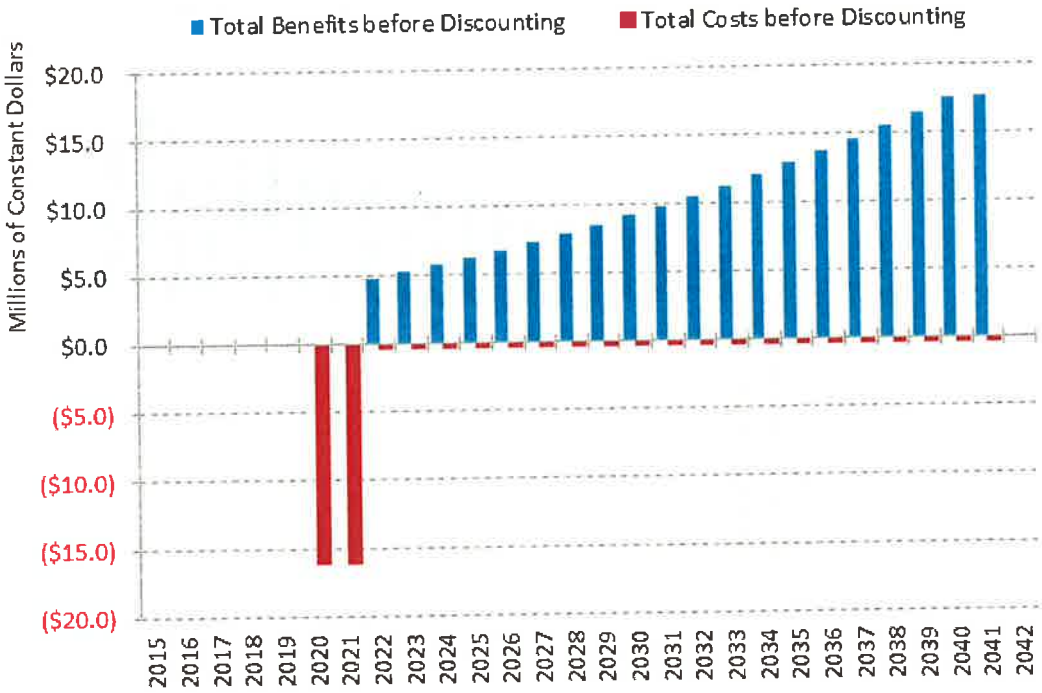


13 ARCHER RD: WIDEN TO 4 LANES FROM TOWER ROAD TO SW 122ND ST

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$93.1**
OUT OF POCKET COST SAVINGS	$2.3
SAFETY BENEFITS	**$9.7**
EMISSION COST SAVINGS	$0.1
TOTAL DISCOUNTED BENEFITS	**$105.1**
DISCOUNTED COSTS	**$30.1**
Capital Costs	**$25.9**
Maintenance Costs	$4.2
Benefit-Cost Ratio	**3.49**
Net Present Value	**$75.0**
Overall Rate of Return, %	**19.2%**

Millions of $2015, unless stated otherwise

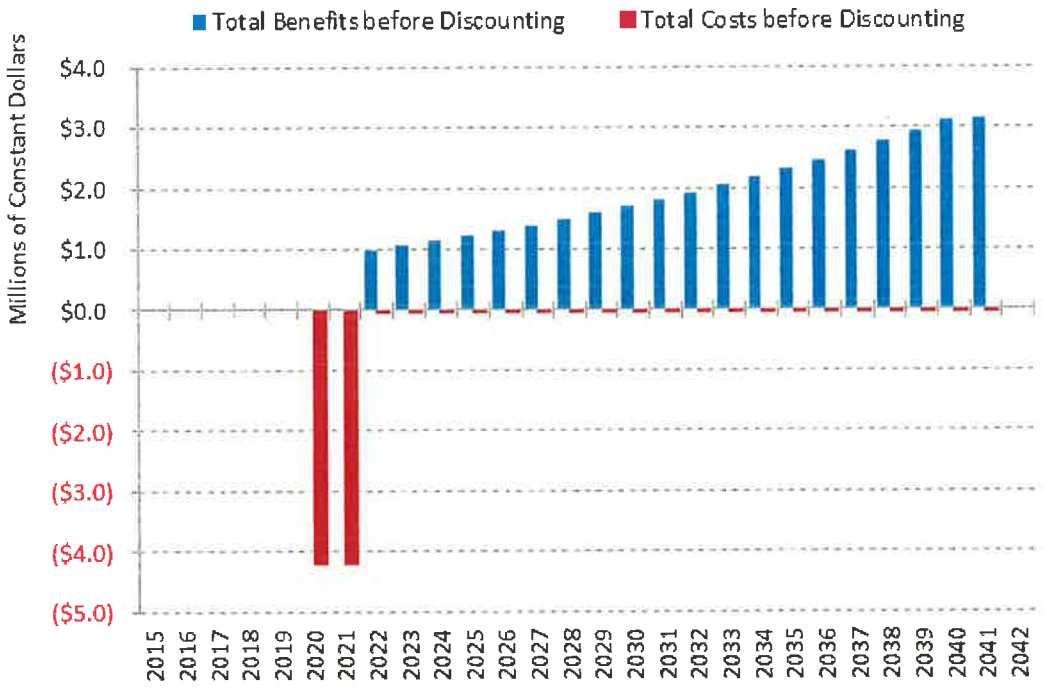


14 SW 20TH/SW 24TH AVE: WIDEN TO 4 LANES FROM SW 61ST ST TO SW 62ND BLVD

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$19.9**
OUT OF POCKET COST SAVINGS	($5.7)
SAFETY BENEFITS	**$5.5**
EMISSION COST SAVINGS	($0.2)
TOTAL DISCOUNTED BENEFITS	**$19.4**
DISCOUNTED COSTS	**$7.4**
Capital Costs	**$6.8**
Maintenance Costs	$0.6
Benefit-Cost Ratio	**2.64**
Net Present Value	**$12.1**
Overall Rate of Return, %	**14.9%**

Millions of $2015, unless stated otherwise

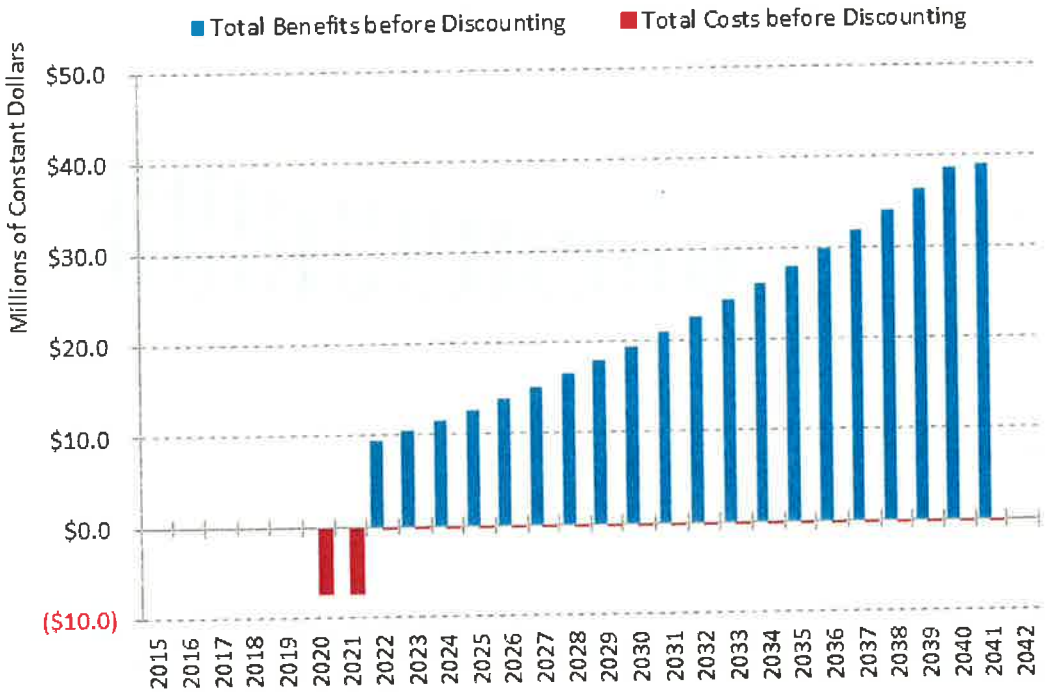


15 **SW 63RD BOULEVARD: EXTEND FROM ARCHER ROAD TO SW 24TH AVE**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$215.6**
OUT OF POCKET COST SAVINGS	$8.2
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	$0.4
TOTAL DISCOUNTED BENEFITS	**$224.2**
DISCOUNTED COSTS	**$13.8**
Capital Costs	**$11.8**
Maintenance Costs	$2.1
Benefit-Cost Ratio	**16.22**
Net Present Value	**$210.3**
Overall Rate of Return, %	**58.9%**

Millions of $2015, unless stated otherwise

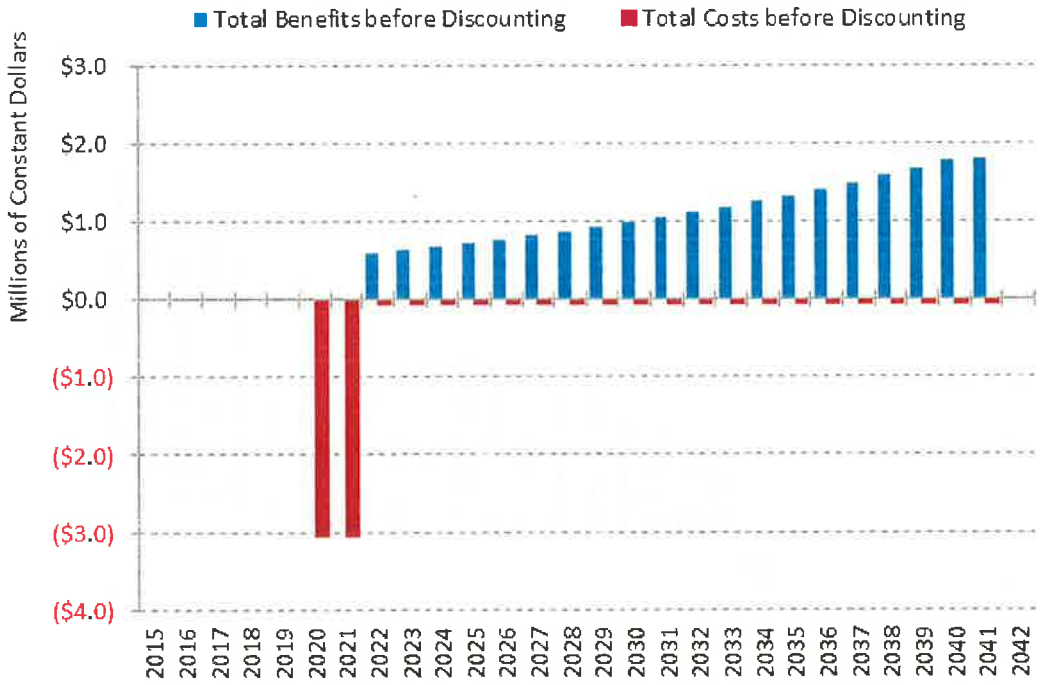


17 SW WILLISTON ROAD: WIDENT O 4 LANES FROM SW 62ND AVE TO I-75

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$11.5**
OUT OF POCKET COST SAVINGS	($3.8)
SAFETY BENEFITS	**$3.7**
EMISSION COST SAVINGS	($0.2)
TOTAL DISCOUNTED BENEFITS	**$11.3**
DISCOUNTED COSTS	**$5.6**
Capital Costs	$4.9
Maintenance Costs	$0.7
Benefit-Cost Ratio	**2.00**
Net Present Value	**$5.6**
Overall Rate of Return, %	**11.7%**

Millions of $2015, unless stated otherwise

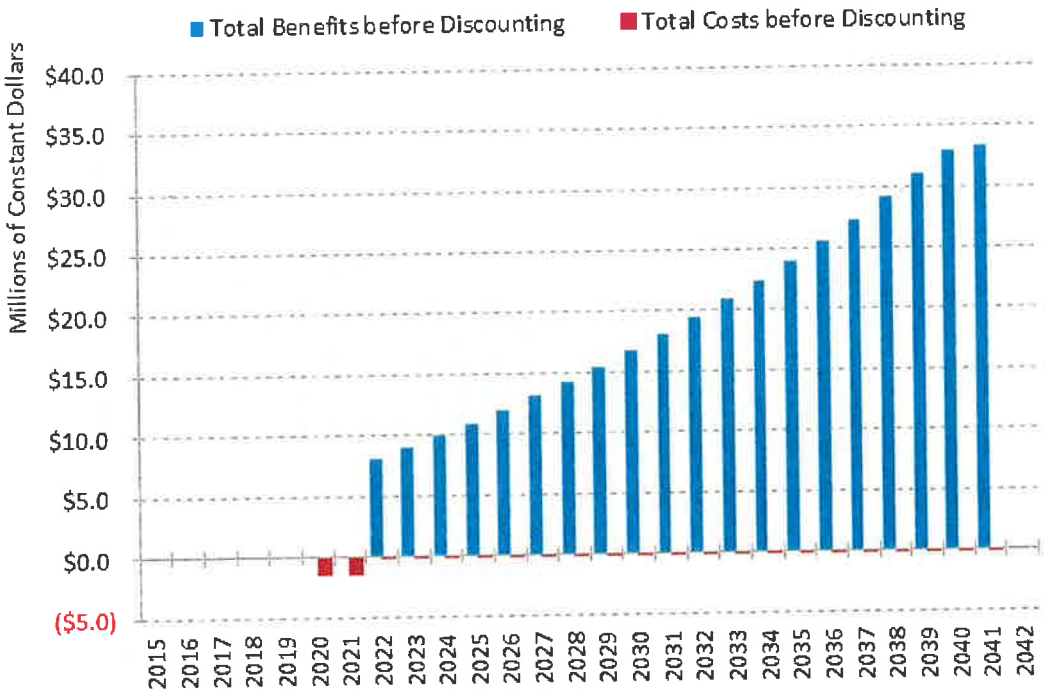


18 **SW 23 TERRACE EXTENSION: EXTEND FROM ARCHER ROAD TO HULL ROAD**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$178.2**
OUT OF POCKET COST SAVINGS	$13.8
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	$0.6
TOTAL DISCOUNTED BENEFITS	**$192.6**
DISCOUNTED COSTS	**$2.7**
Capital Costs	$2.3
Maintenance Costs	$0.5
Benefit-Cost Ratio	**70.58**
Net Present Value	**$189.9**
Overall Rate of Return, %	**166.8%**

Millions of $2015, unless stated otherwise

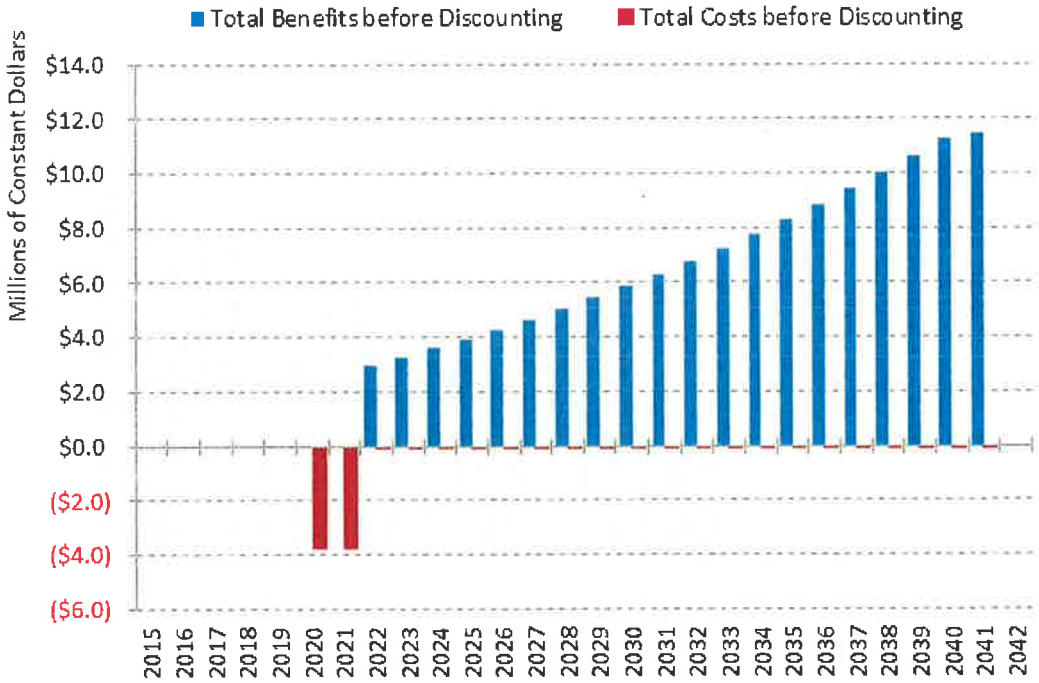


22 **NW 83RD ST: WIDEN TO 4 LANES FROM NW 23RD AVE TO NW 39TH AVE**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$61.1**
OUT OF POCKET COST SAVINGS	$1.7
SAFETY BENEFITS	**$4.4**
EMISSION COST SAVINGS	$0.1
TOTAL DISCOUNTED BENEFITS	**$67.3**
DISCOUNTED COSTS	**$7.2**
Capital Costs	**$6.1**
Maintenance Costs	$1.1
Benefit-Cost Ratio	**9.39**
Net Present Value	**$60.1**
Overall Rate of Return, %	**40.8%**

Millions of $2015, unless stated otherwise

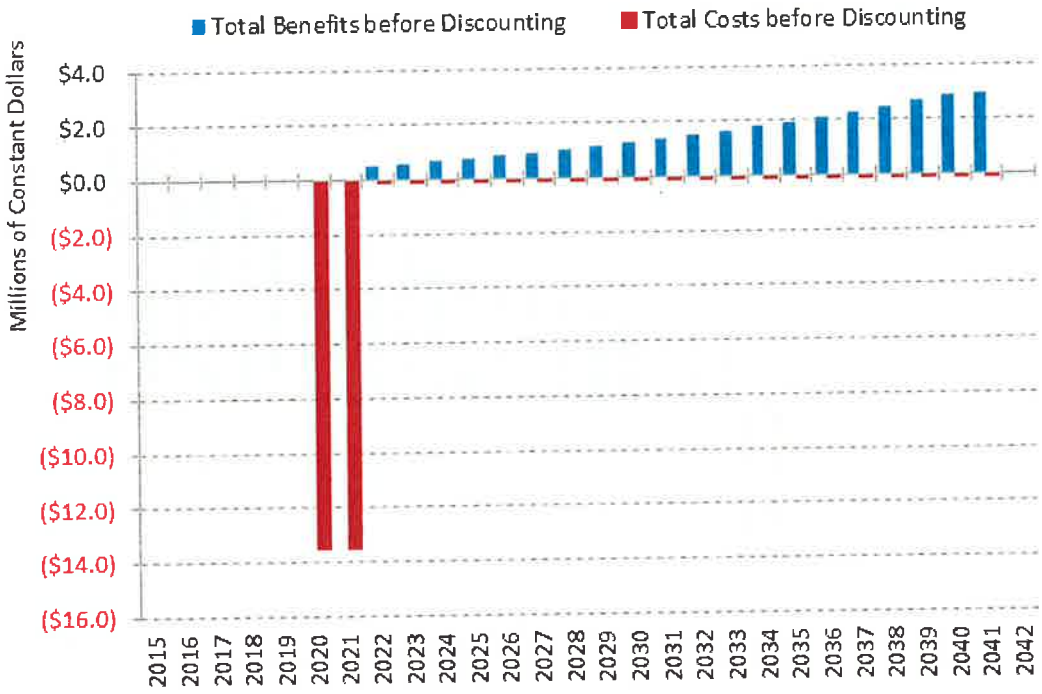


27 **SW 62ND BLVD: EXTEND FROM BUTLER PLAZA TO SW 20TH AVE**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	$27.8
OUT OF POCKET COST SAVINGS	($12.2)
SAFETY BENEFITS	$0.0
EMISSION COST SAVINGS	($0.5)
TOTAL DISCOUNTED BENEFITS	**$15.1**
DISCOUNTED COSTS	**$23.0**
Capital Costs	$21.8
Maintenance Costs	$1.2
Benefit-Cost Ratio	**0.65**
Net Present Value	**($7.9)**
Overall Rate of Return, %	**0.5%**

Millions of $2015, unless stated otherwise

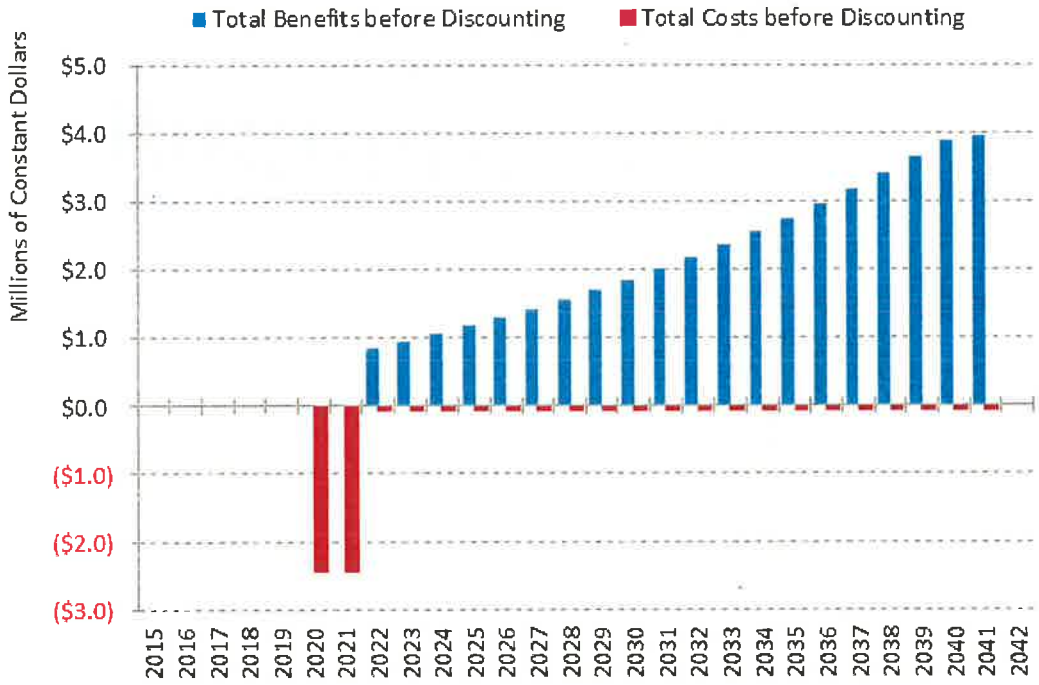


29 **HULL ROAD: EXTEND FROM SW 38TH TERR TO SW 43RD ST**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$28.2**
OUT OF POCKET COST SAVINGS	($6.3)
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	($0.3)
TOTAL DISCOUNTED BENEFITS	**$21.7**
DISCOUNTED COSTS	**$4.6**
Capital Costs	**$3.9**
Maintenance Costs	$0.6
Benefit-Cost Ratio	**4.75**
Net Present Value	**$17.1**
Overall Rate of Return, %	**23.4%**

Millions of $2015, unless stated otherwise

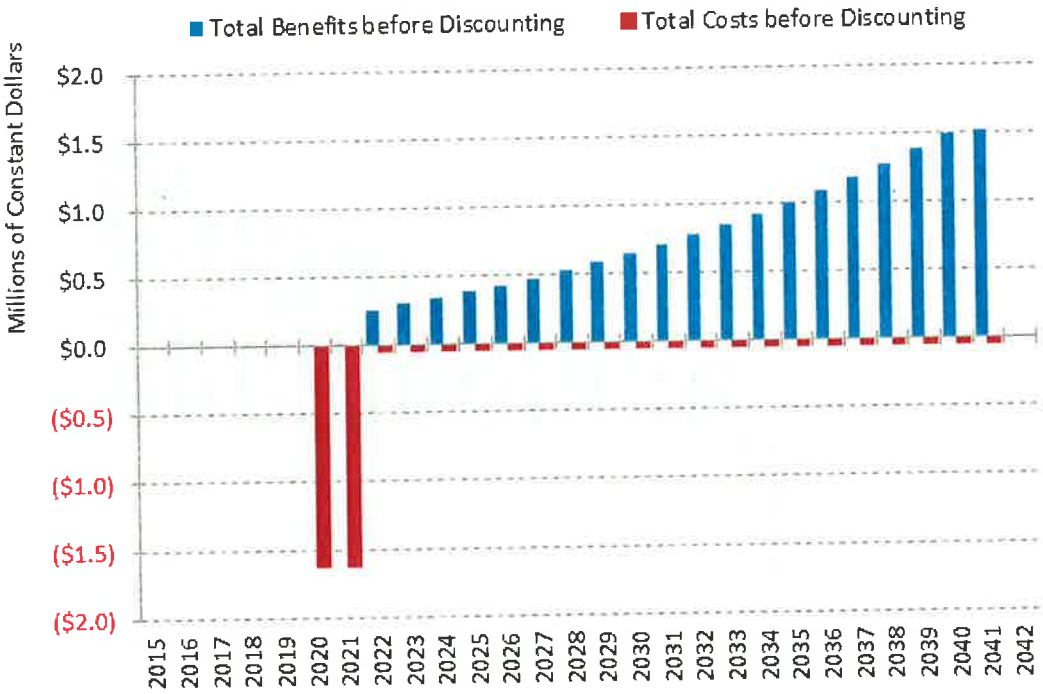


30 RADIO ROAD: EXTEND FROM SW 34TH ST TO HULL ROAD

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$14.6**
OUT OF POCKET COST SAVINGS	($6.6)
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	($0.3)
TOTAL DISCOUNTED BENEFITS	**$7.7**
DISCOUNTED COSTS	**$3.0**
Capital Costs	$2.6
Maintenance Costs	$0.4
Benefit-Cost Ratio	**2.54**
Net Present Value	**$4.7**
Overall Rate of Return, %	**13.7%**

Millions of $2015, unless stated otherwise

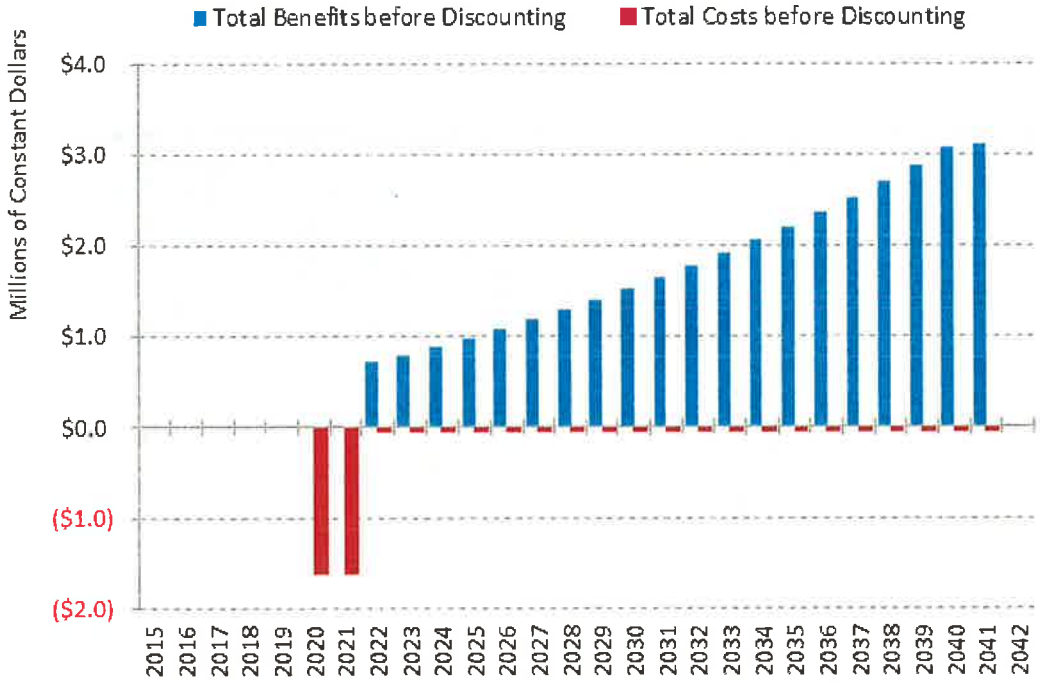


31 SW 47TH AVE: EXTEND FROM SW 34TH ST TO WILLISTON ROAD

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$18.8**
OUT OF POCKET COST SAVINGS	($1.1)
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	($0.0)
TOTAL DISCOUNTED BENEFITS	**$17.6**
DISCOUNTED COSTS	**$3.0**
Capital Costs	$2.6
Maintenance Costs	$0.4
Benefit-Cost Ratio	**5.79**
Net Present Value	**$14.6**
Overall Rate of Return, %	**27.6%**

Millions of $2015, unless stated otherwise

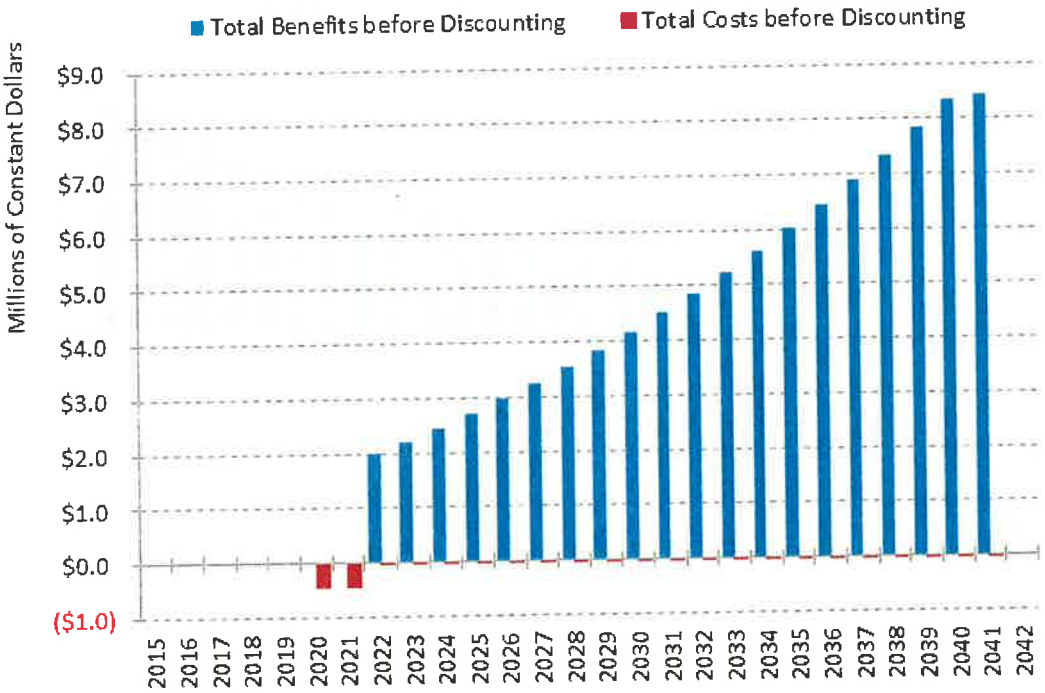


32 **SE 6TH ST: NEW ROADWAY FROM SE DEPOT AVE TO SE 4TH/5TH AVE**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$48.2**
OUT OF POCKET COST SAVINGS	($0.0)
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	($0.0)
TOTAL DISCOUNTED BENEFITS	**$48.2**
DISCOUNTED COSTS	**$0.9**
Capital Costs	$0.7
Maintenance Costs	$0.1
Benefit-Cost Ratio	**56.04**
Net Present Value	**$47.3**
Overall Rate of Return, %	**138.6%**

Millions of $2015, unless stated otherwise

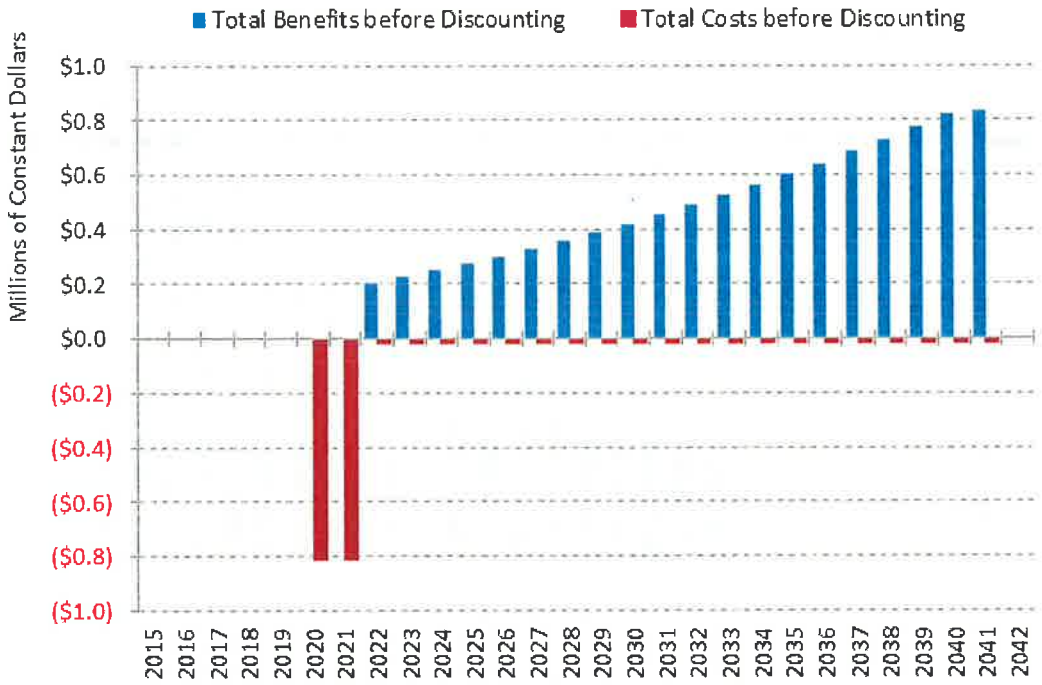


33 SE 21ST ST: EXTEND FROM SE 8TH AVE TO SE HAWTHORNE ROAD

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	$4.2
OUT OF POCKET COST SAVINGS	$0.6
SAFETY BENEFITS	$0.0
EMISSION COST SAVINGS	$0.0
TOTAL DISCOUNTED BENEFITS	**$4.8**
DISCOUNTED COSTS	**$1.5**
Capital Costs	$1.3
Maintenance Costs	$0.2
Benefit-Cost Ratio	**3.23**
Net Present Value	**$3.3**
Overall Rate of Return, %	**17.6%**

Millions of $2015, unless stated otherwise

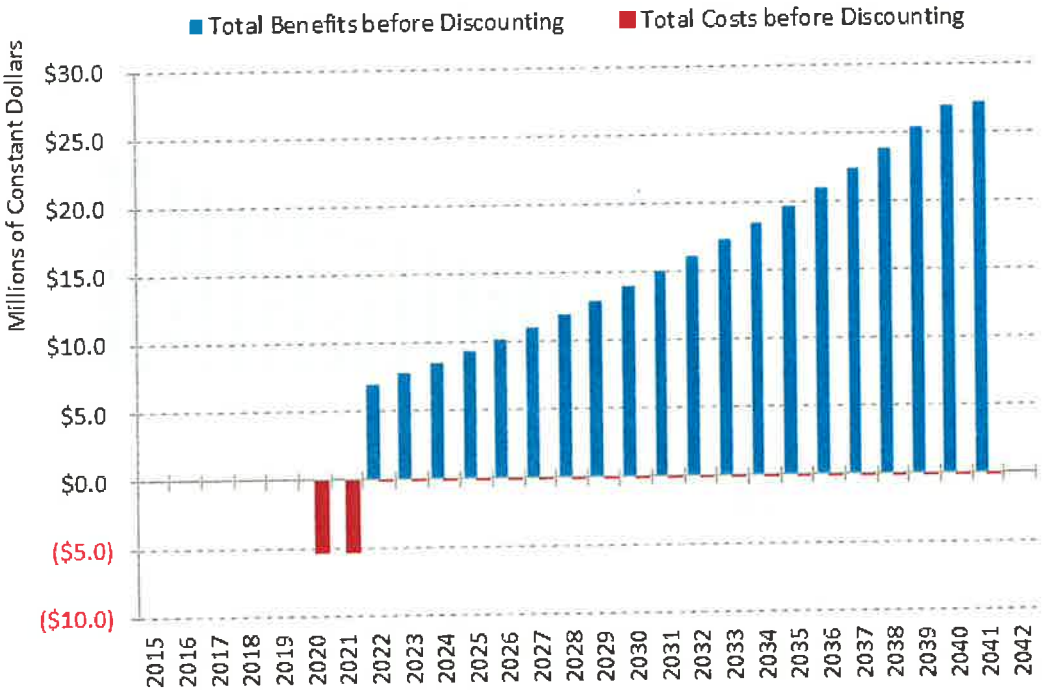


34 SW 20TH AVE: WIDEN TO 4 LANES FROM SW 62ND BLVD TO SW 43RD ST

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	$136.4
OUT OF POCKET COST SAVINGS	$16.6
SAFETY BENEFITS	$6.3
EMISSION COST SAVINGS	$0.7
TOTAL DISCOUNTED BENEFITS	**$160.1**
DISCOUNTED COSTS	**$9.2**
Capital Costs	$8.6
Maintenance Costs	$0.6
Benefit-Cost Ratio	**17.40**
Net Present Value	**$150.9**
Overall Rate of Return, %	**60.1%**

Millions of $2015, unless stated otherwise

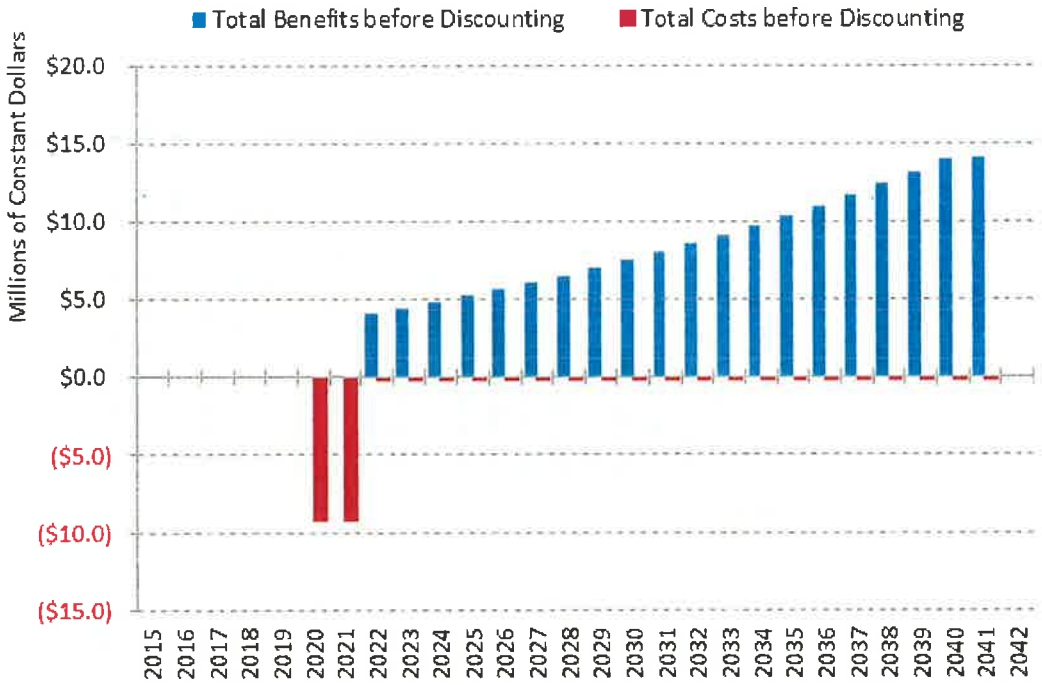


36 **SW 62ND BLVD: WIDEN TO 4 LANES FROM SW 20TH AVE TO NEWBERRY ROAD**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$75.6**
OUT OF POCKET COST SAVINGS	($3.8)
SAFETY BENEFITS	**$14.2**
EMISSION COST SAVINGS	($0.2)
TOTAL DISCOUNTED BENEFITS	**$85.8**
DISCOUNTED COSTS	**$16.6**
Capital Costs	**$14.8**
Maintenance Costs	$1.8
Benefit-Cost Ratio	**5.15**
Net Present Value	**$69.2**
Overall Rate of Return, %	**26.1%**

Millions of $2015, unless stated otherwise

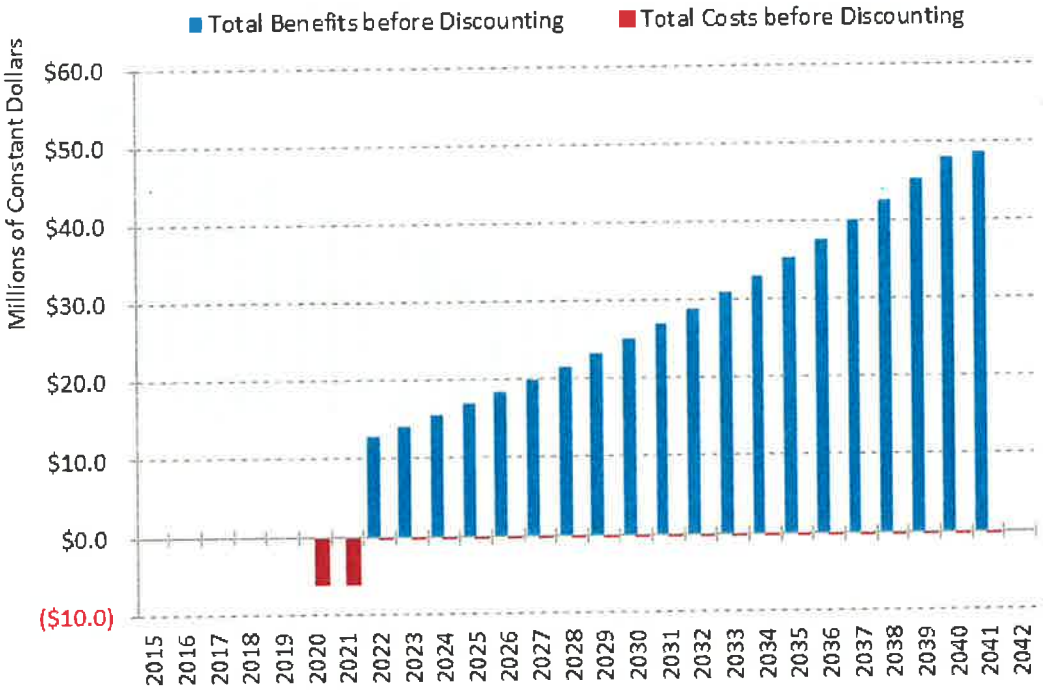


37 **NW 34TH ST: WIDEN TO 4 LANES FROM UNIVERSITY AVE TO NW 16TH ST**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$244.2**
OUT OF POCKET COST SAVINGS	$26.3
SAFETY BENEFITS	**$16.1**
EMISSION COST SAVINGS	$1.1
TOTAL DISCOUNTED BENEFITS	**$287.7**
DISCOUNTED COSTS	**$10.9**
Capital Costs	**$9.8**
Maintenance Costs	$1.1
Benefit-Cost Ratio	**26.40**
Net Present Value	**$276.8**
Overall Rate of Return, %	**83.5%**

Millions of $2015, unless stated otherwise

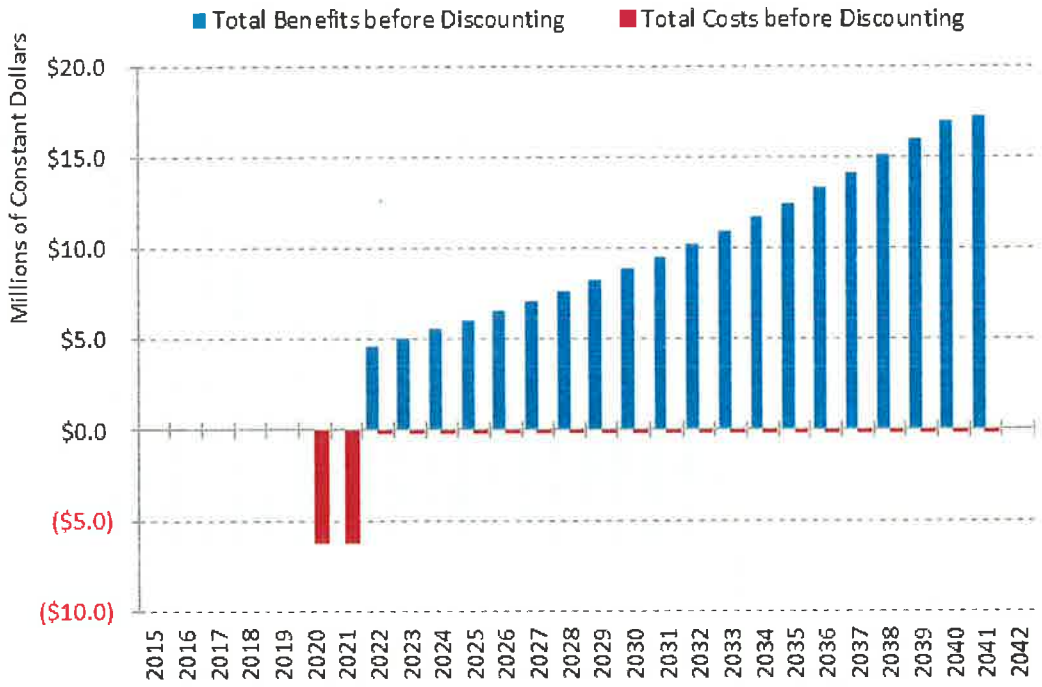


38 **NW 34TH ST: WIDEN TO 4 LANES FROM NW 16TH AVE TO NW 39TH AVE**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$95.3**
OUT OF POCKET COST SAVINGS	($3.8)
SAFETY BENEFITS	**$10.7**
EMISSION COST SAVINGS	($0.2)
TOTAL DISCOUNTED BENEFITS	**$102.1**
DISCOUNTED COSTS	**$11.6**
Capital Costs	$10.0
Maintenance Costs	$1.6
Benefit-Cost Ratio	**8.80**
Net Present Value	**$90.5**
Overall Rate of Return, %	**39.1%**

Millions of $2015, unless stated otherwise

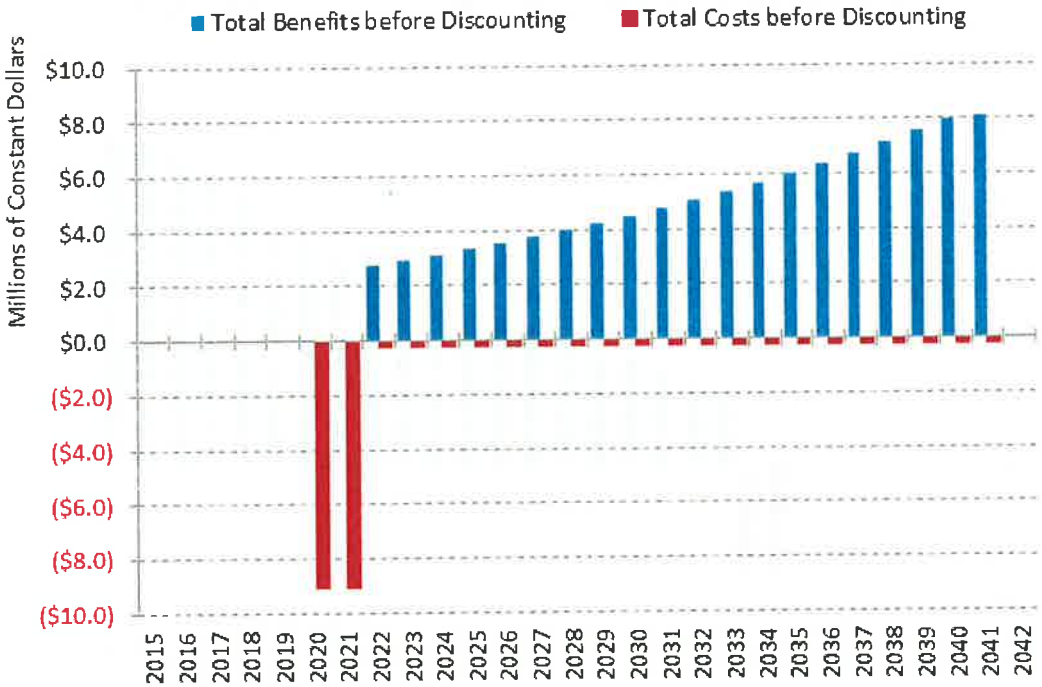


39 NW 34TH ST: WIDEN TO 4 LANES FROM NW 39TH AVE TO US 441

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$48.3**
OUT OF POCKET COST SAVINGS	($13.7)
SAFETY BENEFITS	**$17.5**
EMISSION COST SAVINGS	($0.6)
TOTAL DISCOUNTED BENEFITS	**$51.5**
DISCOUNTED COSTS	**$17.0**
Capital Costs	**$14.6**
Maintenance Costs	$2.3
Benefit-Cost Ratio	**3.03**
Net Present Value	**$34.5**
Overall Rate of Return, %	**17.8%**

Millions of $2015, unless stated otherwise

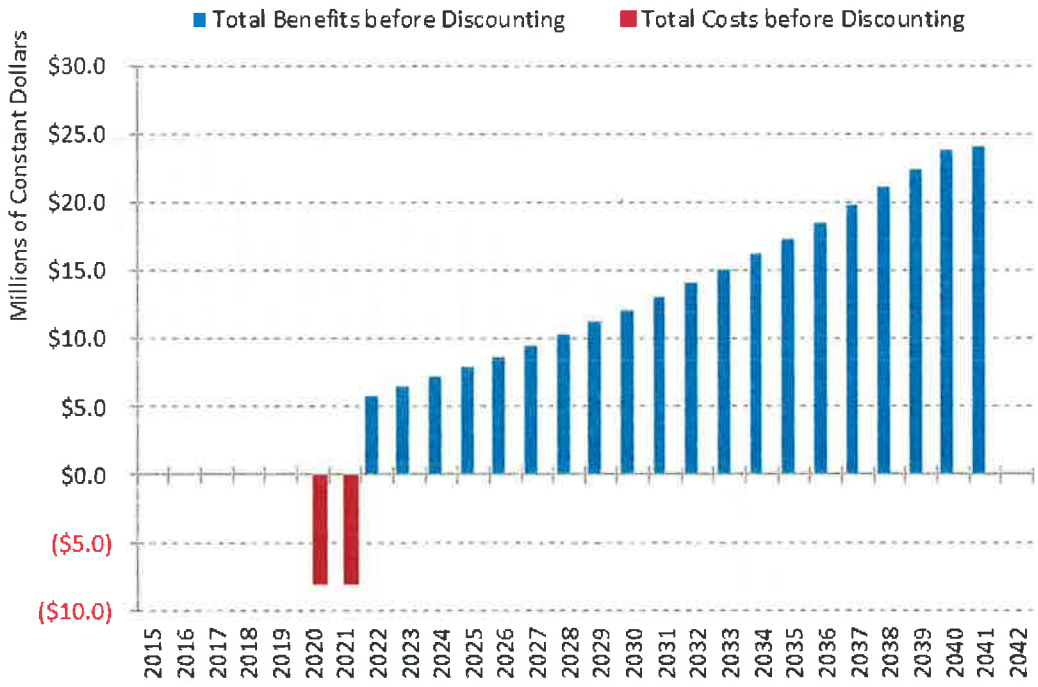


3+4+5 3+4+5

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$127.2**
OUT OF POCKET COST SAVINGS	$11.6
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	$0.5
TOTAL DISCOUNTED BENEFITS	**$139.4**
DISCOUNTED COSTS	**$13.0**
Capital Costs	**$13.0**
Maintenance Costs	$0.0
Benefit-Cost Ratio	**10.75**
Net Present Value	**$126.4**
Overall Rate of Return, %	**39.9%**

Millions of $2015, unless stated otherwise

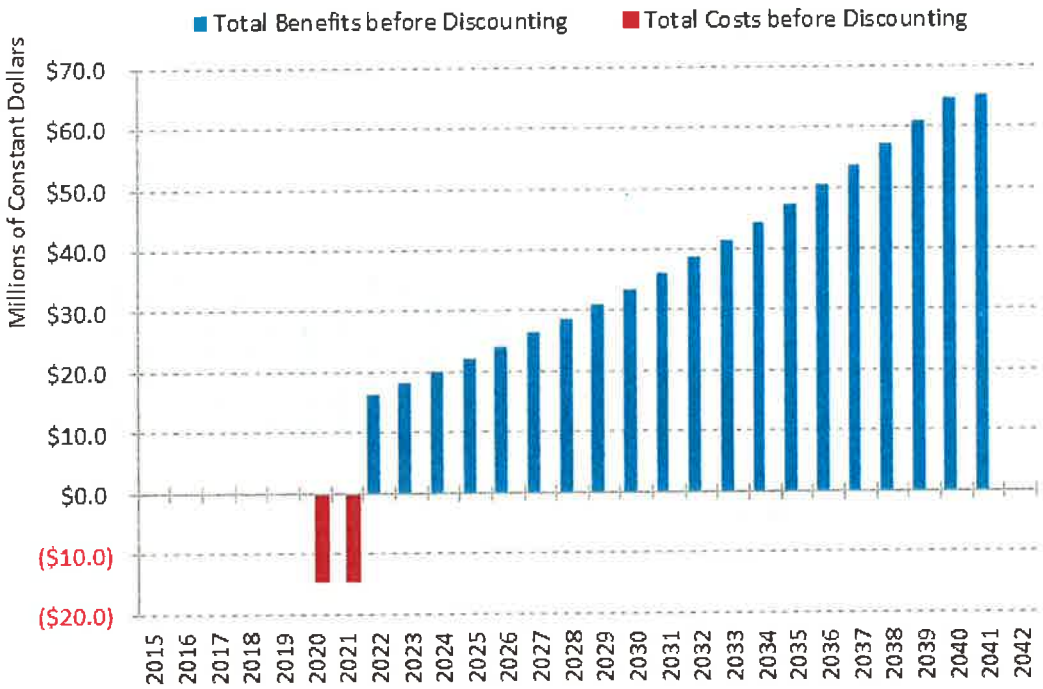


~~6+7+8+9+10~~ ~~6+7+8+9+10~~

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	$311.2
OUT OF POCKET COST SAVINGS	$68.6
SAFETY BENEFITS	$0.0
EMISSION COST SAVINGS	$3.0
TOTAL DISCOUNTED BENEFITS	**$382.9**
DISCOUNTED COSTS	**$23.1**
Capital Costs	$23.1
Maintenance Costs	$0.0
Benefit-Cost Ratio	**16.57**
Net Present Value	**$359.8**
Overall Rate of Return, %	**54.9%**

Millions of $2015, unless stated otherwise

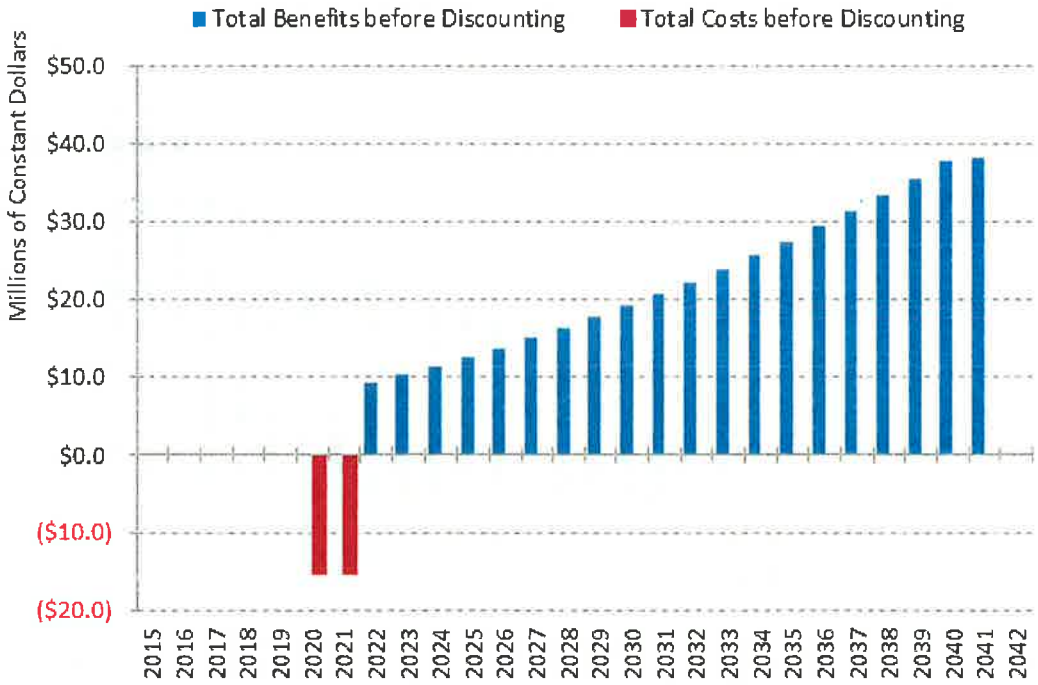


27+28 **27+28**

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$203.5**
OUT OF POCKET COST SAVINGS	$16.5
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	$0.7
TOTAL DISCOUNTED BENEFITS	**$220.8**
DISCOUNTED COSTS	**$24.7**
Capital Costs	**$24.7**
Maintenance Costs	$0.0
Benefit-Cost Ratio	**8.93**
Net Present Value	**$196.0**
Overall Rate of Return, %	**35.0%**

Millions of $2015, unless stated otherwise

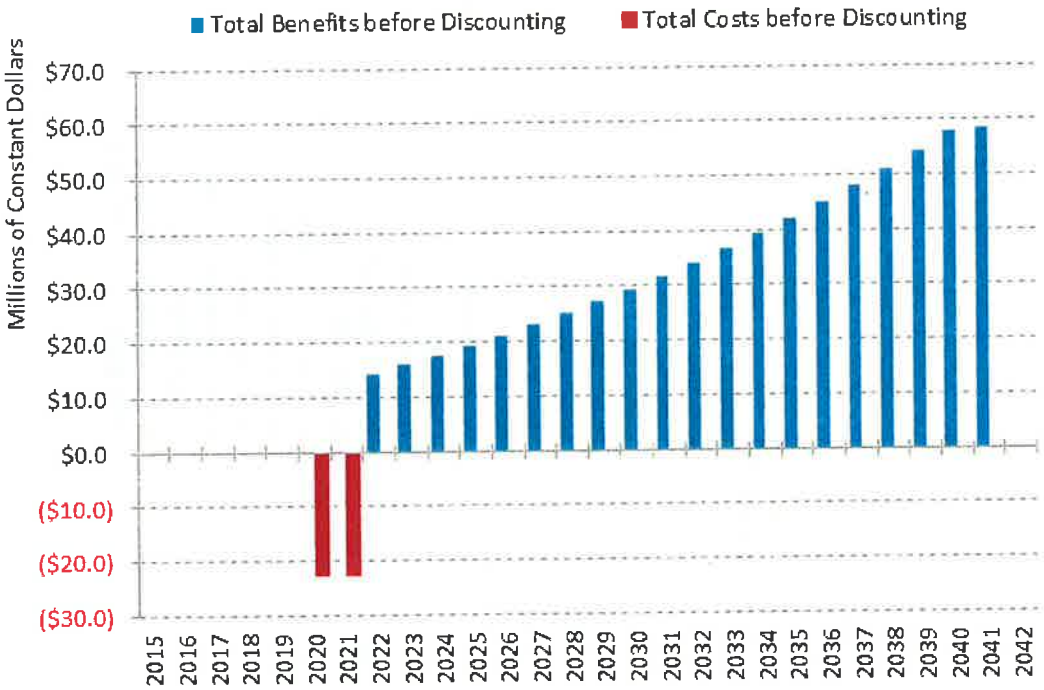


27+36 27+36

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$307.3**
OUT OF POCKET COST SAVINGS	$30.1
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	$1.3
TOTAL DISCOUNTED BENEFITS	**$338.7**
DISCOUNTED COSTS	**$36.6**
Capital Costs	$36.6
Maintenance Costs	$0.0
Benefit-Cost Ratio	**9.25**
Net Present Value	**$302.1**
Overall Rate of Return, %	**36.0%**

Millions of $2015, unless stated otherwise

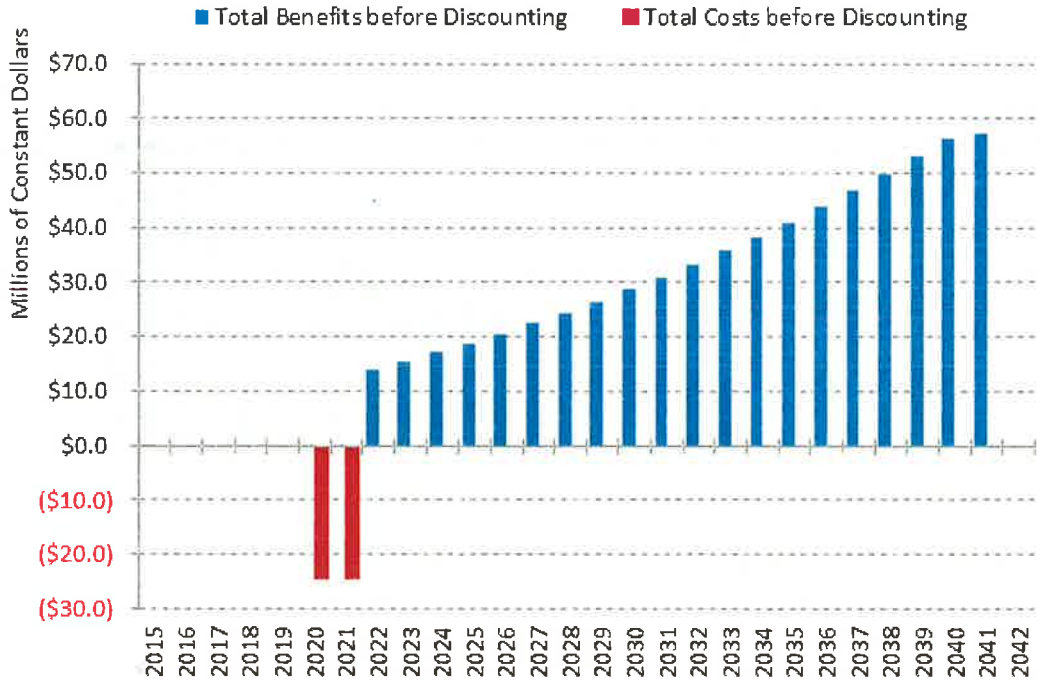


27+28+36 27+28+36

Period of Analysis, years	20
Discount Rate, percent	4.0%

DISCOUNTED BENEFITS	
TRAVEL TIME SAVINGS	**$306.7**
OUT OF POCKET COST SAVINGS	$22.4
SAFETY BENEFITS	**$0.0**
EMISSION COST SAVINGS	$1.0
TOTAL DISCOUNTED BENEFITS	**$330.2**
DISCOUNTED COSTS	**$39.6**
Capital Costs	**$39.6**
Maintenance Costs	$0.0
Benefit-Cost Ratio	**8.35**
Net Present Value	**$290.6**
Overall Rate of Return, %	**33.4%**

Millions of $2015, unless stated otherwise



TECHNICAL ADVISORY COMMITTEE (TAC)
ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 4/1/2015	MEETING DATE 5/20/2015	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNICHT Alt - Jeff Hays Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
RUTH FINDLEY Alt- Brian Singleton Alt - Dave Cerlanek	Alachua County Public Works Department	P	P	NO
DEKOVA BATEY Alt- Vacant	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
STEVEN DUSH Alt - Dean Mimms Alt - Onelia Lazzari* Alt - Jason Simmons	City of Gainesville Department of Planning & Development Services	P	P	NO
DEBBIE LEISTNER [Chair] Alt- Phil Mann Alt - Jacob Kain	City of Gainesville Department of Public Works	P	P	NO
MATTHEW MULLER [Vice Chair] Alt- Jesus Gomez Alt- David Smith	City of Gainesville Regional Transit System	P	P	NO
PAUL ADJAN Alt- Laura Aguiar Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	P	NO
JAMES GREEN Alt - Karen Taulbee Alt - Vacant	Florida Department of Transportation	E	P	NO
JAMES SPEER Alt- David Deas Alt-	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Erik Lewis	University of Florida Facilities Planning & Construction Division	E	P	NO
RON FULLER Alt- Scott Fox	University of Florida Transportation & Parking Services	P	P	NO

LEGEND KEY - P = Present A = Absent * = New Member

me\p\em15\tac\attendanceTAC15.xls

* City of Gainesville Level of Service (LOS) Subcommittee Member

Attendance Rule:

1. Each voting member of the TAC may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
2. Each member of the TAC is expected to demonstrate his or her interest in the TAC's activities through attendance of the scheduled meetings, except for reaons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more that three (3) consecutive absences will be allowed by the member. The TAC shall deal with consistent absences and is empowered to recommend corrective action for MTPO consideration.

CITIZENS ADVISORY COMMITTEE (CAC)

ATTENDANCE RECORD

NAME	TERM EXPIRES	1/21/2015	4/1/2015	5/20/2015	Violation If Absent At Next Meeting 7/22/2015
E J Bolduc	17-Dec	P	P	P	-
Thomas Bolduc	15-Dec	P	P	E	-
Rob Brinkman	17-Dec	A	P	P	-
Nelle Bullock	16-Dec	A	P	P	-
Rajeeb Das	15-Dec	P	E	P	-
Luis Diaz	16-Dec	P	P	P	-
Jan Frentzen	15-Dec	A	P	P	-
Melinda Koken	15-Dec	E	P	P	-
Kamal Latham	16-Dec	A	P	P	-
Gilbert Levy	17-Dec	P	P	P	-
Ron Lieberman	17-Dec	P	P	E	-
Chandler Otis	15-Dec	P	E	P	-
James Samec	17-Dec	P	P	P	-
Ewen Thomson	16-Dec	P	P	P	-
Chris Towne	16-Dec	A	P	A	-

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence t\mike\em15\cac\attd_cac0520.xls

ATTENDANCE RULE

Any appointee of the MTPO to the CAC shall be automatically removed from the committee upon filing with the Chair of the MTPO appropriate proof that such person has had three (3) or more consecutive excused or unexcused absences. Excused absences are here defined to be those absences which occur from regular or special meetings after notification by such person to the Chair prior to such absence explaining the reasons therefore. All other absences are here defined to be unexcused.

ADDITIONAL NOTES:

1. On October 30, 1985, staff asked the CAC to clarify the procedures staff should use to record attendance at CAC meetings. The CAC instructed staff to use the following procedures:
   A. all CAC meetings will require mandatory attendance by all members; and
   B. attendance is recorded at all CAC meetings, even if a quorum is not present.
2. On April 28, 1999, the CAC decided to limit attendance by teleconferencing to medical emergencies only.
3. Members denoted in BOLD ITALICs are at risk for attendance rule violation if the next meeting is missed.

SCHEDULED 2015 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	January 21	January 22	February 2 at 3:00 p.m.
APRIL	April 1 *TAC @ NCFRPC*	April 2	April 13 at 3:00 p.m.
JUNE	May 20	May 21	June 1 at 3:00 p.m.
AUGUST	July 22	July 23	August 3 at 3:00 p.m.
OCTOBER	September 23 *TAC @ NCFRPC*	September 24	October 5 at 5:00 p.m. October 26 at 5:00 p.m.
DECEMBER	December 2 *TAC @ NCFRPC*	December 3	December 14 at 3:00 p.m.

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel MTPO meetings if agenda items do not require a meeting and corresponding Advisory Committee meeting may also be cancelled;
2. TAC meetings are usually conducted at the Gainesville Regional Utilities (GRU) Administration general purpose meeting room;
3. CAC meetings are conducted in the Grace Knight conference room of the County Administration Building; and
4. MTPO meetings are conducted at the Jack Durrance Auditorium of the County Administration Building unless noted.

T:\Marlie\MS15\MTPO\MEET2015.doc December 2, 2014

Centennial FDOT 1915★2015

Florida Department of Transportation

1109 South Marion Avenue, MS 2000
Lake City, Florida 32025-5874

RICK SCOTT
GOVERNOR

JIM BOXOLD
SECRETARY

May 12, 2015

Mr. Lauren Poe, Chair
Metropolitan Transportation Planning Organization
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida 32653-5847

RE: State Road 24 (Waldo Road) Pedestrian Safety

Dear Chairman Poe:

Thank you for your April 22, 2015 letter regarding pedestrian safety on State Road 24 (Waldo Road) from East University Avenue to NE 39th Avenue. Based on your request, the Department will be conducting a pedestrian safety and speed study of this area. These studies will take four to six months for our consultant and in-house personnel to complete. Once the studies are completed, we will inform you of our recommendations.

If you have any questions regarding these studies, please contact Rodney Cooper, District Traffic Safety Program Engineer, at (904) 360-5629.

Sincerely,

Greg Evans
District 2 Secretary

cc: Jerry Ausher, P.E., District Traffic Operations Engineer
Rodney Cooper, P.E., District Traffic Safety Program Engineer

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, FL 32025-5874

JIM BOXOLD
SECRETARY

June 19, 2015

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida 32653-5847

RE: Open (Active) Streets Program

Dear Chairman Hutchinson:

Thank you for your June 4, 2015 letter regarding the Department's support for local Open Street or Ciclovia events. The intent of these events is to help local communities promote safe and healthy active living by converting busy roads into fun and walkable zones.

The Department, through the Florida's Pedestrian and Bicycle Focused Initiative, offered to provide maintenance of traffic (MOT) support for Open Streets or Ciclovia events that occurred on the State Highway System for a period of one year (October 2014 to September 2015). The intent was to help local communities establish the events during the first year with the expectation that future events would be self-sustaining. At this time the Department does not have any plans to extend the MOT support for these events beyond September 2015.

If you have any additional questions, please contact Rodney Cooper, District Traffic Safety Program Engineer, at (904) 360-5629 or rodney.cooper@dot.state.fl.us.

Sincerely,

Greg Evans
District Two Secretary

cc: Jerry Ausher, P.E., District Traffic Operations Engineer
Jim Hannigan, P.E., District Maintenance Engineer

VI.E

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 S. Marion Avenue
Lake city, FL 32025-5874

JIM BOXOLD
SECRETARY

June 19, 2015

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida 32653-5847

RE: State Road 26 (University Avenue) Speed Limit

Dear Chairman Hutchinson:

Thank you for your June 4, 2015 letter in which the MTPO forwarded an approved motion to:

> *"request that the Florida Department of Transportation consider lowering the speed limit on SR 26/ University Avenue (from Gale Lemerand Drive east to Waldo Road) overall, during specific times of the weekday and during special events."*

The current posted speed limit on University Avenue is 30 MPH from Gale Lemerand Drive east to East 4th Street, where it increases to 35 MPH easterly to Waldo Road. The Department will review these limits to make sure they are appropriate.

At this time, the Department is not currently utilizing variable (adaptive) or variable (specific time) speed limits on arterial roadways. During special events, such as home game days, the City of Gainesville already has game day signal timing patterns in place to efficiently get traffic to and from the event. The Traffic Management Center has the ability to make adjustments to signal timing to react to both planned and emergency situations.

The Department has been evaluating the use of variable speed limits on Interstates. These systems utilize real time traffic speed and volume detection, weather information, accident and congestion information to determine the optimal and appropriate speeds for drivers. The Department requires that any variable speed limit be reviewed and accepted by a human operator prior to posting the speed limit on the roadside sign. This along with the need for law enforcement presence can make these deployments cost prohibitive. As more data is acquired on these deployments, other locations may be considered in the future.

If you have any questions, please contact Jerry Ausher, P.E., District Traffic Operations Engineer, at (904) 360-5630.

Sincerely,

Greg Evans
District Two Secretary
cc: Jerry Ausher, P.E., District Traffic Operations Engineer