

List of Priority Projects

Fiscal Years 2025-26 to 2029-30

May 13, 2024

Metropolitan Transportation
Planning Organization
for the
Gainesville Urbanized Area



List of Priority Projects

Fiscal Years 2025-26 to 2029-30

ENDORSEMENT

This List of Priority Projects has been developed
consistent with federal and state requirements and
approved on May 13, 2024 by the
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, FL 32653-1603



Cynthia Moore Chestnut, Chair

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Approved by the

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

2009 NW 67th Place
Gainesville, Florida 32653
www.ncfrpc.org/mtpo
352.955.2200

With Assistance from:
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653
www.ncfrpc.org

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Chapter I

Introduction

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Chapter I: Introduction

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

As shown in Illustration I, the Transportation Improvement Program has the following three phases.

- ☐ Summer - Metropolitan Transportation Organization approves priority lists for projects it wants Florida Department of Transportation to fund;
- ☐ Fall - Florida Department of Transportation reports to Metropolitan Transportation Planning Organization what projects it proposes to fund; and
- ☐ Summer - Metropolitan Transportation Planning Organization decides which federally-funded projects to approve.

A. Purpose of this Report

This report contains a list of needed, but unfunded, transportation projects. These projects are determined by the Metropolitan Transportation Planning Organization to be necessary to effectively implement the adopted 2045 Long-Range Transportation Plan. Projects selected for funding will be incorporated into the Metropolitan Transportation Planning Organization Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program.

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

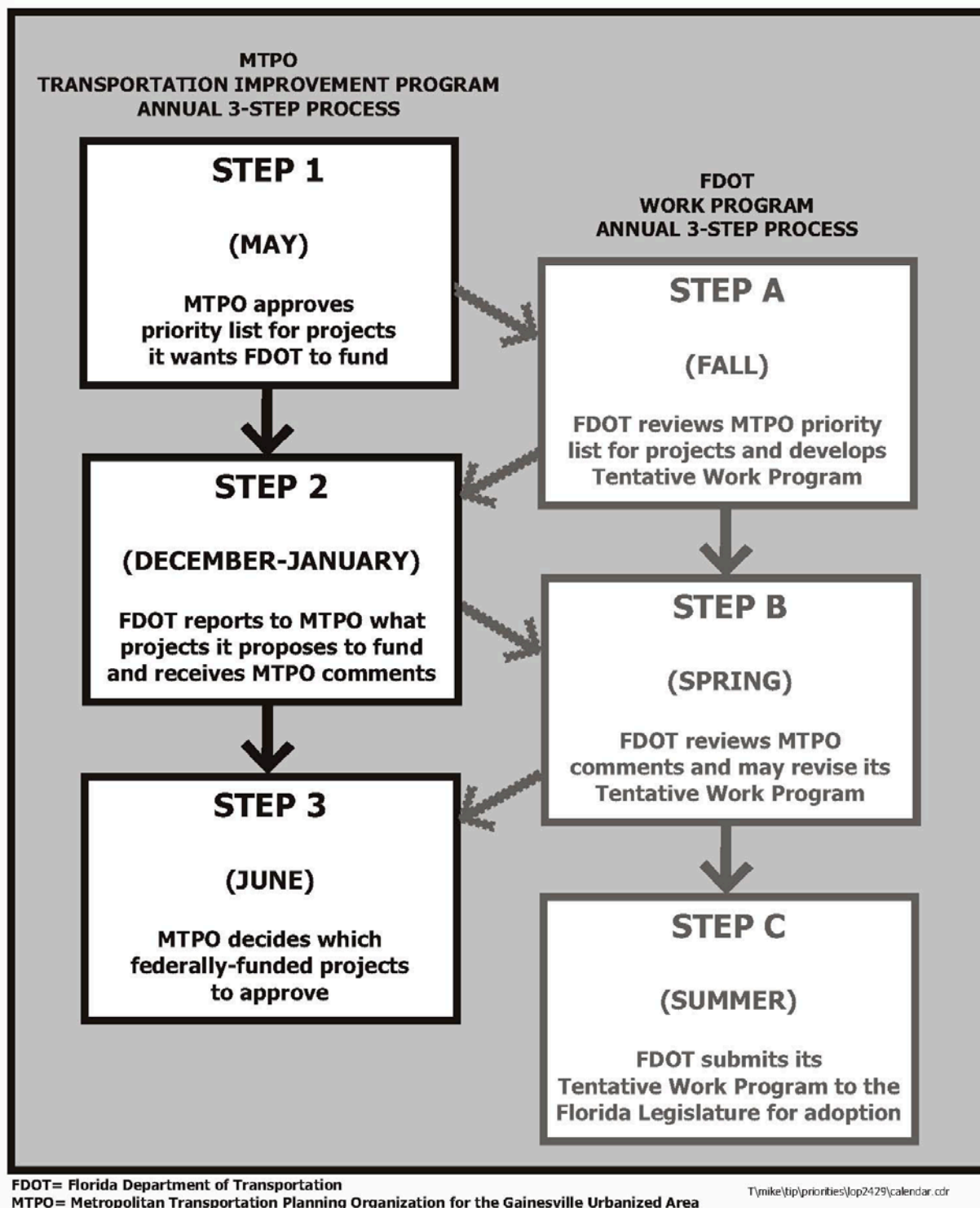
B. Methodology Used for Setting Priorities

1. Timetable

The following timetable has been used to establish the priorities contained in this report.

- ☐ May - Draft tables distributed to Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee that identifies bicycle/pedestrian priorities submitted last year less the project priorities that were fully funded;
- ☐ May - Metropolitan Transportation Planning Organization advisory committees develop recommended transportation priorities for the coming year; and
- ☐ June - Metropolitan Transportation Planning Organization approves transportation priorities for the coming year and submits a List of Priority Projects to Florida Department of Transportation.

Illustration I
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
Calendar



2. Transportation Improvement Program Project Selection Process

In conformance with Federal regulations, the Metropolitan Transportation Planning Organization updates its long-range transportation plan every five years. The current long-range transportation plan is the Year 2045 Long-Range Transportation Plan. The long-range transportation plan contains a prioritized, cost feasible list of transportation system projects to accommodate mobility and maintain an acceptable level of service for the transportation system within the Gainesville Metropolitan Area. The long-range transportation plan is implemented using the Transportation Improvement Program process.

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

To implement the Year 2045 Long-Range Transportation Plan and transportation system maintenance projects, tables in the Metropolitan Transportation Planning Organization List of Priority Projects were developed in consultation with appropriate review agencies, freight mobility entities, public transportation providers (including paratransit), Alachua County Traffic Safety Team, Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee Technical Advisory Committee and the public at-large as follows:

1. Table 1 - Transportation System Priorities - recommendations developed by Metropolitan Transportation Planning Organization staff following a series of meetings with the Florida Department of Transportation and initial priorities development from the Technical Advisory Committee based on the unfunded priorities in the current List of Priority Projects. This category includes: Surface Transportation Block Grant Program projects. The recommendations are forwarded to the Metropolitan Transportation Planning Organization advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for review and approval.

Surface Transportation Block Grant Program-funded projects funded in the Transportation Improvement Program are identified in Table 9 - Road - Construction Projects; Table 11 - Road - Intersection Projects; and Table 16 - Road - Resurfacing/Repaving Projects

2. Table 2 - Transit Priorities - recommendations developed by the Gainesville Regional Transit System for Federal Transit Administration funding, based on the Gainesville Regional Transit System Transit Development Plan. This category includes: commuter assistance projects; intermodal facility projects; park-and-ride facility projects; and transit system projects. These priorities are forwarded to the Metropolitan Transportation Planning Organization advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for review and approval.

Federal Transit Administration-funded commuter assistance, non-airport intermodal facility, park-and-ride facility and transit system projects and Surface Transportation Program-funded transit projects funded in the Transportation Improvement Program are identified in Table 16 - Transit Projects.

3. Table 3 - Strategic Intermodal System Priorities - recommendations primarily derived from the Strategic Intermodal System Implementation Plan developed by the Florida Department of Transportation from its Florida Transportation Plan. These priorities are included in the list of Priority projects as requested by the Florida Department of Transportation.

Strategic Intermodal System Implementation Plan projects funded in the Transportation Improvement Program are identified in Table 9 - Road - Construction Projects and Table 12 - Road - Interstate/interchange Projects

4. Table 4 - Multimodal [Bicycle/Pedestrian] Discretionary Grant Priorities - recommendations developed by the Technical Advisory Committee using the Alachua Countywide Bicycle Master Plan for guidance. This category includes: Safe Routes to School projects; Shared-Use Network Trail (SUNTrail) projects; and Transportation Alternatives Program projects. The recommendations are forwarded to the Metropolitan Transportation Planning Organization advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for review and approval.

Bicycle facility projects, multi-use path projects and pedestrian facility projects funded in the Transportation Improvement Program are identified in Table 6 - Bicycle and Pedestrian Projects (Independent). In addition, Bicycle facility projects, multi-use path projects and pedestrian facility projects funded in the Transportation Improvement Program may be identified in Table 9 - Road - Construction Projects and Table 16 - Road - Resurfacing/Repaving Projects.

5. Table 5 - Transportation System Supplemental/Discretionary Priorities - recommendations developed by Metropolitan Transportation Planning Organization staff following a series of meetings with the Florida Department of Transportation and initial priorities development from the Technical Advisory Committee based on the unfunded priorities in the current List of Priority Projects. This category includes Surface Transportation Block Grant Program projects, Safe Routes to School projects; Shared-Use Network Trail (SUNTrail) projects; and Transportation Alternatives Program projects. The recommendations are forwarded to the Metropolitan Transportation Planning Organization advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for review and approval.

Table 5 includes priorities that are not shortlisted in Table 1 and Table 4 but are included in this List of Priority Projects to facilitate discretionary grant applications by local jurisdictions

Surface Transportation Block Grant Program-funded projects funded in the Transportation Improvement Program are identified in Table 9 - Road - Construction Projects; Table 11 - Road - Intersection Projects; and Table 16 - Road - Resurfacing/Repaving Projects.

4. Appendix C 2045 Long-Range Transportation Plan - Project Priorities - recommendations from the adopted Year 2045 Long-Range Transportation Plan Cost Feasible Plan priorities. Table C-1 includes funding priorities for the Strategic Intermodal System revenues; Surface Transportation Block Grant revenues; Transportation Alternatives Program [box fund] revenues; and Transit revenues.

5. Appendix D Supplemental Priority Project Information - Long-Range Transportation Plan, Regional Transit System Priorities and Safety-Funded Priorities - supplemental recommendations developed by the Gainesville Regional Transit System for Federal Transit Administration funding and recommendations from the , Metropolitan Transportation Planning Organization for federal safety funded priorities. Table D-1 includes supplemental long-range transportation plan priorities. Table D-2 includes supplemental priorities based on the Gainesville Regional Transit System Transit Development Plan. Table D-3 includes safety fund priorities.

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

- *Federal Aviation Administration-funded projects, based on the Airport Master Plan, funded in the Transportation Improvement Program are identified in Table 6 - Airport Projects;*
- *Metropolitan Planning activities and projects funded in the Transportation Improvement Program are identified in Table 8 - Planning/Administration Activity;*
- *Safety projects funded in the Transportation Improvement Program are identified in Table 9 - Road - Construction Projects and Table 11 - Road - Intersection Projects. The Alachua County Traffic Safety Team assists in providing Safety Fund project recommendations;*
- *Florida State Highway System drainage of right-of-way projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 10 - Road - Drainage Projects;*
- *Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 11 - Road - Intersection Projects. Project recommendations are developed by the Alachua County Traffic Operations Team;*
- *Interstate facility projects funded in the Transportation Improvement Program are identified in Table 12 - Road - Interstate/Interchange Projects;*
- *Landscaping projects funded in the Transportation Improvement Program are identified in Table 13 - Road - Landscaping Projects;*
- *Maintenance of transportation facilities projects funded in the Transportation Improvement Program are identified in Table 14 - Road - Maintenance Projects;*
- *Railroad facility projects funded in the Transportation Improvement Program are identified in Table 15 - Road - Railroad Projects;*
- *Florida State Highway System resurfacing projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 16 - Road - Resurfacing/Repaving Projects;*
- *Transportation Disadvantaged Trust Fund projects funded in the Transportation Improvement Program are identified in Table 17 - Transit Projects. Project recommendations are developed by the Alachua County Transportation Disadvantaged Coordinating Board.*

3. Consideration of Performance Measures and Targets in the Project Selection Process

a. Project Selection Process

As established by the Moving Ahead for Progress in the 21st Century Act and maintained in the Fixing America's Surface Transportation Act, performance measure and target requirements for state departments of transportation, metropolitan planning organizations and transit agencies include:

Measure / Activity	Affected Facilities / Agency
Safety Measures (fatalities and serious injuries)	All public roads
Asset Management Plan	Florida Department of Transportation
Pavement Measures (state of good repair)	National Highway System
Bridge Measures (state of good repair)	National Highway System
Freight Mobility Measures	National Highway System
Planning Activities	All Agencies
System Performance Measures	National Highway System
Transit Measures (state of good repair)	Regional Transit System
Transit Safety Measures	Regional Transit System

All National Highway System facilities within the Gainesville Metropolitan Area are maintained by the Florida Department of Transportation. Therefore, the Florida Department of Transportation is the lead agency for meeting performance measure targets and setting and funding prioritized projects on the National Highway System. The following sections describe performance measure activity.

i. Safety Measures

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the safety performance measures requirements, including consideration of policies and criteria specified in the Florida Strategic Highway Safety Plan and the Florida Highway Safety Improvement Program for all public roads within the Gainesville Metropolitan Area. The Florida Department of Transportation Strategic Highway Safety Plan identifies a target of zero on all public roads for fatalities and serious injuries. At its December 4, 2017 meeting, the Metropolitan Transportation Planning Organization initially set a safety target of zero on all public roads for fatalities and serious injuries. The safety target of zero has been reset annually. Appropriate data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

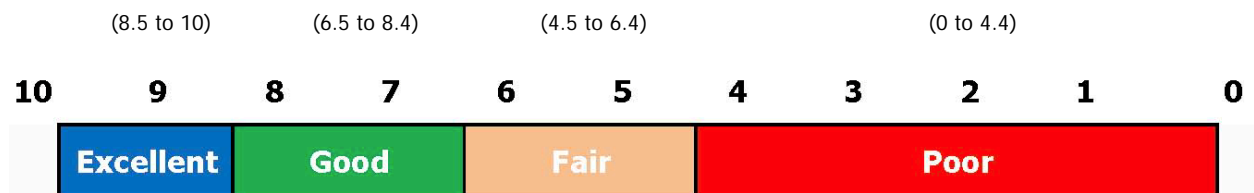
In addition, Metropolitan Transportation Planning Organization participates in the Alachua County Traffic Safety Team and Safe Routes to School grant application process.

ii. Asset Management Plan

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of its Asset Management Plan for National Highway System facilities within the Gainesville Metropolitan Area. Projects on the National Highway System in the Florida Department of Transportation Tentative Work Program are to be reviewed for consistency with the Florida Transportation Plan, Asset Management Plan and the Metropolitan Transportation Planning Organization Year 2045 Long-Range Transportation Plan. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

iii. Pavement Measures (State of Good Repair)

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the pavement management performance measures requirements for National Highway System facilities within the Gainesville Metropolitan Area. The Florida Department of Transportation Asset Management Plan identifies a target of 80 percent of all lane-miles on the State Highway System have a Pavement Condition Rating of "excellent" or "good." The Florida Department of Transportation transmitted the 80 percent of all lane-miles on the State Highway System have a Pavement Condition Rating of "excellent" or "good" target to the Federal Highway Administration on May 18, 2018. Appropriate pavement condition data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program. The Florida Department of Transportation pavement condition scale is below.



iv. Bridge Measures (State of Good Repair)

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the bridge condition performance measures requirements for National Highway System facilities within the Gainesville Metropolitan Area. The Florida Department of Transportation Asset Management Plan identifies a target 90 percent of its primary bridges having a rating of 6 or higher on National Bridge Inventory Rating Scale. The Florida Department of Transportation transmitted the 90 percent of its primary bridges having a rating of 6 or higher on National Bridge Inventory Rating Scale target to the Federal Highway Administration on May 18, 2018. Appropriate data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

As shown in the Florida Department of Transportation Asset Management Plan, the National Bridge Inventory Rating Scale is as follows:

9	8	7	6	5	4	3	2	1
EXCELLENT		GOOD		FAIR	STRUCTURALLY DEFICIENT			

v. Freight Mobility Measures

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the freight mobility performance measures requirements, including consideration of policies and criteria specified in the Florida Freight Mobility and Trade Plan for National Highway System facilities within the Gainesville Metropolitan Area. Appropriate data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program. The Florida Department of Transportation transmitted a 1.75 Truck Travel Time Ratio two-year target and a 2.0 Truck Travel Time Ratio four-year target to the Federal Highway Administration on May 18, 2018. The Metropolitan Transportation Planning Organization also participates in the Florida Metropolitan Planning Organization Advisory Council Freight Committee meetings.

vi. Planning Activities

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the Planning Activity performance measures requirements. Resolution No. 2018-05 states that the Metropolitan Transportation Planning Organization shall conduct its transportation planning process and develop transportation planning documents that address federal transportation planning requirements regarding performance measures as established in the Moving Ahead For Progress In The 21st Century Act and in the Fixing America's Surface Transportation Act with regard to receiving Federal Highway Administration metropolitan planning funds and Federal Transit Administration planning funds. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

vii. System Performance Measures

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the system performance measures requirements for National Highway System facilities within the Gainesville Metropolitan Area. Appropriate data is reviewed relevant to the performance measures. The Florida Department of Transportation transmitted a 75 Percent Reliability for Interstate Person-Miles Travelled two-year target, a 70 Percent Reliability for Interstate Person-Miles Travelled four-year target and a 50 Percent Reliability for Non-Interstate National Highway System Person-Miles Travelled four-year target to the Federal Highway Administration on May 18, 2018. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

viii. Transit Asset Management Measures (State of Good Repair)

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation and the City of Gainesville Regional Transit System on the implementation of the transit state of good repair performance measures requirements. The Metropolitan Transportation Planning Organization set its transit state of good repair targets consistent with the Regional Transit System state of good repair targets on August 27, 2018. Appropriate data is to be reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

ix. Transit Safety Measures (Safety Risks and Safety Hazards)

The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation and the City of Gainesville Regional Transit System on the development and implementation of the transit safety performance measures requirements. The Regional Transit System reset its transit safety targets on July 20, 2020. The Metropolitan Transportation Planning Organization reset its transit safety targets consistent with the Regional Transit System transit safety targets on April 26, 2021. Appropriate data is to be reviewed relevant to the performance measures. This information will contribute to the prioritization of projects for inclusion in the Transportation Improvement Program.

b. Targets

As established by the Moving Ahead for Progress in the 21st Century Act and maintained in the Fixing America's Surface Transportation Act, performance measure and target requirements for state departments of transportation and metropolitan planning organizations include:

- Safety Measures (fatalities and serious injuries) - All public roads;
- Asset Management Plan - National Highway System (Florida Department of Transportation only);
- Pavement Measures (state of good repair) - National Highway System;
- Bridge Measures (state of good repair) - National Highway System;
- Freight Plan - National Highway System (Florida Department of Transportation only);
- Planning Activities - National Highway System
- System Performance Measures - National Highway System;
- Transit Asset Management Measures (state of good repair) - Regional Transit System; and
- Transit Safety Measures (safety risks and safety hazards) - Regional Transit System.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2025-26 to 2029-30

The Metropolitan Transportation Planning Organization coordinated with the Florida Department of Transportation on the implementation of the performance measures requirements. Appropriate data was reviewed relevant to the performance measures. This information contributed to the prioritization of projects for inclusion in the Transportation Improvement Program.

All National Highway System facilities within the Gainesville Metropolitan Area are maintained by the Florida Department of Transportation. Therefore, the Florida Department of Transportation is the lead agency for meeting performance measure targets and setting and funding prioritized projects on the National Highway System. The performance measure and target status matrix below shows the due dates and target setting dates.

Performance Measure Compliance Action	Measure						
	Safety	Planning Requirements	System Performance	Bridge	Pavement	Transit Asset	Transit Safety
Florida Department of Transportation / Regional Transit System							
Target/Compliance Due Date	8/31/17	5/27/18	5/20/18	5/20/18	5/20/18	6/30/18	7/20/20
Target/Compliance Setting Date	8/31/17	4/30/18	5/18/18	5/18/18	5/18/18	TBD	TBD
Long-Range Transportation Plan	TBD	TBD	TBD	TBD	TBD	TBD	TBD
State Transportation Improvement Program - 10/1/18 and Beyond	8/31/17	4/30/18	5/18/18	5/18/18	5/18/18	N/A	N/A
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area							
Target/Compliance Due Date	2/27/18	5/27/18	11/14/18	11/14/18	11/14/18	10/1/18	TBD
Target/Compliance Setting Date	12/4/17	4/23/18	10/22/18	10/22/18	10/22/18	8/27/18	6/22/20
Long-Range Transportation Plan	8/24/20*	8/24/20*	8/24/20*	8/24/20*	8/24/20*	8/24/20*	8/24/20*
Transportation Improvement Program - 10/1/18 and Beyond	6/25/18	6/25/18	10/22/18	10/22/18	10/22/18	8/27/18	6/22/20

N/A - Not Applicable; TBD - To Be Determined; * Long-Range Transportation Plan Update Adoption Date

c. Monitoring/Coordination

The Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area implements the Fixing America's Surface Transportation Act performance measures requirements as follows:

i. Safety

Safety Targets of zero for fatalities, serious injuries and non-single occupant vehicles were initially set at the December 4, 2017 Metropolitan Transportation Planning Organization meeting. Safety Targets of zero for fatalities, serious injuries and non-single occupant vehicles were set again at the December 17, 2018 Metropolitan Transportation Planning Organization meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act System Performance Measures on all public roads. Projects included in the Transportation Improvement Program considered safety criteria addressed in the Florida Transportation Plan, 2018 Florida Strategic Highway Safety Plan and Florida Highway Safety Improvement Program.

ii. Planning Requirements

Resolution 2018-05 stating compliance with planning requirements was approved at the April 23, 2018 Metropolitan Transportation Planning Organization meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Planning Requirements.

iii. **System Performance**

System Performance Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act System Performance Measures for projects on National Highway System facilities within the Gainesville Metropolitan Area.

iv. **Bridge**

Bridge Condition Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Bridge Measures and the Florida Department of Transportation Bridge Management System for projects on National Highway System facilities within the Gainesville Metropolitan Area.

v. **Pavement**

Pavement Condition Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Pavement Management Measures and the Florida Department of Transportation Pavement Management Program for projects on National Highway System facilities within the Gainesville Metropolitan Area.

vi. **Transit**

Transit State of Good Repair Targets consistent with the Regional Transit System Transit State of Good Repair Targets were set by the Metropolitan Transportation Planning Organization at its August 27, 2018 meeting. Transit Safety Targets consistent with the Regional Transit System Transit Safety Targets were set by the Metropolitan Transportation Planning Organization at its June 22, 2020 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation and the Regional Transit System concerning the application and implementation of Fixing America's Surface Transportation Act Transit State of Good Repair and Safety Measures.

C. Development - Ten Planning Factors

Section 134(f) of Title 23, United States Code states that, in developing transportation programs, metropolitan planning organizations shall consider the ten factors contained in Appendix A, including: supporting the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; increasing the safety of the transportation system for motorized and nonmotorized users; increasing the security of the transportation system for motorized and nonmotorized users; increasing the accessibility and mobility options available to people and for freight; enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight; promoting efficient system management and operation; emphasizing the preservation of the existing transportation system; improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and enhancing travel and tourism. These factors have been considered in the development of the project priorities contained in this report.

D. Transportation System Modifications Selected from the Gainesville Metropolitan Area Year 2045 Long-Range Transportation Plan

The transportation system modification priorities from the adopted 2045 Long-Range Transportation Plan are shown in Appendix C. Transportation system modifications includes the following categories:

- *Strategic Intermodal System or Fixing America's Surface Transportation Act High Priority Projects and other Strategic Intermodal System projects funded in the Transportation Improvement Program are identified in Table 8 - Construction Projects; and*
- *Surface Transportation Program-funded road construction projects funded in the Transportation Improvement Program are identified in Table 8 - Construction Projects.*

E. Relationship to Management Systems

The transportation priorities contained in this report are developed from available information from the management systems required for the Gainesville Metropolitan Area as in accordance with the Fixing America's Surface Transportation Act. The congestion management system for the Gainesville Metropolitan Area was fully operational by October 1, 1997.

F. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Urban Design Policies

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

G. Public Involvement and Service Equity

Citizen involvement in the Transportation Improvement Program three-step process is promoted through the Metropolitan Transportation Planning Organization Public Involvement Process which was developed and adopted pursuant to 23 Code of Federal Regulations 450.316(b)(1) requirements. The Metropolitan Transportation Planning Organization Public Involvement Plan describes a process to involve the public, including private transportation operators, in the transportation planning process, including the annual development of the Transportation Improvement Program, in accordance with Section 339.175(7), Florida Statutes. In addition, the Metropolitan Transportation Planning Organization Public Involvement Plan includes strategies to address service equity, including outreach to socio-economic communities that have traditionally been underrepresented in the transportation planning process. The Metropolitan Transportation Planning Organization sponsors workshops, as necessary, regarding projects in the Transportation Improvement Program.

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

H. Freight Shippers

The Metropolitan Transportation Planning Organization maintains a database of freight shippers that serve and/or are based in the Gainesville Metropolitan Area. Electronic communication is sent to the freight shippers inviting them to participate in the development of the Transportation Improvement Program. Freight shippers are notified of the Metropolitan Transportation Planning Organization meeting dates when the List of Priority Projects and the Transportation Improvement Program documents are considered by the Metropolitan Transportation Planning Organization.

I. Public Transportation Providers/Users

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

J. Safety and Security in the Transportation System Planning Process

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

State of Florida	Alachua County	City of Gainesville
Florida Department of Transportation	Fire Rescue	Fire Rescue
Florida Highway Patrol	Sheriff's Office	Police Department
UF Design, Planning & Construction	Public Works Department	Public Works Department
UF Police Department	School Board	-
UF Transportation Institute	Health Department	-

UF = University of Florida

Chapter II

Project Priorities

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Chapter II: Project Priorities

This chapter includes the project priorities for several funding categories which are described in the tables. These project priority categories include:

- Transportation System Priorities;
- Transit Priorities;
- Strategic Intermodal System Priorities;
- Multimodal [Bicycle/Pedestrian] Discretionary Grant Priorities; and
- Transportation System Supplemental/Discretionary Priorities.

Road construction project priorities identified in the Year 2045 Long-Range Transportation Plan Cost Feasible Plan are addressed in Appendix C. In addition, supplemental long-range transportation planning priorities, transit priorities and safety fund priorities are addressed in Appendix D.

Bicycle/Pedestrian projects are eligible for:

- Federal Transportation Alternatives Program funds;
- Federal Surface Transportation Block Grant Program funds;
- Federal and State Highway Safety funds;
- State Safe Routes to School;
- State Highway System;
- State Shared-Use Network Trail Program funds; and
- Local funds.

Local roadways are eligible for:

- Federal Highway Administration Surface Transportation Block Grant flex funds;
- State County Incentive Grant Program funds, which requires a local fund match;
- State Transportation Regional Incentive Program funds, which requires a local fund match and regionally significant facility criteria; and
- Local funds.

Transit projects are eligible for:

- Federal Transit Administration funds;
- Federal Highway Administration Surface Transportation Block Grant flex funds;
- State funds; and
- Local funds.

Projects regarding regionally significant transportation facilities are eligible for state Transportation Regional Incentive Program funds.

Strategic Intermodal System projects are eligible for federal and state funding in accordance with state legislation.

A. Transportation System Priorities

Table 1
Transportation System Priorities
Gainesville Metropolitan Area
Fiscal Years 2025-26 to 2029-30

Number	Local Funds Available	Funding Source	Project	Location	Description
1			Newberry Road [SR 26]	FM: NW 43 Street TO: NW 38 Terrace	Remove Onstreet Parking and Restripe for Bikelanes
2			Americans with Disabilities Act Modifications	AT: Gainesville Metropolitan Areawide	Modifications to Deficient Sidewalks, Ramps and Transit Stops
3	YES	TAP	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
4			University Avenue [SR 26]	FM: W 34 Street [SR 121] TO: NW 22 Street	2-Lane Divided with Center Turnlanes with Pedestrian Crossing [Raised Medians Study]
				FM: NW 22 Street TO: NE 31 Street	Upgrade Streetlighting; Widen Sidewalks; Add Protected Bikelanes; Additional Landscaping and Raised Medians; Narrow General Purpose Lanes
5			W 13 Street [U.S. HWY 441]	FM: SW 9 Avenue TO: NW 5 Avenue	More Areas with Medians; Widen Medians Narrower Vehicle Lanes
6	YES		NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
7		SS SR2S SUNTrail TAP	Waldo Road [SR 24]- Williston Road [SR 331]-	AT: NE 3 Avenue	Intersection Modifications
				FM: University Avenue [SR 26] TO: NE 39 Avenue [SR 222] FM: SE 4 Street TO: University Avenue [SR 26]	Provide Bicycle and Pedestrian Safety Enhancements
8	YES		SW 47th Avenue Extension	FM: SW 34 Street TO: Williston Road/SW 27 Street	Extend 2-Lane Facility
9			Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings and evaluation of Existing Traffic Signals for Pedestrian Safety

Table 1 (Continued)
Transportation System Priorities
Gainesville Metropolitan Area
Fiscal Years 2025-26 to 2029-30

Number	Local Funds Available	Funding Source	Project	Location	Description
10			Archer Road [SR 24]	FM: SW 122 Street TO: SW 91 Street	Construct 4-Lane Divided Facility with Paved Shoulders/Bicycle Lanes
				FM: SW 91 Street TO: SW 75 Street	Reconstruct 4-Lane Divided Facility to Accommodate Dedicated Transit in the Median per Mobility Plan*

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

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East; FM = From; HWY = Highway; NW = Northwest; RTS = Regional Transit System; SR2S = Safe Routes to School; SUNTrail = Shared-Use Network Trail; SR = State Road; SS = Surface Transportation Block Grant Safety Program Funds; SW = Southwest; TDP = Transit Development Plan; TAP = Transportation Alternatives Program; UF = University of Florida; U.S. = United States; W = West

B. Transit Priorities

Table 2
Transit Priorities
Gainesville Metropolitan Area
Fiscal Years 2025-26 to 2029-30

Number	Project	Location	Description
1	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
2	Americans with Disabilities Act Modifications	RTS Systemwide	Implement TDP Financial Plan Americans with Disabilities Act modifications
3	Recurring Facilities Upgrades	RTS Systemwide	Implement TDP Financial Plan to address Federal state-of-good-repair requirements
4	Technology Projects – Recurring	RTS Systemwide	Implement TDP Financial Plan to maintain/upgrade technology
5	RTS Bus Stop Amenities	RTS Systemwide	Purchase and install bus shelters bicycle racks, etc.
6	Capital Infrastructure and Technology Modifications-Queue Jumps; Transit Signal Priority and Technology Projects	RTS Systemwide	<ul style="list-style-type: none"> • Queue Jumps and Transit Signal Priority to facilitate reliable travel times for proposed Bus Rapid Transit-Lite Route as well as University of Florida services and local bus routes • Technology Projects for fare collection, enhancing real time service information, cell phone app based systems to support mobility-on-demand and more robust data collection, and scheduling systems
7	Transit Route Restoration Plan	RTS Systemwide	Implement Transit Route Restoration Plan recommendations
8	Transit Development Plan	RTS Systemwide	Implement Transit Development Plan recommendations

@ = 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

C. Strategic Intermodal System Priorities

Table 3
Strategic Intermodal System Priorities
Gainesville Metropolitan Area
Fiscal Years 2025-26 to 2029-30

Number	Project	Location	Description
Interstate / Interchange Facilities			
1	Interstate 75	FM: South of County Road 234 TO: South of Williston Road [SR 121]	Add Lanes and Reconstruct for a 10-Lane Facility
2^	Interstate 75	FM: South of Williston Road [SR 121] TO: north of NW 39 Avenue [SR 222]	Add Lanes and Reconstruct for an 8-Lane Facility
3`	Interstate 75	AT: Williston Road [SR 121]	Interchange Modification - Add Lanes
Non-Interstate Facilities			
1	State Road 26	FM: Gilchrist Countyline TO: County Road 26A East of Newberry	Add Lanes and Reconstruct for a 4-Lane Facility

^Project, Development and Environment Study and Right-of-Way funding programmed

`Right-of-Way funding programmed

* Right-of-Way and Construction funding programmed

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

D. Multimodal [Bicycle/Pedestrian] Discretionary Grant Priorities

Table 4
Multimodal [Bicycle/Pedestrian] discretionary Grant Priorities
Gainesville Metropolitan Area
Fiscal Years 2025-26 to 2029-30

Number	Local Funds Available	Funding Source	Project	Location	Description
1		TAP	Americans with Disabilities Act Modifications	AT: Gainesville Metropolitan Areawide	Modifications to Deficient Sidewalks, Ramps and Transit Stops
2		TAP	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO: W 13 Street [US 441]	Construct Multiuse Path
3		TAP	SW 13 Street [U.S. HWY 441]	AT: Archer Road [SR 24]	Removal of Sliplanes
				FM: Depot Avenue Trail TO: W University Avenue	Construct Offstreet Multiuse Path h
4	YES	TAP	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
5	YES	TAP	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
6		SR2S TAP	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Multiuse Path
7	YES	SR2S TAP	NW 23 Avenue	FM: NW 88 Street TO: Interstate 75 Bridge	Construct sidewalk to Fill Sidewalk Gap on South Side
8		TAP	SW 35 Place	FM: SW 32 Terrace TO: SW 23 Terrace	Construct Sidewalk
9		TAP	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue [SR 222]	Extend the Multiuse Path North to NW 39 Avenue
10		SR2S TAP	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications

@ = at; ADA = Americans with Disabilities Act of 1990; I = Interstate; PD&E = Project Design and Environment Study; MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; RTS = Regional Transit System; SR2S = Safe Routes to School; SUNTrail = Shared-Use Network Trail; SIB = State Infrastructure Bank; SR = State Road; TDP = Transit Development Plan; TAP = Transportation Alternatives Program; UF = University of Florida; US = United States

E. Transportation System Supplemental/Discretionary Priorities

Table 5
Transportation System Supplemental/Discretionary Priorities
Gainesville Metropolitan Area
Fiscal Years 2025-26 to 2029-30

Number	Local Funds Available	Funding Source	Project	Location	Description
1	YES		NW 98 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue	New construction 4 lanes/ replace a 2 lane rural section
2			SW 62 Boulevard Corridor	FM: SW 20 Avenue TO: Clark Butler Boulevard	Widen to 4 lanes, with bridge with dedicated transit lanes; median included*
3^			SW 62 Boulevard Corridor	FM: Newberry Road [SR 26] TO: SW 20 Avenue	Widen to 4 lanes, with dedicated transit lanes; median included
4	YES		Ft. Clark Boulevard	FM: Newberry Road [SR 26] TO: NW 23 Avenue	Widen to 4 lanes plus 2 dedicated transit lanes*
5	YES		NW 23 Avenue	FM: NW 83 Street TO: Ft. Clark Boulevard	New construction 4 lanes/ replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions
6			NW 34 Street [SR 121]	AT: NW 30 Place	Install left turnlanes at Rock Creek entrance
7			Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
8			SW 20 Avenue	FM: SW 61 Street TO: SW 34th Street	New construction 4 lanes/ replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38 Terrace and I-75
9*	YES		NW 83 Street	FM: NW 23 Avenue TO: NW 39 Avenue	Widen to 4 lanes/2 dedicated transit lanes
10		TAP	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
11		SR2S	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-Use Path
12		SR2S TAP	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: SE 1 Terrace	Construct Multiuse Path along the South Side

Table 5 (Continued)
Transportation System Supplemental/Discretionary Priorities
Gainesville Metropolitan Area
Fiscal Years 2025-26 to 2029-30

Number	Local Funds Available	Funding Source	Project	Location	Description
13		SR2S TAP	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Multiuse Path
14		SR2S TAP	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue [SR 222]	Extend the Multiuse Path North to NW 39 Avenue
15		SR2S TAP	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
16		SUNTrail TAP	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing

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

^ 2-Lane Interim Project programmed

@ = at; ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East; FM = From; HWY = Highway; I = Interstate; MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; NW = Northwest; PD&E = Project Design and Environment Study; RTS = Regional Transit System; SR2S = Safe Routes to School; SUNTrail = Shared-Use Network Trail; SIB = State Infrastructure Bank; SR = State Road; SW = Southwest; TDP = Transit Development Plan; TAP = Transportation Alternatives Program; UF = University of Florida; U.S. = United States; W = West

These priorities are included for the purpose of participating in various state and federal grant program applications.

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Appendix A Transportation Plans and Programs - Ten Metropolitan Planning Factors To Be Considered

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Appendix A: Transportation Plans and Programs - Ten Metropolitan Planning Factors To Be Considered

The following is a listing of the factors to be considered pursuant to the Fixing America's Surface Transportation Act that was enacted December 4, 2015 as Public Law 114-94. As required by the Act, these factors are being addressed in the development of transportation plans and programs.

- | | |
|-----------|--|
| FACTOR 1 | The metropolitan transportation planning process shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; |
| FACTOR 2 | The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and nonmotorized users; |
| FACTOR 3 | The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the security of the transportation system for motorized and nonmotorized users; |
| FACTOR 4 | The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the accessibility and mobility options available to people and for freight; |
| FACTOR 5 | The metropolitan transportation planning process shall provide for consideration of projects and strategies that will protect and enhance the environment, promote energy conservation, and improve quality of life; |
| FACTOR 6 | The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; |
| FACTOR 7 | The metropolitan transportation planning process shall provide for consideration of projects and strategies that will promote efficient system management and operation; |
| FACTOR 8 | The metropolitan transportation planning process shall provide for consideration of projects and strategies that will emphasize the preservation of the existing transportation system; |
| FACTOR 9 | The metropolitan transportation planning process shall provide for consideration of projects and strategies that will improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and |
| FACTOR 10 | The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance travel and tourism. |

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Appendix B

Roads Operating at an Unacceptable Highway Level of Service

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Appendix B: Roads Operating at an Unacceptable Highway Level of Service

Table B-1
Roads Operating at an Unacceptable Highway Level of Service
Gainesville Metropolitan Area
2019

Roadway Facility	From	To	2019 AADT	2019 LOS	2019 MSV
Newberry Road [SR 26] (S-14)	NW 122 Street [SR 24]	Interstate 75 [East Ramp] (SR 93)	34,000	F	33,800
SW 2 Avenue [SR 26A] (S-22)	SW 34 Street [SR 121]	University Avenue (SR 26)	39,000	F	39,800
NW 34 Street [SR 121] (S-25)	University Avenue (SR 26)	NW 16 Avenue	19,250	F	16,380
Archer Road [SR 24] (S-47)	SW 91 Street	SW 75 Street	21,000	F	17,010
Archer Road [SR 24] (S-57)	GMA Boundary	SW 91 Street	16,078	F	14,040
NW 43 Street (A-6)	NW 53 Avenue	US Highway 441	16,968	F	14,040
NW 23 Avenue (A-9)	NW 98 Street	NW 55 Street	19,442	F	14,040
SW 75 Street / Tower Road (A-13)	Archer Road (SR 24)	SW 8 Avenue	26,176	F	14,040
SW 20 Avenue (A-15)	SW 75 Street	SW 62 Boulevard	15,976	F	14,740
SW 20 Avenue (A-16)	SW 62 Boulevard	SW 34 Street (SR 121)	17,236	F	14,040
N Main Street (A-17)	N 8 Avenue	N 16 Avenue			
NW 39 Avenue (A-19)	NW 110 Terrace	NW 98 Street			
SW 24 Avenue (A-20)	SW 91 Street	SW 75 Street			
NW 83 Street (A-23)	NW 23 Avenue	NW 39 Avenue (SR 222)	14,330	F	14,040
NW 8 Avenue (G-3)	NW 22 Street	NW 6 Street	18,874	F	14,740
SW 62 Boulevard (G-42)	SW 20 Avenue	NW 1 Place	20,717	F	14,040

AADT = Average Annual Daily Traffic; GMA = Gainesville Metropolitan Area; NW = Northwest

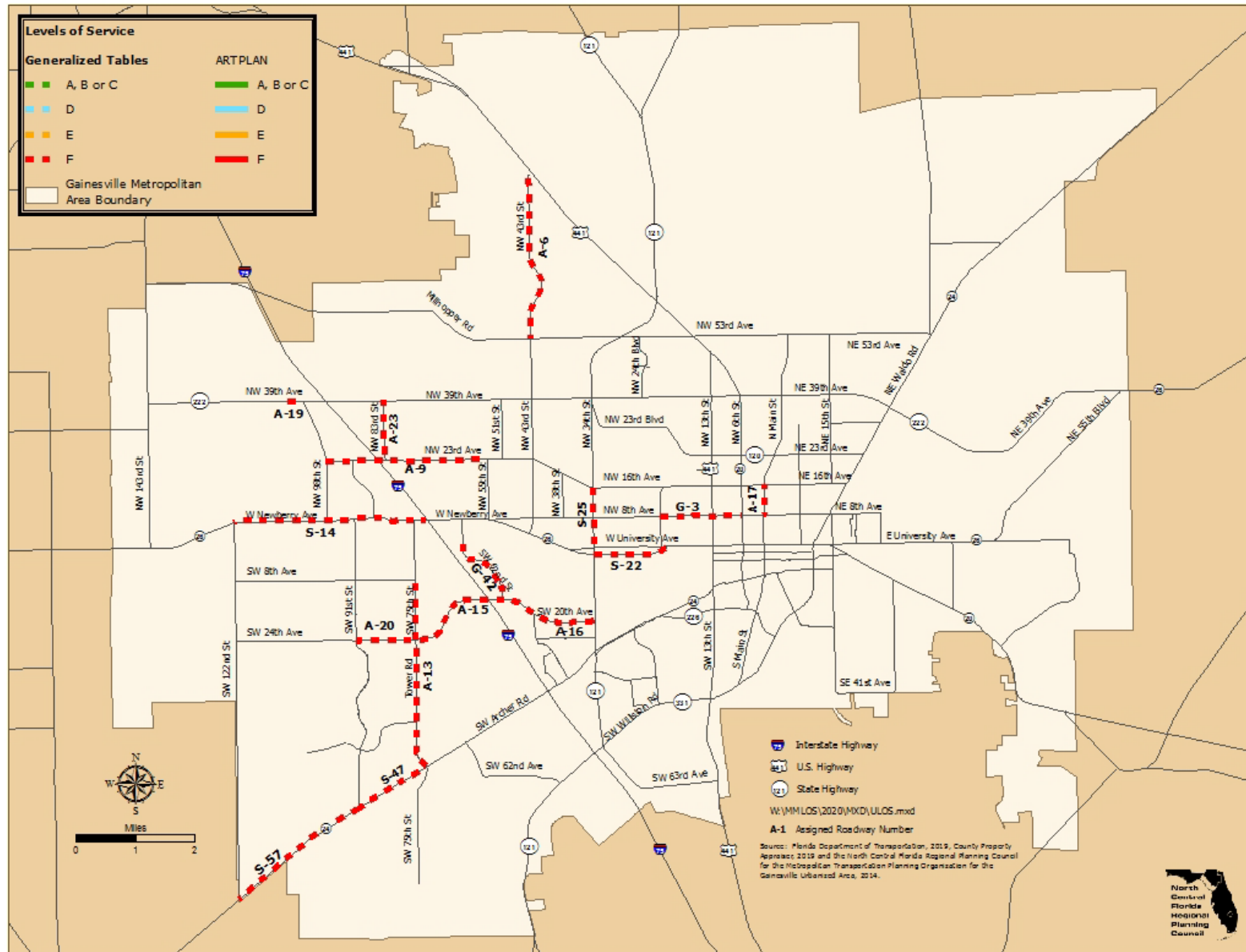
LOS = Level of Service; MSV = Maximum Service Volume; SW = Southwest

Maximum service volume for Level of Service D is not attainable. Italics indicate ARTPLAN analysis.

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

Note - Table does not include reserve trips.

Illustration B-I Roads Operating at an Unacceptable Highway Level of Service



Appendix C

2045 Long-Range Transportation Plan - Project Priorities

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Appendix C: 2045 Long-Range Transportation Plan - Project Priorities

This appendix includes the project priorities identified in the Year 2045 Long-Range Transportation Plan Cost Feasible Plan that was adopted on August 24, 2020. The following tables also include the implementation status of the projects. Projects in shaded rows have received full or partial funding.

Table C-1 shows the Strategic Intermodal System and State Highway System Cost Feasible Plan project priorities. Table C-2 shows the Surface Transportation Block Grant flex funds, Transportation Alternatives Program and Transit Cost Feasible Plan project priorities. Table C-3 shows the Existing Plus Committed Cost Feasible Plan projects.

Please note that Table C-1 has been revised to show the administrative modification for the State Road 24 (Archer Roads) capacity project that was approved on June 5, 2023.

Table C-1
Year 2045 Long-Range Transportation Plan Cost Feasible Plan Priorities

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

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

Administrative Modification -June 5, 2023

The State Road 24 (Archer Road) capacity project from the Year 2045 Needs Plan is notated with the Year 2045 Cost Feasible Plan in order to demonstrate the intent of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to include the project in the Year 2050 Cost Feasible Plan Update.

10*	14.1	Archer Road (SR 24)	SW 91st Street	SW 75th Street	Widen to 4 lanes/2 dedicated transit lanes [Mobility Plan]	1.5	\$52.6
			SW 122nd Street	SW 91st Street	Widen to 4 lanes divided	2.5	

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

List of Priority Projects Fiscal Years 2025-26 to 2029-30

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Construction Cost	Project Development and Environment Cost (5-10%)	Design Cost (10-20%)	Construction Engineering Inspection Cost (15%)	Right of Way Cost (25-100%)	Total Cost (\$ in Millions)	Cumulative Cost (\$ in Millions)	Notes (from Florida Department of Transportation Long-Range Estimating or for clarification)
1*	21.3	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	\$5,497,096.70	\$462,988.30	\$925,976.65	\$1,388,964.98	\$2,314,941.62	\$10.6	\$10.6	For the purpose of this cost feasible plan the cost was based on Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20. The total cost of construction for widening and the transit lanes is \$16.7 Million. This cost will also include New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (two additional lanes for transit) + 50% of the right of way cost. The transit costs have been set aside as a separate item.
2	19.6	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	1.5	\$7,194,315.13	\$359,715.76	\$719,431.51	\$1,079,147.27	\$1,798,578.78	\$11.2	\$21.7	New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02
3	17.6	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with BRT lanes; median included	0.25	\$7,382,224.54	\$369,111.23	\$738,222.45	\$1,107,333.68	\$7,382,224.54	\$17.0	\$38.7	Cost based on cost per mile as provided in HNTB cost estimate for roadway construction plus the bridge and structure construction cost
4	17.4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/replace a 2-lane rural section	2.0	\$15,483,010.00	\$1,548,301.00	\$1,548,301.00	\$2,322,451.50	\$3,870,752.50	\$24.8	\$63.5	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05
5	16.6	NW 8th Avenue (State Road 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0.4	\$1,960,669.58	\$98,033.48	\$196,066.96	\$294,100.44	N/A	\$2.5	\$66.0	Assume complete streets implementation with parking. Remove 2 lanes from existing 4-lane undivided arterial with 4' protected bike lanes: U19
6*	14.6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	\$5,497,096.70	\$462,988.30	\$925,976.65	\$1,388,964.98	\$2,314,941.62	\$10.6	\$76.6	For the purpose of this cost feasible plan the cost was based on Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20. The total cost of construction for widening and the transit lanes is \$16.7 Million. This cost will also include New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (two additional lanes for transit) + 50% of the right of way cost. The transit costs have been set aside as a separate item.
7	14.3	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/replace a 2-lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	1.75	\$21,634,673.75	\$2,163,467.37	\$3,245,201.06	\$3,245,201.06	\$16,226,005.31	\$46.5	\$123.1	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05 + Bridge Replacement, approximate 39,000 sq ft (500' long with 4-12' lanes, 2-4' bike lanes and a 22' median (total of 78' widening)) at \$192/sq ft (Reinforced concrete with phased construction)
8	14.2	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/replace a 2-lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	0.4	\$7,295,642.00	\$729,564.20	\$1,459,128.40	\$1,094,346.30	\$5,471,731.60	\$16.1	\$139.2	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05 + Bridge Widening, approximate 21,600 sq ft (400' long with 2-12' lanes, 2-4' bike lanes and a 22' median (total of 54' widening)) at \$180/sq ft
9	14.2	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes with BRT lanes; median included	1.50	\$13,627,169.46	\$681,358.47	\$1,362,716.95	\$2,044,075.42	\$13,627,169.46	\$31.3	\$170.5	Cost based on cost per mile as provided in HNTB cost estimate for roadway construction

Florida Department of Transportation has fully-funded construction of a two-lane interim road for the SW 62 Boulevard Extension.

Table C-2
Year 2045 Long-Range Transportation Plan Discretionary Project Priorities

Facility	From	To	Proposed Modification	Total
Transit Modifications*	Various	Various	Various	23.4
Bicycle and Pedestrian Modifications*	Various	Various	Various	23.4
Tower Road Park-and-Ride	AT: SW 8th Avenue	-	Construct Park-and-Ride	21.2
SW 57th Road	SW 75th Street	SW 63rd Boulevard	New Construction, 2 lanes	17.8
NW 83rd Street Extension	Millhopper Road	Santa Fe Northern Boundary	New 2 lane roadway	14.6
SW 91st Street / SW 73rd Avenue Extension	Archer Road	SW 88th Street	New Construction, 2 lanes	14.5
Archer Road (SR 24)	Parker Road	SW 75th Street (Tower	New construction 4 lanes/replace a 2 lane rural	14.1
SW 8th Avenue	SW 91st Street	SW 20th Avenue	New construction 4 lanes/replace a 2 lane rural	14.1
NW 23rd Avenue	NW 98th Street	NW 55th Street	New construction 4 lanes/replace a 2 lane rural	11.3
NW 23rd Boulevard	NW 22nd Street	NW 13th Street	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over	11.3
NW 34th Street (SR 121)	NW 31st Boulevard	NW 53rd Avenue	New construction 4 lanes/replace a 2 lane rural	11.3
NW 34th Boulevard (SR 121)	NW 53rd Avenue	NW 77 Avenue	New construction 4 lanes/replace a 2 lane rural	11.2
SW 23rd Terrace	Williston Road	Hull Road	New construction 4 lanes/replace a 2 lane rural	11.1
SW 24th Avenue	SW 43rd Street	SW 34th Street	Widen to 4 lanes	11.1
SW 39th Boulevard	Archer Road	SW 34th Street	Widen to 4 lanes	11.1
Hull Road	SW 20th Avenue	SW 43rd Street	Two- Lane Extension	10.9
SW 63rd Boulevard/ SW 67th Avenue	SW 24th Avenue	Archer Road	New Construction, 2 lanes	10.8
Williston Road (SR 331)	SW 40th Street	SW 35th Drive	New construction 4 lanes/replace a 2 lane rural	10.5
NW 34th Street (SR 121)	W University Avenue	NW 31st Boulevard	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over	7.6
SW 35th Place	SW 34th Street	SW 27th Street	New construction 4 lanes/replace a 2 lane rural	7.5
NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	New construction 4 lanes/ replace a 2 lane rural	7.5
SW 35th Place	SW 34th Street	SW 27th Street	New construction 4 lanes/replace a 2 lane rural	7.5
NW 53rd Avenue	NW 52nd Terrace	Waldo Road (SR 24)	New construction 4 lanes/ replace a 2 lane rural	7.4
SW 75th Street (Tower Road)	SW 75th Court	SW 8th Avenue	Widen to 4 lanes	7.4
SW 4th Avenue	SW 13th Street	SE 3rd Street	Widen to 4 lanes	7.4
NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Construction, 2 lanes	7.2
NW 23rd Avenue Extension	NW 122nd Street	NW 143rd Street	New Construction, 2 lanes	7.2
SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over I-75	7.1
NW 39th Avenue	SW 143rd Street	NW 105th Street	New construction 4 lanes/replace a 2 lane rural	3.8

* This project is also listed in the adopted Year 2045 Cost Feasible Plan for Revenue-Forecasted funds.

Illustration C-I
Year 2045 Long-Range Transportation Plan Cost Feasible Priority Ranking of Projects
Adopted August 24, 2020

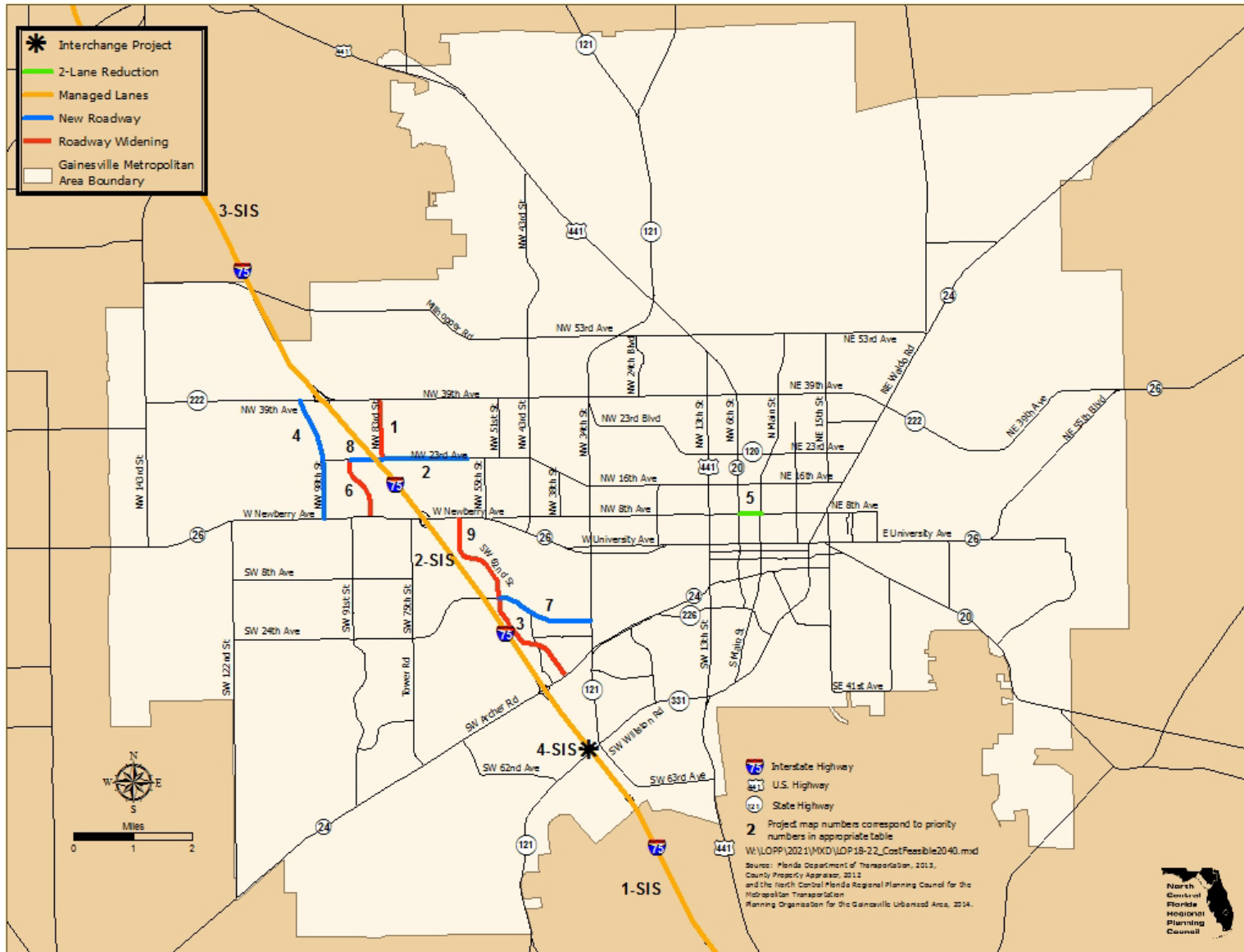


Table C-3
Year 2045 Long-Range Transportation Plan
Existing Plus Committed Capacity Projects

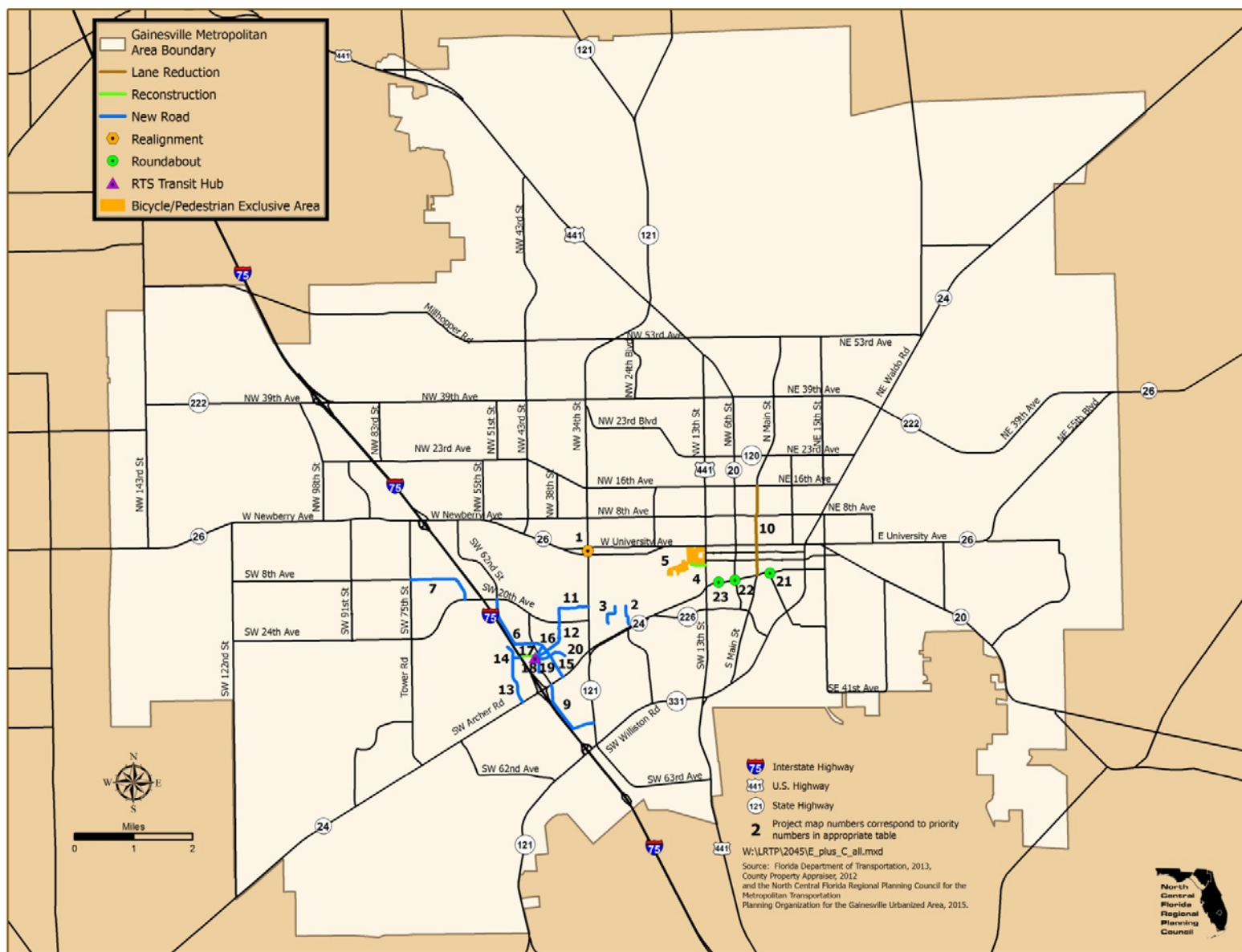
Existing Plus Committed Projects Project Location / Description [FDOT Number]	Map Location	Location	
		From	To
SW 34 Street (SR 121) / Turnlane Realignment - 2 Through Lanes North-South [4394881]	1	SW 2 Avenue (SR 26A)	W University Avenue (SR 26)
IFAS Research Drive/SW 23 Terrace / Construct Roadway Extension; Modify Intersection	2	Archer Road [SR 24]	Hull Road
Natural Area Drive / Realign Roadway - Convert Roadway to Parking Adjacent to Lacrosse Field; extend Roadway to Research Drive	3	Surge Area Drive	Hull Road
Inner Road / Reconfigure Roadway - Eliminate Parking; 2-Way Traffic	4	Newell Drive	SW 13 Street (US 441)
University of Florida Campus Bicycle/Pedestrian Exclusive Area Boundaries SW 13 Street (US 441) W University Avenue (SR 26) Inner Road Buchman Drive	5	Inner Road Buchman Drive Newell Drive Stadium Road	W University Avenue (SR 26) SW 13 Street (US 441) SW 13 Street (US 441) W University Avenue (SR 26)
SW 62 Boulevard Connector / Project, Development and Environment Study SR 24 to SR 26 - 4-Lane Divided; Interim Project - 2-Lane New Construction Clark Butler Boulevard to SW 20 Avenue [2113652; 2113653; 2113655; 2113656; 2113657]	6	Archer Road (SR 24)	Newberry Road (SR 26)
SW 8 Avenue Connector / New Road Construction	7	SW 20 Avenue	Tower Road
SW 8 Avenue Extension / New Road Construction	8	SW 143 Street	SW 122 Street
SW 40 Boulevard Connector / New Road Construction	9	SW 34 Street (SR 121)	Archer Road (SR 24)
South Main Street / 2-Lane Reduction; Add Onstreet Parking	10	S 16 Avenue [SR 226]	Depot Avenue
Hull Road Extension / New Road Construction	11	SW 34 Street (SR 121)	Archer Road (SR 24)
SW 38 Terrace Extension	12	Plaza Boulevard	Hull Road
SW 45 Street Extension / Celebration Pointe Transportation Facilities SW 45 Street	13	Archer Road [SR 24]	Bass Pro Shop
Celebration Pointe Avenue / Celebration Pointe Avenue and Bridge - New 2-Lane	14	SW 45 Street Extension	SW 42 Way
Butler Plaza Expansion Transportation Facilities - Clark Butler Boulevard Extension - 4-Lane Divided Plaza Boulevard - 2-Lane Divided SW 30 Avenue - 2-Lane Regional Transit System Transfer Station / Park-and-Ride Facility SW 42 Street Realignment SW 35 Boulevard Extension - 2-Lane	15 16 17 18 19 20	Archer Road [SR 24] SW 42 Street SW 40 Boulevard SW 42 Way SW 40 Boulevard SW 42 Way	SW 43 Street SW 24 Avenue SW 42 Street SW 42 Street Clark Butler Boulevard Windmeadows Boulevard
Depot Avenue Intersection Realignment / Depot Avenue Roundabouts	21 22 23	At SE 7 Avenue At SW 6 Street At SW 11 Street	At SE 4 Street At SW 9 Road

Projects completed - 1, 3, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, and 23

Projects underway - 2 and 5

Projects committed for construction - 4 and 6 (interim)

Illustration C-11



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Appendix D Supplemental Priority Project Information - Long-Range Transportation Planning, Regional Transit System Priorities and Safety-Funded Priorities

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Appendix D: Supplemental Project Priority Information - Long-Range Transportation Planning and Regional Transit System

A. Long-Range Transportation Planning Priorities

Table D-1 provides supplemental project descriptions for additional planning assistance funding for the development of the Long-Range Transportation Plan update and subsequent revisions. The purpose of this section and Table D-1 is to serve as a request and listing for funds for Long-Range Transportation Plan for Fiscal Years 2022-23 to 2026-27.

B. Regional Transit System Priorities

Table D-2 provides the expanded project descriptions from the Regional Transit System Transit Development Plan. Illustrations D-1 and D-2 are from the Regional Transit System Transit Development Plan Executive Summary,, dated 2019.

Table D-1
Long-Range Transportation Planning Priorities
Fiscal Years 2022-23 to 2026-27

Number	Project	Location	Description
1	Long-Range Transportation Plan Development	AT: Gainesville Metropolitan Area	Five-Year Update of Long-Range Transportation Plan
2	Gainesville Urbanized Area Transportation Study Model Update and Calibration	AT: Alachua Countywide	Update and Calibrate Gainesville Urbanized Area Transportation Study Model as needed for plan updates and revisions (amendments and/or modifications)
3	Long-Range Transportation Plan Socio-Economic Report Development	AT: Gainesville Metropolitan Area	Five-Year Update of Socio-Economic Report
4	Long-Range Transportation Plan Revisions	AT: Gainesville Metropolitan Area	Update of Long-Range Transportation Plan as needed for revisions (amendments and/or modifications)

Table D-2
Transit Priorities Supplemental Information -
Transit Development Plan

Service Modification - Frequency	
Modification	Comment
Double Frequency Route 6 - Weekday only	Recommendation from extensive public outreach, particularly on-board survey results
Double Frequency Route 15 after 6 PM	Recommendation from extensive public outreach, particularly on-board survey results
Double Frequency Route 21	Recommendation from extensive public outreach, particularly on-board survey results
Improve Route 43 frequency from every 30 minutes to every 20 minutes	Recommendation from extensive public outreach, particularly on-board survey results
Provide consistent 30 minute frequency on Route 75	Extending the service span for Route 600 to match Route 7 will facilitate ease of transfers and create a reliable link between local and express services

Service Modification - Span of Service	
Modification	Comment
600 extend service span to match Route 7	Extending the service span for Route 601 to match Route 7 will facilitate ease of transfers and create a reliable link between local and express services
Later Service Route 6 (until 10 pm)	Later service on this Route will allow transit users who work or attend school late to reach their final destinations
Later Service Route 15 (until midnight)	Later service on this Route will allow transit users who work or attend school late to reach their final destinations
Later Service Route 43 (until 10 pm)	Later service on this Route will allow transit users who work or attend school late to reach their final destinations
Later Service Route 75 (until 11pm)	Later service on this Route will allow transit users who work or attend school late to reach their final destinations

Service Modification - Route Modification	
Modification	Comment
Realign routes per Comprehensive Operations Analysis and Transit Development Plan	Recent Comprehensive Operations Analysis recommended the following route realignments: Route 28, Route 34, Route 36 The previous Transit Development Plan recommended the following route realignments: Route 10, Route 75.
Realign routes per University of Florida Transportation and Parking Strategic Plan	The University of Florida's Transportation and Parking Services Transportation and Parking Strategic Plan recommended the following route realignments: Routes 25A, 29, 33, 36, 38, 46, 120, 122, 125, 127. The realignment of these routes in the long-term will facilitate the creation of a bicycle and pedestrian only zone on the University of Florida campus.

Table D-2
Transit Priorities Supplemental Information -
Transit Development Plan

Service Modification - New Services	
Modification	Comment
Bus Rapid Transit Light	Various versions and alignments of a Bus Rapid Transit line in the greater Gainesville area have been proposed over the past decade. The recommended alternative proposed in the Go Enhance Regional Transit System Study includes a TSM alternative phased in two parts. The system relies on queue jumps and transit signal priority technology to ensure reliable travel times
Duck Pond/ University of Florida Express	This route, proposed in the University of Florida Transportation and Parking Strategic Plan, is intended to serve University of Florida employees and students in the Duck Pond area. As an express route, it will provide reliable travel times through limited stops
Haile/ University of Florida Express	This route, proposed in the University of Florida Transportation and Parking Strategic Plan, was implemented with the Fall 2019 service change and is intended to serve University of Florida employees and students in the Haile Plantation area to provide reliable travel times through limited stops
Tower/University of Florida Express	This route, proposed in the University of Florida Transportation and Parking Strategic Plan, is intended to serve University of Florida employees and students along Tower Road. As an express route, it will provide reliable travel times through limited stops.
Mobility-On-Demand Services	Seven Mobility-on-Demand zones are proposed for the greater Gainesville area. These services are designed to be a continuation and enhancement of the existing microtransit service and to expand the concept to additional areas to allow persons to request door-to-door local mobility (e.g.: home to Publix) and door-to-bus stop (e.g.: home to fixed route for longer trips) services and increase overall access to transit. The services are available to all and will augment Americans with Disabilities Act paratransit service as demand continues to grow. The Mobility-on-Demand services are accessed in real-time via phone and web app or by calling Regional Transit System. Rides can be requested for immediate service and can be scheduled for a future time and date

Table D-2
Transit Priorities Supplemental Information -
Transit Development Plan

Service Modification - Capital and Infrastructure Modifications	
Modification	Comment
Vehicle Replacement	The existing average age of the Regional Transit System fleet is high compared to best practices and Federal Transit Administration guidelines for vehicle replacement. Investing in replacement vehicles will reduce the age of the fleet, improve service reliability, and reduce vehicle maintenance costs.
Queue Jumps	The implementation of queue jump lanes along the proposed Bus Rapid Transit-Lite Route and the University of Florida Express routes will facilitate reliable travel times and provide for a truly premium bus service along majorly congested corridors. The benefits will derive to all transit in corridors where queue jumps are deployed at key intersections. Queue jumps should be implemented in conjunction with transit signal priority technology.
East Side Transfer Station	The East Side Transfer Station was proposed during the Bus Rapid Transit-Lite GO Enhance Regional Transit System Report. The new transfer center will provide an important transportation mobility hub to serve East Gainesville. Funds have been programmed for the design/construction of the facility in past financial plans, but revenues have not been allocated.
Bus Stop Infrastructure	Bus stop infrastructure modifications are included in the Transit Development Plan Financial Plan based upon the existing annual allocation for such modifications. Many comments received during the public outreach process focused on improved bus stop amenities and facilities, particularly shelters.
Americans with Disabilities Act Modifications	Americans with Disabilities Act modifications are an essential component of facilitating transit accessibility. The Transit Development Plan Financial Plan includes the existing annual allocation for such modifications.
Recurring Facilities Upgrades	Funding for ongoing facilities maintenance and upgrades are included in the financial plan as is consistent with state of good repair requirements
Microtransit Service Development	This line item in the Transit Development Plan Financial Plan allocates continuing service development funds (operations) for the existing microtransit service (Routes 600 and 601) through 2021. Funds are also requested in the Transit Development Plan to continue microtransit development and enhancement through the proposed Mobility-on-Demand service and zones.

Table D-2
Transit Priorities Supplemental Information -
Transit Development Plan

Service Modification - Technology Modifications	
Modification	Comment
Transit Signal Priority	Transit signal priority along the proposed Bus Rapid Transit-Lite Route will facilitate reliable travel times for the Bus Rapid Transit-Lite service as well as University of Florida services and local bus routes that use traverse the major roadways along the Bus Rapid Transit corridor. Transit signal priority interacts with the phasing of traffic signals at designated intersections to allow transit vehicles to advance through the intersection (with an extended green phase as the vehicle approaches the intersection) and permit transit vehicles an advanced green (a green light for the transit vehicles in a queue jump lane to provide a few seconds lead time for the transit vehicles to clear the intersection before the general purpose lanes). Transit signal priority in combination with queue jump lanes will significantly improve transit reliability, reduce travel times for transit, and increase throughput along the corridor. Transit signal priority offers premium bus service along majorly congested corridors.
Technology Projects	Regional Transit System continues to investigate and assess the benefits of technology to improve existing services, operations, and processes. Projects involving modifications to fare collection, enhancing real time service information, app based systems to support mobility-on-demand and more robust data collection, and scheduling systems are included in this list.
Technology Projects – Recurring	Regional Transit System has existing legacy systems that require maintenance and upgrades. Funding for systems maintenance and upgrades in included in the Transit Development Plan.

Table D-2
Transit Priorities Supplemental Information -
Transit Development Plan

Service Modification - Policy Modification Recommendations	
Modification	Comment
Fare Policy Study	Regional Transit System is exploring the implementation of a free fare policy for older adults over the age of 65 and youth under age 17. Regional Transit System will need to study the impacts of the fare policy change to revenue streams and potential environmental justice impacts and ensure Title VI compliance. Review of this proposed policy suggests that a Title VI disproportionate burden will be triggered and need to be mitigated.
Enhanced Access to Mobility	Regional Transit System is experiencing a growth in paratransit demand due to natural aging of the population, particularly the effect of the Baby Boomer generation as this cohort ages beyond the point of 65 years old. This is a national trend that is coupled with a high percentage of this cohort who reside in and are aging in place in suburban locations. To address the growth in paratransit demand, and to provide easy access to mobility for all residents, Regional Transit System should consider developing a Mobility-on-Demand service strategy. The Mobility-on-Demand concept is a modern, real-time version of general public dial-a-ride services and will introduce a strategy for Regional Transit System to more cost-effectively serve Americans with Disabilities Act paratransit demand as well as connecting a larger segment of the population to transit, thus reducing the need for reliance on the private automobile.
Regional Priority Corridor Modifications	Regional Transit System has an opportunity to partner with Alachua County, the Metropolitan Transportation Planning Organization, Florida Department of Transportation, the University of Florida, and other major businesses and institutions to program traffic engineering solutions to congestion along key travel corridors. Targeting and implementing transit signal priority with queue jump lanes at key intersections along these travel corridors will afford significant modifications in transit reliability, travel time reductions, and operating cost savings while providing a real incentive for commuters to use transit.

Illustration D-1
Existing Service Modifications
Frequency and Span Of Service

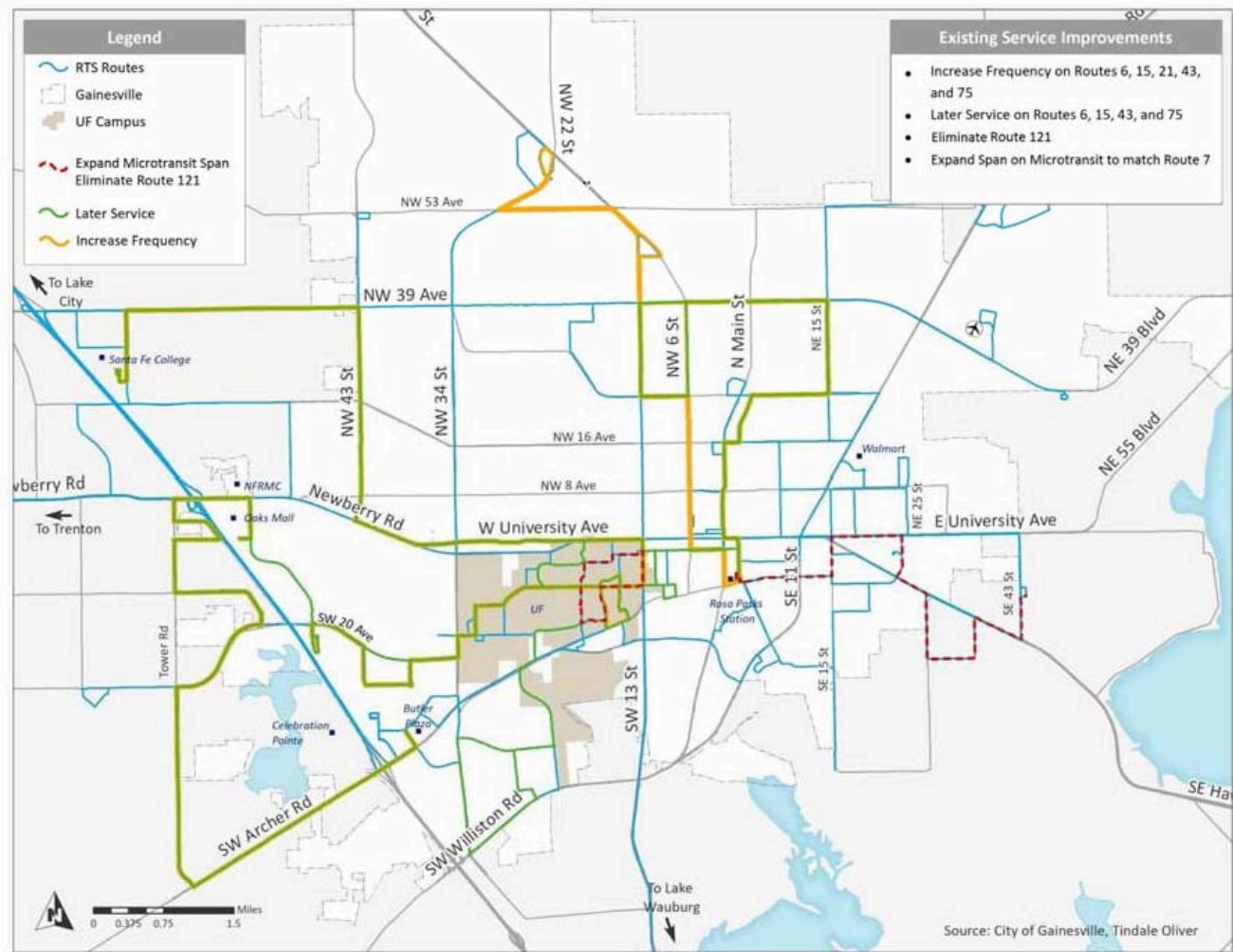


Illustration D-1 (Continued)
Existing Service Modifications
Route Realignment

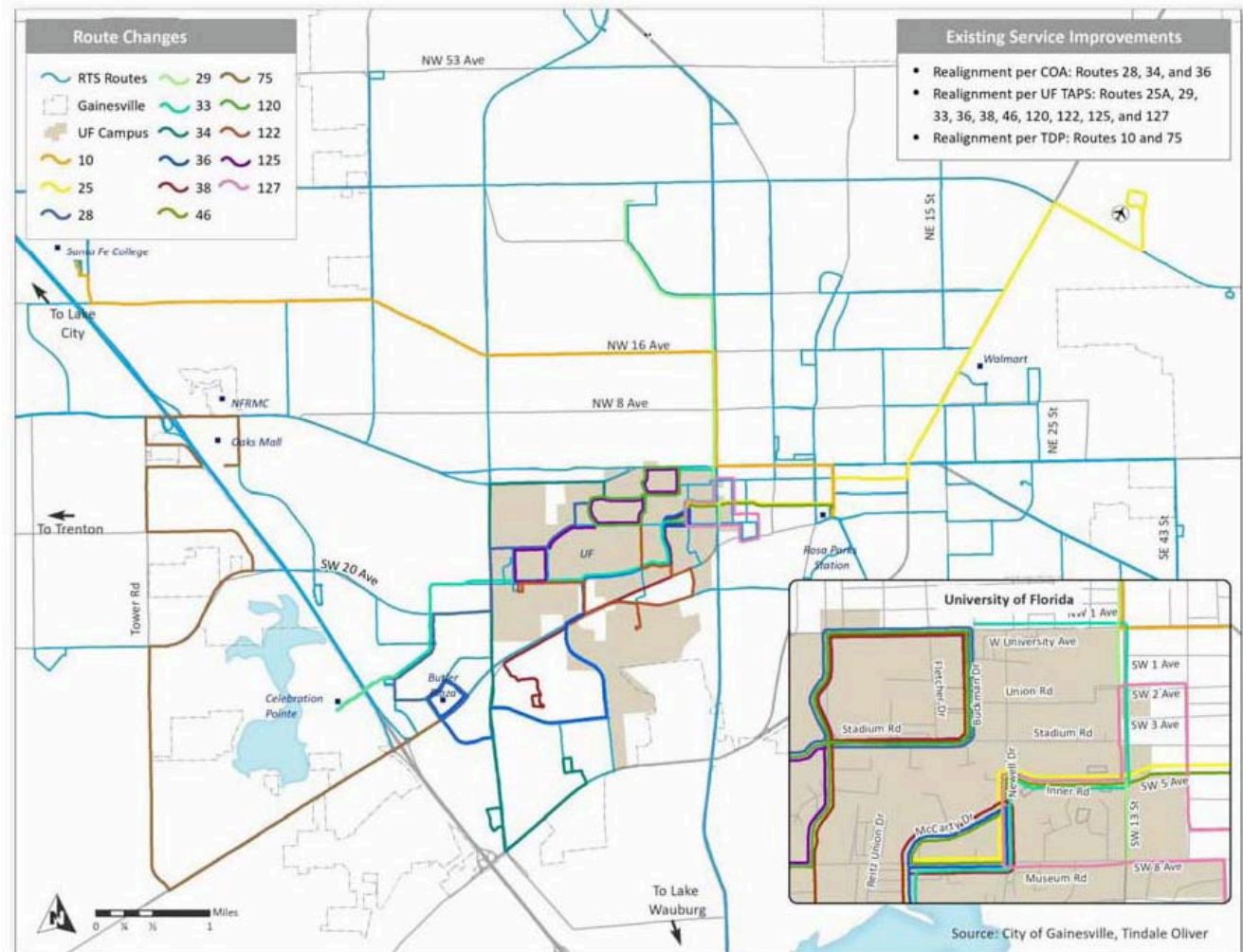
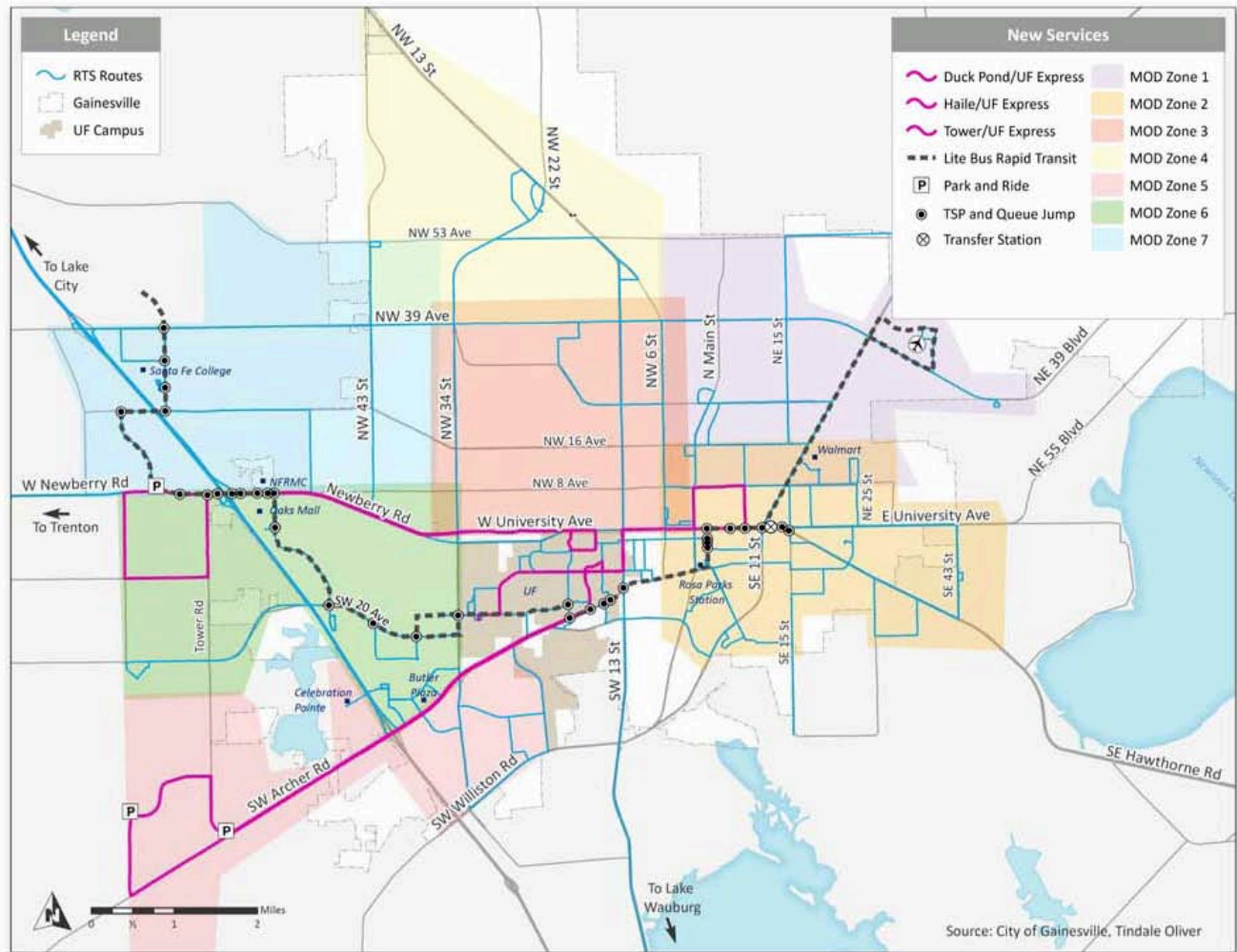


Illustration D-2
New Service Modifications
Bus Rapid Transit Lite, Express Bus and Microtransit Zones



Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

List of Priority Projects Team

Scott R. Koons, AICP, Executive Director

* Michael Escalante, Senior Planner

** Lauren Yeatter, AICP, Senior Planner

* Primary Responsibility
** Secondary Responsibility



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