Prepared for:

Metropolitan Transportation Planning Organization

for the

Gainesville Urbanized Area

2040 Long Range Transportation Plan

TECHNICAL REPORT 7
Year 2040 Cost Feasible Plan

Prepared by:

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Adopted

October 5, 2015

Metropolitan Transportation Planning Organization

For the Gainesville Urbanized Area

YEAR 2040 LONG RANGE TRANSPORTATION PLAN

Technical Report 7

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7.0 Development and Adoption of Year 2040 Cost Feasible Plan

Development and adoption of the Year 2040 Cost Feasible Plan was the final step in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's Year 2040 Long Range Transportation Plan Update. This report details the process and efforts conducted for the Year 2040 Cost Feasible Plan.

Introduction

Following adoption of the Year 2040 Needs Plan by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the consultant team began work on the Year 2040 Cost Feasible Plan. Development of the Year 2040 Cost Feasible Plan required an evaluation of overall transportation system needs within the context of available financial resources for mobility projects. Priorities for needed mobility projects and the value the community places on investments in various modes of travel are reflected in the community's long range transportation plan. How an area chooses to spend its limited financial resources presents the clearest picture of its priorities for long-range mobility improvements as a means to achieve community objectives, such as quality of life, economic development, and protecting the environment.

The Year 2040 Cost Feasible Plan was built based on input from the public, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, and its advisory committees. The Year 2040 Cost Feasible Plan reflects projected transportation revenues available and allocates those revenues to high priority projects identified in the Year 2040 Needs Plan. This report documents the process undertaken in the development and adoption of the Year 2040 Cost Feasible Plan.

7.1 Development of the Year 2040 Cost Feasible Plan

Development of Year 2040 Needs Plan Project Costs

The first step in developing the Year 2040 Cost Feasible Plan for the Gainesville Urbanized Area was to estimate total costs to implement the projects and programs identified in the adopted Year 2040 Needs Plan. Working with the Florida Department of Transportation, Alachua County, and the City of Gainesville, the consultant staff developed costs for all phases of implementation. These include Project Development and Environment (PD&E) studies, Design, Right of Way acquisition, Construction, and Construction Engineering Inspection (CEI). Costs for most projects were developed using the Florida Department of Transportation's Generic Cost per Mile Models, as updated in April 2014.

Additional cost information was provided by staff from Alachua County, the City of Gainesville, and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for several local projects, including the extension and widening projects for SW 62nd Boulevard, and the Multimodal Emphasis Corridor projects on University Avenue. Cost estimates for the transit projects were developed using information provided by the City of Gainesville Regional Transit System regarding staffing costs, bus purchases, and construction of transit centers. Finally, the total costs for the various programs in the Year 2040 Needs Plan were developed using a recurring annual fund allocation. As shown on Table 1, the total estimated cost for projects in the Year 2040 Needs Plan is just under $470 Million in 2014 dollars.

As will be discussed in a later section of this report, following development of the cost estimates another program was added to the Needs Plan for resurfacing of local roadways. $30 million was allocated for this program, bringing the total cost for all projects in the Year 2040 Needs Plan to approximately $500 million. It is important to note that proposed projects on the Strategic Intermodal System, to be funded by the Florida Department of Transportation, were not included in the cost estimate.

Table 1: Year 2040 Needs Plan Projects and Cost Estimates (in Year 2014 Dollars)

	Project ID and Description	Project Length in Miles	Construction Cost Per Mile	Construction Cost	Project Development and Environment Cost (5-10%)	Design Cost (10-20%)	Construction Engineeing Inspection Cost (15%)	Right of Way Cost (25-100%)	Total Cost	Notes
Roadway Projects										
1	NW 122nd Street – Two-lane extension from Newberry Road (State Road 26) to NW 39th Avenue (State Road 222)	2.2	$ 4,266,100	$ 9,385,420	$ 469,271	$ 938,542	$ 1,407,813	$ 4,692,710	$ 16,893,756	New Const. 2 lane undivided urban arterial with 4' bike lanes
2	NW 23rd Avenue – Two-lane extension from NW 98th Street to NW 143rd Street (separated into 2a & 2b)	3.1	$ 4,266,100	$ 13,224,910	$ 661,246	$ 1,322,491	$ 1,983,737	$ 6,612,455	$ 23,804,838	New Const. 2 lane undivided urban arterial with 4' bike lanes
3	NW 76th Boulevard – Two-lane extension from terminus to NW 83rd Street Extension	0.3	$ 4,266,100	$ 1,279,830	$ 127,983	$ 127,983	$ 191,975	$ 639,915	$ 2,367,686	New Const. 2 lane undivided urban arterial with 4' bike lanes
4	NW 83rd Street – Two-lane extension from Newberry Road (State Road 26) to NW 15th Place	0.5	$ 4,266,100	$ 2,133,050	$ 106,653	$ 213,305	$ 319,958	$ 533,263	$ 3,306,228	New Const. 2 lane undivided urban arterial with 4' bike lanes
5a.	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	0.4	$ 4,266,100	$ 1,706,440	$ 170,644	$ 170,644	$ 255,966	$ 426,610	$ 2,730,304	New Const. 2 lane undivided urban arterial with 4' bike lanes
5b.	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue - overpass costs	0.1	N/A	$ 4,800,000	$ 240,000	$ 720,000	$ 720,000	$ 1,200,000	$ 7,680,000	Cost = 500' of bridge costs (80' wide X $120 per square foot)
6	NW 83rd Street – Two-lane extension from NW 39th Avenue (State Road 222) to Springhills Boulevard	1.8	$ 4,266,100	$ 7,678,980	$ 767,898	$ 1,151,847	$ 1,151,847	N/A	$ 10,750,572	New Const. 2 lane undivided urban arterial with 4' bike lanes
7	Springhills Boulevard – New two-lane roadway from NW 122nd Street to NW 83rd Street	1.0	$ 4,266,100	$ 4,266,100	$ 426,610	$ 639,915	$ 639,915	N/A	$ 5,972,540	New Const. 2 lane undivided urban arterial with 4' bike lanes
8	NW 98th Street – Two-lane extension from NW 39th Avenue (State Road 222) to Springhills Boulevard	0.5	$ 4,266,100	$ 2,133,050	$ 213,305	$ 319,958	$ 319,958	N/A	$ 2,986,270	New Const. 2 lane undivided urban arterial with 4' bike lanes
9	NW 91st Street – Two-lane extension from terminus to Springhills Boulevard	0.5	$ 4,266,100	$ 2,133,050	$ 213,305	$ 319,958	$ 319,958	N/A	$ 2,986,270	New Const. 2 lane undivided urban arterial with 4' bike lanes
10	Springhills Connector – New two-lane roadway from Springhills Boulevard to Millhopper Road	1.0	$ 4,266,100	$ 4,266,100	$ 426,610	$ 639,915	$ 639,915	N/A	$ 5,972,540	New Const. 2 lane undivided urban arterial with 4' bike lanes
11a.	NW 23rd Avenue – Widen to 4 lanes from NW 98th Street to NW 83rd Street	0.9	$ 4,579,600	$ 4,121,640	$ 412,164	$ 618,246	$ 618,246	$ 3,091,230	$ 8,861,526	Widen 2 lane urban arterial to 4 lane divided with 22' median and 4' bike lanes
11b.	NW 23rd Avenue – Widen to 4 lanes from NW 98th Street to NW 83rd Street - overpass costs	0.1	N/A	$ 3,840,000	$ 384,000	$ 576,000	$ 576,000	$ 960,000	$ 6,336,000	Cost = 400' of bridge costs (80' wide X $120 per square foot)
12	NW 23rd Avenue – Widen to 4 lanes from NW 83rd Street to NW 58th Boulevard	1.6	$ 4,579,600	$ 7,327,360	$ 366,368	$ 732,736	$ 1,099,104	$ 5,495,520	$ 15,021,088	Widen 2 lane urban arterial to 4 lane divided with 22' median and 4' bike lanes
13a.	Archer Road (State Road 24) – Widen to 4 lanes from Tower Road to SW 91st Street	1.2	$ 4,579,600	$ 5,495,520	$ 274,776	$ 549,552	$ 824,328	$ 2,747,760	$ 9,891,936	Widen 2 lane urban arterial to 4 lane divided with 22' median and 4' bike lanes
13b.	Archer Road (State Road 24) – Widen to 4 lanes from SW 91st Street to SW 122nd Street (MTPO boundary)	2.7	$ 4,579,600	$ 12,364,920	$ 618,246	$ 1,236,492	$ 1,854,738	$ 6,182,460	$ 22,256,856	Widen 2 lane urban arterial to 4 lane divided with 22' median and 4' bike lanes
14a.	SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard	0.4	$ 4,579,600	$ 1,831,840	$ 183,184	$ 274,776	$ 274,776	$ 915,920	$ 3,480,496	Widen 2 lane urban arterial to 4 lane divided with 22' median and 4' bike lanes
14b.	SW 20th/SW 24th Avenue – Widen to 4 lanes from SW 61st Street to SW 62nd Boulevard (overpass cost)	0.1	N/A	$ 3,000,000	$ 300,000	$ 450,000	$ 450,000	$ 750,000	$ 4,950,000	Cost = 500' of bridge costs (50' wide X $120 per square foot)
15	SW 63rd Boulevard – Two-lane extension from Archer Road (State Road 24) to SW 24th Avenue	1.9	$ 4,266,100	$ 8,105,590	$ 405,280	$ 810,559	$ 1,215,839	$ 4,052,795	$ 14,590,062	New Const. 2 lane undivided urban arterial with 4' bike lanes
17	SW Williston Road – Widen to 4 lanes from SW 62nd Avenue to Interstate 75	0.7	$ 4,579,600	$ 3,205,720	$ 320,572	$ 480,858	$ 480,858	$ 1,602,860	$ 6,090,868	Widen 2 lane urban arterial to 4 lane divided with 22' median and 4' bike lanes
18	SW 23rd Terrace Extension – Two-lane extension from Archer Road (State Road 24) to Hull Road	0.4	$ 4,266,100	$ 1,706,440	$ 170,644	$ 255,966	$ 255,966	$ 426,610	$ 2,815,626	New Const. 2 lane undivided urban arterial with 4' bike lanes
22	NW 83rd Street – Widen to 4 lanes from NW 23rd Avenue to NW 39th Avenue (State Road 222)	1.0	$ 4,579,600	$ 4,579,600	$ 457,960	$ 686,940	$ 686,940	$ 1,144,900	$ 7,556,340	Widen 2 lane urban arterial to 4 lane divided with 22' median and 4' bike lanes
27	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	1.4	N/A	$ 13,500,000	N/A	$ 1,350,000	$ 2,025,000	$ 10,125,000	$ 27,000,000	Estimate from City of Gainesville
28	SW 24th Avenue – Two-lane extension SW 40th Boulevard to SW 43rd Street	0.4	$ 4,266,100	$ 1,706,440	$ 170,644	$ 255,966	$ 255,966	$ 1,279,830	$ 3,668,846	New Const. 2 lane undivided urban arterial with 4' bike lanes
29	Hull Road – Two-lane extension from SW 38th Terrace to SW 43rd Street	0.6	$ 4,266,100	$ 2,559,660	$ 255,966	$ 383,949	$ 383,949	$ 1,279,830	$ 4,863,354	New Const. 2 lane undivided urban arterial with 4' bike lanes
30	Radio Road – Two-lane extension from SW 34th Street (State Road 121) to Hull Road	0.4	$ 4,266,100	$ 1,706,440	$ 170,644	$ 255,966	$ 255,966	$ 853,220	$ 3,242,236	New Const. 2 lane undivided urban arterial with 4' bike lanes
31	SW 47th Avenue – Two-lane extension from SW 34th Street (State Road 121) to Williston Road (State Road 331)	0.4	$ 4,266,100	$ 1,706,440	$ 170,644	$ 255,966	$ 255,966	$ 853,220	$ 3,242,236	New Const. 2 lane undivided urban arterial with 4' bike lanes
32	SE 6th Street – New two-lane roadway from SE Depot Avenue to SE 4th/5th Avenue	0.1	$ 4,266,100	$ 426,610	$ 42,661	$ 63,992	$ 63,992	$ 319,958	$ 917,212	New Const. 2 lane undivided urban arterial with 4' bike lanes
33	SE 21st Street – Two-lane extension from SE 8th Avenue to SE Hawthorne Road (State Road 20)	0.2	$ 4,266,100	$ 853,220	$ 85,322	$ 127,983	$ 127,983	$ 426,610	$ 1,621,118	New Const. 2 lane undivided urban arterial with 4' bike lanes
34a.	SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street	0.5	$ 6,402,100	$ 3,201,050	$ 320,105	$ 480,158	$ 480,158	$ 1,600,525	$ 6,081,995	New Const. 4 lane urban road with 22' median and 4' bike lanes
34b.	SW 20th Avenue – Widen to 4 lanes from SW 62nd Boulevard to SW 43rd Street (overpass cost)	0.1	N/A	$ 2,400,000	$ 240,000	$ 360,000	$ 360,000	$ 1,200,000	$ 4,560,000	Cost = 250' of bridge costs (80' wide X $120 per square foot)
36	SW 62nd Boulevard – Widen to 4 lanes from SW 20th Avenue to Newberry Road (State Road 26)	1.5	N/A	$ 9,200,000	N/A	$ 920,000	$ 1,380,000	$ 6,900,000	$ 18,400,000	Estimate from City of Gainesville
37	NW 34th Street (State Road 121) – Widen to 4 lanes from University Avenue (State Road 26) to NW 16th Avenue	1.0	$ 6,402,100	$ 6,402,100	$ 640,210	$ 960,315	$ 960,315	$ 3,201,050	$ 12,163,990	New Const. 4 lane urban road with 22' median and 4' bike lanes
38	NW 34th Street (State Road 121) – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue (State Road 222)	1.5	$ 4,579,600	$ 6,869,400	$ 343,470	$ 686,940	$ 1,030,410	$ 3,434,700	$ 12,364,920	Widen 2 lane urban arterial to 4 lane divided with 22' median and 4' bike lanes
39	NW 34th Street (State Road 121) – Widen to 4 lanes from NW 39th Avenue to US 441	2.2	$ 4,579,600	$ 10,075,120	$ 503,756	$ 1,007,512	$ 1,511,268	$ 5,037,560	$ 18,135,216	Widen 2 lane urban arterial to 4 lane divided with 22' median and 4' bike lanes
Transit Projects										
41	Increase weekday frequencies on City routes (minimum 30 minute frequency)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 15,000,000	Up to $60,000,000 in additional costs may be needed for operations
42	Increase weekday operating hours on City routes (minimum 14 hours service)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Up to $12,500,000 in additional costs may be needed for operations
43	Expand weekend service on City routes (minimum 60 minute frequency & 10 hours service)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 7,500,000	Up to $5,000,000 in additional costs may be needed for operations
45	Oaks Mall Transit Center / Park and Ride Facility	N/A	N/A	$ 4,800,000	$ 240,000	$ 480,000	$ 720,000	N/A	$ 6,240,000	-
50	Extend service in southwest Gainesville (SW 40th Boulevard and SW 47th Avenue area)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 1,400,000	Up to $5,400,000 in additional costs may be needed for operations
51	Extend service in south Gainesville (South Main Street and Williston Road area)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 1,400,000	Up to $5,400,000 in additional costs may be needed for operations
52	Intercity Weekday Commuter Service to/from High Springs and Alachua	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 1,000,000	Up to $1,500,000 in additional costs may be needed for operations
53	Intercity Weekday Commuter Service to/from Newberry	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 1,000,000	Up to $1,500,000 in additional costs may be needed for operations
54	Intercity Weekday Commuter Service to/from Archer	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 1,000,000	Up to $1,500,000 in additional costs may be needed for operations
55	Intercity Weekday Commuter Service to/from Hawthorne	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 1,000,000	Up to $1,500,000 in additional costs may be needed for operations
56	Intercity Weekday Commuter Service to/from Waldo	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 1,000,000	Up to $1,500,000 in additional costs may be needed for operations
57	University of Florida Transit Center	N/A	N/A	$ 4,800,000	$ 240,000	$ 480,000	$ 720,000	N/A	$ 6,240,000	-
58	Santa Fe College Transit Center	N/A	N/A	$ 4,800,000	$ 240,000	$ 480,000	$ 720,000	N/A	$ 6,240,000	-
59	Hawthorne Park and Ride Facility	N/A	N/A	$ 3,200,000	$ 160,000	$ 320,000	$ 480,000	$ 320,000	$ 4,480,000	Based on cost estimate from RTS grant application for 5 Points Transfer Station
60	Celebration Pointe Park and Ride Facility	N/A	N/A	$ 3,200,000	$ 160,000	$ 320,000	$ 480,000	N/A	$ 4,160,000	Based on cost estimate from RTS grant application for 5 Points Transfer Station
61	Springhills Area Park and Ride Facility (North of 39th Avenue / State Road 222)	N/A	N/A	$ 3,200,000	$ 160,000	$ 320,000	$ 480,000	N/A	$ 4,160,000	Based on cost estimate from RTS grant application for 5 Points Transfer Station
62	Newberry Village Park and Ride (Newberry Road / State Road 26 just east of Ft. Clarke Blvd)	N/A	N/A	$ 3,200,000	$ 160,000	$ 320,000	$ 480,000	$ 320,000	$ 4,480,000	Based on cost estimate from RTS grant application for 5 Points Transfer Station
63	Eastside Activity Center Park and Ride Facility (SE 43rd St and Hawthorne Road / State Road 20)	N/A	N/A	$ 3,200,000	$ 160,000	$ 320,000	$ 480,000	$ 320,000	$ 4,480,000	Based on cost estimate from RTS grant application for 5 Points Transfer Station
64	Waldo Park and Ride Facility	N/A	N/A	$ 3,200,000	$ 160,000	$ 320,000	$ 480,000	$ 320,000	$ 4,480,000	Based on cost estimate from RTS grant application for 5 Points Transfer Station
65	Archer Park and Ride Facility	N/A	N/A	$ 3,200,000	$ 160,000	$ 320,000	$ 480,000	$ 320,000	$ 4,480,000	Based on cost estimate from RTS grant application for 5 Points Transfer Station

Table 1: Year 2040 Needs Plan Projects and Cost Estimates (in Year 2014 Dollars)

	Project ID and Description	Project Length in Miles	Construction Cost Per Mile	Construction Cost	Project Development and Environment Cost (5-10%)	Design Cost (10-20%)	Construction Engineeing Inspection Cost (15%)	Right of Way Cost (25-100%)	Total Cost	Notes
Other Projects										
66	Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue (State Road 222)	1.5	$ 257,000	$ 385,500	$ 38,550	$ 38,550	$ 57,825	$ 385,500	$ 905,925	FDOT D7 Estimates for total construction cost / mile for a Multi-Use Trail used
67	University Braid – New trail on University Avenue (State Road 26) from Waldo Road (State Road 24) to NE 55th Boulevard	3.0	$ 257,000	$ 771,000	$ 77,100	$ 77,100	$ 115,650	$ 385,500	$ 1,426,350	FDOT D7 Estimates for total construction cost / mile for a Multi-Use Trail used
69	Archer Braid – Construct overpass at Hull Road / 34th Street (State Road 121) intersection (overpass cost)	0.2	N/A	$ 4,250,000	$ 212,500	$ 850,000	$ 637,500	N/A	$ 5,950,000	FDOT D7 Estimates for pedestrian overpass used
70	SW 40th Blvd – Construct trail from SW 34th Street (State Road 121) to Archer Braid at SW 30th Avenue	2.0	$ 257,000	$ 514,000	$ 51,400	$ 51,400	$ 77,100	$ 128,500	$ 822,400	FDOT D7 Estimates for total construction cost / mile for a Multi-Use Trail used
72	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 10,000,000	Assumes $500,000 per year for 20 years
73	Pedestrian Program - Miscelllaneous sidewalk and other pedestrian projects	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 4,000,000	Assumes $200,000 per year for 20 years
74	Bicycle Program - Miscellaneous bicycle lanes and facilities	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 10,000,000	Assumes $500,000 per year for 20 years
75	Transit Program - Miscellaneous transit facilities and amenities, including purchasing of buses	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 25,000,000	Assumes $1,250,000 per year for 20 years
Additional Bicycle/Pedestrian Projects (added following public workshop)										
76	Miscellaneous pedestrian crossing projects, including auditory signals	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 4,000,000	Assumes $200,000 per year for 20 years
77	Multimodal Emphasis Corridor projects on NW/SW 13th Street (US 441) from NW 33rd Avenue to Archer Road (State Road 24)	2.8	N/A	N/A	N/A	N/A	N/A	N/A	$ 6,000,000	Based on cost estimates from Sprinkle study of SR 26
78	Multimodal Emphasis Corridor projects on University Avenue (State Road 26) from Gale Lemerand Drive to Waldo Road (State Road 24)	2.3	N/A	N/A	N/A	N/A	N/A	N/A	$ 6,000,000	Based on cost estimates from Sprinkle study of SR 26
79	Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street (State Road 121) to NW 16th Terrace	2.2	$ 257,000	$ 565,400	$ 56,540	$ 113,080	$ 84,810	$ 282,700	$ 1,102,530	-
80	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road (State Road 24)	0.6	$ 257,000	$ 154,200	$ 15,420	$ 30,840	$ 23,130	$ 77,100	$ 300,690	-
81	Glen Springs Braid - Construct bicycle facility on NW 19th Lane from NW 16th Terrace to NW 13th Street (US 441)	0.2	N/A	$ 250,000	$ 25,000	$ 37,500	$ 37,500	N/A	$ 350,000	Based on cost estimates from City of Gainesville
82	Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street (US 441) to N Main Street	0.8	$ 257,000	$ 205,600	$ 20,560	$ 41,120	$ 30,840	$ 51,400	$ 349,520	-
84	Williston Road - Construct bicycle/pedestrian trail from Interstate 75 to Waldo Road (State Road 24)	5.6	$ 257,000	$ 1,439,200	$ 143,920	$ 215,880	$ 215,880	$ 719,600	$ 2,734,480	FDOT D7 Estimates for total construction cost / mile for a Multi-Use Trail used
Additional Transit Projects (added following public workshop)										
85	Extend regular transit service through Celebration Pointe	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 1,400,000	Up to $5,400,000 in additional costs may be needed for operations
86	Extend regular transit service through Springhills	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$ 1,400,000	Up to $5,400,000 in additional costs may be needed for operations
87	Five Points Transfer Station	N/A	N/A	$ 3,200,000	$ 160,000	$ 320,000	$ 480,000	$ 320,000	$ 4,480,000	Based on cost estimate from RTS grant application for 5 Points Transfer Station
Aspirational Projects (beyond 2040)										
88	NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue (State Road 222)	-	-	-	-	-	-	-	-	-
89	Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to Archer Road (State Road 24)	-	-	-	-	-	-	-	-	-
90	SW Archer Road (State Road 24) - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street	-	-	-	-	-	-	-	-	-
91	SW 91st Street - Provide dedicated transit lanes from Archer Road (State Road 24) to SW 46th Boulevard	-	-	-	-	-	-	-	-	-
92	SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)	-	-	-	-	-	-	-	-	-
93	SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road (State Road 26)	-	-	-	-	-	-	-	-	-
94	Newberry Road (State Road 26) - Provide dedicated transit lanes from I-75 to NW 143rd Street	-	-	-	-	-	-	-	-	-
95	Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place	-	-	-	-	-	-	-	-	-
96	NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard	-	-	-	-	-	-	-	-	-
97	NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road (State Road 26)	-	-	-	-	-	-	-	-	-
98	NW 122nd Street - Provide dedicated transit lanes from Newberry Road (State Road 26) to Springhills Boulevard	-	-	-	-	-	-	-	-	-
99	Springhills Boulevard - Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street	-	-	-	-	-	-	-	-	-
100	SW Hawthorne Road (State Road 20) - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street	-	-	-	-	-	-	-	-	-
	Total Cost of Year 2040 Needs Plan Projects and Programs								**$ 469,524,819**	

Development of Financial Plan / Transportation Revenues for Capacity Projects and Programs

This section provides an overview of the financial resources and revenues available for consideration in developing the fiscally-constrained Year 2040 Long Range Transportation Plan. The financial resources presented are those that are both committed and potential transportation revenues at the federal, state, and local level, including funding sources dedicated to existing maintenance and operations activities for various types of transportation facilities and services in the community. This serves as the basis for defining the revenues available for capital transportation projects to be included in the Year 2040 Cost Feasible Plan. Furthermore, the Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that long-range transportation plans developed for urbanized areas be financially constrained and that cost feasible plans reflect the "year of expenditure" for each project.

This requirement also calls for revenue to be identified in year of expenditure dollars to reflect the expected rate of inflation. Revenues are provided in 5-year and 10-year phased increments. As such, the Year 2040 Cost Feasible Plan for the Gainesville Urbanized Area was developed in a way that creates five-year and ten-year funding stages. Project costs were then budgeted against forecasted revenues for each period while trying to match the mobility demands of the periods.

State and Federal Revenues for Capacity Programs

The Year 2040 Long Range Transportation Plan's 22-year total for state and federal revenue sources is $149.3 million for highways and some transit projects, in inflation-adjusted revenues, plus an additional $84.4 million for only transit, for a total of $233.7 million, as shown below in Table 2. These sources are those that have historically been considered by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area during preparation of the Long Range Transportation Plan.

Table 2: State and Federal Funds Available for Capacity Programs

Capacity Programs	Revenue Forecast (Millions of Dollars)*				
	2019-2020	2021-2025	2026-2030	2031-2040	Total
Strategic Intermodal System Construction and Right-of-Way	$0.0	$5.1	$0.0	$0.0	$5.1
State Highway System Construction and Right-of-Way	$10.6	$23.6	$22.3	$48.8	$105.3
Surface Transportation Program	$3.9	$8.7	$8.3	$18.0	$38.9
Transit	$7.1	$18.2	$19.1	$40.0	$84.4
Total Capacity Programs	**$21.6**	**$55.6**	**$49.7**	**$106.8**	**$233.7**

*Provided by the Florida Department of Transportation in inflated Year of Expenditure Dollars

Within each revenue category presented in Table 2, there are limitations for the use of these funds. Based on information provided in the Florida Department of Transportation's *2040 Revenue Forecast Handbook*, the following guidance is provided:

- Strategic Intermodal System (SIS) Highways Construction & Right-of-Way (ROW) funds may be utilized for construction, improvements, and associated right of way on Strategic Intermodal System (SIS) highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).

- Other Arterial Construction/Right-of-Way (ROW) funds may be utilized for construction, improvements, and associated right of way on State Highway System roadways not designated as part of the Strategic Intermodal System (SIS). Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.

- Transit funds may be used for technical and operating/capital assistance related directly to transit, paratransit, and ridesharing systems.

Transportation Alternatives Program

Additional federal funds are available to metropolitan planning organizations through the Transportation Alternatives Program. These funds are not included in the estimates for the State Highway System Construction and Right-of-Way shown in Table 2. Guidance regarding planning for these funds in the long range transportation plan is included in the Florida Department of Transportation's *2040 Revenue Forecast Handbook*. Use of these funds in the long range transportation plan must be consistent with federal and state policy, and is most commonly allocated to bicycle and pedestrian projects. As shown in Table 3, it is projected that the Gainesville Urbanized Area would receive $6.39 Million in year of expenditure dollars through the year 2040 from the Transportation Alternative Program.

Table 3: Transportation Alternatives Program Revenues

Transportation Alternatives	**Revenue Forecast (Millions of Dollars)***				
	2019-2020	2021-2025	2026-2030	2031-2040	Total
Gainesville Urbanized Area	$0.59	$1.45	$1.45	$2.90	$6.39

*Provided by the Florida Department of Transportation in inflated Year of Expenditure Dollars

Transportation Regional Incentive Program

The purpose of the discretionary Transportation Regional Incentive Program is to encourage regional planning by providing state matching funds for projects on regionally significant transportation facilities identified and prioritized by regional partners. These funds are to be used to match local or regional funds on a 50/50 basis or to match up to 50 percent of the total project costs for public transportation projects. Funding estimates for the Transportation Regional Incentive Program were provided by the Florida Department of Transportation only at the districtwide level. For the purposes of estimating, it was assumed that the Gainesville Urbanized Area would likely receive approximately 10 percent of the districtwide revenues. As shown in Table 4, it is expected that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area could receive $2.56 million in year of expenditure dollars through the year 2040.

Table 4: Estimated Revenues from the Transportation Regional Incentive Program

Transportation Regional Incentive Program	Revenue Forecast (Millions of Dollars)				
	2019-2020	2021-2025	2026-2030	2031-2040	Total
Gainesville Urbanized Area	$0.08	$0.62	$0.62	$1.24	$2.56

*Provided by the Florida Department of Transportation in inflated Year of Expenditure Dollars

It is important to note that the Florida Department of Transportation has not provided funding for the Transportation Regional Incentive Program in recent years. As such, it was decided that the Year 2040 Long Range Transportation Cost Feasible Plan would not consider these revenues as available when allocating funds to projects.

Operations and Maintenance of the State Highway System

Forecasted revenues are not provided by the Florida Department of Transportation for non-capacity programs at the metropolitan planning organization level. These programs support and maintain the state transportation system like safety, resurfacing, bridge maintenance and replacement, engineering and design, operations and maintenance and administrative activities. Table 5 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between the Florida Department of Transportation and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in metropolitan planning organization long range transportation plans.

Table 5: State Highway System Operations and Maintenance Estimates

State Highway System Operations & Maintenance	2040 Revenue Forecast (Millions)*				
	2016-2020	2021-2025	2026-2030	2031-2040	Total
Districtwide Funds	$1,982	$2,023	$2,216	$4,868	$11,089

*Provided by the Florida Department of Transportation in inflated Year of Expenditure Dollars

Operations and Maintenance of Local Facilities

The City of Gainesville operates the countywide SMARTRAFFIC Advanced Traffic Management System, which includes operations for most traffic signals in the city and county. Alachua County and the City of Gainesville program and budget facility maintenance funds on an annual basis, so these revenues could not be estimated.

Transit Operations and Maintenance

Throughout the long range transportation plan process, staff from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as well as consultant staff, coordinated with the City of Gainesville Regional Transit System regarding their project priorities. During these discussions, it was learned that existing state and federal transit revenues are primarily used for operating and maintaining the existing system. When adjusted back to current year dollars, the projected revenues dedicated for transit shown in Table 2 actually decrease in each of the funding phases.

Based on these projections, staff from the City of Gainesville Regional Transit System and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area decided that projected federal and state revenues dedicated to transit would be used to continue supporting operations and maintenance of the existing transit system. As such, transit revenues were not allocated to any new projects in the Year 2040 Cost Feasible Plan. All forecasted revenues will be used to maintain current transit services. Therefore, there will not be any projected revenues available for transit capital projects to expand the City of Gainesville Regional Transit System's services or service area.

Summary of Projected Revenues Available for Year 2040 Cost Feasible Plan

As noted above, it was determined through the process of developing the Year 2040 Cost Feasible Plan not to allocate all projected revenues to projects and programs identified in the plan. Specifically, it is not known if there will be any available funds from the Transportation Regional Incentive Program, so none were allocated. In addition, projected transit revenues are expected to be used for maintenance and operations of the existing City of Gainesville Regional Transit System. Finally, revenues for the 2019-2020 period were removed, as projects implemented during those two years are covered in the Metropolitan Transportation Planning organization for the Gainesville Urbanized Area's adopted Transportation Improvement Program. Table 6 provides a summary of the projected transportation revenues in year of

expenditure dollars to be allocated for projects and programs in the Year 2040 Cost Feasible Plan. Note that $140.6 million in year of expenditure equates to $81.91 million in 2014 dollars.

Table 6: Summary of Projected Revenues Available for Year 2040 Cost Feasible Plan

Capacity Programs	Revenue Forecast (Millions of Dollars)*			
	2021-2025	2026-2030	2031-2040	Total
Strategic Intermodal System Construction & Right-of-Way	$5.10	$0.00	$0.00	$5.10
State Highway System Construction & Right-of-Way	$23.60	$22.30	$48.80	$94.70
Surface Transportation Program	$8.70	$8.30	$18.00	$35.00
Transportation Alternatives Program	$1.45	$1.45	$2.90	$5.80
Total Capacity Programs	**$39.15**	**$32.05**	**$69.70**	**$140.60**

*Provided by the Florida Department of Transportation in inflated Year of Expenditure Dollars

More information on the development of projected revenues for capacity, as well as operations and maintenance, projects and programs is included in the Financial Resources Technical Memorandum found in Appendix A.

Initial Project Ranking

Using the projected revenues by phase through 2040, the estimated projects costs, and the return on investment and evaluation criteria project scoring detailed in Technical Report 6, an initial project ranking list for the Year 2040 Cost Feasible Plan was developed. The list, developed by staff from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the consultant team, was divided up by the State Highway System, Surface Transportation Program, and Transportation Alternatives Program funding categories. It was assumed for the ranking that State Highway System funds could only be spent on projects on the state highway system or adjacent to the state highway system. Furthermore, it was assumed that Transportation Alternatives Program funds could only be spent on bicycle and pedestrian projects. Surface Transportation Program funds are not restricted, and could be used to fund any project in the Year 2040 Needs Plan.

The top projects based on combined scores from the Return on Investment Analysis and the Evaluation Criteria Project Rankings were assigned to the appropriate category, often more than one, for review and discussion by the advisory committees of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Following input from the various committees, the ranking table was refined. It was determined that projects outside the Gainesville Urbanized Area boundary and projects expected to be funded by non-state and federal sources (local funds, developer projects, University of Florida projects) would be excluded from the rankings. Table 7 provides a listing of the top projects as presented to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area at its August 3, 2015 meeting.

August 2015 Meeting

The initial project rankings were presented to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for discussion at its August 3, 2015 meeting. The purpose in presenting the information at this meeting was to ascertain their input prior to the September 2015 public workshop and the October 5, 2015 public hearing where the Year 2040 Long Range Transportation Cost Feasible Plan was scheduled to be adopted. Members of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area expressed concern and raised several issues regarding the rankings. Their issues and concerns included:

- The lack of available funds to implement local projects, including the extension and widening of SW 62nd Boulevard
- Allocating a large portion of the available funds to projects on the State Highway System
- Funding transit capacity projects, without dedicated funds for operations and maintenance
- The lack of dedicated funds for resurfacing of local roads

In regards to the concern over dedicating funds for local resurfacing projects, it was noted that Surface Transportation Program funds could be used for any transportation project, including resurfacing. As a result of this discussion, a Resurfacing Program was added to the Year 2040 Needs Plan, with an estimated cost of $30 million in 2014 dollars through 2040.

Table 7: Initial Ranking of Top Projects for Consideration in Year 2040 Cost Feasible Plan

State Highway System Funds - Top Ranked Eligible Projects
(Total Funds Available - $57.3 Million in Year 2014 Dollars)

Roadway

Rank	Project Name/Description	Estimated Cost	Total Score
1	SW 20th/SW 24th Avenue – Widen to four lanes from SW 61st Street to SW 62nd Boulevard	$8.4 million	21.9
2	NW 34th Street- Widen to four lanes from University Avenue to NW 16th Avenue	$12.2 million	21.7
3a	NW 34th Street – Widen to 4 lanes from NW 16th Avenue to NW 39th Avenue	$12.4 million	16.7
3b	NW 34th Street – Widen to 4 lanes from NW 39th Avenue to US 441	$18.1 million	16.7
5	Archer Road – Widen to 4 lanes from Tower Road to SW 122nd Street (MTPO boundary)	$32.1 million	15.6

Transit

Rank	Project Name/Description	Estimated Cost	Total Score
1a	Five Points Transfer Station	$4.5 million	20.9
1b	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	$4.5 million	20.9
3	Eastside Activity Center Park and Ride (SE 43rd St and Hawthorne Road)	$4.5 million	14.3

Bicycle/Pedestrian

Rank	Project Name/Description	Estimated Cost	Total Score
1a	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand Drive to Waldo Road	$6.0 million	25.0
1b	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	$6.0 million	25.0
3a	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	$6.0 million	20.9
3b	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	$600,000	20.9

Surface Transportation Program Funds - Top Ranked Eligible Projects
(Total Funds Available - $21.1 Million in Year 2014 Dollars)

Roadway

Rank	Project Name/Description	Estimated Cost	Total Score
1	SW 62nd Boulevard – Four-lane extension from Butler Plaza to SW 20th Avenue	$27.0 million	25.0
2a	SW 62nd Boulevard – Widen to four lanes from SW 20th Avenue to Newberry Road	$18.4 million	23.9
2b	NW 83rd Street – Two-lane extension from NW 15th Place to NW 23rd Avenue	$10.4 million	23.9
4	NW 83rd Street – Two-lane extension from Newberry Road to NW 15th Place	$3.3 million	21.9
5	SW 20th/SW 24th Avenue – Widen to four lanes from SW 61st Street to SW 62nd Boulevard	$8.4 million	21.7

Transit

Rank	Project Name/Description	Estimated Cost	Total Score
1	University of Florida Transit Center	$6.2 million	25.0
2a	Five Points Transfer Station	$4.5 million	20.9
2b	Extend regular transit service through Springhills	$1.4 million*	20.9
2c	Extend regular transit service through Celebration Pointe	$1.4 million*	20.9
2d	Newberry Village Park and Ride (Newberry Road just east of Ft. Clarke Blvd)	$4.5 million	20.9
2e	Santa Fe College Transit Center	$6.2 million	20.9
2f	Oaks Mall Transit Center / Park and Ride Facility	$6.2 million	20.9
2g	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	$25.0 million	20.9

**Note – additional money will be needed for operating expenses*

Bicycle/Pedestrian

Rank	Project Name/Description	Estimated Cost	Total Score
1a	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand Drive to Waldo Road	$6.0 million	25.0
1b	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	$6.0 million	25.0
3a	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	$300,000	21.4
3b	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	$822,000	21.4
5a	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	$6.0 million	20.9
5b	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	$600,000	20.9

Transportation Alternative Program Funds - Top Ranked Eligible Projects
(Total Funds Available - $3.51 Million in Year 2014 Dollars)

Bicycle/Pedestrian

Rank	Project Name/Description	Estimated Cost	Total Score
1a	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand Drive to Waldo Road	$6.0 million	25.0
1b	Archer Braid – Construct overpass of Hull Road / 34th Street intersection	$6.0 million	25.0
3a	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road	$300,000	21.4
3b	SW 40th Blvd – Construct trail from SW 34th Street to Archer Braid at SW 30th Avenue	$822,000	21.4
5a	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	$6.0 million	20.9
5b	Multimodal Emphasis Corridor on NW/SW 13th Street from NW 33rd Avenue to Archer Road	$600,000	20.9

Furthermore, questions were raised regarding the potential to allocate State Highway System funds to projects on local roads. Following the meeting, staff from the Metropolitan Transportation Planning Organization and consultant team coordinated with the Florida Department of Transportation to obtain clarification. Through discussions, it became apparent that State Highway System funds could not be used for local roads. Furthermore, while State Highway System funds could be used for construction of transit facilities on state roads, the funds could not be used to acquire right of way or construct transit facilities on property adjacent to the State Highway System. This information was taken into account when developing the recommended Year 2040 Cost Feasible Plan discussed in Section 7.2.

September 2015 Public Workshop

The third scheduled community public workshop for the Year 2040 Long Range Transportation Plan was held on Monday, September 21, 2015, from 5:00 p.m. to 7:00 p.m., at the ElderCare of Alachua County Senior Recreational Center, 5701 NW 34th Boulevard, Gainesville, Florida 32653. The meeting was part of a series of three community public workshops and two public hearings scheduled to take place during the 2040 Long Range Transportation Plan update. The workshop was designed to present the Adopted Year 2040 Needs Plan and estimated State Highway System, Transportation Alternatives Program, and Surface Transportation Program revenues through 2040. The Year 2040 Needs Plan includes roadway projects, transit projects, bicycle and pedestrian projects and aspirational projects expected to be completed after 2040.

Approximately 30 people attended the public workshop to learn more about the Year 2040 Long Range Transportation Plan and to provide comments regarding potential projects to fund in the Year 2040 Cost Feasible Plan. Comment forms and a copy of the online survey were made available to attendees. Nine comment forms were returned and 83 surveys were completed online between September 8, 2015 and October 5, 2015. Input provided at the public workshop and through the online survey was used in developing the final Year 2040 Cost Feasible Plan project list. More information on this meeting is included in Technical Report 1.

7.2 Adoption of Year 2040 Cost Feasible Plan

Using the information gathered at the August 3, 2015 meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the correspondence with the Florida Department of Transportation regarding expenditure of State Highway System funds on local roads, and input received at the September 21, 2015 public workshop, a draft Year 2040 Cost feasible Plan was developed. The draft plan was presented and discussed with the advisory committees of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and revisions were made.

Several Year 2040 Needs Plan projects were recommended to be only partially funded, and the Multimodal Emphasis Corridor on West 13th Street (US 441) was modified to only fund a study of potential projects. Furthermore, as noted in the previous section, funding for roadway resurfacing of local Alachua County and City of Gainesville roads was added. Table 8 presents the Year 2040 Cost Feasible Plan as recommended for approval by the Technical Advisory Committee, Citizens Advisory Committee, and Bicycle/ Pedestrian Advisory Board.

Year 2040 Cost Feasible Plan Public Hearing

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area held an advertised public hearing on October 5, 2015 to discuss and vote on the Recommended Year 2040 Cost Feasible Plan. Prior to the project team presenting the recommended 2040 Cost feasible Plan projects, Congressman Ted Yoho spoke in support of the SW 62nd Boulevard projects, noting the public-private partnership aspects and the breadth of support for making these high priorities. The project team first outlined the development process of the Year 2040 Long Range Transportation Plan, including socioeconomic data projections, deficiency analyses conducted on the Year 2040 Existing-plus-Committed and Year 2040 Needs Plan networks, revenue forecasts for state and federal funds, and project rankings of Year 2040 Needs Plan projects. The project team also highlighted the gap between the $500 million in Year 2040 Needs Plan project costs and the less than $82 million in state and federal funds available, not including resources dedicated to Strategic Intermodal System projects.

Following the presentation, members of the public were afforded an opportunity to comment on the Recommended Year 2040 Cost Feasible Plan. Several speakers spoke in support of or opposition to the proposed widening of State Road 121 (W. 34th Street), while others spoke about the need to balance roadway projects with a multimodal approach. Additional comments were made regarding the need to maintain the existing transportation system. Finally, comments were made about the SW 62nd Boulevard and Archer Road (State Road 24) projects. Letters and correspondence regarding these projects and others in the Year 2040 Cost Feasible Plan were entered into the record. The full minutes from the October 5, 2015 public hearing, including the letters and correspondence, can be found in Appendix B.

Once the public hearing was closed, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed potential adjustments to some projects, including the modifications to State Road 121 (W. 34th Street) to address the public's concerns. The revised Year 2040 Cost Feasible Plan was then voted on and approved. The approval came with direction for staff from the Metropolitan Transportation Planning Organization for the Gainesville Organization to convert the projects in the adopted plan into project phases for the following fiscal year groupings: 2021-25, 2026-30, and 2031-40 using "year of expenditure dollars" in the adopted plan. The adoption language also came with direction to include the following:

- a project to maintain the current transit service using the $46.6 million (Year 2014 dollars) transit fund forecast
- the Strategic Intermodal System information
- the list of projects funded by others - developers, the University of Florida, City of Gainesville and Alachua County
- include Florida's Future Corridor Program information in an appendix

Finally, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area requested that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue.

Details on the adopted Year 2040 Cost feasible Plan are described in the following section.

Table 8: Recommended Year 2040 Cost Feasible Plan

Priority	Project	Description	Estimated Cost - 2014 Dollars (In Millions)
Strategic Intermodal System - $5.1 Million Available (Year of Expenditure Dollars)			
1	Interstate 75	Modifications at the Interstate 75 / State Road 121 Interchange	$5.1 (2021-2025 Dollars)
State Highway System - $57.3 Million Available (2014 Dollars)			
1	US 441 (W. 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	$2.1
2	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road- $6 million project	$1.06 (Partially Funded)
3	State Roads 24/331 (Waldo/Williston Road)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	$2.94
4	State Road 121 (NW 34th Street)	Widen to four lanes from University Avenue to NW 16th Avenue	$10.6
5	State Road 121 (NW 34th Street)	Widen to four lanes from NW 16th Avenue to NW 39th Avenue	$11.3
6	State Road 121 (NW 34th Street)	Widen to four lanes from NW 39th Avenue to US 441	$16.6
7	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street - $29.5 million project (not fully funded)	$12.7 (Partially Funded)
Surface Transportation Program - $21.1 Million Available (2014 Dollars)			
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue- $27.0 million project (not fully funded)	$9.0 (Partially-Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road - $18.2 million project (funded for design only)	$0.25
3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Commission	$10.25
4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	$1.6
Transportation Alternatives Program - $3.51 Million Available (2014 Dollars)			
1	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road- $6 million project	$3.51 (Partially Funded)

Transportation Improvement Program Projects

The first projects included in the Year 2040 Cost Feasible Plan are those that are funded in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's *Transportation Improvement Program: Fiscal Years 2015-16 to 2019-20*. Table 9 depicts these projects as well as the implementation phase or phases that are funded. There are other local projects expected to be completed by 2020, and they are presented in the section of Technical Report 5 describing the Existing-plus-Committed network.

Projects Using State and Federal Funds

The Year 2040 Cost Feasible Plan includes ten projects and programs expected to be funded with State and Federal funds. The projects and funding sources are described below.

Strategic Intermodal System Projects

Finally, there is one Strategic Intermodal System project in the Year 2040 Cost Feasible Plan. Modifications to the Interstate 75 / State Road 121 (Williston Road) Interchange, are expected to be constructed in the 2021-2025 phase at a cost of $5.1 million in year of expenditure dollars.

State Highway System Projects

The majority of funding in the Year 2040 Cost Feasible Plan is in the State Highway System, and only projects on that system can use this funding source. The plan identifies capacity and safety projects on State Road 121 (W. 34th Street) and State Road 24 (Archer Road), as well as multimodal and pedestrian safety projects on US 441 (W. 13th Street), State Road 26 (University Avenue), and State Roads 24/331 (Waldo/Williston Roads). Note that the Florida Department of Transportation funds Project Development and Environment studies as well as Design (Preliminary Engineering Phase) using pre-construction funds not included in the capacity program funds used in projecting available revenues for long range transportation plans. As such, the cost of these phases of project implementation are not included.

Table 9: Major Projects in the Transportation Improvement Program: Fiscal Years 2015-16 to 2019-20

Project	Description	Project Phase* and Funding by Fiscal Year in Millions of Dollars				
		2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
SW 27th Street	Construct bike/pedestrian trail from State Road 331 (Williston Road) to SW 35th Place	-	$0.07 PE	-	$0.232 CST	-
Norton Elementary Trail	Construct bike/pedestrian trail from State Road 222 (NW 39th Avenue) to NW 45th Avenue	-	$0.371 CST	-	-	
State Road 24 (Archer Road)	Project Development and Environment Study from US 27/Bronson to Tower Road/SW 75th Street	$0.520 PE	-	-		-
Depot Avenue	Reconstruct corridor from US 441 (SW 13th Street) to State Road 331 (Williston Road)	$6.41 PE, ROW, CST	-	-	-	-
SW 30th Avenue	Construct bridge from SW 45th Street to SW 30th Avenue	$12.0 CST	-	-	-	-
SW 62nd Boulevard	Preliminary engineering from State Road 24 (Archer Road) to State Road 26 (Newberry Road)	$1.28 PE	-	-	-	-
SW 40th Boulevard Extension	Construct new roadway from State Road 121 (SW 34th Street) to State Road 24 (Archer Road)	-	$1.36 CST	-	-	-
Interstate 75	Project Development and Environment Study and Preliminary Engineering of State Road 121 (Williston Road) Interchange	$0.124 PE	$0.133 PE	-	-	-
Southeast 16th Avenue (State Road 226)	Transportation Systems Management Capacity Enhancements at Main Street and Williston Road (State Road 331) Intersections	$2.024 PE, CST	$0.026 CST	$0.054 CST	-	-

*Project Phasing: PE=Preliminary Engineering, ROW=Right of Way Acquisition, CST = Construction

Surface Transportation Program Projects

Surface Transportation Program funds can be used for any transportation project, including operations and maintenance. The Year 2040 Cost Feasible Plan allocates the $21.1 million (in 2014 dollars) to the widening and extension of SW 62nd Boulevard as a reliever corridor to Interstate 75, and to roadway resurfacing projects in the City of Gainesville and Alachua County.

Transportation Alternatives Program Projects

Transportation Alternatives Program funds are primarily used for bicycle and pedestrian projects. The Year 2040 Cost Feasible Plan allocates all of the $3.51 million (in 2014 dollars) available through this source to the Bicycle/Pedestrian Program. Funds for this program will be split in half between the City of Gainesville and Alachua County.

Summary of Projects Using State and Federal Funds

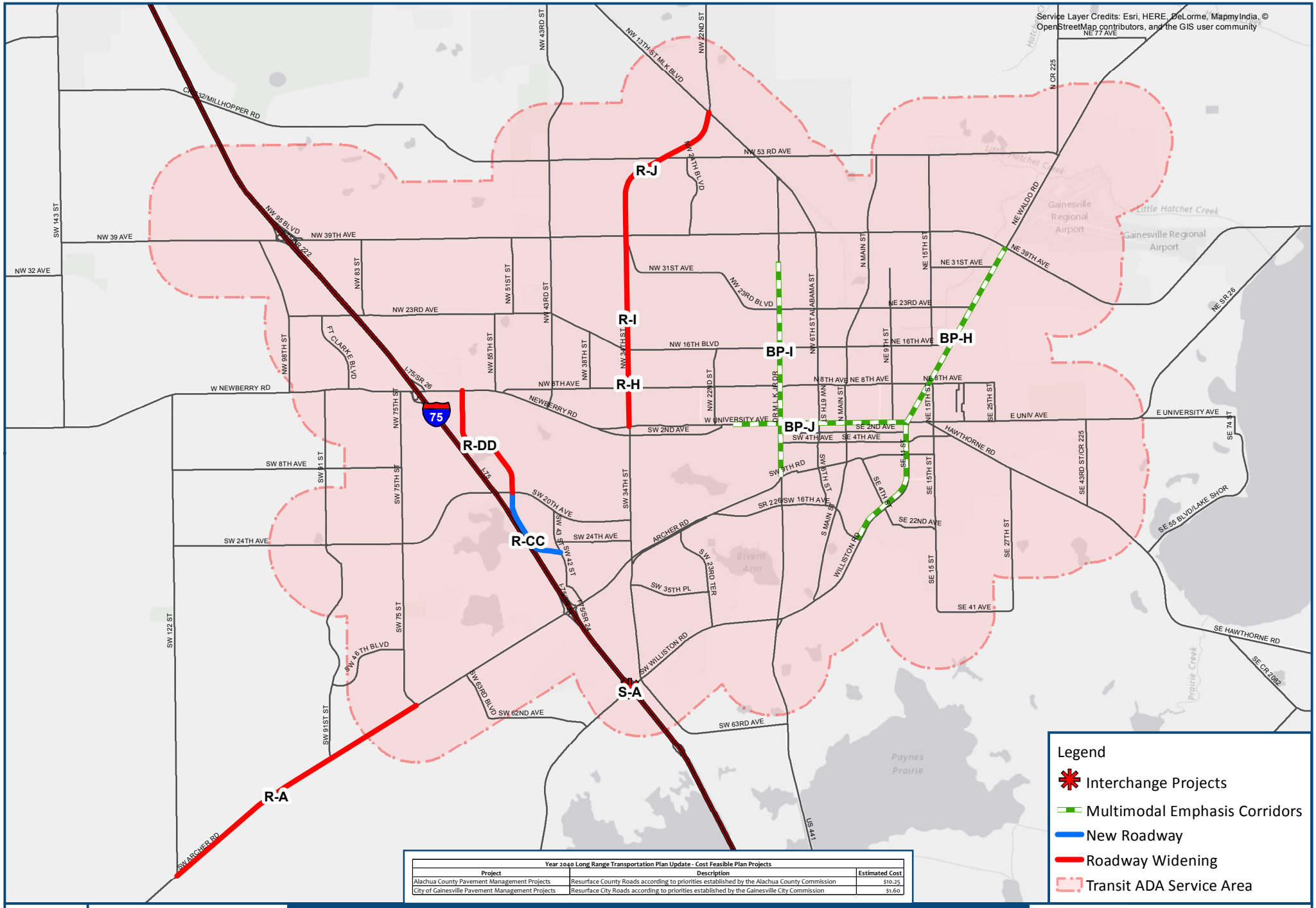
Table 10 and Figure 1 depict the adopted Year 2040 Cost Feasible Plan projects anticipated to use State and Federal funding, and their order of priority. Estimated costs are presented in Year 2014 dollars, with the exception of the Interstate 75 project, which is shown in year of expenditure dollars. In total, the non-Strategic Intermodal System projects are projected to use all of the $81.91 million in State and Federal funds through the year 2040. It should be noted that the SW 62nd Boulevard and State Road 24 (Archer Road) projects are only partially funded, and additional funds will need to be identified to fully implement these projects by 2040. Finally, continued operations of the existing City of Gainesville Regional Transit System is included in the Year 2040 Cost Feasible Plan, at a cost of $52.7 million in Year 2014 dollars.

As noted earlier, the motion to adopt the Year 2040 Cost Feasible Plan included language directing staff to divide all projects anticipated to use State and Federal funds into implementation and time phases, and to inflate the project costs to year of expenditure. Following the October 5, 2015 public hearing, the project team broke out the projects by implementation and time phases. Estimated costs for each project were inflated to year of expenditure using inflation factors provided by the Florida Department of Transportation. These factors are:

- 2021 – 2025 = 1.31
- 2026 – 2030 = 1.54
- 2031 – 2040 = 1.97

Table 10: Adopted Year 2040 Cost Feasible Plan Projects Using State and Federal Funds

Priority	Map ID	Project	Description	Estimated Cost in 2014 Dollars (In Millions)
Strategic Intermodal System - $5.1 Million Available (Year of Expenditure Dollars)				
1	-	Interstate 75	Modifications at the Interstate 75 / State Road 121 Interchange	$5.1 (2021-2025 Dollars)
State Highway System - $57.3 Million Available (2014 Dollars)				
1	BP-I	US 441 (West 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	$2.1
2	BP-J	State Road 26 (University Avenue)	Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road	$6.0
3	BP-H	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	$2.94
4	R-H R-I R-J	State Road 121 (West 34th Street)	Safety and Capacity Enhancements from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bike lanes	$33.56
5	R-A	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street (not fully funded)	$12.7 (Partially Funded)
Surface Transportation Program - $21.1 Million Available (2014 Dollars)				
1	R-CC	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bike lanes - $27 million project (not fully funded)	$9.0 (Partially-Funded)
2	R-DD	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bike lanes - $18.2 million project (funded for design only)	$0.25
3	-	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	$10.55
4	-	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	$1.3
Transportation Alternatives Program - $3.51 Million Available (2014 Dollars)				
1	-	Bicycle/Pedestrian Program	Miscellaneous “boxed funds” for bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	$3.51



Year 2040 Long Range Transportation Plan Update - Cost Feasible Plan Projects		
Project	Description	Estimated Cost
Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Commission	$10.25
City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	$1.60

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Figure 1

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Year 2040 Cost Feasible Plan

Livable Community - Creating Connections
Year 2040

2040 Long Range Transportation Plan

The only exception are the modifications to the Interstate 75 / State Road 121 (Williston Road) Interchange. The estimated cost for this Strategic Intermodal System project was not inflated, as the Florida Department of Transportation provided cost information already in year of expenditure. Finally, as noted above, some of the projects are not expected to be fully funded by 2040. For those projects, remaining costs are assumed to occur beyond 2040. Since inflation factors were not provided beyond 2040, the 2031-2040 factor is applied. Table 11 depicts the phasing of the Year 2040 Cost Feasible Plan projects anticipated to use State and Federal funding. Implementation phases shown in the table include:

- Design
- Right of Way Acquisition (ROW)
- Construction (CEI)
- Construction Engineering Inspection (CEI)
- Transit Operations (TOP)

Regionally Significant Projects

There are several regionally significant projects in the Year 2040 Cost feasible Plan. These include the widening and extension of SW 62nd Boulevard and the widening of Archer Road (State Road 24). Purpose and Need Statements have been developed for each and are included in the Florida Department of Transportation's Efficient Transportation Decision Making database. A brief description is provided here.

SW 62nd Boulevard

The purpose of this project is to develop a new north-south corridor between State Road 24 (Archer Road) and State Road 26 (Newberry Road) east of Interstate 75. This connector is intended to provide congestion relief to the interstate as well as several arterial roads in the western part of the City of Gainesville. Modifications to the SW 62nd Boulevard corridor will also provide enhanced interconnectivity. The project is being coordinated with significant land use changes in the area, including development of the Urban Village area and redevelopment / expansion of the Butler Plaza shopping centers.

Archer Road (State Road 24)

The purpose of this project is to provide additional east-west mobility through the widening of the existing two-lane Archer Road (State Road 24) from SW 122nd Street to SW 75th Street / Tower Road. The project may include roadway widening to four lanes, intersection modifications, curb and gutter drainage, installation of sidewalks and bike lanes, transit enhancements, and additional roadway lighting.

Table 11: Adopted Year 2040 Cost Feasible Plan Phasing (in Year of Expenditure Dollars)

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Strategic Intermodal System Revenues (Year of Expenditure Dollars)								
	$5.1 Million		**-**		**-**		**-**	
Modifications at Interstate 75 / State Road 121 Interchange	ROW	$0.10	-	-	-	-	-	-
	CST/CEI	$5.00	-	-	-	-	-	-
State Highway System Revenues (Year of Expenditure Dollars)								
	$23.6 Million		**$22.3 Million**		**$48.8 Million**		**$33.3 Million**	
Multimodal Emphasis Corridor Study and implementation on US 441(West 13th Street) from NW 33rd Avenue to Archer Road	Design	FDOT	-	-	-	-	-	-
	ROW	NA	-	-	-	-	-	-
	CST	$2.35	-	-	-	-	-	-
	CEI	$0.40	-	-	-	-	-	-
Multimodal Emphasis Corridor projects on State Road 26 (University Avenue) from Gale Lemerand Drive to Waldo Road	Design	FDOT	-	-	-	-	-	-
	ROW	$0.30	-	-	-	-	-	-
	CST	$6.55	-	-	-	-	-	-
	CEI	$1.00	-	-	-	-	-	-
Pedestrian Safety Modifications on State Roads 24/331 (Waldo/Williston Roads) from NE 39th Avenue to SE 16th Avenue	Design	FDOT	-	-	-	-	-	-
	ROW	NA	-	-	-	-	-	-
	CST	$3.30	-	-	-	-	-	-
	CEI	$0.50	-	-	-	-	-	-
Safety and Capacity Enhancements on State Road 121 (West 34th Street) from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bike lanes	Design	FDOT	-	-	-	-	-	-
	ROW	$1.65	ROW	$1.50	-	-	-	-
	CST	$6.55	CST	$3.70	CST	$39.35	-	-
	CEI	$1.00	CEI	$0.50	CEI	$5.70	-	-
Widen State Road 24 (Archer Road) to four lanes from Tower Road to SW 122nd Street	Design	FDOT	-	-	-	-	-	-
	-	-	ROW	$9.70	-	-	ROW	$5.15
	-	-	CST	$6.10	CST	$3.15	CST	$24.40
	-	-	CEI	$0.80	CEI	$0.60	CEI	$3.75

Table 11 continues on the following page

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Surface Transportation Program Revenues (Year of Expenditure Dollars)								
	$8.7 Million		**$8.3 Million**		**$18.0 Million**		**$71.9 Million**	
Four-lane extension of SW 62nd Boulevard from Butler	ROW	$8.25	ROW	$4.15	-	-	ROW	$2.50
Plaza to SW 20th Avenue designed and constructed	-	-	-	-	-	-	CST	$14.00
as a Complete Street with protected bike lanes	-	-	-	-	-	-	CEI	$2.00
	Design	$0.33	-	-	-	-	-	-
Widen SW 62nd Boulevard to four lanes from SW 20th	-	-	-	-	-	-	ROW	$7.25
Avenue to Newberry Road designed and constructed	-	-	-	-	-	-	CST	$9.35
as a Complete Street with protected bike lanes	-	-	-	-	-	-	CEI	$1.40
	-	-	Design	$0.45	Design	$1.40	-	-
Resurface County Roads according to priorities	-	-	ROW	N/A	ROW	N/A	-	-
established by the Alachua County Board of County	-	-	CST	$2.25	CST	$13.40	-	-
Commissioners	-	-	CEI	$0.40	CEI	$2.00	-	-
	-	-	Design	$0.30	Design	$0.20	-	-
	-	-	ROW	N/A	ROW	N/A	-	-
Resurface City Roads according to priorities	-	-	CST	$0.60	CST	$0.80	-	-
established by the Gainesville City Commission	-	-	CEI	$0.15	CEI	$0.20	-	-
Transportation Alternatives Program Revenues (Year of Expenditure Dollars)								
	$1.45 Million		**$1.45 Million**		**$2.9 Million**		-	
	Design	$0.20	Design	$0.15	Design	$0.25	-	-
Miscellaneous bicycle and pedestrian projects with	ROW	N/A	ROW	N/A	ROW	$0.30	-	-
one-half of the funding for Alachua County projects and	CST	$1.10	CST	$1.15	CST	$2.10	-	-
one-half of the funding for City of Gainesville projects	CEI	$0.15	CEI	$0.15	CEI	$0.25	-	-
Transit Revenues (Year of Expenditure Dollars)								
	$18.2 Million		**$19.1 Million**		**$40.0 Million**		-	
Maintain and operate existing City of Gainesville Regional Transit System	TOP	$18.2	TOP	$19.2	TOP	$40.0	-	-

Notes: FDOT = Florida Department of Transportation, ROW = Right of Way, CST = Construction, CEI = Construction Engineering Inspection, TOP= Transit Operations

Projects Using Local and Other Funds

In addition to the projects anticipated to use State and Federal funds through the year 2040, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted eight projects that are expected to be funded locally. These projects are to be funded by developers or the University of Florida. The projects were not prioritized and not divided into implementation phases. Since they are not funded through State and Federal sources, all costs required to complete the project are included. Furthermore, no time phases for implementation were assumed, so project costs were not inflated to year of expenditure. The total estimated cost for the locally funded projects in the adopted Year 2040 Cost Feasible Plan is $43.14 million.

Table 12 details the locally funded projects, including information on total estimated costs and the entity expected to fund each project. The projects are also depicted on Figure 2.

Table 12: Year 2040 Cost Feasible Plan – Local Projects

Map ID	Project	Funding Entity	Total Cost in Millions (2014 Dollars)
R-O	NW 83rd Street - Two-lane extension from NW 39th Avenue to Springhills Boulevard	Developer	$10.75
R-P	NW 91st Street - Two-lane extension from terminus to Springhills Boulevard	Developer	$2.99
R-Q	NW 98th Street - Two-lane extension from NW 39th Avenue to Springhills Boulevard	Developer	$5.59
R-S	Radio Road Extension - Two-lane extension from SW 34th Street to Hull Road	University of Florida	$3.24
R-V	Springhills Boulevard - New two-lane roadway from NW 122nd Street to NW 83rd Street	Developer	$5.97
R-W	Springhills Connector - New two-lane roadway from Springhills Boulevard to Millhopper Road	Developer	$5.97
R-Z	SW 23rd Terrace Extension - Two lane extension from Archer Road to Hull Road	University of Florida	$2.39
T-W	University of Florida Transit Center	University of Florida	$6.24

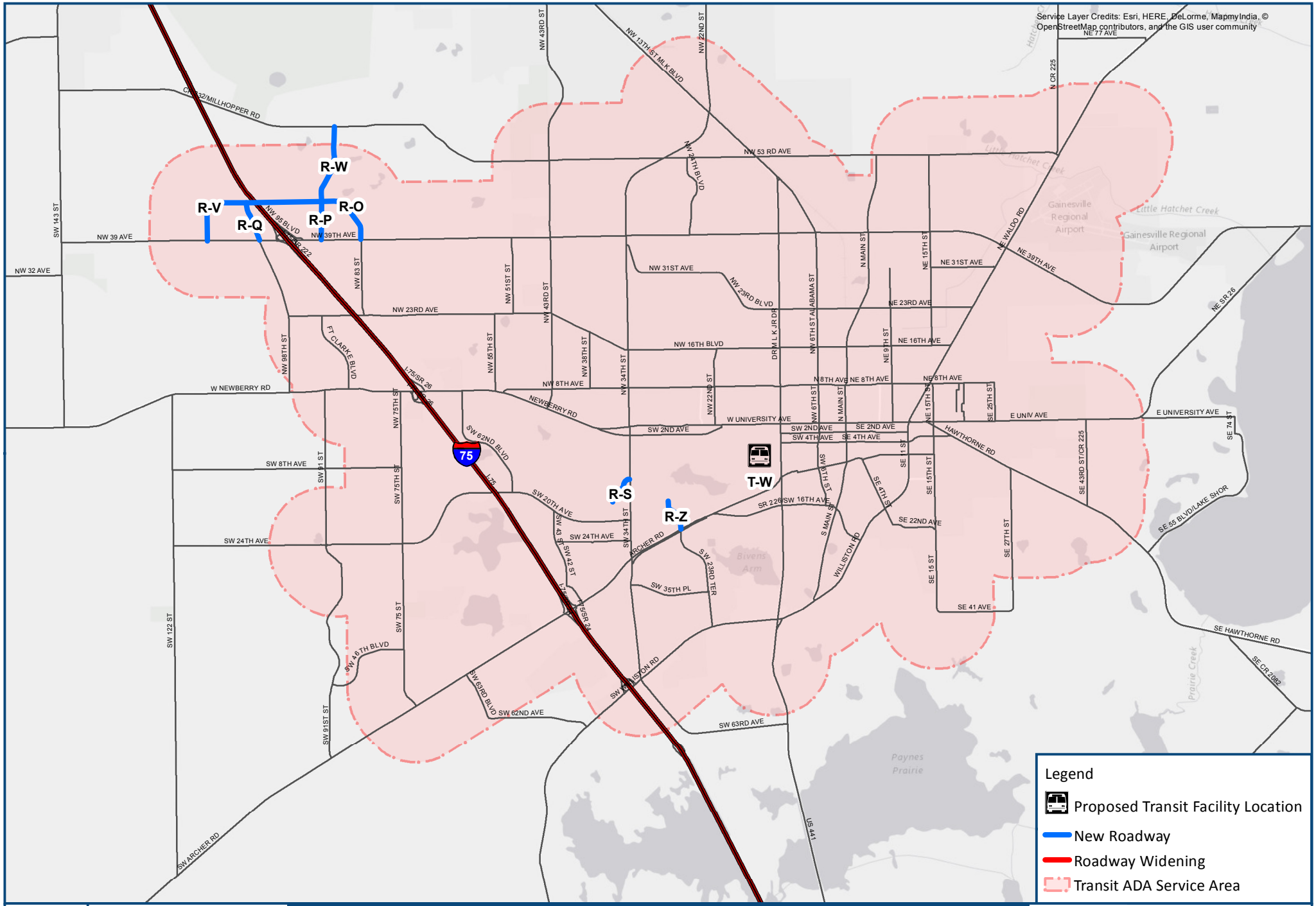

Figure 2

Year 2040 Cost Feasible Plan - Other Funded Projects

2040 Long Range Transportation Plan

Aspirational Projects

Finally, while not expected to be funded by the year 2040, the aspirational projects identified in the Year 2040 Needs Plan are included in the Year 2040 Cost Feasible Plan for illustrative purposes. These projects, described in Technical Report 6 include:

- Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street
- Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road
- Fort Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place
- Hawthorne Road - Provide dedicated transit lanes from SE 27th Street to SE 43rd Street
- Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street
- NW 15th Place - Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard
- NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road
- NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue
- NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard
- Springhills Boulevard - Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street
- SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard
- SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)
- SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road

Florida's Future Corridors

In addition to the aspirational projects identified in the Year 2040 Needs Plan, the Florida Department of Transportation has been studying the potential for new transportation corridors throughout the state. The Future Corridors initiative is a statewide effort led by the Florida Department of Transportation to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This initiative builds upon the 2060 Florida Transportation Plan which calls for planning a transportation system that maintains our economic competitiveness by meeting current and future transportation needs for moving people and freight. Five initial study areas were identified, including the Tampa Bay to Northeast Florida corridor, which may pass through Alachua County. In 2013, the Florida Department of Transportation completed a high-level concept study that assessed and identified long-term mobility and connectivity needs in the area extending from Tampa Bay to Northeast Florida. The *Tampa Bay to Northeast Florida Study Area Concept Report* from October 2013 is included as Appendix C of this report.

One of the recommendations from the Concept Study was that a more detailed evaluation be conducted to assess the feasibility of developing a multimodal transportation corridor between the northern portion of the Tampa Bay region and I-75 between Wildwood and Lake City. In response to this recommendation, the Florida Department of Transportation recently initiated the I-75 Relief Study. A future study will evaluate new and enhanced multi-modal transportation corridors beginning at I-75 and continuing to Northeast Florida.

Safety Element

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires metropolitan planning organizations to develop Safety Elements as part of their Long Range Transportation Plans to provide planning guidance on ways to improve safety in all aspects of transportation mobility. This legislation recognizes safety as a separate planning factor, and it is indeed a crucial ongoing issue affecting all modes and users. Statistics bear this out. The Florida Department of Transportation's Safety Office developed the *2015 State of Florida Highway Safety Plan* to improve the safety of Florida's surface transportation system for residents and visitors through focusing funding and other resources strategically on those problem areas where the opportunity for improvement is greatest, as measured by reductions in fatalities and serious injuries.

The Safety Element of the Year 2040 Long Range Transportation Plan begins with a discussion of the policy framework in the *2015 State of Florida Highway Safety Plan* followed by an assessment of how the Gainesville Urbanized Area has fared in comparison with other areas of the state and country regarding safety. Results show that crash rates in Alachua County are slightly lower than the majority of other counties nationwide, but safety (based on crash rates) is still a major concern, especially for vulnerable road users such as bicyclists, pedestrians, motorcyclists, and elderly users. The second section identifies the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area safety principles and strategies for guidance to address safety in future years. The third section identifies the strategies to monitor safety indicators, allocate resources most effectively to priority safety projects and programs, and coordinate with various agencies to improve overall safety on the Gainesville Metropolitan Area transportation network.

Safety Issues and Concerns

The 2015 State of Florida Highway Safety Plan provides a framework for addressing local safety issues and identifying funding sources for implementation. The Safety Office of the Florida Department of Transportation continually reviews statewide crash statistics. This office has identified several emphasis areas on which to focus efforts and resources, based on an analysis of safety problems and current resource allocation in Florida:

- Aggressive Driving
- Intersection Crashes
- Vulnerable Road Users/Bicycles and Pedestrians
- Vulnerable Road Users/Motorcyclists
- Lane Departure Crashes
- Impaired Driving
- At-Risk Drivers/Aging Road Users
- At-Risk Drivers/Teen Drivers
- Distracted Driving
- Traffic Records

The 2015 State of Florida Highway Safety Plan can be accessed at the following website:
http://www.dot.state.fl.us/safety/3-Grants/FDOT%20HIGHWAY%20SAFETY%20PLAN%202015.pdf

Data used for development of safety documents, such as crash data from Signal 4 Analytics, is accessed at the following website:
http://s4.geoplan.ufl.edu/

Additional information on emergency relief and disaster preparedness can be found at these websites:

- Florida Comprehensive Emergency Plan - http://floridadisaster.org/cemp.htm
- Emergency Support Function 1: Transportation - http://floridadisaster.org/documents/CEMP/2014/2014%20Finalized%20ESFs/2014%20ESF%201%20Appendix_finalized.pdf

Finally, state and national incident management plans can be accessed at the following websites:

- http://www.fema.gov/national-incident-management-system
- http://www.dhs.gov/interweb/assetlibrary/NIMS-90-web.pdf
- http://floridadisaster.org/documents/nrf-core.pdf

Safety in Long Range Transportation Planning

Of the ten emphasis areas identified in the *2015 State of Florida Highway Safety Plan*, several can be addressed in the transportation planning process. Safety issues can be addressed through engineering, enforcement, education, and emergency response. The transportation planning process, as utilized in long range transportation plans, primarily focuses on engineering. The effectiveness of potential safety strategies can be measured through reductions in total crashes, serious injuries, and fatalities.

A key emphasis area in Florida is vulnerable road users. For many years, the state ranked as the worst in the nation for pedestrian safety according to the National Highway Transportation Safety Administration. States were scored by the number of pedestrians fatalities per 100,000 people. Florida has been making some strides over the past few years with a concerted effort by the Florida Department of Transportation and other state agencies to address the issues. In 2014, Florida ranked as the 5th worst state, with 2.46 pedestrian fatalities per 100,000 people. In addition, the state has modified design standards in urban areas to provide safer streets for pedestrians and bicyclists.

In 2013, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area produced the "Incorporating Safety into Transportation Planning" report. The report offers guidance on methods to address safety in the planning process, and specifically, in long range transportation plans.

System Safety Principle and Strategies

As described in Technical Report 5, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted Principles and Strategies for the Year 2040 Long Range Transportation Plan. Principle 2 is **Increase safety and security for motorized and non-motorized users**. There are five strategies supporting Principle 2, and they are:

Strategy 2.1: Support projects that increase safety for all users, such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit bicycle facilities and late night transit services to deter drunk driving.

Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

Strategy 2.3: Support projects that increase security for all users of transit, such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity and adequate bicycle parking facilities.

Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services in the event of scarcity.

Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.

These strategies will help to focus safety programming and funding priorities. Performance measures and targets for each safety strategy can be identified and tracked. Potential measures, as shown on the following page, can be tracked to evaluate progress towards achieving the system safety objectives. To ensure consistency of measurements over time, coordination with the Alachua County Community Traffic Safety Team to set a current baseline data point for each measurement, update the measures, and track progress through development of its project priority lists as well as the Year 2040 Long Range Transportation Plan.

System Safety Modifications

With its ability to direct state and federal transportation funding, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area can directly influence how and where safety improvements are made in the Gainesville Metropolitan Area. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has a range of funding available for safety projects each year from various sources. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area works closely with the Alachua County Community Traffic Safety Team to identify specific safety improvement needs, projects and programs for inclusion in the Transportation Improvement Program.

Table 13: Potential Safety Performance Measures

Measures to address existing and potential safety issues

- Physical modifications (sidewalks, clearance zones, narrowing roadways, etc.)
- Education programs to make travelers more aware of safety risks and rules (defensive driving, sharing the road, "slow down/move over," etc.)
- Education and enforcement programs to reduce risky behaviors (drunk driving, seat belt use, etc.)
- Coordinate with Community Traffic Safety Team to identify projects for funding from various safety programs

Measures to increase safety, mobility, accessibility for vulnerable road users

- Construct new sidewalks, bicycle facilities, and trails
- Increase outreach and education with law enforcement, prosecutors, and judges for enforcing traffic laws relating to pedestrians, cyclists, and motorcyclists
- Adopt a Complete Streets policy to ensure the needs of all users are considered/met in roadway design

Measures to implement techniques to calm traffic and improve performance

- Implement access management strategies to encourage trucks to use alternate routes
- Review preferred truck routes through the region

Measures to improve pedestrian and bicyclist safety

- Implement a 6 E's (Engineering, Education, Enforcement, Encouragement, Evaluation & Planning, and Equity) approach to bicycle and pedestrian planning
- Provide education for both motorists and cyclists regarding rules of the road and reducing conflicts
- Support Safe Routes to Schools programs and projects to encourage children to walk to school

The Year 2040 Long Range Transportation Plan reflects an increased emphasis on transforming the transportation network in the Gainesville Metropolitan Area to a multimodal system. Safety was a major consideration early on, when the Vision, Principles and Strategies were developed. Furthermore, safety was a key component in the evaluation and ranking of the Adopted Needs Plan projects. As discussed in Technical Report 6, the Return on Investment analysis included calculating a benefit-cost ratio, which was developed in part using historic crash data on area roadways.

The Year 2040 Cost Feasible Plan designates Multimodal Emphasis Corridors on University Avenue and 13th Street and allocates funds for new roadway connectivity projects and bicycle/pedestrian projects. Additionally, all widened roadways in the Year 2040 Cost Feasible Plan will include pedestrian and bicycle facilities, and funds have been allocated for transit operations, and maintenance of the existing system through allocation of funds for resurfacing. Safety strategies are part and parcel of many complete street and multimodal projects, ranging from dedicated bike lanes and sidewalk/street buffers to access management strategies and enhanced pedestrian crossings. As part of the development of transportation projects, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its partners will collect baseline data regarding safety issues and other travel information. This will allow for before-and-after comparisons of the benefits of the implemented transportation projects.

Policy and Coordination Recommendations

Alachua County has an active Community Traffic Safety Team, which includes individuals representing law enforcement, emergency management, transportation planning and traffic engineering, medical services and others. The Alachua County Community Traffic Safety Team reviews safety concerns, promotes traffic safety programs, and reviews a list of safety concerns needing referral to the appropriate agency. The Alachua County Community Traffic Safety Team provides a forum for discussing safety issues and resolving them effectively through interagency coordination and/or funding resources from safety programs. The Alachua County Community Traffic Safety Team also participates in the Statewide Community Traffic Safety Team Coalition, which meets quarterly to share best practices among Safety Teams.

The Alachua County Community Traffic Safety Team is a Florida Department of Transportation-supported group of professionals working in agencies supporting a transportation system that is safe for people and goods. The Alachua County Community Traffic Safety Team includes representatives from:

State of Florida

- Florida Department of Transportation District 2 Traffic Operation
- Florida Highway Patrol
- University of Florida Facilities Planning & Construction
- University of Florida Police Department
- University of Florida Transportation Institute

Alachua County

- Fire Rescue
- Sheriff's Office

- Public Works Department
- School Board
- Health Department

City of Gainesville

- Bicycle/Pedestrian Advisory Board*
- Fire Rescue
- Police Department
- Public Works Department

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

* *The Bicycle/Pedestrian Advisory Board, which is staffed by the City of Gainesville, advises Alachua County, the City of Gainesville and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on bicycle and pedestrian issues.*

The Safety Team meets ten times a year to address safety issues within Alachua County. At times, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area refers transportation safety issues to the Alachua County Community Traffic Safety Team.

Evaluation of the Year 2040 Cost Feasible Plan

The Year 2040 Cost Feasible Plan is a multimodal plan that balances the growing travel demand of the Gainesville Urbanized Area with limited revenues identified for transportation projects through the year 2040. The projects identified for funding address the Long Range Transportation Plan Planning Factors identified in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and are consistent with Principles and Strategies adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Long Range Transportation Plan Planning Factors

As discussed in Technical Report 6, the Year 2040 Long Range Transportation Plan is required by the Moving Ahead for Progress in the 21st Century Act (MAP-21) to reflect consideration of the following eight planning factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.

- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

These eight planning areas, along with an increased emphasis on safety and performance-based planning were used in developing the adopted Principles and Strategies for this plan update.

Principles and Strategies

The adopted Vision Statement, Principles and Strategies for the Year 2040 Long Range Transportation Plan are the policy statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and helped guide the development of the plan update. As discussed in Technical Report 6, the Principles and Strategies were used to develop evaluation criteria used to rank the Year 2040 Needs Plan projects. The project ranking scores were used in the development of the Year 2040 Cost Feasible Plan, thereby tying those projects directly back to the Principles and Strategies. Table 14 provides a matrix showing how each of the projects relate to the Principles and Strategies.

System Performance of the Plan

As with the Year 2040 Needs Plan, the adopted Year 2040 Cost Feasible Plan was coded into the Gainesville Urban Area Transportation Study regional travel demand model. As shown on Table 15, performance measures from the model were summarized and compared against the Year 2010 base year network, the Year 2040 Existing-plus-Committed network, and the Year 2040 Needs Plan network. As expected, the model results were generally less positive than the results of the Year 2040 Needs Plan network, but better than the Year 2040 Existing-plus-Committed network. Figure 3 depicts projected congestion and roadway deficiencies in the year 2040 assuming all fully-funded cost feasible projects are completed.

Table 14: Year 2040 Cost Feasible Plan Vision, Principles and Strategies Consistency Matrix

Priority	Project Map Reference	Year 2040 Cost Feasible Plan Project Description* [Funding In Millions of Year 2014 Dollars]	Principles	Strategies
Strategic Intermodal System [$5.10 Million Available]				
1	S-A	Interstate 75 - Interchange Modification - Operational Improvement at State Road 121 [$5.10]	P-1, P-2, P-3	1.3, 2.1, 2.2, 3.3
State Highway System [$57.30 Million Available]				
1	BP-I	US 441 (West 13th Street)Multimodal Emphasis Corridor Study [$2.10]	P-2, P-4, P-5	2.1, 2.3, 4.2, 5.2
2	BP-J	State Road 26 (University Avenue)Multimodal Emphasis Corridor projects [$6.00]	P-2, P-4, P-5	2.1, 2.3, 4.2, 5.2
3	BP-H	State Roads 24/331 (Waldo/Williston Roads)Pedestrian Safety Modifications [$2.94]	P-2	2.1
4	R-H, R-I, R-J	State Road 121 (West 34th Street)Safety and Capacity Enhancements [$33.56]	P-2, P-3	2.1, 2.2, 2.3, 3.1
5	R-A	State Road 24 (Archer Road)Widen to four lanes [$12.70^]	P-2, P-3	2.1,.3.1
Surface Transportation Program [$21.10 Million Available]				
1	R-CC	SW 62nd Boulevard Four-lane extension - $27 million project [$9.00^]	P-1, P-2, P-4	1.1, 1.2, 1.3, 2.1, 4.2
2	R-DD	SW 62nd Boulevard Widen to four lanes - $18.2 million project [$0.25 design only^]	P-1, P-2, P-4	1.1, 1.2, 1.3, 2.1, 4.2
3	-	Alachua County Pavement Management Projects - Resurface County Roads [$10.55]	P-7	7.1
4	-	City of Gainesville Pavement Management Projects - Resurface City Roads [$1.30]	P-7	7.1
Transportation Alternatives Program [$4.94 Million Available]				
1	-	Bicycle/Pedestrian Program - Miscellaneous bicycle and pedestrian projects [$4.94]	P-4	4.2
Transit [$46.90 Million Available]				
1	-	Regional Transit System - Maintain existing transit service systemwide [$52.70]	P-3, P-7	3.1, 7.1
Local Projects [Alachua County/City of Gainesville/University of Florida/Developer-Funded]				
-	R-O	NW 83rd Street - Two-lane extension [$10.75]	P-1, P-3, P-6	1.1, 1.2, 1.3, 3.1, 6.1
-	R-P	NW 91st Street - Two-lane extension [$2.99]	P-1, P-3, P-6	1.1, 1.2, 1.3, 3.1, 6.1
-	R-Q	NW 98th Street - Two-lane extension [$5.59]	P-1, P-3, P-6	1.1, 1.2, 1.3, 3.1, 6.1
-	R-S	Radio Road Extension - Two-lane extension [$3.24]	P-1, P-3, P-6	1.1, 1.2, 1.3, 3.1, 6.1
-	R-V	Springhills Boulevard - New two-lane roadway [$5.97]	P-1, P-3, P-6	1.1, 1.2, 1.3, 3.1, 6.1
-	R-W	Springhills Connector - New two-lane roadway [$5.97]	P-1, P-3, P-6	1.1, 1.2, 1.3, 3.1, 6.1
-	R-Z	SW 23rd Terrace Extension - Two lane extension [$2.39]	P-1, P-3, P-6	1.1, 1.2, 1.3, 3.1, 6.1
-	T-W	University of Florida - Transit Center [$6.24]	P-3	3.1

* All projects are consistent with the Vision Statement

^ Partial Funding

Table 15: Year 2040 Cost Feasible Plan Model Comparison

Performance Measure	2010 Base Year Network	2040 Existing-plus-Committed Network	Adopted 2040 Needs Plan Network	Adopted 2040 Cost Feasible Plan Network
Total Daily Vehicle Miles Traveled	7,645,368	10,724,823	10,590,824	10,738,848
Daily Vehicle Miles Traveled Per Capita	30.91	35.12	34.68	35.16
Annual Hours of Delay Per Road Traveler-Alachua County	4.6	17.9	12.8	17.3
Daily Minutes of Delay Per Road Traveler – Major Corridors				
Archer Road (Tower Road to SW 13th)	NA	3.40	2.66	3.79
Newberry/University (NW 98th to NW 34th)	NA	1.57	0.74	1.33
University Avenue (NW 34th to Waldo)	NA	0.58	0.73	0.49
SW 34th Street (Archer to University)	NA	0.96	0.86	0.95
NW 34th Street (University to NW 13th)	NA	1.36	0.84	1.39
SW/NW 13th Street (Archer to NW 34th)	NA	1.72	1.26	1.59
Williston Road (SW 62nd to University)	NA	1.47	1.30	1.49
Waldo Road (University to NE 39th)	NA	0.63	0.53	0.59
NW/NE 39th Avenue (NW 98th to Waldo)	NA	1.72	1.23	1.55
Commute Mode Share - Drive Alone	71.8%	72.1%	71.8%	72.1%
Commute Mode Share - Car Pool	12.4%	12.5%	12.4%	12.5%
Commute Mode Share - Transit	7.2%	7.4%	7.9%	7.4%
Commute Mode Share - Non-Motorized	8.6%	8.0%	7.9%	8.0%
Total Transit Ridership	33,964	43,929	46,440	43,774

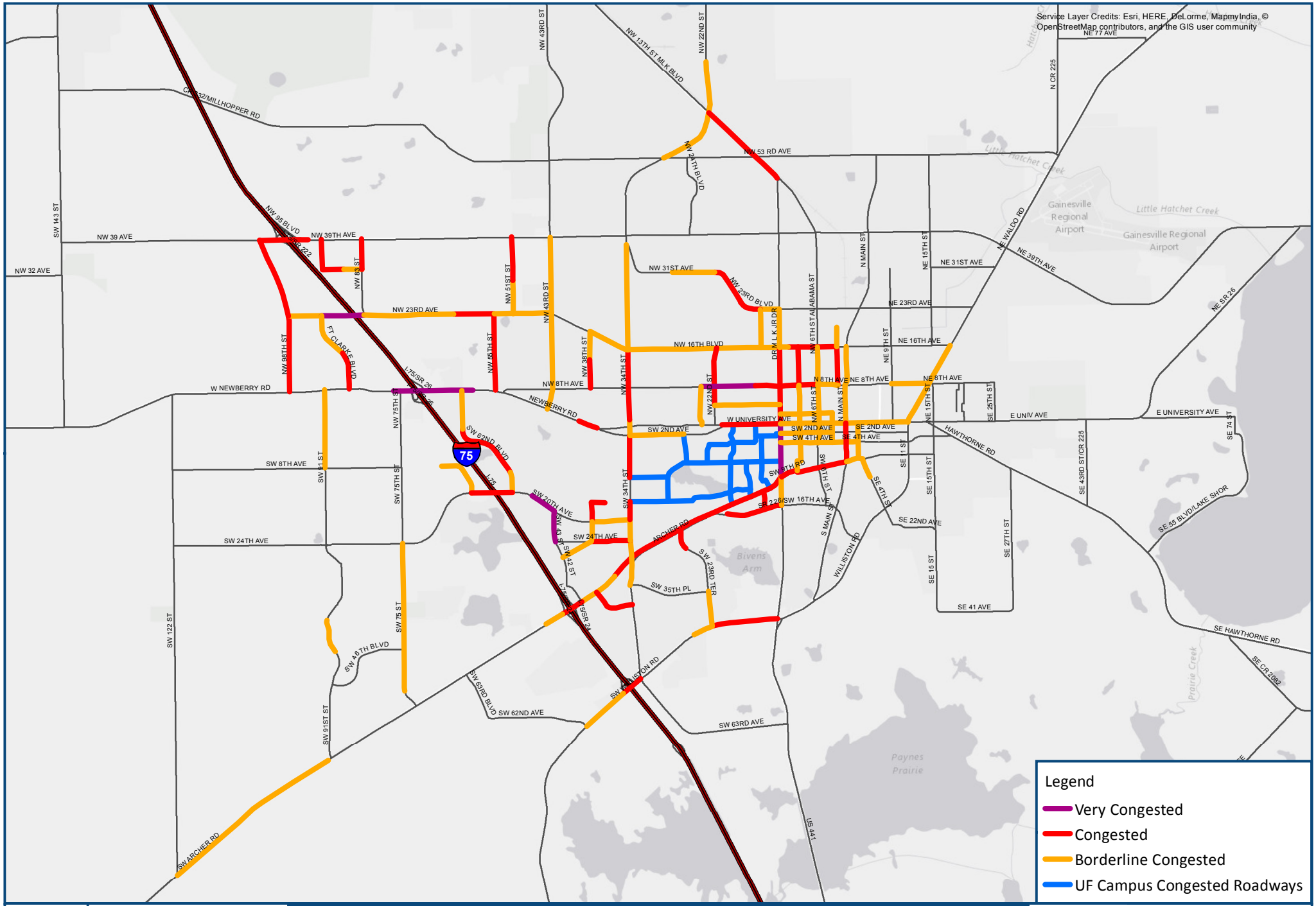

Figure 3

Year 2040 Cost Feasible Model Deficiencies

2040 Long Range Transportation Plan

Implementation of the Year 2040 Long Range Transportation Plan

Even though the Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area is now adopted, there are many steps remaining before projects can be constructed. Projects must continue to be prioritized, funding identified, effects to the social and physical environment must be evaluated in more detail, engineering plans need to be prepared, and in some cases right of way will need to be acquired.

Prioritization of Projects

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area included a prioritization ranking of projects when they adopted the Year 2040 Cost Feasible Plan. This prioritization serves as a guide to the Florida Department of Transportation, the City of Gainesville, and Alachua County regarding the importance of each project in the plan. In order to move projects forward to implementation, they must be included in the annual List of Priority Projects adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Currently, the adopted Year 2035 Cost Feasible Plan projects and priorities are included in the Metropolitan Transportation Planning Organization's List of Priority Projects as an appendix. The adopted Year 2040 Cost Feasible Plan projects and priorities will be included in the update to the List of Priority Projects, expected to be adopted in the summer of 2016.

Phasing of Projects

As projects identified in long range transportation plans move into implementation, funding and other constraints may require some projects to be phased. For the Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area, phasing will be necessary to implement all of the projects identified on the multimodal emphasis corridors. Furthermore, it is likely that the widening of State Road 24 (Archer Road), as well as the modifications to State Road 121 (W. 34th Street), will be built in segments. Finally, initial funding limitations may constrict full implementation of the SW 62nd Boulevard extension, meaning that it could initially be constructed as a two-lane facility. It is still the intent of this plan and of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that SW 62nd Boulevard be a four-lane facility by the year 2040.

Environmental Mitigation

Transportation projects can significantly impact many aspects of the environment including wildlife and their habitats, wetlands, and groundwater resources. In situations where impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation and/or preservation projects that serve to offset unavoidable environmental impacts. The mitigation of environmental impacts are addressed in the Florida Department of Transportation's Project Development and Environment Manual, which implements the National Environmental Policy Act of 1969 and related legislation for projects that may use federal funds or require a federal action. These procedures also apply to major projects where state revenues are used.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is committed to minimizing and mitigating the negative impacts of transportation projects on the natural and built environment in order to preserve and enhance the quality of life. Environmental mitigation for transportation projects in Florida is completed through a partnership between metropolitan planning organizations, the Florida Department of Transportation, state and federal environmental resource and regulatory agencies, such as the Water Management Districts, and the Florida Department of Environmental Protection. These activities are directed through Section 373 of Florida Statutes, which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation requirements for habitat impacts.

The Florida Department of Transportation maintains wetland mitigation plans with all of the Water Management Districts. As outlined in Section 373.41337 of Florida Statutes, each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current work program of the respective Florida Department of Transportation districts, and project lists of any transportation authority in the region.

The Legislature recognized in the establishment of this program that *"environmental mitigation for the impact of transportation projects proposed by the Department of Transportation or a transportation authority can be more effectively achieved by regional, long-range mitigation planning rather than on a*

project-by-project basis. It is the intent of the Legislature that mitigation to offset the adverse effects of these transportation projects be funded by the Department of Transportation and be carried out by the water management districts, including the use of mitigation banks established pursuant to this part…"

Planning for specific environmental mitigation strategies over the life of the long range transportation plan can be challenging. As discussed in Technical Report 6, initial environmental analyses of the Year 2040 Needs Plan projects were conducted using the Florida Department of Transportation's Environmental Screening Tool. As projects in the Year 2040 Cost Feasible Plan are advanced, the Efficient Transportation Decision Making process should be used to seek input on potential effects to the social and physical environment. Coordination with local, regional, state, and federal resource and regulatory agencies is a major component of the process, and if impacts are identified as a result of a proposed project, mitigation may be required. Specific project level mitigation requirements are determined through the Environmental Resource Permit process administered by the St. Johns River Water Management District. The applicable mitigation banks for this region, which includes several water management districts, are shown on Figure 4.

Assurances for the Year 2040 Long Range Transportation Plan

This section details assurances made by the Metropolitan Transportations Planning Organization for the Gainesville Urbanized Area for the Year 2040 Long Range Transportation Plan. Required elements in the development of the Year 2040 Cost Feasible Plan were addressed as follows:

- The proposed Year 2040 Cost Feasible Plan was compared with the Year 2040 Needs Plan using the evaluation criteria established and documented in Technical Report 6. This evaluation included an impact analysis and identification of transportation programs/projects included in the Year 2040 Needs Plan, but excluded from the Year 2040 Cost Feasible Plan due to revenue constraints.
- The Year 2040 Cost Feasible Plan includes projects to accomplish the Vision, Principles and Strategies identified in Technical Report 5.
- Funding identified in the Financial Resources Technical Memorandum from possible funding source(s) were reviewed and considered for inclusion in the Year 2040 Cost Feasible Plan. Should additional funding resources become available, the Year 2040 Cost Feasible Plan will be amended accordingly.

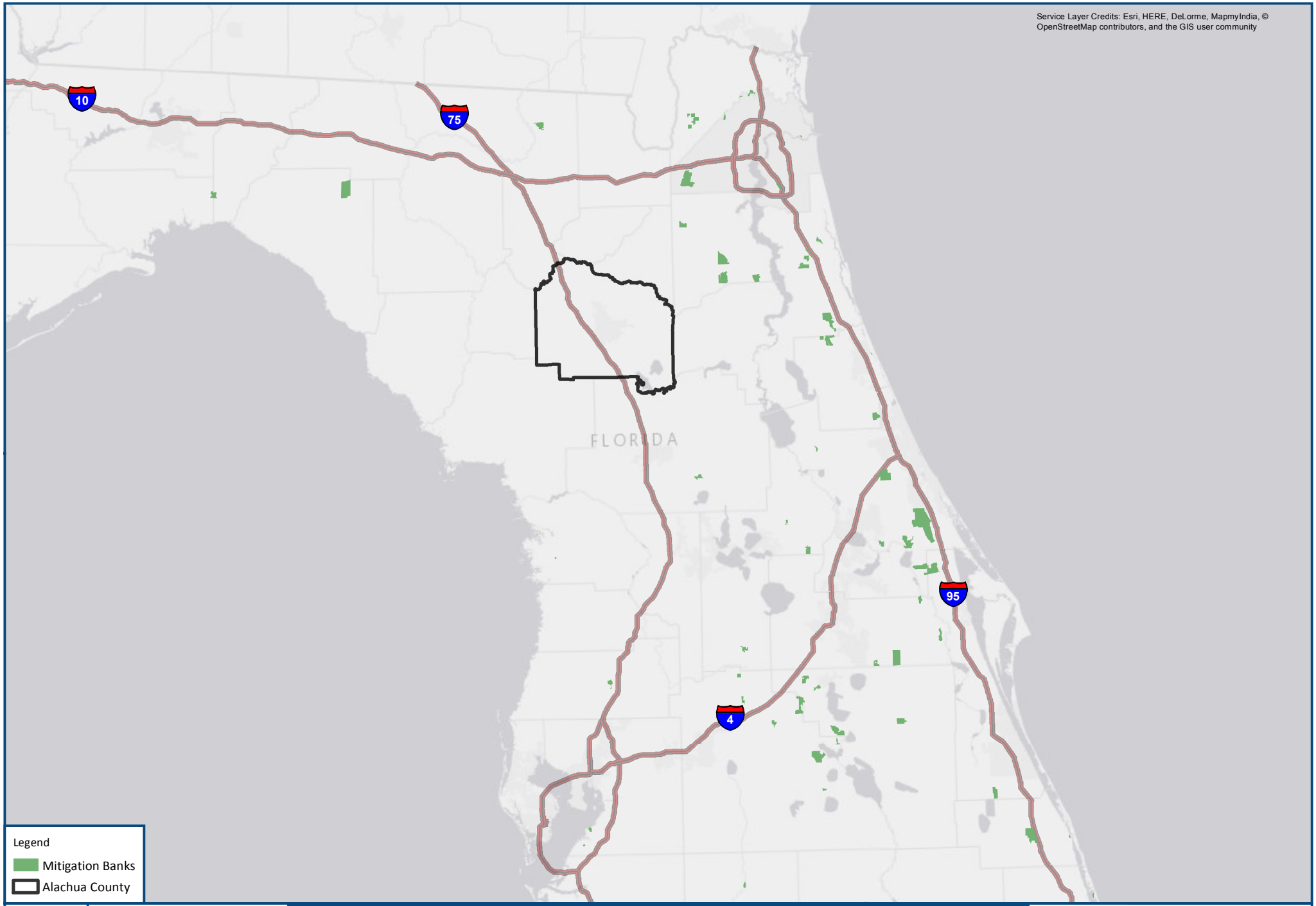

Figure 4

Regional Mitigation Banks

2040 Long Range Transportation Plan

- The Year 2040 Cost Feasible Plan includes a Safety Element. As required in 23 Code of Federal Regulations 450.322, the Safety Element addresses the priorities, goals, countermeasures or projects contained in the Strategic Highway Safety Plan required under 23 United States Code 148. The Safety Element addresses emergency relief and disaster preparedness plans and strategies and policies that support homeland security and established incident management plans.
- As required by Moving Ahead for Progress in the 21st Century Act (MAP-21), the development of the Year 2040 Cost Feasible Plan considered the following planning factors:
    A. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
    B. increase the safety of the transportation system for motorized and non-motorized users;
    C. increase the security of the transportation system for motorized and non-motorized users;
    D. increase the accessibility and mobility of people and for freight;
    E. protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
    F. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
    G. promote efficient system management and operation; and
    H. emphasize the preservation of the existing transportation system.

- Maintenance of the current funding and management structure is the strategy applied to the Year 2040 Cost Feasible Plan that adequately address operations and management for both the transit and highway network. Performance measures for transportation systems operations and management, with the focus on mobility and safety have been developed.
- The Year 2040 Cost Feasible Plan includes both long-range and short-range strategies/actions that support the existing integrated multimodal transportation system to facilitate the safe efficient movement of people and goods in addressing current and future transportation demand.
- The Year 2040 Cost Feasible Plan includes the following items as required by Moving Ahead for Progress in the 21st Century Act (MAP-21), 23 Code of Federal Regulations 450.322 and Florida Statutes 339.175:

1. The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan were identified and considered [10.74 million vehicle miles travelled annually];
2. Existing and proposed transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan are shown in Figure 1;
3. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods were considered;
4. Capital investment and other strategies were assessed in order to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs;
5. All proposed modifications were described in sufficient detail to develop cost estimates;
6. Environmental mitigation activities that may have the greatest potential to restore and maintain the environmental functions affected by the proposed Year 2040 Cost Feasible Plan were addressed;
7. Pedestrian walkway and bicycle transportation facilities were included in the Year 2040 Cost Feasible Plan;
8. Strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse emissions were considered; and
9. The Year 2040 Cost Feasible Plan projects were evaluated with regard to the State conservation plans and maps or inventories of natural resources.

- The Year 2040 Cost Feasible Plan includes performance measures and targets. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is coordinating with the Florida Department of Transportation with regard to system performance reporting.
- The Year 2040 Cost Feasible Plan includes a matrix that shows the consistency between each project and the Vision, Principles and Strategies.
- The Year 2040 Cost Feasible Plan uses Fiscal Year 2013/2014 as the base fiscal year and Fiscal Year 2039/2040 as the horizon fiscal year. All projects and their funding, from the base year to the horizon year, are identified.

- The Year 2040 Cost Feasible Plan cost estimates are provided for the operations and maintenance activities are identified for the State Highway System. Local facilities are budgeted annually, so there are no local facility operations and maintenance forecasts. However, as discussed earlier in this report, transit revenues have been allocated to operations and maintenance of the City of Gainesville Regional Transit System, and Surface Transportation Program revenues have been allocated for resurfacing projects on local roadways.
- The Year 2040 Cost Feasible Plan capacity and regionally significant projects address total project costs by implementation phase in year of expenditure dollars.
- The Year 2040 Cost Feasible Plan projects are listed in five-year band increments (based upon year of need). Estimates are summarized for the following five-year periods: 2016-2020, 2021-2025, 2026-2030 and 2031-2040.
- Revenues to support the costs associated with the work/phase are demonstrated in the Year 2040 Cost Feasible Plan. Each project includes an estimate of the cost and source of funding for each phase of the project being funded.
- Federal and state participation in the Year 2040 Cost Feasible Plan is shown on each project, as applicable. Projects within the first ten years are notated to identify which projects are planned to be implemented with federal funds.
- For highway projects, the Year 2040 Cost Feasible Plan addresses potential environmental mitigation activities and opportunities which are developed in consultation with federal and state wildlife, land management and regulatory agencies. Since there are no transit capital projects in the Year 2040 Cost Feasible Plan, transit environmental benefits would most likely occur by mode shift.
- Regionally significant projects are included in the Year 2040 Cost Feasible Plan to address and mitigate traffic congestion and provide for the safe mobility of people and goods.
- The Year 2040 Cost Feasible Plan document was prepared in a manner that balances length, clarity and graphics to be user-friendly.
- The Year 2040 Cost Feasible Plan includes procedures which document how modifications to the long range transportation plan are addressed after adoption. The procedures specifically explain what qualifies as a modification as opposed to an amendment. These procedures are detailed later in this report.

Several additional elements are required for the adoption of the Year 2040 Cost Feasible Plan. They were addressed as follows:

- The proposed Year 2040 Cost Feasible Plan was reviewed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Citizens Advisory Committee, Technical Advisory Committee and Bicycle/Pedestrian Advisory Board. The proposed Year 2040 Cost Feasible Plan was presented to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area at a public hearing.
- The proposed Year 2040 Cost Feasible Plan included a financial plan that demonstrates how the adopted transportation plan can be implemented.
- The Year 2040 Cost Feasible Plan included an estimate of unfunded costs in base year dollars.
- On October 5, 2015, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received a presentation from its staff and consultant on the proposed Year 2040 Cost Feasible Plan, including a discussion of the process by which the plan was developed. The presentation included graphics, visual aids and handout materials. Also on October 5, 2015, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area conducted a public hearing. A video recording of the public hearing is maintained by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.
- On October 5, 2015, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted the Year 2040 Cost Feasible Plan. The adopted Year 2040 Cost Feasible Plan, including all supporting analyses and Geographic Information System materials are available at the following website:

  http://ncfrpc.org/mtpo/LRTP.html
- The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provided copies of the adopted Year 2040 Cost Feasible Plan to the Governor, the Florida Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

Revisions to the Year 2040 Long Range Transportation Plan

In addition to updating the long range transportation plan every five years, there may be times when a metropolitan planning organization needs to revise their plan. The Code of Federal Regulations defines two different types of revisions: administrative modifications and amendments. Administrative modifications to long range transportation plans include minor changes to project costs, phasing, and funding sources. An administrative modification does not require public review or public comment. Major revisions to long range transportation plans are handled as amendments. They include adding or

removing projects from the plan as well as major changes in scope to projects currently in the plan, project costs, and project phasing. Amendments require public review and comment, and a re-demonstration of fiscal constraint. Note that changes to illustrative / aspirational projects do not require an amendment.

Long range transportation plans can be amended at any time and there are no restriction on the number of amendments a metropolitan planning organization can make to an adopted plan. Furthermore, there is no requirement to extend the planning horizon as part of a long range transportation plan amendment, as this is only required during the plan update process. Finally, Florida Statute requires that any amendments to long range transportation plans be adopted through a recorded roll call or hand-counted vote of a majority of the members present.

Summary

The Year 2040 Long Range Transportation Plan developed through a shared vision of how transportation access and mobility can shape future development of the City of Gainesville and Alachua County. Potential Year 2040 Needs Plan projects were identified based on the Vision, Principles and Strategies adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The Vision Statement is: *A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.* The Principles supporting the vision address economic vitality, safety and security of the transportation system, increased access and mobility, protection of the environment and improved quality of life, enhanced connectivity, efficient management and operation and preservation of the existing transportation system.

The Year 2040 Needs Plan was adopted on June 1, 2015, with the total cost of all projects estimated to be approximately $500 million in current (Year 2014) dollars. Following adoption, the project team began developed evaluation criteria, scored the Year 2040 Needs Plan projects, and produced rankings. The rankings were used by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to prioritize projects, as less than $82 million was identified in available transportation revenues through the year 2040. In selecting projects for inclusion in the Year 2040 Cost Feasible Plan, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area relied on

technical analyses as well as input from the public and its advisory committees on how projects could support the Vision, Principles and Strategies.

The Year 2040 Cost Feasible Plan was adopted on October 5, 2015. The plan is fiscally constrained to not exceed projected revenues, and funds are allocated to maintaining the existing transportation system, enhancing connectivity, and ensuring a multimodal emphasis on key corridors in the City of Gainesville. Project costs were inflated to year of expenditure, reflecting the anticipated timing of future revenues from state and federal funding sources. Phasing for each of the Year 2040 Cost Feasible Plan projects was also identified to align with the revenue phases and availability of funds. Performance of the Year 2040 Cost Feasible Plan was compared with the Year 2010 Base, Year 2040 Existing-plus-Committed, and Year 2040 Needs Plan using the Gainesville Urbanized Area Transportation Study travel demand model.

Finally, the Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area meets all state and federal requirements. It addresses the planning factors from the Moving Ahead for Progress in the 21st Century Act (MAP-21), includes a safety element, identifies performance measures and targets, addresses environmental mitigation, and includes procedures for amending the plan.

Appendix A: Financial Resources Technical Memorandum

Prepared for:

Metropolitan Transportation Planning Organization

for the

Gainesville Urbanized Area

2040 Long Range Transportation Plan

FINANCIAL RESOURCES

Prepared by:

ATKINS

May 8, 2014

Metropolitan Transportation Planning Organization

For the Gainesville Urbanized Area

YEAR 2040 LONG RANGE TRANSPORTATION PLAN

FINANCIAL RESOURCES

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.

May 8, 2014

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EXECUTIVE SUMMARY

This Technical Memorandum documents the financial resources and revenues available for consideration in developing the fiscally-constrained 2040 Long Range Transportation Plan. The technical memorandum presents financial resources that are both committed and potential transportation revenues at the federal, state, and local level, including funding sources dedicated to existing maintenance and operations activities for various types of transportation facilities and services in the community. This memo serves as the basis for defining the revenues available for capital transportation projects to be included in the Cost Feasible Plan. In order to meet federal requirements of the Moving Ahead for Progress in the 21st Century Act (MAP 21), all revenues are expressed in year of expenditure (YOE) dollars to reflect the rate of inflation. The use of YOE dollars may present an appearance of a greater availability of funds, but this is not necessarily the case.

The 2040 Long Range Transportation Plan's (LRTP) 22-year total for state and federal revenue sources is $152.3 million for highways and some transit projects (SIS, Flex, and Highway), in inflation-adjusted revenues, plus an additional $84.4 million for only transit, for a total of $236.7 million, as shown below in Table 1a. These sources are those that have historically been considered by the MTPO during preparation of the LRTP.

Table 1a: Capacity Program Estimates

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Capacity Programs	2040 Revenue Forecast				
	2019-2020	2021-2025	2026-2030	2031-2040	22 Year Total
SIS Highways Construction & ROW	$0.0	$0.1	$8.0	$0.0	$8.1
Other Arterials Construction & ROW	$14.5	$32.3	$30.6	$66.8	$144.2
Transit	$7.1	$18.2	$19.1	$40.0	$84.4
Total Capacity Programs	**$21.6**	**$50.6**	**$57.7**	**$106.8**	**$236.7**

See Table 2 and guidance in the *2040 Revenue Forecast Handbook* for use of these funds.

This Technical Report will provide information for the 2040 Cost Feasible Plan by presenting a summary of traditional revenue sources, alternative revenue sources, and forecasted revenues anticipated for the Gainesville MTPO Region through the year 2040. This report outlines existing Federal and state sources of revenue for funding transportation improvement projects, alternative revenue sources that are available to local governments, and identifies the procedures for estimating forecasted revenues and the anticipated revenue amounts.

Existing Revenue Sources

Transportation funding sources based on motor vehicle fuel taxes tend to fluctuate with changes in fuel prices and fuel consumption. While most taxes are not tied to fuel prices, when gas prices go up, consumption tends to go down and thus tax revenues decline. Traditional transportation revenue sources are no longer considered constant over extended periods. One reason for this is an increase in the unwillingness of state and local elected officials to modify fuel-taxing levels. Another reason is the realization that transportation facilities throughout Florida are in need of improvement, and available sources are scarce to accomplish major transportation projects.

Two primary sources of transportation revenue were considered for this plan update, federal and state sources. Below is a brief discussion on each.

Federal Funding Sources

Federal funding for transportation in the North Central Florida region consists primarily of distributions from the Federal Highway Trust Fund. The Federal government imposes taxes on gasoline, diesel fuel, special fuels, neat alcohol, compressed natural gas, gasohol, tires, truck and trailer sales, and heavy vehicle use. Revenues from these federal taxes are deposited into either the Highway Account or the Mass Transit Account of the Federal Highway Trust Fund. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) distribute the funds in the Highway Account and the Mass Transit Account to each state through a system of formula grants and discretionary allocations.

Federal excise taxes on fuel have been adjusted several times over the past 50 years. Currently, the motor fuel tax on gasoline is 18.4 cents per gallon. Tax on diesel fuels is currently 24.4 cents per gallon and the tax on neat alcohol is set at 9.25 cents per gallon. Table 1 depicts the rates for all fuels and other user fees as of September 2008.

Table 1: Federal Highway User Fees

User Fee	Tax Rate (Cents per Gallon)	Distribution of Tax (Cents per Gallon)			
		Highway Trust Fund		Leaking Underground Storage Tank Trust Fund	General Fund
		Highway Account	Mass Transit Account		
Gasoline	18.4	15.44	2.86	0.1	4.3
Diesel and Kerosene Fuel	24.4	21.44	2.86	0.1	4.3
Special Fuels	18.3	12.0	2.0	-	4.3
Liquefied Petroleum Gas	13.6	11.47	2.13	-	-
Liquefied Natural Gas	11.9	10.04	1.86	-	-
Gasohol	18.4	15.44	2.86	0.1	-
Compressed Natural Gas	4.3	3.44	0.86	-	4.3

Source: FHWA Office of Highway Policy Information, Highway Statistics 2007, Table FE-21B. September 2008.

State Fuel Taxes

The state highway fuel tax was initiated in 1921 at the rate of one cent per gallon. Periodic increases occurred until 1971, when the rate changed to eight cents per gallon. The proceeds of this fuel tax were shared equally between FDOT and local governments. In April 1983, FDOT's share of the state fuel tax was repealed. The remaining four cents continues to be distributed to counties (three cents per gallon) and municipalities (one cent per gallon).

Fuel Sales Tax

In place of the repealed FDOT share of the state fuel tax, a "sales tax" was applied on all gasoline and diesel fuels. The revenue generated by the "sales tax" is distributed to FDOT. The application of this tax to fuel sales differs considerably from the method used on all eligible sales. Whereas a sales tax is typically applied against the total amount of a retail sale at the time of the purchase, the "sales tax" on fuel is applied at the wholesale point of distribution against a legislated retail price per gallon. Currently, the state fuel sales tax is 12.1 cents per gallon.

Taxes for Local Government Distribution

As stated above, the remaining four cents per gallon of state fuel tax continues to be distributed to local governments and consists of three distinct elements. These include the following:

Constitutional Gas Tax

A state tax of 2 cents per gallon on motor fuel is levied and distributed to Florida counties based on a formula contained in the State Constitution. The priority for the proceeds of the Constitutional Gas Tax is to meet the debt service requirements, if any, on local bond issues.

Any remaining resources are credited to the counties' transportation trust funds. Eighty percent of the surplus may be distributed to FDOT for the construction and maintenance of state roads and bridges. The remaining 20 percent of resources may aid Boards of County Commissioners on county road and bridge projects.

County Gas Tax

The county gas tax is levied on motor fuel at the rate of 1 cent per gallon. The proceeds are to be used by counties for transportation-related expenses, including the reduction of bond indebtedness incurred for transportation purposes. It is the legislative intent that these proceeds be used for such purposes in order to reduce the burden of county ad valorem taxes. The proceeds are allocated to each county via the same distribution formula used for distributing the constitutional fuel tax.

Municipal Gas Tax

Revenues from this one cent per gallon are transferred into the Revenue Sharing Trust Fund for Municipalities. Municipal Gas Tax revenues may be used for transportation-related

expenditures within incorporated areas. These include the purchase of transportation facilities and rights-of-way, construction, or maintenance of roads.

State Comprehensive Enhanced Transportation System (SCETS) Tax

The State Comprehensive Enhanced Transportation System (SCETS) Tax was initially set in each county at two-thirds of all local option fuel taxes that existed in each county. For example, in counties where six cents of Local Option Gas Tax were levied, the SCETS Tax was equal to four cents. While the proceeds of the SCETS Tax are not shared directly with local governments, they must be spent in the respective FDOT District, and to the extent feasible, in the county in which they were collected.

Table 2 shows a summary of all fuel and vehicle taxes that are collected at the state level.

Table 2: Summary of State of Florida Taxes and Fees

Source	Rate
Fuel Sales Tax	12.1 cents per gallon
Local Government Taxes	
Constitutional Tax	2.0 cents per gallon
County Tax	1.0 cents per gallon
Municipality Tax	1.0 cents per gallon
SCETS Tax	6.7 cents per gallon
Other Fuel Taxes/Fees	
Aviation Fuel Tax	6.9 cents per gallon
Motor Vehicle License Tax	Varies
Title Fee	$24.00 per title[1]
Rental Car Surcharge	$2.00 per day[1]
Coastal Protection Tax	0.048 cents per gallon
Water Quality Tax	0.12 cents per gallon
Inland Protection Tax	1.9 cents per gallon
Agricultural Inspection Tax	0.125 cents per gallon

[1]*Only a portion of the revenues generated by the Title Fee and the Rental Car Surcharge go to the State Transportation Trust Fund.*

Alternative Revenue Sources

Beyond the traditional federal and state fuel taxes, several optional revenue sources are available for funding transportation improvement projects. These alternative revenue sources are the first local option gas tax, the second local option gas tax, and the Ninth-Cent gas tax.

Additional sources consist of the Local Government Infrastructure Surtax, Toll Revenues, Bond Issues, Impact Fees, Municipal Services Taxing Units, the Transportation Outreach Program, and the County Incentive Grant Program. ***Historically local governments have used these funds for operations and maintenance programs.***

Local Option Gas Taxes (LOGT)

In 1983, the Florida Legislature provided local governments with a major new source of revenue called the Local Option Gas Tax (LOGT). Up to 11 cents per gallon may now be levied to help fund a variety of transportation projects. These include the First LOGT (six cents) enacted in 1983, and the second LOGT (five cents) enacted in 1993.

First LOGT (Six Cents)

A Local Option Gas Tax of up to six cents per gallon may now be levied for a maximum duration of 30 years. Implementation of one to six cents per gallon tax requires only a simple majority vote of the county commissioners. The proceeds of the tax must be shared with municipalities, either by a mutually agreed upon distribution scheme or, if agreement cannot be reached, by using a formula contained in the Florida Statutes. The formula requires the distribution of tax proceeds to be based on the transportation expenditures of each local government for the preceding five fiscal years, as a proportion of the total of such expenditures for the county and all municipalities within the county.

Local governments may pledge revenues from any portion of the First Local Option Gas Tax to repay state bonds issued on their behalf. In addition, a local government must use First Local Option Gas Tax revenues for transportation expenditures on the state or local highway systems or transit-oriented capital purchases or operations. Transportation expenditures include right-of-way activities, roadway maintenance, and the construction of roads. Alachua County currently charges six cents per gallon on diesel, gasoline, and gasohol.

Second LOGT (Five Cents)

The 1993 Florida Legislature extended the scope of the Local Option Gas Tax to include an additional fuel tax of up to five cents per gallon on motor fuel, including gasohol. Diesel fuel is not subject to this tax. Implementation of the second tax of one to five cents per gallon requires a majority plus one vote of the county commissioners. The proceeds of the tax must still be shared with municipalities, either by a mutually agreed upon distribution scheme, or by using the state formula. Pursuant to Section 336, Florida Statutes, local governments may only use revenues from the tax for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted comprehensive plan. The Second Local Option Gas Tax is currently being collected in Alachua County.

The tax may be relieved with a majority vote of the governing body of the county and provided that a redetermination of the method of distribution is established pursuant to F.S. 336.025.

Ninth-Cent Gas Tax

The Ninth-Cent Gas Tax was initially authorized in 1972 by the Florida Legislature. The tax is limited to one cent per gallon on highway fuels. Originally, the tax could be proposed by a county's governing body, but it had to be approved by the electorate in a countywide referendum. The 1993 Florida Legislature allowed a county's government body to impose the tax by a majority plus one vote of its membership, without holding the referendum.

Counties are not required to share revenue from the Ninth-Cent Gas Tax with municipalities; however, the proceeds of the tax may be shared with cities in whatever proportion is mutually agreed upon, and used for county or municipal transportation purposes. Alachua County currently charges a ninth-cent tax on all motor fuels.

Toll Revenues

Tolls may be collected on highways, bridges, and tunnels and can provide support for street and highway budgets. Revenues generated by tolls are normally sufficient to cover capital improvements and maintenance for the facilities where the tolls are being collected.

Advantages of tolls include the equitable, user-based nature of the charge and the fact that substantial revenue can be produced. Advances in technology have created additional advantages with electronic toll collection, debit toll accounts, transponders, bar code readers, etc. These innovations reduce the need for large toll collection plazas and have the ability to keep traffic moving through the toll plaza at a high rate of speed, in some cases up to 55 mph. No tolls are currently collected in Alachua County.

Bond Issues

Local governments are given the authority to issue General Obligation and Revenue Bonds. General Obligation Bonds are secured by full faith and credit of the issuer (a pledge of the issuer's ad valorem taxing power). Revenue bonds are payable from a specific source of revenue and do not pledge the full faith of the issuer. These bonds must be approved by popular vote and can be used to fund major transportation projects. There are currently no outstanding bond issues in Alachua County.

Impact Fees / Local Government Transportation Concurrency

Transportation / roadway impact fees and performance standards place the burden of improvements on new developments. Impact fee ordinances and local government

transportation concurrency requirements oblige new developments to pay a fair share for costs of improving existing roads or constructing new roads made necessary by new developments.

Municipal Services Taxing Unit

Municipal Services Taxing Units can be used to fund specific capital improvements, such as road and bridge maintenance by means of additional millage on taxable property. Initially, the costs of the proposed improvements are estimated, and then the millage rate required to generate the revenue is determined.

Ad Valorem Taxes

According to Florida Statutes, local governments may levy ad valorem taxes on property subject to the following limitations:

- Ten mills for county purposes;
- Ten mills for municipal purposes;
- Ten mills for school purposes;
- A millage fixed by law for a county furnishing municipal services; and
- A millage authorized by law and approved by voters for special districts (e.g., the municipal services taxing units discussed above).

Transportation Regional Incentive Program (TRIP)

The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. TRIP funds are to be used to match local or regional funds on a 50/50 basis or to match up to 50% of the total project costs for public transportation projects. Table 3 illustrates the FDOT forecast TRIP funds available to District 2.

Table 3: TRIP Estimates[1]

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Regional Incentive Program	2040 Revenue Forecast				
	2019-2020	2021-2025	2026-2030	2031-2040	22 Year Total
Districtwide TRIP Funds	$0.7	$5.4	$5.4	$10.8	$22.4

[1] *For informational purposes. Estimates are for TRIP Funds not included in an FDOT Work Program as of July 1, 2013. See guidance in the 2040 Revenue Forecast Handbook for planning for use of these funds.*

Public Private Partnerships

Public-Private Partnerships (P3s) involve the private sector in the construction and / or operation of a facility in a manner that allows the government agency to effectively meet its objectives.

Local Government Infrastructure Surtax

The Local Option Sales Tax (also known as the Local Government Infrastructure Surtax) can be levied by county governing bodies at a rate of one-half percent or one percent for a period of up to 15 years. It is typically put in place through a county-wide referendum. The tax applies to all purchases subject to the regular six percent sales tax, except for sale amount purchases exceeding $5,000. Tax proceeds can be expended only to plan and construct infrastructure, or to acquire land for public recreation, conservation, or for the protection of natural resources.

Alachua County and the City of Gainesville are currently considering implementation of the Local Infrastructure Surtax, at a rate of 1%. If passed, it is anticipated that the revenue from this tax will be used to maintain the current transportation system.

Projected Revenue

Summary of Federal and State Revenues

The FDOT District 2 Planning office provided estimates of state and federal transportation funding for the Gainesville MTPO area for years 2014 through 2040. The forecast categorizes FDOT's major programs into capacity and non-capacity programs. It should be noted that this is not the total amount of funds that are spent on the transportation system. The vast majority of transportation funds are spent on operations and maintenance of the existing system. These are programs such as roadway resurfacing and safety. Once all of the maintenance obligations are satisfied, the remaining funds are available for capacity projects. Additional information on the FDOT's operations and maintenance program and the funding associated with it may be found in Appendix A.

Capacity Programs

Revenues from the capacity programs are used to expand the capacity of existing transportation systems. The capacity programs support two main goals: economic competitiveness and quality of life. Funds are distributed among the following categories:

Economic Competitiveness

- **Strategic Intermodal Systems (SIS) –** Eligible activities under this program include construction, improvement, and associated right-of-way for roads that are classified as part of the SIS. Examples of roadways that are part of the SIS include:
    - Interstate-75 (SR 93)
    - Newberry Road (SR 26) – West of I-75
    - Williston Road (SR 331) – From W. University Avenue to I-75
    - Hawthorne Road (SR 20) – East of Waldo Road (SR 24)
    - NW 39th Avenue (SR222) – I-75 to Airport Entrance
    - NE 23rd Avenue (SR 120) – From SR 24 to SR 120 to Greyhound Terminal Entrance

- US 301/SR 200 – Countywide

Quality of Life

- **Other Arterial Construction/ROW –** This program provides funding for improvements on the State Highway System (SHS) roadways that are not designated as SIS. Activities funded through this program include capacity and traffic operations improvements, and land acquisition.

- **Transit –** Funding assistance for operations and capital investments of transit, paratransit, and ridesharing programs.

- **Transportation Management Area Funds (TMA) –** Areas with a population over 200,000 qualify for TMA funds. These areas must comply with special transportation planning requirements. *The Gainesville MTPO is not currently designated a TMA*.

Non-Capacity Programs

Revenues dedicated to the non-capacity program are typically used for preservation of the existing system. Some of the characteristic activities include the following:

- Resurfacing
- Maintenance of Bridges
- Operations and Maintenance Programs
- Engineering and Safety Programs
- Administration Activities

In a typical Work Program cycle the non-capacity dollars make up approximately 50% to 60% of the Work Program's budget.

Funding Summaries

Based on information provided by FDOT, the 2040 LRTP's 22-year total for state and federal revenue sources is $152.3 million for highways and some transit projects (SIS, Flex, and Highway) , in inflation-adjusted revenues, plus an additional $84.4 million for only transit, for a total of $236.7 million. This total covers the years from 2019 to 2040. The breakdown by five year period and revenue source is shown in Table 4**.** These sources are those that have historically been considered by the MTPO during preparation of the LRTP.

Table 4 details the level of funding estimated by FDOT to be available to the Gainesville MTPO region in each of the capacity program categories as discussed above.

FDOT forecasted revenues for the SIS include construction improvements and associated right-of- way for capacity improvements. Reference Table 4 for the FDOT forecast of SIS revenues to be spent in the Gainesville MTPO area over the next 22 years.

Table 4: Capacity Program Estimates

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Capacity Programs	2040 Revenue Forecast				
	2019-2020	2021-2025	2026-2030	2031-2040	22 Year Total
SIS Highways Construction & ROW	$0.0	$0.1	$8.0	$0.0	$8.1
Other Arterials Construction & ROW	$14.5	$32.3	$30.6	$66.8	$144.2
Transit	$7.1	$18.2	$19.1	$40.0	$84.4
Total Capacity Programs	**$21.6**	**$50.6**	**$57.7**	**$106.8**	**$236.7**

See Table 2 and guidance in the *2040 Revenue Forecast Handbook* for use of these funds.

Forecasted revenues to support other capacity programs include other arterial construction and right-of-way funding for improvements on the State Highway System (SHS) and roadways that

are not designated as SIS and for transit programs. Eligible activities include capacity and traffic operations improvements and land acquisition and funding assistance for operations and capital investments of transit, paratransit and rideshare programs.

FDOT forecasted revenues for Transportation Alternative funds are shown in Table 5. Table 5 provides estimates of Transportation Alternatives funds, as defined by MAP-21, to assist the MTPO in developing their plan. The estimates are based on Schedule A of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 4. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*. Use of these funds in the long range transportation plan must be consistent with federal and state policy.

Table 5: Transportation Alternatives Estimates[1]

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Alternatives	2040 Revenue Forecast				
	2019-2020	2021-2025	2026-2030	2031-2040	22 Year Total
TALU (Urban)	N/A	N/A	N/A	N/A	N/A
Districtwide TALL (<200,000 Population)	$1.4	$3.5	$3.5	$7.0	$15.4
Districtwide TALT (Any Area)	$5.6	$13.9	$13.9	$27.8	$61.3

[1] Use of these funds must be consistent with federal and state policy. See guidance in the *2040 Revenue Forecast Handbook*.

No forecasted revenues are provided for non-capacity programs at the MTPO level. These programs support and maintain the state transportation system like safety, resurfacing, bridge maintenance and replacement, engineering and design, operations and maintenance and administrative activities. Table 6 contains district-wide estimates for State Highway System

Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the SHS at the district level in MPO long range plans. Guidance on documenting these funds is included in the *2040 Revenue Forecast Handbook*.

Table 6: State Highway System Operations and Maintenance Estimates[1]

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

State Highway System Operations & Maintenance	2040 Revenue Forecast					
	2014-2015	2016-2020	2021-2025	2026-2030	2031-2040	27 Year Total
Districtwide SHS O&M Funds	$718	$1,982	$2,023	$2,216	$4,868	$11,807

[1] *For informational purposes. See guidance for documenting these funds in the 2040 Revenue Forecast Handbook.*

APPENDIX A

FOR THE GAINESVILLE METROPOLITAN AREA LONG RANGE PLAN UPDATE

2040 Forecast of State and Federal Revenues

for Statewide and Metropolitan Plans

APPENDIX FOR THE METROPOLITAN LONG RANGE PLAN

2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This appendix documents the Florida Department of Transportation (FDOT) revenue forecast through 2040. Estimates for major state programs for this metropolitan area and Florida are included. The forecast encompasses state and federal funds that "flow through" the FDOT work program. This information is used for updates of metropolitan long range transportation plans, the Florida Transportation Plan and the Strategic Intermodal System (SIS) Cost Feasible Plan.

Background

Evolving state and federal legislation, FDOT policies, and leadership by the Metropolitan Planning Organization Advisory Council have provided the impetus to enhance the cooperative relationship between FDOT and metropolitan planning organizations (MPOs) in planning for and providing transportation facilities and services. The Florida Transportation Plan (FTP), developed with the assistance of Florida's 26 MPOs and other transportation partners, established long range goals and program emphases for the expenditure of state and federal funds expected from current revenue sources.

The Department developed a long range revenue forecast through 2040. The forecast was based upon recent legislation (e.g., MAP-21[1]), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This 2040 forecast incorporates (1) amounts contained in the Department's Work Program for 2014 through 2018, (2) the impact of the Department's objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in year of expenditure dollars.

[1] Moving Ahead for Progress in the 21st Century Act, Public Law 112-141, July 6, 2012.

Purpose

This appendix provides the public and interested parties with clear documentation of the state and federal financial issues related to each MPO plan and facilitates reconciliation of statewide and metropolitan plans. This appendix does not address financial issues related to funds that do not "flow through" the state work program. Information on financial issues related to local and regional revenue sources – what those resources are and how the metropolitan areas plan to spend them – is contained in other documentation of the metropolitan plan.

This appendix describes how the statewide 2040 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that expand the capacity of existing transportation systems, and are referred to as "capacity programs." "Metropolitan estimates" are the estimated share of certain state capacity programs for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system.

This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as "non-capacity programs" in this document, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

2040 Revenue Forecast (State and Federal Funds)

The 2040 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among statewide capacity and non-capacity programs consistent with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida's 26 metropolitan areas.

Forecast of State and Federal Revenues

The 2040 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimated revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program. The forecast did not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference in August 2012 for state fiscal years 2014 through 2021. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

Revenue Sources	Years	Assumptions
State Fuel Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.54% increase in 2022, gradually decreasing to 0.55% in 2040
State Tourism-Driven Sources (Rental Car Surcharge, Aviation Fuel Tax)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 3.04% increase in 2022, gradually decreasing to 2.86% in 2040
State Vehicle-Related Taxes (Vehicle License, Initial Registration, and Incremental Title fees)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.28% increase in 2022, gradually decreasing to 1.71% in 2040
Documentary Stamps Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	$348.5 million annually
Federal Distributions (Total Obligating Authority)	2014-2021	FDOT Federal Aid Forecast
	2022-2040	Annual 0.0% increase through 2040
Turnpike	2014-2022	Existing and programmed projects, cap on outstanding debt, and planned toll increases on expansion projects

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 1. The *2040 Revenue Forecast Handbook* contains inflation factors that can be used to adjust project costs expressed in “present day cost” to “year of expenditure” dollars.

Table 1

Forecast of Revenues

2040 Revenue Forecast (Millions of Dollars)

Major Revenue Sources	Time Period					27-Year Total[2]
	2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
	5,113	9,542	9,687	9,719	19,328	53,389
Federal	31%	27%	26%	24%	22%	25%
	9,711	22,243	25,084	27,616	60,776	145,430
State	59%	64%	67%	69%	70%	67%
	1,680	3,044	2,745	2,931	6,610	17,011
Turnpike	10%	9%	7%	7%	8%	8%
Total[2]	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.

[2] Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining which needed transportation improvements are financially feasible and in identifying funding priorities. As directed by FDOT policy, the Department places primary emphasis on safety and preservation by first providing adequate funding in the Revenue Forecast to meet established goals and objectives in these important areas. Remaining funding has been planned for new or expanded statewide, metropolitan/regional, and local facilities and services (i.e., capacity programs). As Florida moves toward the middle of the 21st Century, safety and preservation continue to be emphasized.

The 2040 Revenue Forecast includes the program funding levels contained in the July 1, 2013 Adopted Work Program for 2014 through 2018. The forecast of funding levels for FDOT programs for 2019-2040 was developed based on the Program and Resource Plan (PRP) for fiscal years 2013-2022. The remainder of this Appendix provides forecast information for "Capacity," "Non-Capacity," and "Other" state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council in January 2013.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (e.g., highways, transit). Table 2 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

TABLE 2
Major Capacity Programs Included in the 2040 Revenue Forecast

and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 Revenue Forecast Programs	**PRP Program Categories**
SIS Highways Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Construction SIS Traffic Operations SIS Right of Way SIS Advance Corridor Acquisition
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements

Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	High Speed Rail Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation
Intermodal Access - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
Seaport Development - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
Documentary Stamps Funds – Improving intermodal facilities and acquisition of associated rights of way.	Documentary Stamps Funds not in Adopted Work Programs by July 1, 2013.

Statewide Forecast for Capacity Programs

Table 3 identifies the statewide estimates for capacity programs in the 2040 Revenue Forecast. About $216 billion is forecast for the entire state transportation program from 2014 through 2040; about $103 billion (48%) is forecast for capacity programs.

Table 3

Statewide Capacity Program Estimates

State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
SIS Highways Construction & ROW	4,879	7,747	7,738	8,509	17,726	46,599
Other Arterials Construction & ROW	2,264	4,371	4,264	4,076	8,766	23,740
Aviation	333	853	819	911	1,981	4,896
Transit	855	1,883	1,942	2,041	4,280	11,001
Rail	500	865	729	807	1,745	4,647
Intermodal Access	83	153	182	199	430	1,043
Seaports	383	395	496	553	1,205	3,031
Documentary Stamps Funds[3]	0	639	1,791	1,791	3,582	7,803
Total Capacity Programs	**9,297**	**16,905**	**17,961**	**18,888**	**39,715**	**102,761**
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.

[2] Columns and rows sometimes do not equal the totals due to rounding.

[3] Documentary Stamps funds not programmed in FDOT Work Programs as of July 1, 2013.

Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds were distributed based on 2010 population. District estimates for certain Transportation Alternatives (TA) funds and the following programs were developed using the current statutory formula[2]: other arterials construction/right-of-way (net of TMA and TA funds); and the transit program.

Estimates for SIS Construction and ROW were based on the SIS Long Range Cost Feasible Plan, 2013 Edition. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed.

[2] The statutory formula is based on 50% population and 50% motor fuel tax collections.

FDOT districts developed metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in Table 4.

Table 4

Metropolitan Area Capacity Program Estimates

State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Estimates for Gainesville Metropolitan Area

Capacity Programs*	**5-Year Period (Fiscal Years)**				**22-Year Total**
	2019-2020	**2021-25**	**2026-30**	**2031-40**	**2019-2040**
SIS Highways Construction & ROW	0.0	0.1	8.0	0.0	**8.1**
Other Arterials Construction & ROW	14.5	32.3	30.6	66.8	**144.2**
Transit	7.1	18.2	19.1	40.0	**84.4**
Aviation	N/A	N/A	N/A	N/A	**N/A**
Rail	N/A	N/A	N/A	N/A	**N/A**
Seaports	N/A	N/A	N/A	N/A	**N/A**
Intermodal Access	N/A	N/A	N/A	N/A	**N/A**
Total Capacity Programs	**21.6**	**50.6**	**57.7**	**106.8**	**236.7**

* Notes:

- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2nd 5-Year Plan, 2040 SIS Cost Feasible Plan.

Annually, up to $541.75 million may be appropriated from proceeds from the Documentary Stamp Tax[3] for several major state transportation programs. These funds are distributed – according to formulas defined in state law – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The 2040 Revenue Forecast contains estimates of Documentary Stamp Tax funds not included in the 2014-2018 Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as "illustrative projects," the Department provided separate estimates of these funds. Estimates of TRIP funds are in Table 5. Statewide estimates of New Starts Funds are in Table 6.

MAP-21 created funding for Transportation Alternatives projects and established allocations for certain 2010 Census population categories. Categories impacting MPOs include (1) funds for Transportation Management Areas (TALU funds); (2) funds for areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) funds for any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown in Table 7.

[3] Documentary Stamp Tax proceeds for transportation declined substantially with the collapse of the housing market and have since gradually increased. The 2040 Revenue Forecast assumes that proceeds for transportation programs will gradually increase and level off at approximately $350 million each year.

Table 5

Districtwide Transportation Regional Incentive Program Estimates

State Funds from the 2040 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
District 1	0.9	6.7	6.7	13.4	27.8
District 2	0.7	5.4	5.4	10.8	22.4
District 3	0.5	3.7	3.7	7.4	15.3
District 4	1.2	9.1	9.1	18.1	37.5
District 5	1.4	10.0	10.0	20.1	41.5
District 6	0.8	6.2	6.2	12.5	25.8
District 7	1.0	7.3	7.3	14.6	30.3
Statewide Total Forecast	**6.6**	**48.5**	**48.5**	**97.0**	**200.6**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

[2] Columns and rows sometimes do not equal the totals due to rounding.

Table 6

Statewide New Starts Program Estimates

State Funds from the 2040 Revenue Forecast (Millions of Dollars)

Statewide Program	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
Statewide Total Forecast	63.3	174.3	174.3	348.5	760.3

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

[2] Rows sometimes do not equal the totals due to rounding.

Table 7

Transportation Alternatives Funds[1] Estimates

State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Gainesville Metropolitan Area	5-Year Period (Fiscal Years)				22-Year Total[3]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
TALU (Urban); Funds for TMA[2]	N/A	N/A	N/A	N/A	N/A
TALL (<200,000 Population)[2]; Districtwide Funds	0.12	0.29	0.29	0.58	1.28
TALT (Any Area); Districtwide Funds	0.47	1.16	1.16	2.32	5.11

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

[2] "TALU" funds are for projects in Transportation Management Areas; "TALL" funds are for projects that are not in Transportation Management Areas.

[3] Rows sometimes do not equal the totals due to rounding.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 8 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 9 identifies the statewide estimates for non-capacity programs. About $106 billion (49% of total revenues) is forecast for the non-capacity programs.

Table 10 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans.

Other

The Department is responsible for certain expenditures not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. Approximately $7.5 billion (3.5% of total revenues) is forecast for these expenditures. These funds are not available for statewide or metropolitan system plans.

TABLE 8

Major Non-Capacity Programs Included in the 2040 Revenue Forecast

and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 Revenue Forecast Programs	PRP Program Categories
Safety - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
Bridge - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations

Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
Administration - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).	Administration Fixed Capital Outlay Office Information Systems

Table 9

Statewide Non-Capacity Program Estimates

State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	20014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
Safety	245	631	625	626	1,252	3,378
Resurfacing	1,211	3,593	3,649	3,900	8,071	20,425
Bridge	529	1,593	1,373	1,452	3,044	7,991
Product Support	2,527	4,913	5,932	6,479	14,239	34,089
Operations and Maintenance	2,033	5,228	5,607	6,295	14,470	33,633
Administration	299	855	1,037	1,153	2,672	6,016
Total Non-Capacity Programs	**6,844**	**16,813**	**18,224**	**19,904**	**43,748**	**105,532**
Other[3]	364	1,111	1,330	1,474	3,252	7,531
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.

[2] Columns and rows sometimes do not equal the totals due to rounding.

[3] "Other" is primarily for debt service.

Table 10

State Highway System Operations and Maintenance Estimates

State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	20014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
District 1	543	1,499	1,530	1,676	3,683	8,931
District 2	718	1,982	2,023	2,216	4,869	11,807
District 3	582	1,607	1,640	1,798	3,949	9,576
District 4	556	1,534	1,566	1,716	3,769	9,141
District 5	720	1,987	2,029	2,223	4,883	11,841
District 6	263	725	740	811	1,781	4,318
District 7	391	1,080	1,102	1,208	2,653	6,434
Statewide Total Forecast	**3,773**	**10,414**	**10,630**	**11,647**	**25,586**	**62,049**

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.

[2] Columns and rows sometimes do not equal the totals due to rounding.

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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place
Gainesville, FL 32653-1603
352.955.2200

www.ncfrpc.org/mtpo

Appendix B: Adoption Hearing Minutes and Correspondence

SUBSTITUTE MOTION:

Commissioner Cornell moved to approve the Consent Agenda and Meeting Agenda amended to:

1. **add item III.$_B$ FDOT Tentative Work Program after item III. Adoption of the Year 2040 Cost Feasible Plan; and**
2. **place partial item CA.5 Transportation Disadvantaged Program- Coordinating Board Appointment of the Private Transit Industry Representative item after item III.$_B$ FDOT Tentative Work Program.**

Commissioner Carter seconded; motion passed unanimously.

II. DRAFT YEAR 2040 COST FEASIBLE PLAN PUBLIC HEARING

A. WELCOME AND OPENING REMARKS

Chair Hutchinson opened the public hearing and welcomed everyone. He discussed the format of the public hearing. He noted that Congressman Ted Yoho was present to comment on the Cost Feasible Plan and needed to leave early. He invited the Congressman to speak at this time.

Congressman Yoho discussed his support for the SW 62nd Boulevard projects. He noted the public-private partnership aspects of the projects and the breadth of support for having a high priority for these projects.

B. DRAFT YEAR 2040 COST FEASIBLE PLAN PRESENTATION

Mr. Sanderson reviewed the plan process and summarized the MTPO Advisory Committees and staff recommendations (Exhibit 2) and answered questions. He noted there was an attempt to split the Surface Transportation Program funding in half between Alachua County and the City of Gainesville. He and Mr. Wiatt Bowers, Atkins Project Manager, presented an overview of the Year 2040 Long Range Transportation Plan update, reviewed the draft Cost Feasible Plan and answered questions. Mr. Bowers discussed the Year 2040 Needs Plan scoring.

Ms. Debbie Leistner, Gainesville Transportation Planning Manager, discussed the City's pedestrian safety program.

A member asked if there was a response to the MTPO query regarding the use of State Highway System funds on the SW 62nd Boulevard corridor project.

Mr. Sanderson discussed the FDOT response letter regarding the use of State Highway System funds on the SW 62nd Boulevard corridor project.

Mr. Bowers continued his presentation. He also reviewed the workshop activities and online survey results and answered questions.

Ms. Leistner and Ms. Teresa Scott, Gainesville Public Works Director, discussed the previous SW 62nd Boulevard Project, Development and Environment Study and the ongoing SW 62nd Boulevard Project, Development and Environment Study update and answered questions.

Representing Butler Enterprises, Mr. Gerry Dedenbach, Causseaux, Hewett and Walpole Vice President, discussed the transportation mitigation activities for the Butler Plaza redevelopment as they related to the SW 62nd Boulevard Project.

MOTION: Commissioner Pinkoson moved to:

1. **approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the NW 34th Street projects and the SW 62nd Boulevard projects designed and constructed as Complete Streets and revised to reallocate the Alachua County resurfacing project funded at $10.475 million and the City of Gainesville resurfacing project funded at $1.375 million;**
2. **authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using "year of expenditure dollars" in the adopted plan;**
3. **include in the adopted plan:**
    a. **a project to maintain the current transit service using the $52.7 million transit fund forecast;**
    b. **the Strategic Intermodal System information;**
    c. **the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
    d. **as an appendix, the Florida's Future Corridor Program information; and**
4. **request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State Road within the Gainesville city limits.**

Commissioner Carter seconded.

A member spoke against the NW 34th Street and SW 62nd Boulevard corridor projects and supported funding resurfacing projects.

A member suggested reversing State Highway System Priorities 3 and 4.

A member suggested rearranging State Highway System Priorities 4 to 6 and 6 to 5; keeping the SW 62nd Boulevard project as Priority 1 for Surface Transportation Program funds; and to fully fund the University Avenue Multimodal Project with State Highway System funds.

FRIENDLY AMENDMENTS:

Commissioners Byerly and Budd asked that Priorities 4 & 6 be reversed. Commissioners Pinkoson and Carter accepted the amendment.

Commissioner Wells asked that protected bikelanes be included in the SW 62nd Boulevard and NW 34th Street projects. Commissioners Pinkoson and Carter accepted the amendment.

Ms. Scott stated that the City wanted to get the SW 62nd Boulevard project "shovel ready" to justify the $9 million allocation. She said to be "shovel ready," the project needs design and right-of-way.

Mr. Jim Knight, FDOT Urban Planning and Modal Administrator, noted that the SW 62nd Boulevard corridor projects could also be funded with Transportation Regional Incentive Program and/or County Incentive Grant Program state funds.

A member discussed fully funding the University Avenue Multimodal Emphasis Corridor project with State Highway System funds.

Mayor Doug Jones, MTPO Rural Advisor, spoke in support of the NW 34th Street capacity projects and the Archer Road four-laning project.

ORIGINAL MOTION AS AMENDED:

Commissioner Pinkoson moved to:

1. **approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the following revisions:**
    a. **make the NW 34th Street four-laning project from NW 39th Avenue to US 441 as State Highway System Priority 4;**
    b. **make the NW 34th Street four-laning project from W. University Avenue to NW 16th Avenue as State Highway System Priority 6;**
    c. **revise the project description for the NW 34th Street projects and the SW 62nd Boulevard projects to read "designed and constructed as a Complete Street with protected bikelanes"; and**
    d. **revise the Alachua County resurfacing projects to $10.475 million and the City of Gainesville resurfacing projects to $1.375 million;**
2. **authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using "year of expenditure dollars" in the adopted plan;**
3. **include in the adopted plan:**
    a. **a project to maintain the current transit service using the $52.7 million transit fund forecast;**
    b. **the Strategic Intermodal System information;**
    c. **the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
    d. **as an appendix, the Florida's Future Corridor Program information; and**
4. **request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State Road within the Gainesville city limits.**

Commissioner Carter seconded.

SUBSTITUTE MOTION:

Commissioner Cornell moved to:

1. **approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the following revisions:**
   a. **make the University Avenue Multimodal Emphasis Corridor project with $6.0 million as State Highway System funds Priority 2;**
   b. **make the NW 34th Street four-laning project from NW 39th Avenue to US 441 as State Highway System Priority 4;**
   c. **make the NW 34th Street four-laning project from W. University Avenue to NW 16th Avenue with $5.66 million funds as State Highway System Priority 6;**
   d. **revise the project description for the NW 34th Street projects and the SW 62nd Boulevard projects to read "designed and constructed as a Complete Street with protected bikelanes;"**
   e. **reallocate 50 percent of the Surface Transportation Program funding ($10.55 million) to Alachua County resurfacing projects and $1.3 million of the funding to City of Gainesville resurfacing projects; and**
   f. **make a Bicycle/Pedestrian "Boxed Fund" project with 50 percent of funds allocated to City of Gainesville projects and 50 percent of funds allocated to Alachua County projects for the Transportation Alternatives Program funds.**
2. **authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using "year of expenditure dollars" in the adopted plan;**
3. **include in the adopted plan:**
   a. **a project to maintain the current transit service using the $52.7 million transit fund forecast;**
   b. **the Strategic Intermodal System information;**
   c. **the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
   d. **as an appendix, the Florida's Future Corridor Program information; and**
4. **request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State Road within the Gainesville city limits.**

Commissioner Byerly seconded.

C. PUBLIC COMMENTS AND QUESTIONS

Chair Hutchinson asked for citizen comments and reviewed the substitute motion.

In addition to Congressman Yoho's comments, the following persons spoke at the public hearing:

- Representing Butler Enterprises, Mr. Dedenbach spoke in support of the SW 62nd Boulevard corridor projects for its connectivity, economic development, mobility and safety.

- Mr. Sal Locascio spoke in support of the NW 34 Street four-laning projects and four-laning W. University Avenue from W. 34 Street to Gale Lemerand Drive by removing the bikelanes.
- Ms. Susan Bottcher spoke against the NW 34 Street four-laning projects.
- Mr. Ewen Thomson spoke in support of the Bicycle/Pedestrian box fund projects and connectivity.
- Representing the Gainesville Area Chamber of Commerce Public Policy Committee, Mr. Brian Harrington spoke in support of the SW 62nd Boulevard corridor projects.
- Ms. Allyson Gill spoke in support of multimodal options.
- Ms. Kristen Young suggested reducing the funding for the SW 62nd Boulevard corridor projects, increase funding for resurfacing programs and add funding for transit.
- Mr. Bob Karp spoke in support of safe multimodal projects and asked that there be an allowance for buffered bikelanes.
- Representing the Gainesville-Alachua County Board of Realtors, Ms. Heather Swanson spoke in support of the NW 34th Street Project and the SW 62nd Boulevard corridor projects.
- Representing the Business Community Coalition, Mr. Kamal Latham spoke in support of the SW 62nd Boulevard corridor projects and for multimodal travel infrastructure.

Correspondence regarding the SW 62nd Boulevard corridor projects includes:

Exhibit 3- Letter from Congresswoman Corrine Brown to the MTPO;
Exhibit 4- Letter from Congressman Ted Yoho to the Gainesville Sun;
Exhibit 5- Letter from North Florida Regional Healthcare to the MTPO;
Exhibit 6- Letter from Gainesville Area Chamber of Commerce to the MTPO;
Exhibit 7- Letter from Gainesville-Alachua County Association of Realtors to the MTPO;
Exhibit 8- Letter from Gainesville Commissioner Craig Carter to the MTPO;
Exhibit 9- Letter from the University of Florida Health to the MTPO;
Exhibit 10- Letter from Gerry Dedenbach to the MTPO;
Exhibit 11 Correspondence from the Business Community Coalition to the MTPO; and
Exhibit 12 Letters between the Florida Department of Transportation and the MTPO.

Correspondence regarding the Archer Road Four-Laning Project includes:

Exhibit 13 Letter from the Archer Chamber of Commerce;
Exhibit 14 Email from Everson Kasicki;
Exhibit 15 Email from Roberta Lopez; and
Exhibit 16 Resolution from the City of Archer.

Exhibit 17 includes materials presented by Ms. Bottcher regarding the NW 34th Street projects. Exhibit 18 includes materials presented by Mr. Thomson regarding bicycle facility connectivity.

D. CLOSE PUBLIC HEARING

After asking if there were any additional citizens comments, Chair Hutchinson closed the public hearing.

III. ADOPTION OF THE YEAR 2040 COST FEASIBLE PLAN

Mr. Bowers continued discussion of the draft Cost Feasible Plan and answered questions.

Commissioner Pinkoson requested to split the motion to vote on the Surface Transportation Program projects portion of the Cost Feasible Plan separately.

Mr. Bowers continued discussion of the draft Cost Feasible Plan and answered questions.

Several members suggested changing the description for the NW 34th Street projects from widening to four lanes to capacity enhancements.

Mayor Jones supported increased funding for the Archer Road four-laning project if there were concerns for widening NW 34th Street to four lanes.

A member suggested funding the SW 23rd Terrace extension.

FRIENDLY AMENDMENT:

Commissioner Wells asked that the NW 34th Street projects be consolidated into one project and replace "widen to four lanes" with "safety and capacity enhancements."

Commissioner Carter called the question for the Surface Transportation Program projects. Question call passed unanimously.

SPLIT SUBSTITUTE MOTION- PART ONE:

Commissioner Cornell moved to include in the Year 2040 Cost Feasible Plan as the Surface Transportation Program projects with a revision to reallocate 50 percent of the funding ($10.55 million) to Alachua County resurfacing projects and $1.3 million of the funding to City of Gainesville resurfacing projects:

Priority	Project	Description	Estimated Cost (In Millions)
Surface Transportation Program $21.1 Million Available			
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street- $27 million project (not fully funded)	$9.0 (Partially-Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street- $18.2 million project funded for design only	$0.25
3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	$10.55
4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	$1.3

Commissioner Byerly seconded. Mr. Sanderson conducted a show-of-hands vote. The motion passed 10 to 1, with Commissioner Byerly in dissent.

A member suggested extending the NW 34th Street project to SW 2nd Avenue.

Mr. Knight noted that a 20 percent or greater funding change to the Cost Feasible Plan would require a plan amendment. He reported that a FDOT planning study for adding turnlanes to NW 34th Street would use much of the existing right-of-way and widening to four lanes would involve right-of-way acquisition.

Mr. Bowers continued discussion of the draft Cost Feasible Plan and answered questions.

A member suggested that the NW 34th Street projects be consolidated into one project from SW 2nd Avenue to US 441, replace "widen to four lanes" with "safety and capacity enhancements" and make the Archer Road four-laning project Priority 5.

FRIENDLY AMENDMENT:

Commissioner Cornell amended the substitute motion to have the NW 34th Street projects be consolidated into one project from SW 2nd Avenue to US 441, replace "widen to four lanes" with "safety and capacity enhancements" and make the Archer Road four-laning project State Highway System Priority 5.

Mayor Braddy called the question for the State Highway System and Transportation Alternatives Program projects. Question call passed 10 to 1 with Commissioner Byerly in dissent.

AMENDED SPLIT SUBSTITUTE MOTION- PART TWO:

Commissioner Cornell amended the substitute motion to:

1. **include in the Year 2040 Cost Feasible Plan as the State Highway System projects and Transportation Alternatives Program projects with the following revisions:**
   a. **make the University Avenue Multimodal Emphasis Corridor project with $6.0 million as State Highway System Priority 2;**
   b. **consolidate the NW 34 Street projects into one project from SW 2nd Avenue to US 441 with $33.56 million as State Highway System Priority 4 and described as Safety and Capacity Enhancements;**
   c. **make the Archer Road four-laning project State Highway System Priority 5; and**
   d. **make a Bicycle/Pedestrian "Boxed Fund" project with 50 percent of funds allocated to City of Gainesville projects and 50 percent of funds allocated to Alachua County projects for the Transportation Alternatives Program funds;**

Priority	Project	Description	Estimated Cost (In Millions)
State Highway System $57.3 Million Available			
1	US 441 (West 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	$2.1
2	State Road 26 (University Avenue)	Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road	$6.0
3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	$2.94
4	State Road 121 (West 34th Street)	Safety and Capacity Enhancement from SW 2nd Avenue to US 441 designed and constructed as "Complete Streets"	$33.56
5	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	$12.7 (Partially Funded)
Transportation Alternatives Program $4.94 Million Available			
1	Bicycle/Pedestrian Program	Miscellaneous "boxed funds" for bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	$4.94

2. **approve Resolution 2015-02 adopting the Year 2040 Transportation Cost Feasible Plan, including all supporting documentation, and with the NW 34th Street projects and the SW 62nd Boulevard projects designed and constructed as Complete Streets with protected bikelanes;**
3. **authorize staff to convert the projects in the adopted plan into project phases for the following fiscal year groupings- 2021-25, 2026-30 and 2031-40 using "year of expenditure dollars" in the adopted plan;**
4. **include in the adopted plan:**
    a. **a project to maintain the current transit service using the $52.7 million transit fund forecast;**
    b. **the Strategic Intermodal System information;**
    c. **the list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County; and**
    d. **as an appendix, the Florida's Future Corridor Program information; and**
5. **request that the Florida Department of Transportation investigate the feasibility of a jurisdiction exchange of the SW 62nd Boulevard corridor (from State Road 24/Archer Road to State Road 26/Newberry Road) for a State Road, such as State Road 26A/SW 2nd Avenue or another State.**

Commissioner Byerly seconded. Mr. Sanderson conducted a show-of-hands vote. The motion passed 10 to 1, with Commissioner Byerly in dissent.

Exhibit 19 is a signed copy of Resolution 2015-02. Exhibit 20 is the adopted Year 2040 Cost Feasible Plan- State Highway System funds project priorities, Surface Transportation Program funds project priorities and Transportation Alternatives Program funds project priority, Strategic Intermodal System funds project priority, Transit funds project priority and list of projects funded by others- developers, the University of Florida, City of Gainesville and Alachua County. Exhibit 21 is the adopted Year 2040 Cost Feasible Plan- Florida's Future Corridor Program information.

III_B. FLORIDA DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM

Mr. Sanderson stated that the MTPO received the draft FDOT Tentative Work Program on Friday, October 2, 2015. He said that the deadline for comments to the FDOT is November 17, 2015, which is before the next MTPO meeting. He discussed the Tentative Work Program and answered questions. He added that there were three noteworthy projects included in the Tentative Work Program, including:

- a State Road 26 (Newberry Road) Sidewalk Project to address Americans with Disabilities Act issues;
- a State Road 26 (Newberry Road) Turnlanes Project; and
- the NW 19th Lane Bicycle Facility Project.

MOTION: Commissioner Budd moved authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary thanking him for the opportunity to review the Tentative Work Program. Commissioner Pinkoson seconded, motion passed unanimously.

EXHIBIT A

Interested Citizens	**Alachua County**	**City of Gainesville**	**Florida Department of Transportation**
Wiatt Bowers	Jeff Hays	Russ Blackburn	Jim Green
Susan Bottcher#	Michelle Lieberman	Debbie Leistner	
Les Brown	Mark Sexton	Teresa Scott	
Adam Carr			
Gerry Dedenbach#			
David Flagg			
Sydney Folsom			
Allyson Gill			
Brian Harrington			
Bob Karp			
Kamal Latham#			
Sal Locascio			
Wiley Page			
Lee Roberts			
Ellis Seligman			
Heather Swanson#			
Ewen Thomson#			
Kristen Young			
Ted Yoho#			

* By telephone
# Spoke and provided written comments

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Exhibit 2 - B/PAB-CAC-TAC-Staff Year 2040 Cost Feasible Plan Recommendation

Priority	Project	Description	Estimated Cost (In Millions)
State Highway System $57.3 Million Available			
1	US 441 (W. 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	$2.1
2	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road- $6 million project	$1.06 (Partially Funded)
3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	$2.94
4	State Road 121 (NW 34th Street)	Widen to four lanes from University Avenue to NW 16th Avenue	$10.6
5	State Road 121 (NW 34th Street)	Widen to four lanes from NW 16th Avenue to NW 39th Avenue	$11.3
6	State Road 121 (NW 34th Street)	Widen to four lanes from NW 39th Avenue to US 441	$16.6
7	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	$12.7 (Partially Funded)
Surface Transportation Program $21.1 Million Available			
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue- $27 million project (not fully funded)	$9.0 (Partially-Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road (design only)	$0.25
3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Commission	$10.25
4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	$1.6
Transportation Alternatives Program $4.94 Million Available			
1	University Avenue	Multimodal Emphasis Corridor from Gale Lemerand Drive to Waldo Road- $6 million project	$4.94 (Partially Funded)

Notes Green shaded projects are anticipated to receive funding allocated for Fiscal Years 2021 to 2025 before the next long range transportation plan is updated in 2020. Yellow shaded projects are anticipated to be allocated partial funding for Fiscal Years 2021 to 2025 before the next long range transportation plan is updated in 2020.

COMMITTEES:

VETERANS' AFFAIRS
RANKING MEMBER

TRANSPORTATION & INFRASTRUCTURE

MEMBERSHIPS:

Congress of the United States
House of Representatives
Washington, DC 20515

CORRINE BROWN
5th DISTRICT, FLORIDA

REPLY TO:

WASHINGTON OFFICE:

DISTRICT OFFICES:

July 22, 2015

The Honorable Robert "Hutch" Hutchinson
Chairman
Metropolitan Transportation Planning Organization
2009 NW 67th Place, Suite A
Gainesville, FL 32653-1603

Dear Chairman and Board Members:

I am writing to express my strongest support for prioritizing completion of SW 62nd Boulevard. This project will provide improved access to vital employment and commercial centers, improve safety, help mitigate congestion, and enhance economic development initiatives for the entire region.

I have worked hard to bring important transportation projects to the City of Gainesville and Alachua County, and have been a longtime advocate for the 62nd Boulevard link. Working with Senator Nelson and local stakeholders, I secured direct federal funding for planning and construction and worked with the Florida Department of Transportation to complete Engineering and Design for the project.

Completion of this critical artery will improve congestion on Interstate 75, SW 34th Street, SW 20th Avenue, and other local streets. This connection will also provide an enhanced driving experience for local residents as well as additional and improved route options for first responders. Moreover, it provides additional multi-modal transportation options and creates the first Transit Transfer Station and Park & Ride Lot for the community.

Completion of 62nd Boulevard will not only improve the regional transportation system and access to destinations of regional importance, but will bring much needed planning, engineering, and construction jobs to the region. For all these reason, I encourage the Gainesville Metropolitan Transportation Planning Organization to make this project its top priority.

Thank you for considering my views on this matter. The state, county, and city have been very proactive in developing a local transportation system that meets the needs of the community, and have worked together for many years in developing the 62nd Boulevard project. I pledge to continue to work with the state, county, and city to ensure that they receive all the federal funding necessary to complete this important project.

Sincerely,

Corrine Brown
Member of Congress

CC: MPTO Board Members

Ted Yoho: Road expansion has many benefits

By Ted Yoho
Special to The Sun
Published: Monday, July 27, 2015 at 6:01 a.m.

To those outside the city limits, Gainesville is known as the college town in the Southeast. To others it is the quaint capital of the Gator Nation. To those of us who reside within this burgeoning city, our everyday lives are colored in orange and blue and we are proud to support our incredible crown jewel — the University of Florida.

UF has been nearing premier excellence as a top research university in the nation for years. This ambitious goal has been supported by the community at large and continually fueled by our competitive and innovative edge. I couldn't be more proud to represent the Gator Nation in Washington, D.C., and I want to ensure that drive for excellence continues.

That means getting Gainesville ready to meet not just today's challenges, but the challenges of tomorrow. It starts with basic infrastructure. Anyone who has driven down Tower Road, or sat in afternoon traffic on 34th Street, knows that one of the shortcomings of Gainesville and Alachua County is our roads. This has been a chronic problem that has gone unaddressed for too long. It's time we took action for our community.

Recently, a solution to alleviate congestion and ease public access across Gainesville has come forward. This plan expands Southwest 62nd Boulevard and connects the broken and dead-ended roads between Archer and Newberry roads. This area behind the Oaks Mall is an underutilized region that has the potential to help steer traffic off of Interstate 75, 34th Street, Newberry Road and many more of our more popular routes.

In addition to traffic alleviation, completion of this expansion will help solve our public safety issue. Our first responders and law enforcement are facing logistical challenges that contribute to slower response times that make our communities less safe. Slow response times and traffic benefit no one.

Finally, we have the opportunity to create construction jobs in the immediate future that will eventually lead to hundreds of permanent jobs. This is one area where President Barack Obama and I agree — we are in desperate need of shovel ready jobs. This is one.

Completing the expansion of Southwest 62nd will first and foremost benefit our citizens and improve public safety for pedestrians, drivers, law enforcement and our first responders. This opportunity will not only increase public safety while contributing to economic development but will help Gainesville as a whole support the university's growth and our city's future.

U.S. Rep. Ted Yoho is a Gainesville Republican.

NORTH FLORIDA REGIONAL HEALTHCARE

July 22, 2015

Commissioner Robert "Hutch" Hutchison
Chair of the Metropolitan Transportation Planning Organization
12 Southeast 1st Street
Gainesville, Florida 32601

Subject: SW 62nd Boulevard Connector

Dear Commissioner Hutchinson:

North Florida Regional Healthcare supports the City of Gainesville's SW 62nd Boulevard Connector project. This needed and impressive project has been developed through partnerships between public and private interests.

The SW 62nd Boulevard Connector projector will support North Florida Regional Healthcare's goal of improving access to state-of-the-art healthcare services for local residents as well as those in our surrounding communities and throughout the state by expanding the roadway network and alleviating congestion on the transportation system. This project will enhance transportation route and mode choice, reduce travel times and facilitate mobility, service delivery and emergency response while also providing expanded transportation choices to employees and the general public.

North Florida Regional Healthcare respectfully requests your favorable consideration of the SW 62nd Boulevard Connector project.

Sincerely,

Brian T. Cook
President/Chief Executive Officer

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

GACAR
Gainesville-Alachua County Association of Realtors

Gainesville-Alachua County Association of REALTORS®, Inc.

1750 NW 80th Boulevard * Gainesville, Florida 32606
Telephone: (352) 332-8850 * Fax: (352) 331-7911
E-mail: info@gacar.com * Website: www.GACAR.com

Position Statement

Gainesville Metropolitan Area Year 2040 Long Range Transportation Cost Feasible Plan

Gainesville-Alachua County Association of REALTORS (GACAR) supports a transportation plan that addresses the needs of all of the citizens of Alachua County. This Transportation Plan would improve upon and expand Public Transit in those areas where the needs are the greatest and where the strategic return on investment is most evident. The Transportation Plan should also require the implementation of a pavement management system that addresses the needs of all of the citizens of Alachua County and its municipalities.

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 addresses the most pressing needs while having the highest return on the investment. While the RTS systems continue to be improved the backlog of roadway repairs continues to grow. In 2014, Gainesville ranks no. 37 on Bicycling magazine's list of The Top 50 Bike-Friendly Cities, no. 12 on Bloomberg's list of Top 25 Bike-to-Work Cities, and no. 14 on FiveThirtyEight.com's list of top public transit cities. These awards in conjunction with a backlog of roadway repairs greater than $400 million dollars signifies that the roads are in the greatest need of funding in our community.

The MTPO should designate all available funds for the Cost Feasible Plan to improving roadways. The $57 million designated for State Highway Systems should be dedicated to the 34th Street projects first and then the Archer Road project. The $21 million available for flexible projects should be designated for roadway repairs only. Specifically, the SW 62nd Boulevard Segment B and Segment C. These should be the top priority projects in the Cost Feasible Plan.

The estimated project times, available funding, and the current process that revisits the long range transportation plan every five years makes these projects a priority that meets the long term plan and immediate needs of our community. 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.

REALTORS live and work on these roads every day. Our profession relies on safe and efficient roadways.

CITY OF GAINESVILLE

Office of the City Commission

July 27, 2015

Marlie Sanderson
Director of Transportation Planning
North Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

Dear Mr. Sanderson,

In order to better serve the citizens of the City of Gainesville, I respectfully request that the MTPO designate SW 62nd Boulevard Segment B, four-land extension from Butler Plaza to SW 20th Avenue, and Segment C, widen to four lanes from SW 20th Avenue to Newberry Road, as the top priority project in the Metropolitan Planning Organization 2040 Long Range Transportation Cost Feasible Plan. Review of the project details, descriptions and assessments of the project have clearly defined the benefits this project offers to community stakeholders.

As you know, the SW 62nd Boulevard Connector project is proposed as a four-lane highway with dedicated transit, bicycle and pedestrian facilities that will provide critical multimodal transportation for the movement of people and goods through the Gainesville Metropolitan Area by connecting high density residential areas to high density employment, education and health/medical centers.

The SW 62nd Boulevard Connector will also alleviate congestion on the Federal Highway System by providing a bypass to the I-75 corridor for local travel that makes up approximately 16.8% of the current traffic traveling between SR 24 and SAR 26 inter changes and will improve response times for first responders within the Gainesville urbanized area.

I have met with the Department of Transportation in Washington, D.C. and the State of Florida Secretary of Transportation and have garnered their support of this unique public-private partnership which will continue to advance the City's transportation initiates.

If I can answer any questions or expound on this subject, please do not hesitate to contact my office.

Sincerely,

Craig Carter
City Commissioner, District 3

Station 19 • P.O. Box 490 • Gainesville, FL 32602-0490
(352) 334-5015 • FAX (352) 334-2036

UFHealth
UNIVERSITY OF FLORIDA HEALTH

UF Health Shands

Edward Jimenez
Chief Executive Officer
P.O. Box 100326
Gainesville, FL 32610-0326
Phone: 352.733.1500
Fax: 352.733.1501
Cell: 201.887.8018
edward.jimenez@shands.ufl.edu
UFHealth.org

July 29, 2015

Marlie Sanderson
Director of Transportation Planning
North Central Florida Regional Planning Council
2009 N.W. 67th Place
Gainesville, FL 32653-1603

Dear Ms. Sanderson:

UF Health Shands supports the City of Gainesville designating the S.W. 62nd Boulevard Segments B and Segment C to be the top priority projects on the Metropolitan Planning Organization's (MPTO) priority list.

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

These projects have been a 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.

For these reasons, UF Health Shands fully supports this project and respectfully request your favorable consideration for making this a top priority project.

Sincerely,

Edward Jimenez
Chief Executive Officer
UF Health Shands

CHW
Professional Consultants

TEL: (352) 331-1976 132 NW 76th Drive, Gainesville, Florida 32607
TEL: (352) 414-4621 101 NE 1st Avenue, Ocala, Florida 34470
WWW.CHW-INC.COM

planning.surveying.engineering.construction.

MEMORANDUM

To: Commissioner Hutchinson, Metropolitan Transportation Planning Organization, (MTPO) Chair

From: Gerry Dedenbach, AICP, LEED AP

Date: August 3, 2015

RE: ***MTPO Long Range Transportation Plan (LRTP) Roadway Priorities***

As the Metropolitan Transportation Planning Organization (MTPO) prioritizes transportation projects in the Long Range Transportation Plan (LRTP) update, a group of our clients wish to offer relevant technical information that we feel will help the MTPO and its Advisory Committees rank its projects. And, given the limited revenue projections in the LRTP 20-year horizon, our recommendation is built upon years of effort and investment in the Gainesville Urbanized Area's growth and balanced transportation alternatives.

As you know, several large- and small-scale projects are being built or approved for development in the Urban Village Area, which is bounded by I-75 and SW 34th Street, from west to east, and State Road 24 (Archer Road) to State Road 26 (Newberry Road), from south to north. In addition, the Urban Village has historically been an area where the MTPO has focused great attention due to its proximity to the University of Florida, location within the City of Gainesville, existing utilities, and a growing multi-modal transportation network. CHW has designed these facilities to serve our student and resident population with roadways, highly-utilized transit, and a network of bike lanes, and now the long-awaited Archer Braid trail.

The MTPO should adopt their Advisory Committees' recommendations ranking SW 62nd Boulevard as the Number One Roadway Priority for numerous unique reasons. No other roadway or transit project in the Urbanized Area has the ability to delivery as much positive impact, due to it physical location and previous planning efforts that have cued the corridor meeting numerous community priorities.

SAFETY Because there's no north / south connectivity between SR 24 and SR 26, Interstate-75 functions as a local road, linking both our permanent and student population to employment centers, educational offerings, and healthcare alternatives – such as North Florida Regional Medical Center, Shands HealthCare and the V.A. Hospital. Completing SW 62nd / 52nd Boulevard from its current location just south of SW 20th Avenue, so that the two State Roads connect, will remove approximately ten percent (10%) of the trips from I-75 and will undoubtedly relieve congestion on SW 34th Street between the same two facilities. This connection is integral to the motoring public's safety and to first responders such as our police, fire, and emergency medical services who have no alternative but to use I-75 as a local connector. Completing the corridor preserves and protects our population's health, safety, and welfare locally and regionally.

ECONOMY Connectivity between a community's residents and employment, shopping, and recreation creates a stronger economic future. Linking jobs, daily needs, and enjoyment of the community's many offerings, such as Forest Park, located along SW 20th Avenue and SW 43rd Street strengthens our quality of life. This brings greater stability and satisfaction to our population today and into the future for all citizens.

MOBILITY As the Gainesville Urbanized Area continues to grow and mature as a community, many of the progressive transportation facilities envisioned decades ago are coming into fruition. The Hull Road extension, SW 38th Street from SW 24th Avenue to Hull Road, and the Archer Braid trail have all been delivered with major development projects. Each of these facilities supports a balanced transportation future. And, similar to these facilities, SW 62nd/52nd, Boulevard create another sustainable multi-modal link.

Private development and redevelopment is constructing nearly 1/3 of SW 62nd/52nd and building the community's first combined Transit Transfer Station and Park & Ride Lot. There's unparalleled support from other local interests to complete the SW 62nd/52nd link. This community catalyst mustn't be overlooked when prioritizing limited Long Range Transportation Plan fund to deliver safety, economic viability, and mobility for all current residents and future populations yet to call Gainesville and Alachua County home.

EXHIBIT 11

Marlie Sanderson

From: Kamal Latham [kamal@gainesvillechamber.com]
Sent: Thursday, October 01, 2015 5:19 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; Russ Blackburn; lniblock@alachuacounty.us; John com>
Subject: MTPO/SW 62nd Blvd: Business Community Coalition Position
Attachments: MTPO_SW 62nd Blvd Letter_Business Community Coalition_01Oct15.pdf

Dear Chair Hutchinson and MTPO Commissioners,

The MTPO's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Board (B/PAB) and staff have all recommended that MTPO approve a Year 2040 Cost Feasible Plan with the SW 62nd Boulevard four-lane extension project ranked #1 in the Surface Transportation Program (STP) category. The BCC urges MTPO to adopt this unified, joint recommendation.

The Business Community Coalition (BCC), a partnership between the Gainesville Area Chamber of Commerce, the Builders Association of North Central Florida (BANCF), and the Gainesville-Alachua County Association of Realtors (GACAR), respectfully requests that the Gainesville Urbanized Area MTPO approve a Year 2040 Cost Feasible Plan with SW 62nd Boulevard ranked #1 on October 5th.

The SW 62nd Boulevard extension project is a higher priority than any other transportation project. Upon completion, it would heighten public safety by improving first responders' response time.

Through the MTPO's technical modeling effort, it is shown to relieve congestion on urbanized arterials, enhance connectivity and access to the community's and region's three (3) major medical centers, and reduce reliance on Interstate-75.

The transportation corridor will also continue to facilitate business growth and economic development, creating a vital multimodal corridor in Gainesville, linking thousands of residents to employment centers along the corridor.

Please see the attached letter signed by 2014/2015 BCC Chair John F. Roscow, IV. We would be pleased to address any questions MTPO members may have about the BCC position.

Regards,

Kamal

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

October 1, 2015

The Honorable Robert Hutchinson
Chair, Gainesville Urbanized Area MTPO
c/o North Central Florida Regional Planning Council
2009 NW 67th Place, Suite A
Gainesville, FL 32653-1603

Dear Chair Hutchinson,

The MTPO's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Board (B/PAB) and staff have all recommended that MTPO approve a Year 2040 Cost Feasible Plan with the SW 62nd Boulevard four-lane extension project ranked #1 in the Surface Transportation Program (STP) category. The BCC urges MTPO to adopt this unified, joint recommendation.

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The SW 62nd Boulevard extension project is a higher priority than any other transportation project. Upon completion, it would heighten public safety by improving first responders' response time. Through the MTPO's technical modeling effort, it is shown to relieve congestion on urbanized arterials, enhance connectivity and access to the community's and region's three (3) major medical centers, and reduce reliance on Interstate-75. The transportation corridor will also continue to facilitate business growth and economic development, creating a vital multimodal corridor in Gainesville, linking thousands of residents to employment centers along the corridor.

BCC Liaison and Gainesville Area Chamber of Commerce Vice President for Public Policy Kamal I. Latham or I would be pleased to address any questions MTPO members may have about our position. Mr. Latham can be reached at 352-378-2498 or at Kamal@GainesvilleChamber.com.

Thank you for your leadership in regional transportation planning.

Sincerely,

John F. Roscow, IV
2014/2015 Chair, Business Community Coalition

Business Community Coalition
c/o Gainesville Area Chamber of Commerce
300 East University Avenue, Suite 100, Gainesville, FL 32601

EXHIBIT 12

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

JIM BOXOLD
SECRETARY

September 24, 2015

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, FL 32653-1603

RE: 2040 State Highway System Forecast Revenues-SW 62nd Blvd. Project

Dear Chairman Hutchinson:

Thank you for your letter of August 13, 2015, requesting *"the Florida Department of Transportation revisit the determination concerning the eligibility of SW 62nd Boulevard project for funding using Year 2040 State Highway System funds in the development of the Year 2040 Cost Feasible Plan."*

Per 339.08, Florida Statutes, State Transportation Trust Fund money limitations, State Highway System funding can only be utilized on designated State Highway System (SHS) facilities, with the exception of those local facilities meeting the criteria for the County Incentive Grant Program (CIGP); Small County Outreach Program (SCOP); Small County Road Assistance Program (SCRAP) or Transportation Regional Incentive Program (TRIP).

Should you have further questions or need additional information regarding the applicability of State Highway System funds, please do not hesitate to contact James Knight at james.knight@dot.state.fl.us.

Sincerely,

Greg Evans
District Two Secretary

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
The Honorable Ted Yoho, U.S. House of Representatives
James Knight, FDOT District 2 Urban Planning and Modal Administrator
Karen Taulbee, FDOT District 2 Urban Planning Administrator
James Green, FDOT District 2 Transportation Specialist

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 S. Marion Avenue
Lake City, Florida 32025-5874

JIM BOXOLD
SECRETARY

September 24, 2015

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
2009 NW 67th Place
Gainesville, FL 32653-1603

RE: SW 62nd Boulevard

Dear Chairman Hutchinson:

Thank you for your letter of August 13, 2015, requesting "*the Florida Department of Transportation consider adding SW 62nd Boulevard from State Road 24 (Archer Road) north to State Road 26 (Newberry Road) to the State Highway System.*" The Department has considered this request and has reviewed the attachment to the Gainesville MTPO letter.

When determining if a facility should be considered for State jurisdiction, the Florida Department of Transportation (FDOT) takes into consideration the following criteria listed in Section 335.0415, F.S.: (a) National defense needs; (b) Travel to and through urban areas; (c) Access to intermodal facilities including but not limited to airports, seaports, major terminals and transfer points; (d) Access to regional public facilities; and (e) Disaster preparedness and emergency evacuation.

SW 62nd Avenue does not provide any of the uses listed above as it is an areteria1 road for travel and property access within an urban area. The FDOT also considered if the corridor will provide significant relief to I-75. The corridor will divert trips off of I-75; however, the development that is likely to occur along the corridor will add trips to I-75 making the net impact minimal/none. Furthermore, the travel times of each corridor are expected to be similar (depending on the exact beginning/end of the trip). Therefore, the corridor will have minimal/no benefit to I-75.

Based on review of the statutory factors and lack of significant improvement to I-75, SW 62nd Avenue is not an appropriate corridor to be considered for addition to the state roadway system. However, as a significant local roadway the project is eligible for funding using certain federal revenues (if the project is a high priority of the Metropolitan Transportation Planning Organization).

Please contact Jim Knight at james.knight@dot.state.fl.us if you have additional questions or would like to discuss the criteria in greater detail.

Sincerely,

Greg Evans
District Two Secretary

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Admin.
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
James Green, Florida Department of Transportation District 2 Transportation Specialist

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake city, Florida 32025-5874

JIM BOXOLD
SECRETARY

RECEIVED
SEP 28 2015
NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

September 24, 2015

Mr. Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
2009 NW 67th Place
Gainesville, FL 32653-1603

RE: Strategic Intermodal System Designation –Local Bridges over Interstate Highways

Dear Chairman Hutchinson:

Thank you for your letter of August 13, 2015, requesting *"that the Florida Department of Transportation include local bridges over Interstate Highways as part of the Strategic Intermodal System."*

Existing bridges over interstates are not part of the Strategic Intermodal System (SIS). While not on the SIS, existing bridges over interstates are eligible for SIS funding if an improvement is needed for the SIS facility.

If there are any questions concerning interstate bridge crossings or SIS funding, please contact Jim Knight at james.knight@dot.state.fl.us.

Sincerely,

Greg Evans
District Two Secretary

xc: James Knight, FDOT District 2 Urban Planning and Modal Administrator
Karen Taulbee, FDOT District 2 Urban Planning Manager
Barney Bennette, FDOT District 2 SIS Coordinator
James Green, FDOT District 2 Transportation Specialist

Please contact Jim Knight at james.knight@dot.state.fl.us if you have additional questions or would like to discuss the criteria in greater detail.

Sincerely,

Greg Evans
District Two Secretary

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Admin.
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
James Green, Florida Department of Transportation District 2 Transportation Specialist

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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

August 13, 2015

Mr. Greg Evans, P. E., District 2 Secretary
Florida Department of Transportation
1109 South Marion Avenue
Lake City, FL 32025-5847

RE: Year 2040 State Highway System Forecast Revenues- SW 62nd Boulevard Project

Dear Secretary Evans:

At its August 3, 2015 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the development of the Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area. Included in this discussion was the proposed SW 62nd Boulevard project.

Please find enclosed with this letter Exhibit 1 which describes the SW 62nd Boulevard project and the positive impacts it will have on the transportation system of the area. This includes diverting traffic off of Interstate 75, relieving traffic congestion on nearby Interstate 75 interchanges and also reducing traffic congestion on State Roads 24, 26 and 121. At the conclusion of this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to:

> *"request that the Florida Department of Transportation revisit the determination concerning the eligibility of SW 62nd Boulevard project for funding using Year 2040 State Highway System funds in the development of the Year 2040 Cost Feasible Plan."*

If you have any questions concerning this matter, please do not hesitate to contact Marlie Sanderson, AICP, Director of Transportation Planning at 352.955.2200, extension 103.

Sincerely,

Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
James Green, Florida Department of Transportation District 2 Transportation Specialist
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Administrator
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3

T:\Marlie\MS16\MTPO\LETTERS\fdotSHSfundsSW62connectoraugust3.docx

SW 62nd Boulevard Extension

City of Gainesville, Florida

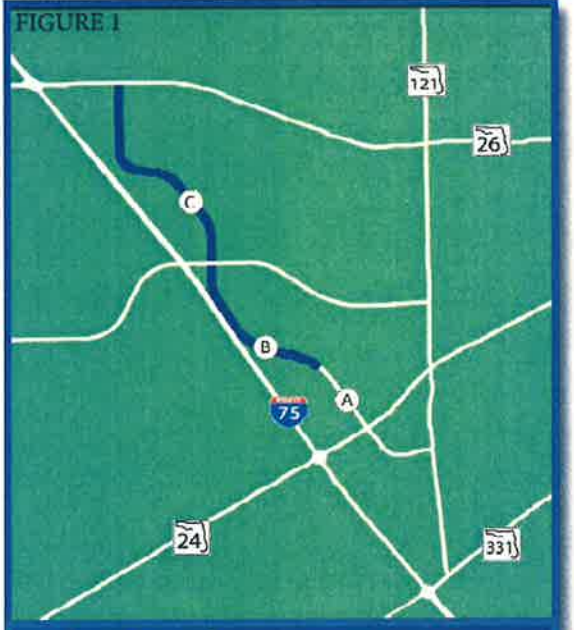
ABOUT: The SW 62nd Blvd Extension is a critical roadway project that will facilitate the movement of people and goods through the Gainesville Metropolitan Area, enhancing access to major employment centers, and alleviating congestion on the Federal Highway System (FHS). **The project implements a new connector (B) and reconstructs an existing road (C) to a 4-lane cross-section, with dedicated transit, bicycle, and pedestrian facilities.**

IMPACTS: The lack of adequate roadway capacity in the area results in high diversion of local traffic to I-75 accentuating the congestion problems along the interstate, particularly within the interchange areas, resulting in significant safety concerns. The SW 62nd Blvd Extension will provide an additional north-south route parallel to I-75 and SR 121/SW 34th St from SR 26/Newberry Rd to SR 24/Archer Rd serving as an alternate route, **reducing forecasted traffic along the interstate between the interchanges of SR 26 and SR 24 by 10% (or 8,700 vehicles per day based on Y2040 traffic projections), improving traffic circulation, and relieving congestion on other major FHS corridors improving roadway safety and level of service.**

FUNDING NEEDS: $45.2 million. The project can be implemented in phases, as described on Figures 1 and 2. Funding is needed for completion of design ($500,000), right-of-way acquisition ($17 million), and construction ($27.7 million).

CURRENT STATUS: The PD&E is funded and expected to be completed with a NEPA finding of no significant impact by July 2016. Funding is available for partial design work (50% plans). The southern portion of the corridor was completed by Butler Enterprises as a component of their redevelopment project.

FIGURE 1

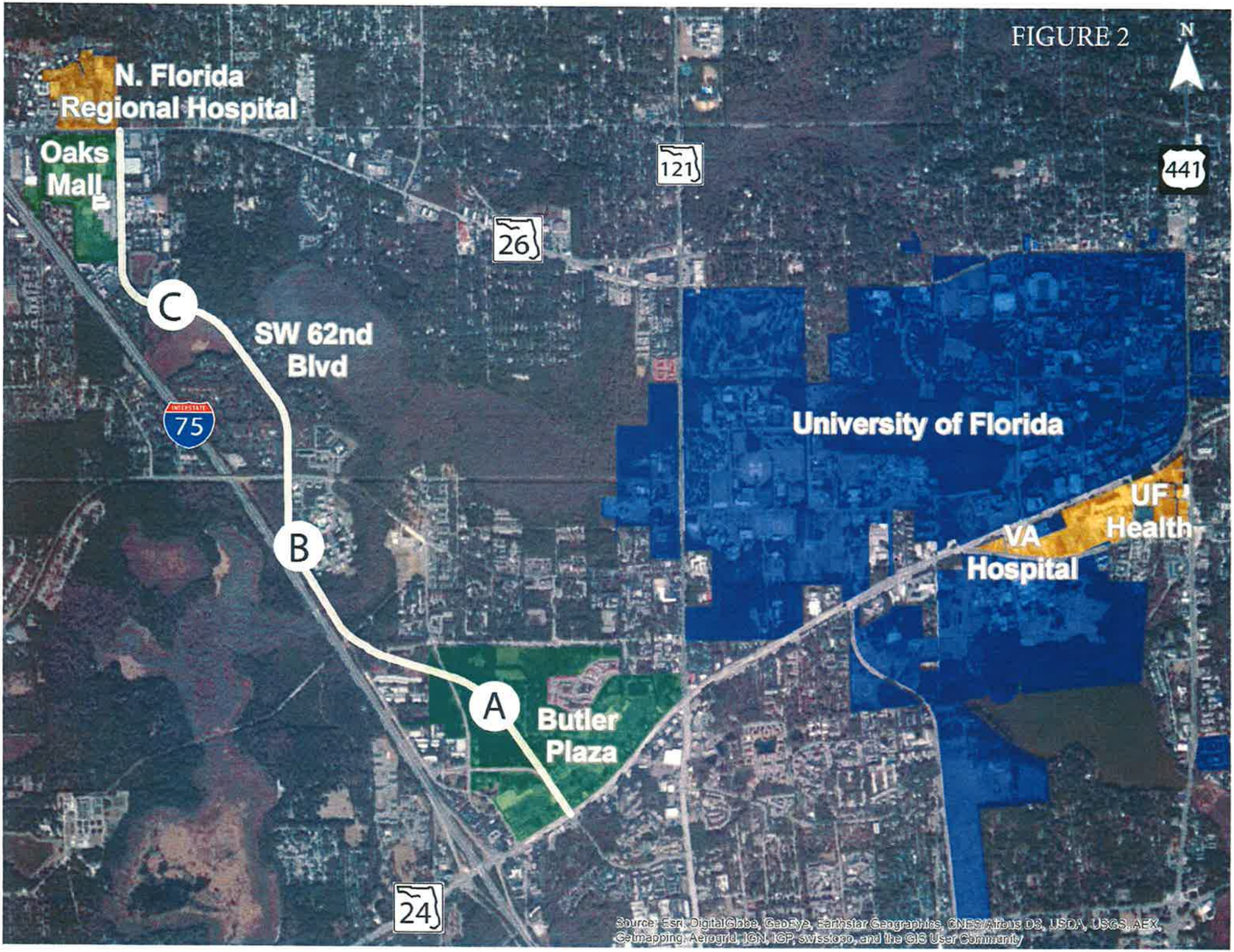


FUNDING NEEDS BY SEGMENT		SEGMENT DESCRIPTION
A	Completed	*SR 24 - SW 43rd St* (funded by development contributions)
B	**$27 million**	*SW 43rd St - SW 20th Ave* ***NEW CONNECTOR*** with multimodal facilities
C	**$18.2 million**	*SW 20th Ave - SR 26* ***RECONSTRUCT EXISTING*** to 4 lanes plus multimodal facilities

Funding needs based on HNTB estimates in 2008 dollars.

CITY OF GAINESVILLE
every path starts with passion
FLORIDA

FIGURE 2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Plaza
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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

August 13, 2015

Mr. Greg Evans, P. E., District 2 Secretary
Florida Department of Transportation
1109 South Marion Avenue
Lake City, FL 32025-5847

RE: State Highway System Designation- SW 62nd Boulevard

Dear Secretary Evans:

At its August 3, 2015 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed the development of the Year 2040 Long Range Transportation Plan for the Gainesville Urbanized Area. Included in this discussion was the proposed SW 62nd Boulevard project. Please find enclosed with this letter Exhibit 1 which describes this project and the positive impacts it will have on the transportation system of the area. At the conclusion of this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to:

> *"request that the Florida Department of Transportation consider adding SW 62nd Boulevard from State Road 24 (Archer Road) north to State Road 26 (Newberry Road) to the State Highway System."*

If you have any questions concerning this matter, please do not hesitate to contact Marlie Sanderson, AICP, Director of Transportation Planning at 352.955.2200, extension 103.

Sincerely,

Robert Hutchinson, Chair
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

xc: James Boxold, Florida Department of Transportation Secretary
The Honorable Corrine Brown, U.S. House of Representatives Florida District 5
James Green, Florida Department of Transportation District 2 Transportation Specialist
James Knight, Florida Department of Transportation District 2 Urban Planning and Modal Administrator
Karen Taulbee, Florida Department of Transportation District 2 Urban Planning Manager
The Honorable Ted Yoho, U.S. House of Representatives Florida District 3

T:\Marlie\MS16\MTPO\LETTERS\fdotSHSdesignationSW62connectoraugust3.docx

SW 62nd Boulevard Extension

City of Gainesville, Florida

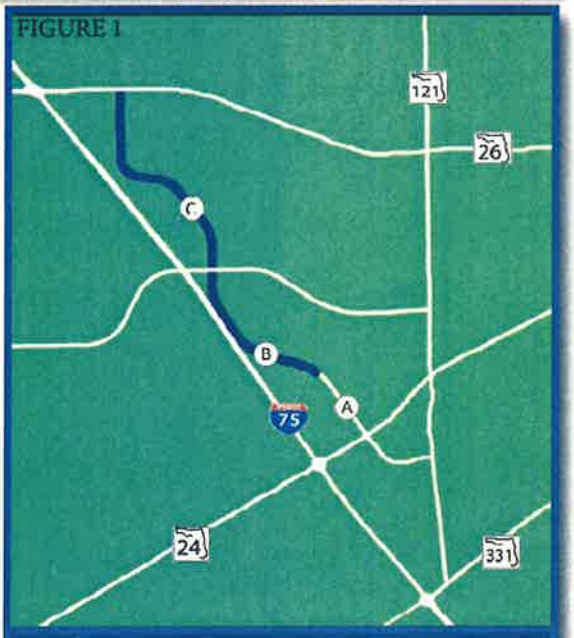
ABOUT: The SW 62nd Blvd Extension is a critical roadway project that will facilitate the movement of people and goods through the Gainesville Metropolitan Area, enhancing access to major employment centers, and alleviating congestion on the Federal Highway System (FHS). **The project implements a new connector (B) and reconstructs an existing road (C) to a 4-lane cross-section, with dedicated transit, bicycle, and pedestrian facilities.**

IMPACTS: The lack of adequate roadway capacity in the area results in high diversion of local traffic to I-75 accentuating the congestion problems along the interstate, particularly within the interchange areas, resulting in significant safety concerns. The SW 62nd Blvd Extension will provide an additional north-south route parallel to I-75 and SR 121/SW 34th St from SR 26/Newberry Rd to SR 24/Archer Rd serving as an alternate route, **reducing forecasted traffic along the interstate between the interchanges of SR 26 and SR 24 by 10% (or 8,700 vehicles per day based on Y2040 traffic projections), improving traffic circulation, and relieving congestion on other major FHS corridors improving roadway safety and level of service.**

FUNDING NEEDS: $45.2 million. The project can be implemented in phases, as described on Figures 1 and 2. Funding is needed for completion of design ($500,000), right-of-way acquisition ($17 million), and construction ($27.7 million).

CURRENT STATUS: The PD&E is funded and expected to be completed with a NEPA finding of no significant impact by July 2016. Funding is available for partial design work (50% plans). The southern portion of the corridor was completed by Butler Enterprises as a component of their redevelopment project.

FIGURE 1

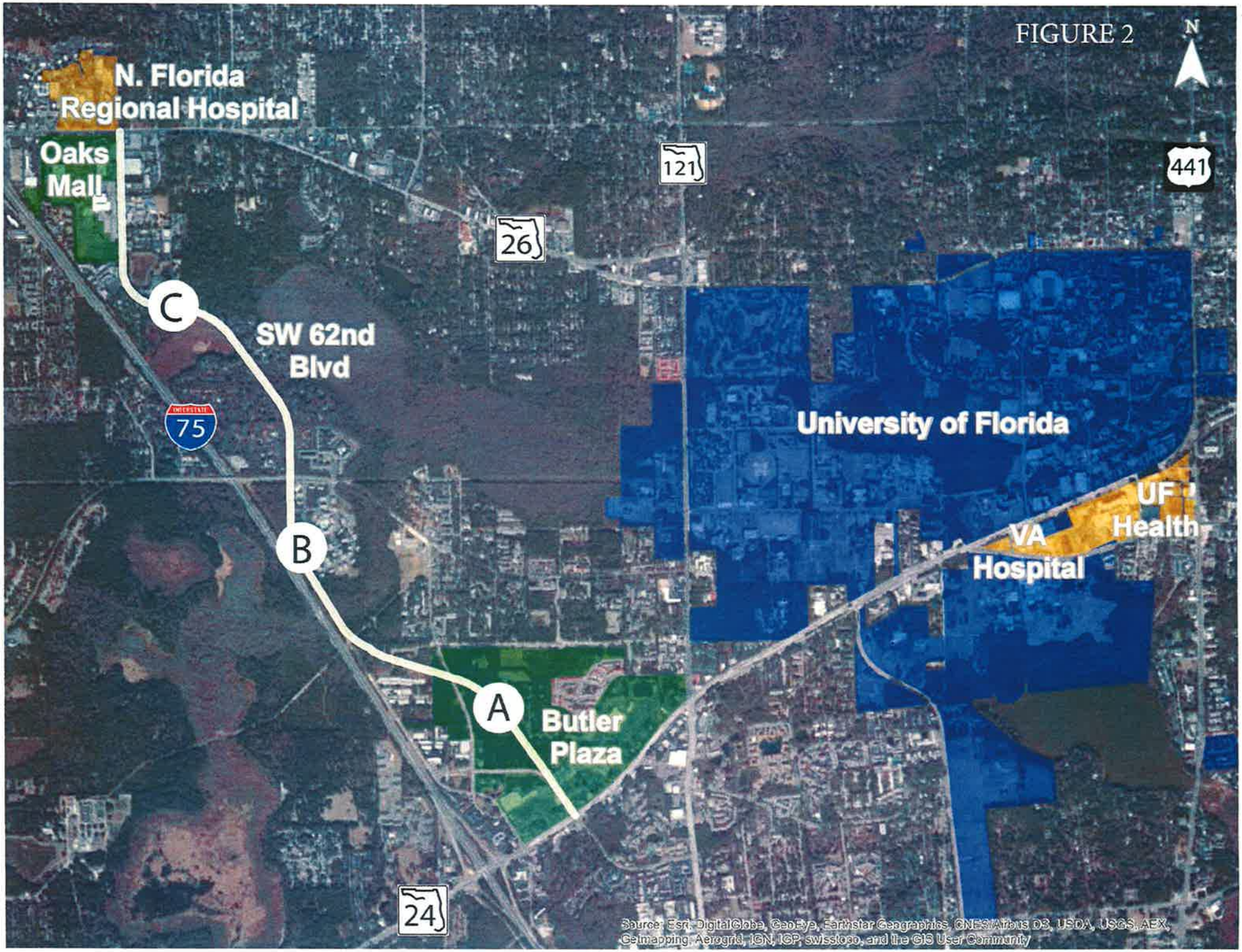


FUNDING NEEDS BY SEGMENT		SEGMENT DESCRIPTION
A	Completed	*SR 24 - SW 43rd St* (funded by development contributions)
B	**$27 million**	*SW 43rd St - SW 20th Ave* ***NEW CONNECTOR*** with multimodal facilities
C	**$18.2 million**	*SW 20th Ave - SR 26* ***RECONSTRUCT EXISTING*** to 4 lanes plus multimodal facilities

Funding needs based on HNTB estimates in 2008 dollars.

CITY OF GAINESVILLE
every path starts with passion
FLORIDA

FIGURE 2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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Archer Chamber of Commerce

PO BOX 977

Archer, FL 32618

352-215-7216

July 29, 2015

Marlie Sanderson, AICP Director of Transportation Planning

MTPO Metropolitan Transportation Planning Organization For the Gainesville Urbanized Area

Subject: Support for the **Archer Road Widening to 4-Lanes from Tower Road to SW 122nd Street (MTPO Boundary)**

Dear Ms. Sanderson:

For decades the City of Archer has suffered from the highly congested and dangerous commute from Archer to Gainesville. The population of Archer has decreased by approximately 25% over the past several years. During this time we've also suffered the loss of many businesses. Archer Road was slated to be widened many, many years ago. Newberry Road was widened instead and the City of Archer and its citizens were left waiting for decades.

We strongly feel for Archer to meet it's Economic Development Plan we are in great need of the 4-LANE WIDENING OF ARCHER ROAD, specifically the MTPO controlled segment identified on the project list. In order for Archer to pull itself out of its economic depression we, the Archer Area Chamber of Commerce need and **FULLY SUPPORT THE WIDENING OF ARCHER ROAD.** Many residents that work in Gainesville have moved from Archer to Gainesville, so they will not have to make the drive in and home on Archer Road. These residents we are losing are the residents that support our business community, the City, and the County with their spending and tax dollars.

We feel the City of Archer has a lot to offer the county and surrounding area. We have a long, rich history in Alachua County and we need the opportunity to regain our lost population and thrive once again as a successful business and residential community.

We feel the widening of Archer Road will give our community the boost it needs to be a viable, thriving community once again.

Respectfully,

Daniel J. Beck
President, Archer Chamber of Commerce

Shellie Banfield
Secretary, Archer Chamber of Commerce

Mary M. Hope
Vice President, Archer Chamber of Commerce

On The Right Track!

EXHIBIT 14

Marlie Sanderson

From: Everson Kasicki [kasickie@bellsouth.net]
Sent: Sunday, August 02, 2015 9:33 PM
To: Marlie Sanderson
Subject: Archer Road Project

We have lived in Archer for 25 years and every work day my husband travels to his job at UF Shands.We went to each meeting with DOT and the City of Archer for the four-laning of Archer Road planned for 1995. Land was bought starting in 1991, houses torn down, septic systems crushed, bulldozers working along the road for months...then all of a sudden, everything came to a screeching halt. We have been waiting for the past 25 years for this to happen...many others have waited their entire life.

I understand that in June there was funding released of $500,000.00 for a survey/plan to four-lane Archer Road. To NOT put us in the upcoming plan, would be a total waste of half a million dollars. That would not make very many citizens happy.

There is a major safety issue whenever there is an accident or an emergency vehicle on Archer Road. There is no where to go...the sides of the road are washed out and full of ruts. When there is any weather issue, traffic is stalled and backed up for miles.

Traffic does NOT have a steady pace...drivers take horrible chances when passing others going to and from Gainesville each day. Side road traffic attempting to get on Archer Road is stymied with not being able to join in the flow, without stopping the entire lane. To go on is pointless...you get the picture.

We have felt like the red-headed stepchild long enough. Get us back in the family, please. Thank you.

Sincerely, Robert and Linda Kasicki

EXHIBIT 15

Marlie Sanderson

From: robertaclopez@aol.com
Sent: Sunday, August 02, 2015 6:19 PM
To: Marlie Sanderson
Cc: bocc@alachuacounty.us; djones@City0fArcher.com; FHope@cityofarcher.com; mzander@cityofarcher.com; sdraw@msn.com; charris@cityofarcher.com; xbishop@cityofarcher.com
Subject: Archer - Hwy 24 - 4-Lane

Dear Mr. Sanderson,

I had the opportunity to work with you in the past and much discussion went into getting a stretch of land from 75th to 91st approved to 4-lane Hwy 24. In 2010 we presented pictures of what the traffic looked like between Archer and Gainesville. we also went before the Alachua County Commissioners with this issue. It is hard for me to believe that we are still having the same conversation today. I would appreciate it very much if you and the Board of Directors are able to support making Archer Road 4-lanes for the safety of its citizens.

It is my understanding that in June of this year you approved over $500,000 to update the survey/planning of Archer Road 4-lanes and to not include the Archer Road in the 25 year plan would be wasting money. This information came by way of Doug Jones.

Thank you and please take some action on August 3, 2015 at the MTPO meeting.

Roberta Lopez
Former Mayor/Commissioner
Archer, Florida

EXHIBIT 16

RESOLUTION NUMBER: 2015-13

A RESOLUTION OF THE CITY OF ARCHER, FLORIDA, FOR THE PURPOSE OF EXPRESSING SUPPORT FOR THE PROPOSED EXPANSION AND WIDENING OF ARCHER ROAD THROUGH THE CITY OF ARCHER; AND REPEALING ALL RESOLUTIONS IN CONFLICT.

WHEREAS, Archer Road (also known as State Road 24) passes through parts of Alachua County, including from the City of Gainesville to the City of Archer; and

WHEREAS, portions of Archer Road were previously expanded to widen the roadway to include four lanes; and

WHEREAS, Alachua County and the Florida Department of Transportation have discussed continuing the expansion to include the portion of Archer Road that travels through the City of Archer; and

WHEREAS, the City Commission of the City of Archer, Florida, desires to support this proposed expansion through the City of Archer; and

WHEREAS, the City Commission of the City of Archer, Florida, finds that such expansion would lead to additional roadway capacity in the City of Archer and will be a benefit to the residents of Archer and economic development; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ARCHER, FLORIDA, as follows:

SECTION ONE: The City Commission finds and determines it would benefit the residents and businesses of the City of Archer to support the expansion of Archer Road within the City of Archer.

SECTION TWO: The City Commission authorizes the City Manager to forward this Resolution to both Alachua County and the Florida Department of Transportation to support their efforts to widen Archer Road.

SECTION THREE: Existing resolutions in conflict are hereby repealed to the extent of such conflict.

This Resolution adopted this 10th day of August, 2015 after motion, second and majority vote favoring same.

ATTEST:

NAME

John Glanzer, City Manager

By: Doug Jones, Mayor

Approved as to form and legal sufficiency:

Courtney W. Johnson, Assistant City Attorney

The Gainesville Sun November 11, 1992

VOICE OF THE PEOPLE

Planning for roadways is effective

I recently attended a meeting where a long-range road improvement plan was presented. I have been involved for 14 months in a University of Florida research project on children's home-to-school transportation issues, and I feel the need to address the proposals to four-lane roads around school zones.

Two misconceptions undermine the rationale for these proposals: first, the misconception that motorist behavior (or misbehavior, as it is better termed) will be improved by increasing the number of lanes on the roadway, and second, the misconception that this type of "road improvement" will contribute beneficially to a neighborhood by easing the flow of traffic and reducing the congestion.

What in fact happens is the reverse; the road becomes a thoroughfare, traffic volume increases because it is already a convenient route from home to work, and motorists' speeds increase. The road "feels" different with four lanes, and people tend to drive faster despite the posted speed limit signs.

For school zones, four-laning roads creates many more problems. Major intersections now must be negotiated by small children, often without sufficient crossing assistance. Parents, perceiving the speeds and increased numbers of moving vehicles, are reluctant to let their children walk or bicycle and drive them to school instead, creating even more traffic.

If we can look to the future, as these transportation plans suggest, we will take into account the diminishing oil reserves that support our present automobile dependence. Knowing we still will want "to go places," we should begin now to design a system for transportation choices, create safe walking and bicycling routes to neighborhood schools and help our future generations to grow up with a sense of independence about their own mobility.

We should seek the funding to enhance our roadways with sidewalks, bike paths and trails, connections that have mass transit options as well as roadside landscaping and resting places.

Our community is looking ahead.

As far as congestion, the price of gasoline will begin to take care of that, probably sooner that we have projected.

I commend our Metropolitan Transportation Planning Organization and government planners in Gainesville and Alachua County for their futuristic approach to transportation-demand management. It is great to live in a community that is looking ahead ... instead of in the rearview mirror!

LINDA B. CRIDER,
Gainesville

RON CUNNINGHAM

GAINESVILLE SUN

MAY 8, 1994

Dick, Lawton, Bob, Ted and Andres

Honest, this is the last time I'm gonna write about Dick Nixon. But listen, it isn't easy for somebody like me to just go cold turkey on the guy who defined political cynicism and ethical promiscuity for my generation.

So maybe just one more kick at Dick.

I keep thinking about this question of how history is going to judge Nixon — as the unindicted co-conspirator who fled the White House in disgrace (my vote), or the foreign policy master and elder statesman reborn.

It puts me in mind of a columnist I read years ago who predicted that in a couple of centuries, Nixon will be better remembered than any other president of the 20th century — for one reason and one reason only.

Not because of Watergate, or China, and certainly not because of his stupid Checkers trick, his wife's cloth coat or his weighty books.

He will be remembered because it was on Nixon's watch that the first man set foot on the moon. One small step and all that.

And Nixon would probably settle for that in the long run. After all, if it hadn't been for Christopher Columbus, King Ferdinand would only be remembered, if at all, as the religious nut who threw the Jews out of Spain.

On the other hand, the way the manned space program has fizzled, it's possible that the moon landings will amount to little more than novel footnotes in the history of mankind: "been there, done that." If that turns out to be the case, Nixon will be remembered, not as the president who said, "The heavens have become part of man's world," but as the unindicted co-conspirator who protested, "I am not a crook."

• • •

The Republicans think they have a silver bullet to use against Gov. Lawton Chiles as he runs for re-election. They've been keeping score, and figure that Chiles has only signed 16 death warrants thus far during his first term.

In contrast, his successor, Republican Bob Martinez, signed 139.

But the GOP may not be able to make much of the difference between Lawton's death warrant stats and Bob's. First, signing warrants only amounts to bragging rights — governors can ink pieces of paper 'till the cows come home, but the executioner still won't do his thing until some judge says it's OK.

And when it comes to body counts — that is, death row inmates actually dispatched — Chiles and Martinez are running just about neck-and-neck. The score: Chiles 8, Martinez 9.

Anyway, the death penalty may not be the potent campaign issue that a lot of politicians assume it is. If it were, Martinez would still be governor of Florida.

After all, Martinez collected the most impressive trophy of all — Ted Bundy, America's most notorious serial killer before Danny Rolling came along. But having Bundy's head on the campaign office wall didn't do Martinez any good. The voters still thought he was a dud and sent him packing to Tampa.

• • •

You can always tell when a couple of years has passed in Gainesville — we start to argue about widening NW 34th Street again.

Here comes the state Deparment of Transportation with another public hearing and a $300,000 study that will, no doubt, inform us that there is a heck of a rush hour bottleneck on NW 34th, and that adding two or three more lanes might alleviate it.

Then the residents who live along the street — and the parents who send their children to the schools that line the street — will turn out to complain that the state wants to run a "superhighway" through their neighborhood, endangering pedestrians and kids on bicycles.

The local politicians will dither back and forth — not wanting to offend the neighborhoods, but loath to stop the march of progress either. Most will take Mayor-Commissioner Jim Painter's "one of these days" tact — and then we'll come back and argue about it some more in another couple of years.

The debate over whether or not to widen NW 34th Street is a classic example of the how modern urban planning is geared more toward the facilitation of traffic than the maintenance of livable cities.

Here's a nice little bit of irony: While the DOT is dropping a bundle to tell us why we need a wider, faster 34th Street, it's spending money elsewhere in the state to figure out how to get pedestrians safely across some of the dangerous, multi-lane intersections already created.

Why? Because last year 145 elderly pedestrians were killed while trying to cross Florida's dangerous streets.

Ron Cunningham is editorial page editor for The Sun.

Yes

Widening roads doesn't lessen traffic congestion

Jade Albrecht, in a June 26 letter to The Sun, claims the proposed widening of Northwest 34th Street is overwhelmingly more of a benefit than a cost, due largely to a belief widening will reduce traffic congestion and give us free-flowing traffic, which Albrecht then claims will reduce noise pollution.

Albrecht needs to do some homework.

For example, it is now obvious, after numerous studies and hundreds of billions (trillions?) of dollars worth of road widening around the country, that adding traffic lanes does not eliminate congestion. The classic case occurred three years ago in the state of Washington, where traffic engineers, who predicted a new $1.7 billion highway bridge would provide at least 20 years of capacity, were surprised to learn that capacity was instead reached in less than a month. Right here in Gainesville we need only look at Archer Road, where a six-lane monstrosity is the daily scene of angry motorists stuck in traffic.

As for reduced noise pollution, the usual approach to strive for roads wide enough to allow for the motorist utopia known as free-flowing traffic, which, in technical terms, is at least "Level-of-Service 'C.'" Guess which road conditions have been determined to cause the highest levels of noise pollution? You got it. The coveted, free-flowing Level-of-Service "C."

What about the benefits of reduced gas consumption and air pollution as a result of widening roads? Sorry, but this myth was convincingly exploded by Kenworthy and Newman, who, in a worldwide survey of cities, discovered the more a city widened roads, the more people made a trip by car, and the more mileage they drove. As a result, such cities experience higher levels of gas consumption and higher levels of air pollution.

I recently returned from a two-week trip in California. Ten- and twelve-lane roads, filled with hostile, stressed motorists, were everywhere. We heard several people talk about the need to escape from the drive-by shooting problems. (Indeed, large numbers of Californians are fleeing the state due to the shootings and traffic.)

I could go on and on about how wider roads destroy our neighborhoods and downtown, how they promote sprawl, how they bankrupt governments and families and how they destroy our sense of community and turn us into sworn enemies of anyone who takes too long to make a left turn at an intersection, among other things.

A road widening should give us clear message. Not that we are being foresighted in accommodating increased future traffic, but that we have failed to adequately control the sprawl of housing into far-flung locations and have made life so miserable for pedestrians, transit users and bicyclists (and, conversely, so enjoyable for motorists) that we are almost all forced to get around by car. Free-flowing, high-speed traffic is fine for the interstate highways. It is destructive within cities, where traffic must instead be slowed down for safety and livability.

If Gainesville is to realize any degree of quality of life in the future, and escape the fate of road-happy southern California, we must commit ourselves to controlling sprawl and stop spending millions of dollars on community-destroying road widenings.

DOM NOZZ
Gainesvill

Staggered hours mean less traffic

As Gainesville gears up for the fall term at the University of Florida and Santa Fe Community College, commuters begin mentally preparing for another year of long lines of traffic and frayed tempers.

Creeping along Northwest 38th Avenue toward my job at the beginning of the fall term a couple of years ago, it occurred to me there might be a fairly simple solution to the problem of growing Gainesville gridlock: flextime.

If workers could stagger the times they arrive for and depart from work, peak-time traffic could be significantly reduced. We might be able to avoid widening roads through residential neighborhoods, which only leads to more traffic in the long run.

Staggered work hours would provide local agencies and businesses the opportunity to extend the services they offer to clients or customers. Quality of life and employee productivity would improve with happier, less-stressed workers.

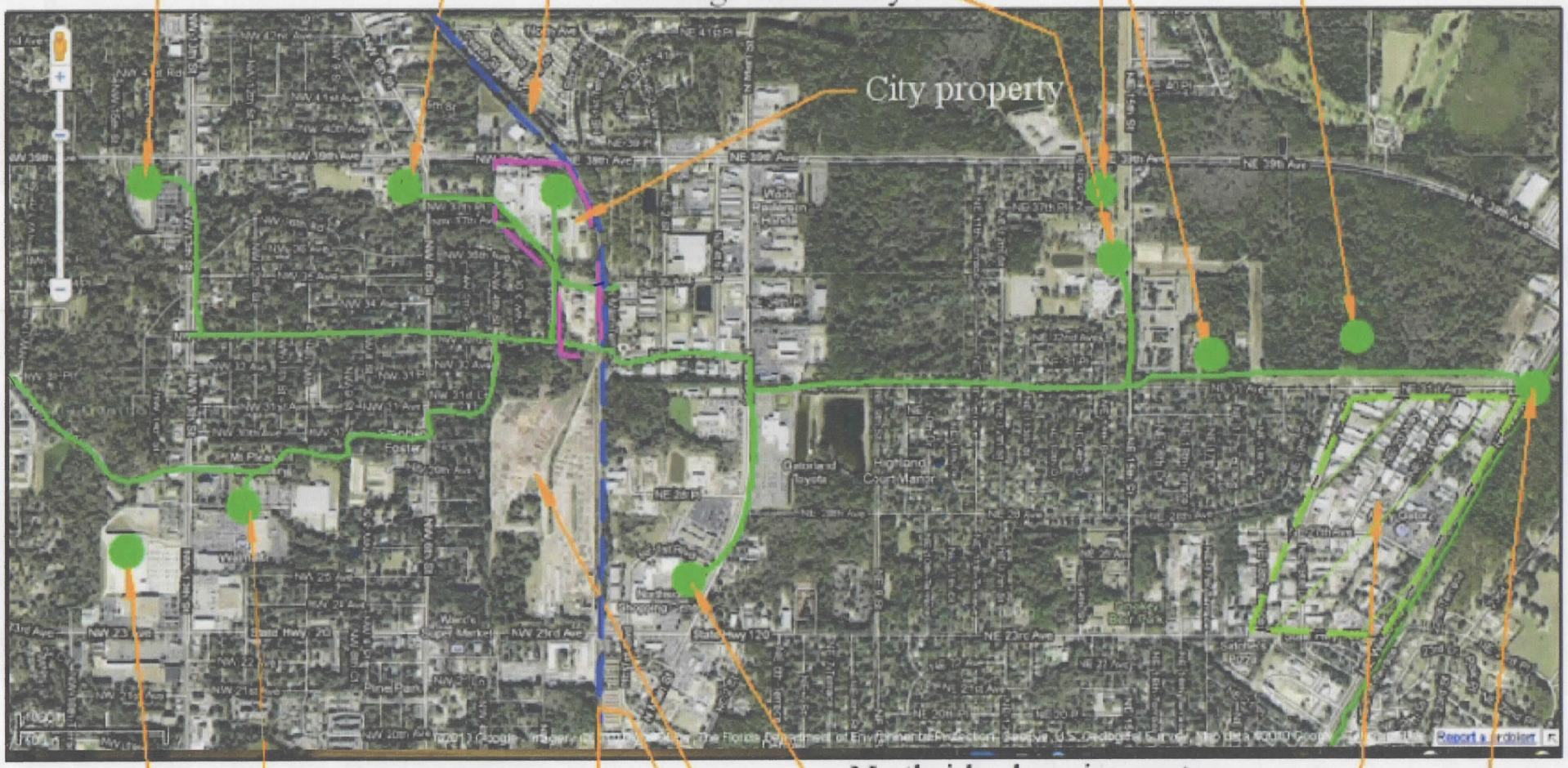
For business owners who are pro-child and pro-family, flextime options would demonstrate a commitment to family values by giving parents the flexibility they often need to transport children to and from school and day care.

While the 8 a.m. to 5 p.m. work ethic remains firmly entrenched here in the South, I know other parts of the country are embracing flextime as a way to deal with increasing traffic problems. When I left the San Francisco Bay area five years ago, the city of San Francisco was requiring major employers to institute flextime.

For the benefits of all residents of Alachua County, I urge local employers and business owners to consider flextime as a reasonable, creative alternative to business and traffic as usual.

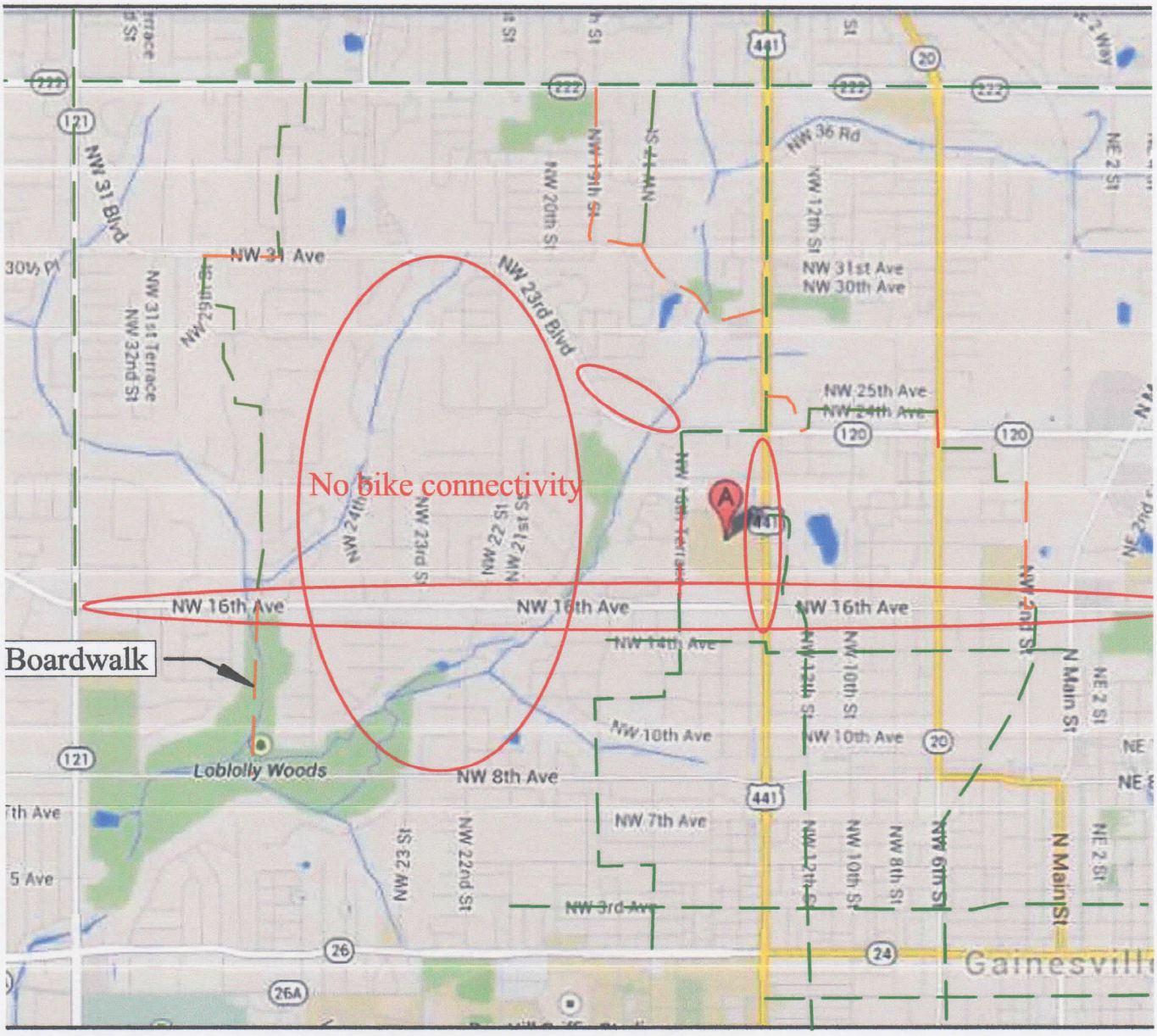
LUCINDA FAULKNER MERRITT,
Newberry

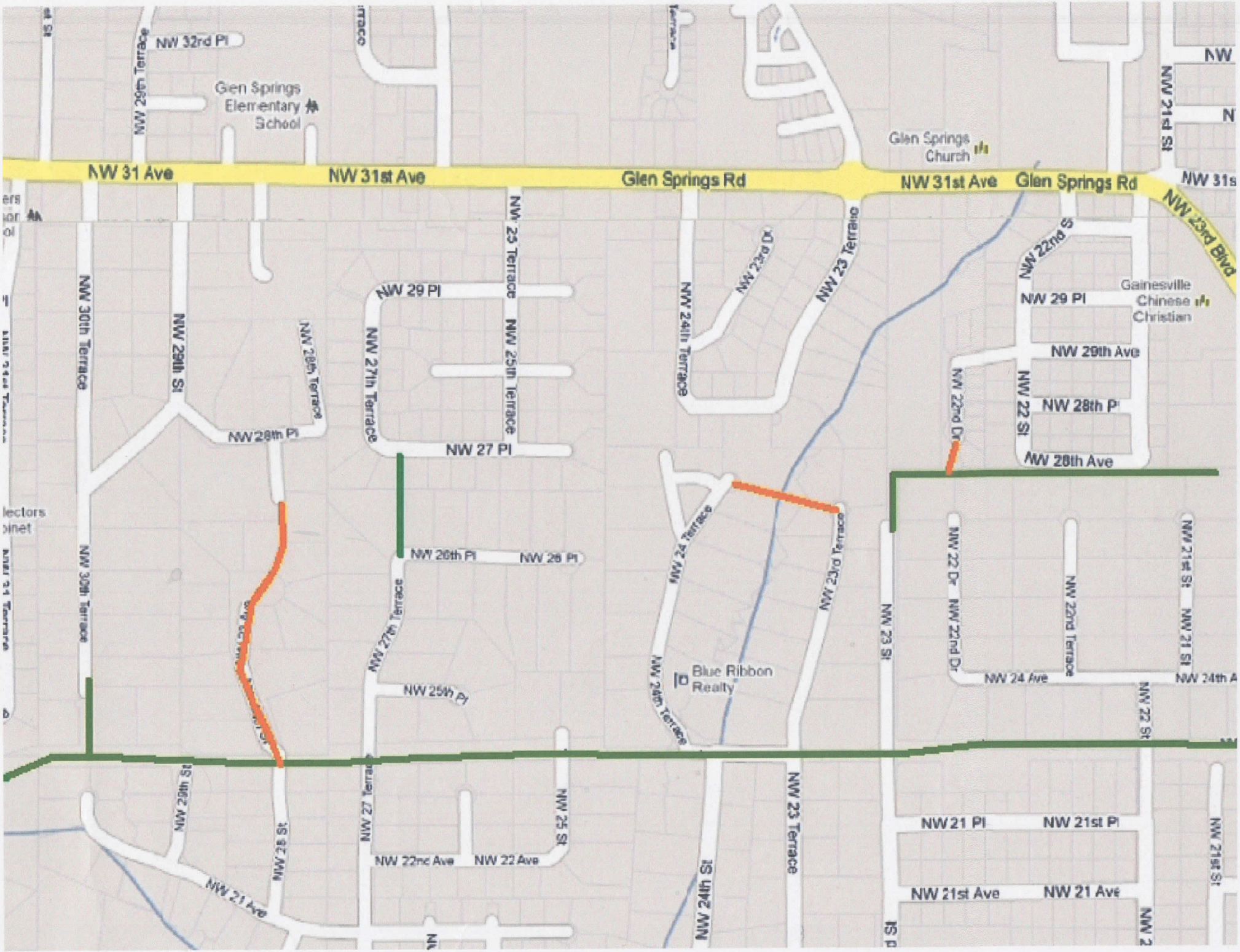
Gainesville Sun Aug. 1, 1994



31 Ave connector

Bicycle connectivity NW 39th Ave - Univ Ave

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NW 29th Terrace
Glen Springs Elementary School
Glen Springs Church
NW 31 Ave
NW 31st Ave
Glen Springs Rd
NW 31st Ave
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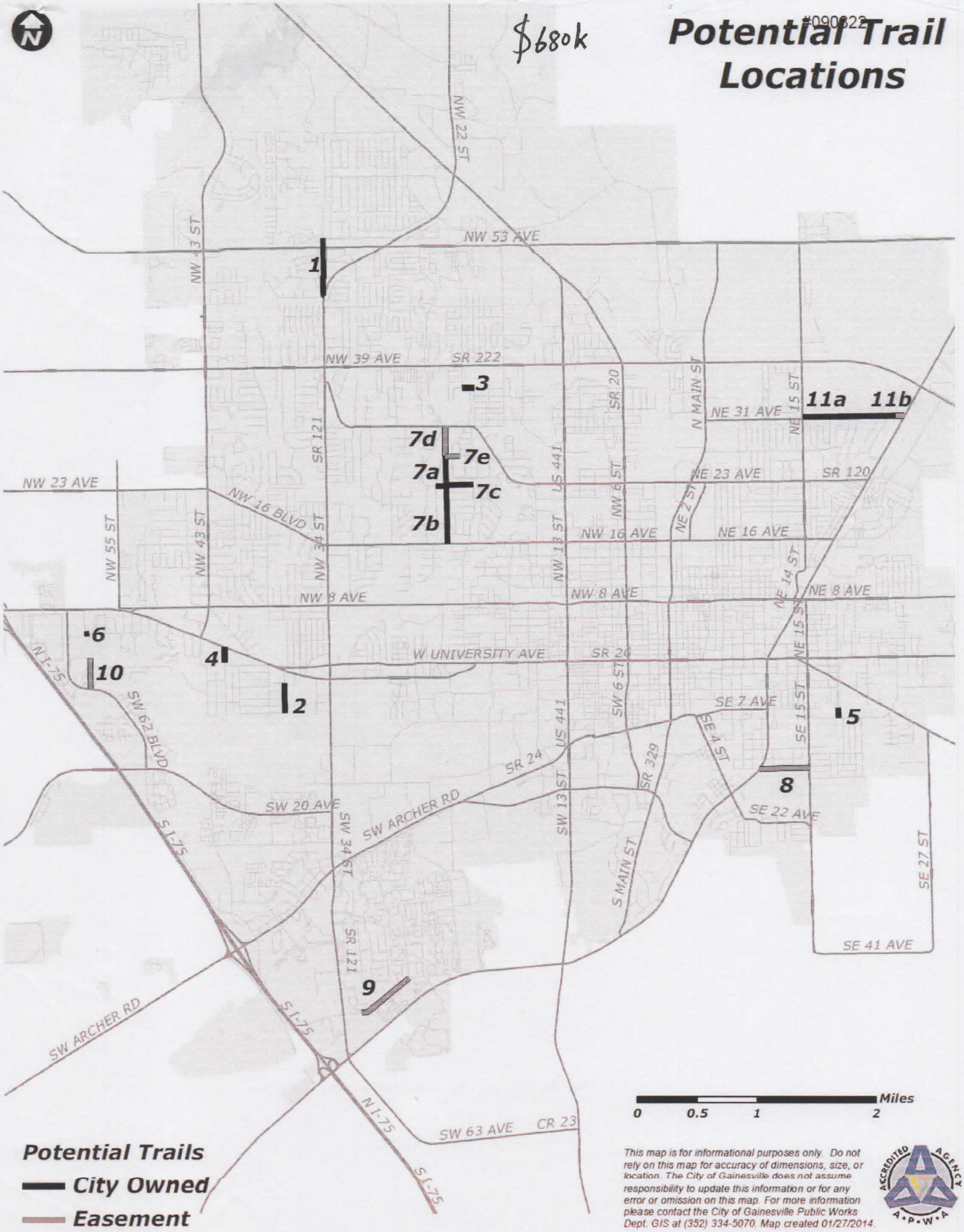
Potential Trail Locations



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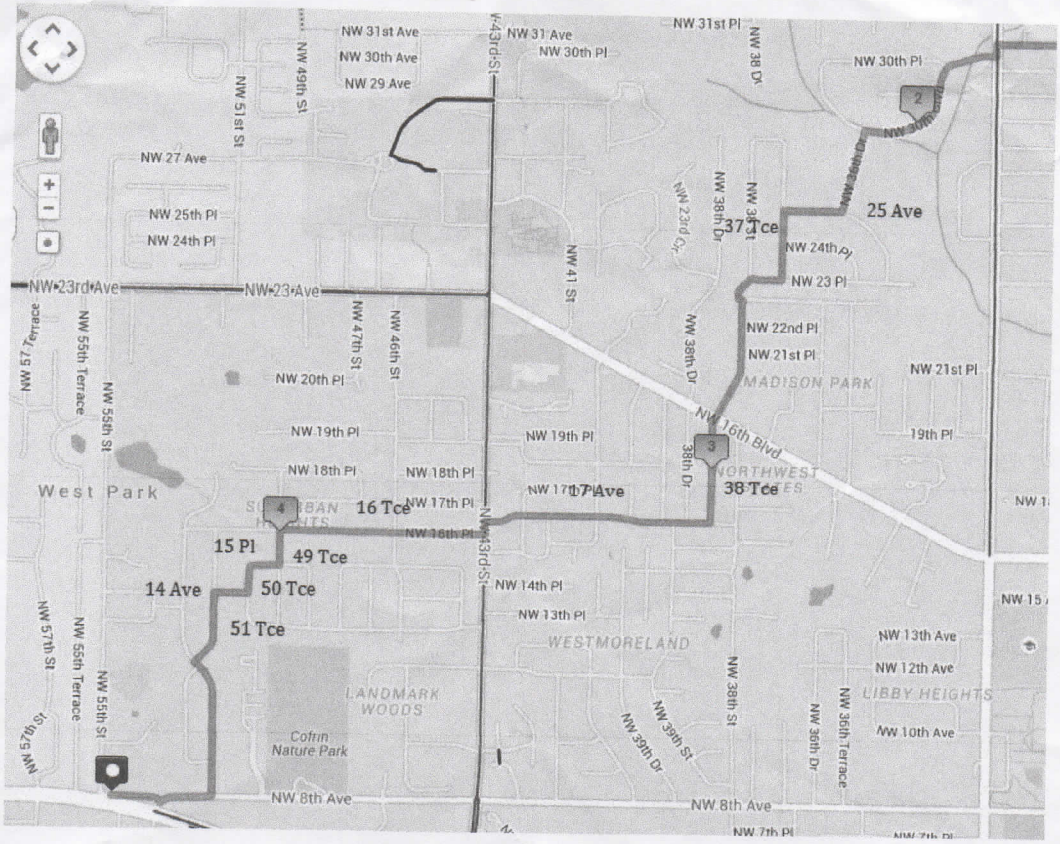
Potential Trails
- City Owned
- Easement

ACCREDITED AGENCY A•P•W•A

Home-Cymplify



36 Drv
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23 Pl
38 ST
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17 Ave
16 Tce
49 Tce
15 Pl
50 Tce
14 Ave
51 Tce

Cymplify-Downtown

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50 Tce
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13 Ave
12 Ave
39 ST
9 Ave
38 ST
7 Ave
36 St
7Ave
38ST

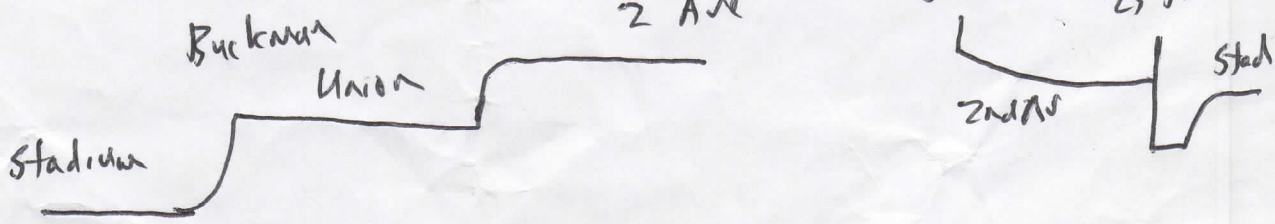

EXHIBIT 19

CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct copy of Resolution 2015-02, which was adopted at a legally convened meeting of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the 5th day of October, A.D., 2015.

WITNESS my hand this 12th day of October, A.D., 2015.

Chas S. "Chuck" Chestnut IV

Charles "Chuck" Chestnut, IV, Secretary

RESOLUTION NO. 2015-02

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA ADOPTING THE GAINESVILLE URBANIZED AREA YEAR 2040 LONG-RANGE TRANSPORTATION COST FEASIBLE PLAN; PROVIDING AN EFFECTIVE DATE

WHEREAS, the federal government, under the authority of 23 United States Code 134 and 49 United States Code 5303, requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the metropolitan area, and further requires the state transportation agency and the metropolitan area to enter into an agreement clearly identifying the responsibilities of each party for cooperatively carrying out such transportation planning;

WHEREAS, Section 134 of Title 23, United States Code, requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to prepare and update a long-range transportation plan for its metropolitan planning area; and

WHEREAS, Florida Statutes, Section 339.175 as amended, requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to develop a long-range transportation plan that addresses at least a 20-year planning horizon.

NOW THEREFORE, BE IT RESOLVED THAT THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA hereby adopts the Gainesville Urbanized Area Year 2040 Long-Range Transportation Cost Feasible Plan dated, October 5, 2015;

RESOLVED FURTHER, that all resolutions, or parts of resolutions, in conflict with this resolution are hereby repealed to the extent of such conflict; and

RESOLVED FURTHER, that this resolution shall take effect upon its adoption.

DULY ADOPTED in regular session, this 5th day of October A.D., 2015.

ATTEST:

Charles "Chuck" Chestnut, IV, Secretary

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Robert Hutchinson, Chair

APPROVED AS TO FORM

Michele L. Lieberman, Attorney
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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Exhibit 20

Adopted Year 2040 Cost Feasible Plan Projects

Priority	Project	Description [Funding]	Estimated Cost (In Millions)
State Highway System [$57.30 Million Available]			
1	US 441 (West 13th Street)	Multimodal Emphasis Corridor Study and implementation from NW 33rd Avenue to Archer Road	$2.10
2	State Road 26 (University Avenue)	Multimodal Emphasis Corridor projects from Gale Lemerand Drive to Waldo Road	$6.00
3	State Roads 24/331 (Waldo/Williston Roads)	Pedestrian Safety Modifications from NE 39th Avenue to SE 16th Avenue	$2.94
4	State Road 121 (West 34th Street)	Safety and Capacity Enhancements from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bikelanes	$33.56
5	State Road 24 (Archer Road)	Widen to four lanes from Tower Road to SW 122nd Street	$12.70 (Partially Funded)
Surface Transportation Program [$21.10 Million Available]			
1	SW 62nd Boulevard	Four-lane extension from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bikelanes - $27 million project (not fully funded)	$9.00 (Partially Funded)
2	SW 62nd Boulevard	Widen to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bikelanes- $18.2 million project (funded for design only)	$0.25
3	Alachua County Pavement Management Projects	Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	$10.55
4	City of Gainesville Pavement Management Projects	Resurface City Roads according to priorities established by the Gainesville City Commission	$1.30
Transportation Alternatives Program [$4.94 Million Available]			
1	Bicycle/Pedestrian Program	Miscellaneous “boxed funds” for bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	$4.94
Strategic Intermodal System [$5.10 Million Available]			
1	Interstate 75	Interchange Modification- Operational Improvement at State Road 121 interchange	$5.10
Transit [$52.70 Million Available]			
1	Regional Transit System	Maintain existing transit service systemwide	$52.70
Local Projects [Alachua County/City of Gainesville/University of Florida/Developer-Funded]			
-	NW 83rd Street	Two-lane extension from NW 39th Avenue to Springhills Boulevard	$10.75
-	NW 91st Street	Two-lane extension from terminus to Springhills Boulevard	$2.99
-	NW 98th Street	Two-lane extension from NW 39th Avenue to Springhills Boulevard	$5.59
-	Radio Road Extension	Two-lane extension from SW 34th Street to Hull Road	$3.24
-	Springhills Boulevard	New two-lane roadway from NW 122nd Street to NW 83rd Street	$5.97
-	Springhhills Connector	New two-lane roadway from Springhills Boulevard to Millhopper Road	$5.97
-	SW 23rd Terrace Extension	Two lane extension from Archer Road to Hull Road	$2.39
-	University of Florida	Transit Center	$6.24

Florida's Future Corridors

What is the Future Corridors Program?

The Future Corridors Program is a statewide effort led by the Florida Department of Transportation (FDOT) to plan for the future of the major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This effort builds upon the 2060 Florida Transportation Plan and Secretary Prasad's "Florida's 21st Century Transportation Vision," which call for planning a transportation system that maintains our economic competitiveness by meeting today's transportation needs for moving people and freight as well as our needs for decades to come.

Why Are We Considering Future Statewide Corridors?

In addition to an expected population increase of 37 percent by 2040, it is also anticipated Florida will experience a 44 percent increase in visitors by 2040 and a 39 percent increase in freight tonnage by 2035. This means as a state we need to:

- Better coordinate long-range transportation and development plans and visions to identify and meet a growing demand for moving people and freight.
- Identify long-range solutions that support statewide and regional goals for economic development, quality of life, and environmental stewardship.
- Provide solutions for or alternatives to major highways that already are congested.
- Improve connectivity between Florida and other states and nations and among Florida's regions to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's Strategic Plan for Economic Development.

What Types Of Corridors Are We Planning?

A statewide transportation corridor is one that connects Florida to other states or connects broad regions within Florida, generally by high-speed, high-capacity transportation facilities such as interstate highways or other limited-access roadways, major rail lines, and major waterways. These corridors may also involve multiple modes of transportation as well as other linear infrastructure such as pipelines and telecommunications or utility transmission lines.

This initiative focuses on two approaches to plan for future corridors:

- Transforming existing facilities in a corridor to serve a new function, such as adding tolled express lanes, truck-only lanes, or bus rapid transit systems to an existing highway, or adding passenger service to an existing freight rail line.

- Identifying study areas for potential new parallel facilities to provide alternatives to existing congested highways or potential new corridors for multimodal facilities in regions not well served by statewide corridors today.

When Will Future Corridors Be Developed?

FDOT will be conducting Concept studies on priority study areas in 2012 and 2013. The intent is to develop a long-range framework to guide future investment decisions in the study areas over the next 50 years. This strategy can be integrated over time into local and regional transportation, land use, and conservation plans. Evaluation and Project Development studies will be scheduled on specific segments as needed. Construction on some segments that are of independent utility could move forward in the next few years, while other corridors may not be developed for a few decades.

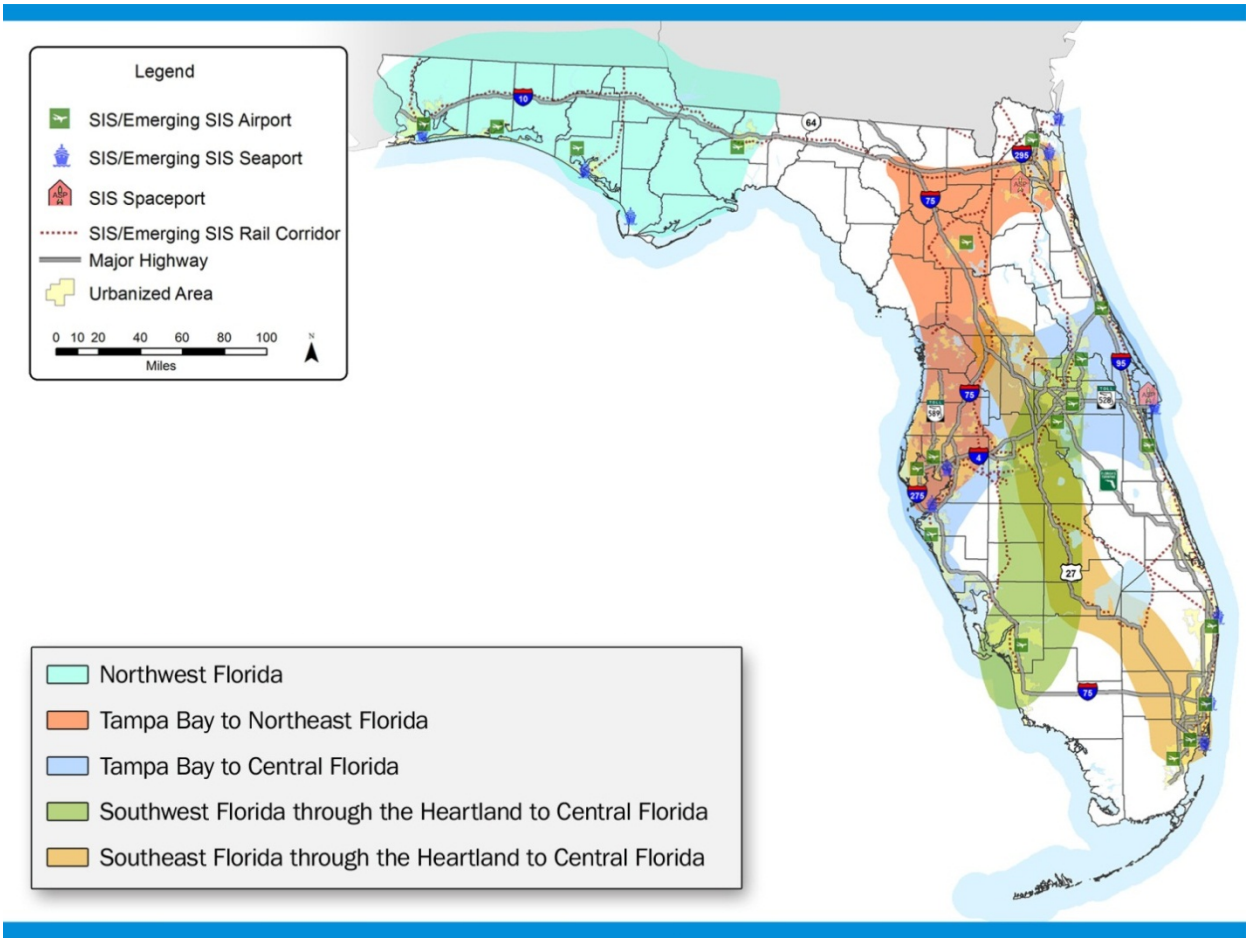
Who Will Be Involved in Planning and Developing Future Corridors?

As the lead agency for this initiative, FDOT will be working with a full range of statewide, regional, and local partners. A state agency working group, including the Departments of Environmental Protection, Economic Opportunity, Agriculture and Consumer Services, Fish and Wildlife Conservation Commission, and Federal Highway Administration is guiding the overall initiative. In specific study areas, FDOT will work with a wide range of partners, including environmental organizations, business and economic development organizations, utility providers, local governments, metropolitan planning organizations, regional planning councils, and public and private landowners to better understand how they envision the future of Florida.

What is the Future Corridors Initiative?

The Future Corridors initiative is a statewide effort led by the Florida Department of Transportation (FDOT) to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This initiative builds upon the 2060 Florida Transportation Plan which calls for planning a transportation system that maintains our economic competitiveness by meeting current and future transportation needs for moving people and freight.

Florida's Future Corridors Initial Study Areas



Florida's Future Corridors

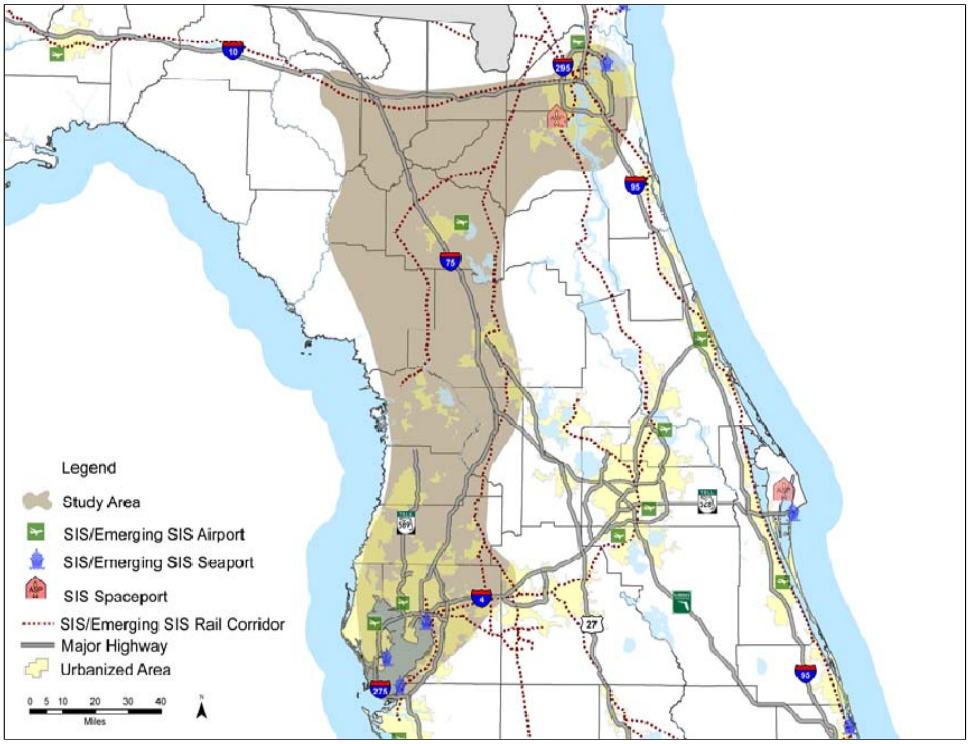
Tampa Bay to Northeast Florida

Overview

This study will assess the need for better connectivity between Tampa Bay and Jacksonville, two large regions that are not well connected today. An early focus will be on increasing safety and congestion concerns along Interstate 75 north of Wildwood. Initial steps will evaluate operational improvements to I-75 as well as potential extensions of the Suncoast Parkway or Florida's Turnpike to improve connectivity in the southern portion of the study area. The full study will explore a possible new connection between the Suncoast Parkway and I-75 in the Gainesville/Ocala area, as well as enhanced connectivity between Gainesville/Ocala and the Jacksonville area.

Concept Stage

- **Summary Report**
- **Technical Report**
- **Background Information**



Appendix C: Florida's Future Corridors – Tampa Bay to Northeast Florida Study Area Concept Report

Florida's Future Corridors

Tampa Bay to Northeast Florida Study Area Concept Report

SUMMARY REPORT

Florida Department of Transportation
Office of Policy Planning

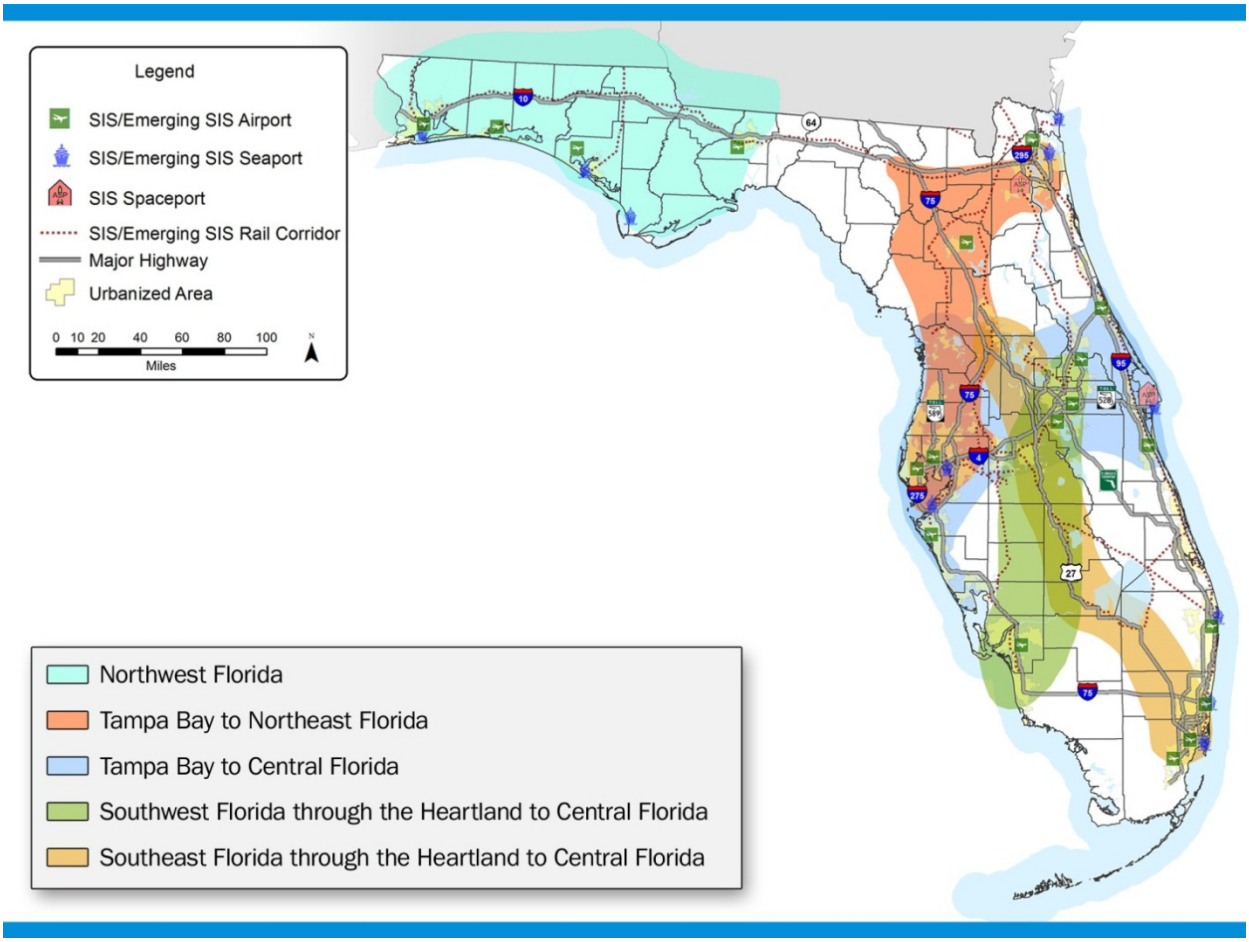
October 2013

Florida's Future CORRIDORS

What is the Future Corridors Initiative?

The Future Corridors initiative is a statewide effort led by the Florida Department of Transportation (FDOT) to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This initiative builds upon the 2060 Florida Transportation Plan which calls for planning a transportation system that maintains our economic competitiveness by meeting current and future transportation needs for moving people and freight.

Florida's Future Corridors Initial Study Areas



Tampa Bay-Northeast Florida Study Area Concept Report

Tampa Bay and Northeast Florida are two of Florida's largest regions. Both have large, diverse economies and growing transportation needs. Between these two regions, Gainesville and Ocala are emerging in importance as regional employment centers, particularly in innovation and logistics industries. Surrounding rural areas support a mix of agriculture, forestry, mining, recreation, and manufacturing industries, and are collaborating on economic development strategies.

More than 5.1 million people and 2.1 million jobs are located within an 18-county study area spanning 260 miles from Tampa to Jacksonville.[1] Following a deep recession, the study area's economy is rebounding and is expected to return to stronger growth. If recent trends continue, the region's population could expand nearly 70 percent by 2060.[2]

Freight, business, visitor, commuting, and personal trips in the study area heavily depend on the highway system. Tampa and Jacksonville are the two largest urban centers in Florida without a direct limited-access highway connection today. Travel between these two regions primarily occurs via I-75 and I-10, I-75 and U.S. 301, or I-4 and I-95. Many of the rural counties are not well connected to the Interstate highways or other limited-access highways today.

This report identifies potential transportation strategies to help connect Tampa Bay and Northeast Florida and support the future growth of these two regions, as well as the less urbanized North Central Florida region that lies between them. It is part of a broader statewide effort, known as Florida's Future Corridors initiative, through which the Florida Department of Transportation (FDOT) is working with state, regional, local partners, and other stakeholders to plan for the future of the major transportation corridors critical to the state's economic competitiveness and quality of life.

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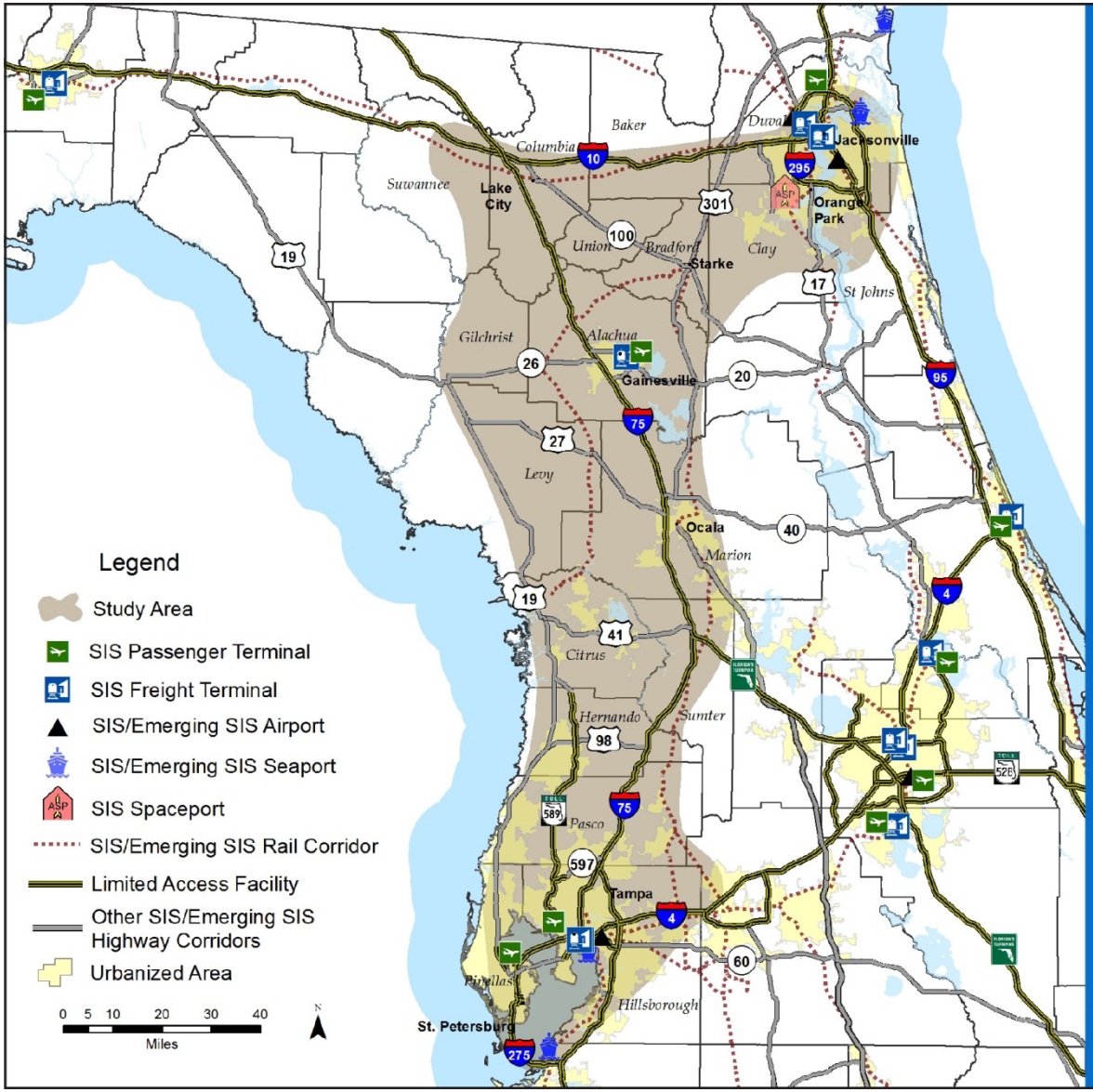
[1] U.S. Department of Commerce, Bureau of the Census, 2010; U.S. Department of Commerce, Bureau of the Economic Analysis, 2010. For the purposes of this report, the study area includes, north to south and west to east, Columbia, Baker, Duval, Suwannee, Union, Bradford, Clay, St. Johns, Gilchrist, Alachua, Levy, Marion, Citrus, Sumter, Hernando, Pasco, Pinellas, and Hillsborough counties. Data reported are for all the counties listed, including portions of the counties not in the study area boundary.

[2] Florida Department of Transportation projection, based on University of Florida Bureau of Business and Economic Research forecast, 2013.



FAST FACTS

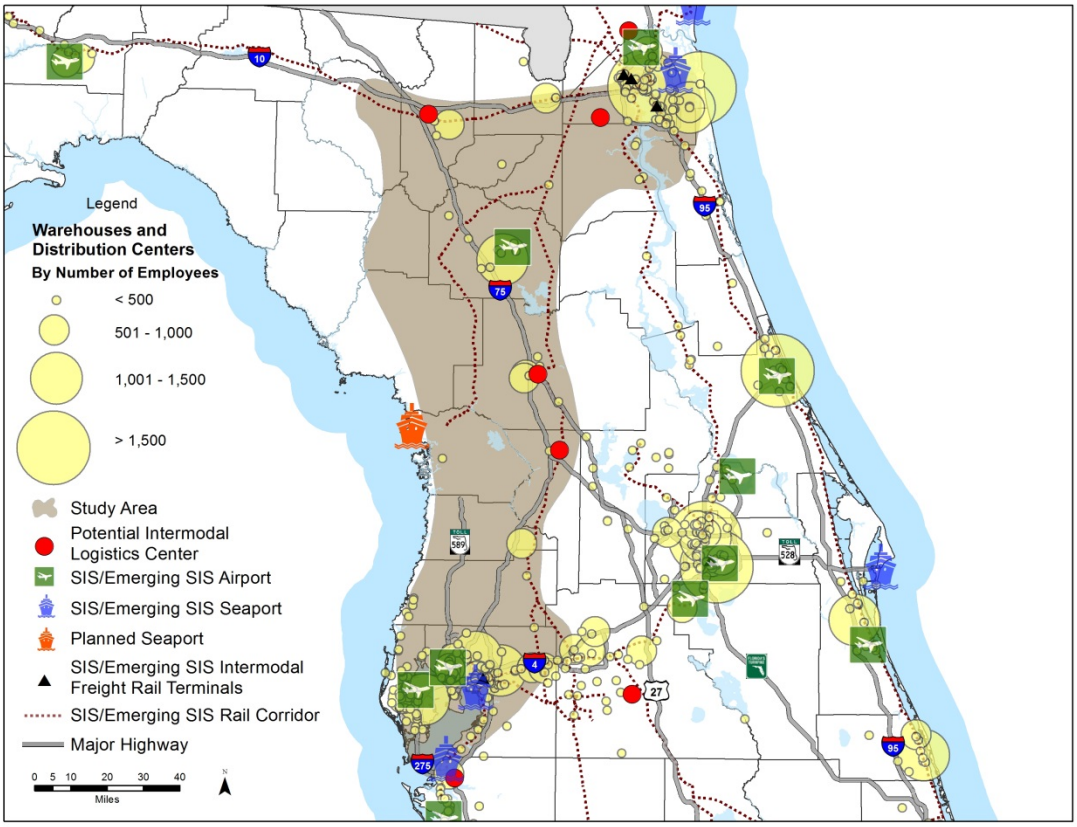
- 18 counties, 80 cities
- 10,115 square miles of land area
- 5.1 million people, 2.1 million jobs
- Includes 7 counties designated as part of the North Central Florida Rural Area of Critical Economic Concern
- 5 major military installations
- 56 colleges and universities
- 3,310 centerline miles on the State Highway System, including 1,162 of centerline miles on Florida's Strategic Intermodal System (SIS)
- 1,229 centerline miles of freight rail and 88 freight terminals, including 4 SIS freight rail terminals
- 80 miles of passenger rail via Amtrak, with stations in Jacksonville and Tampa
- 3 deepwater seaports (Tampa, St. Petersburg, and Jacksonville) with 2 additional seaports in adjacent counties and 1 seaport under study in Citrus County
- 4 commercial service airports, 16 regional or general aviation airports, and a spaceport at Cecil Field
- Intercity bus service provided by Greyhound, including 8 stations

Economic Trends: The Case for Connectivity

Population growth throughout most of the study area has exceeded the state and national growth averages during the past few decades. This trend is expected to continue in the future, as the region benefits from its appeal to workers, families, retirees, and visitors; historic strengths in natural resources, military, education, tourism, and distribution; and emerging strengths in innovation industries and services. As the study area grows and changes, connectivity becomes increasingly important at multiple levels.

Trade and visitor connections to global markets. Two major deepwater seaports, the Port of Tampa and the Port of Jacksonville, bookend the study area. The Port of Tampa is the top seaport in Florida by tonnage, and Jacksonville ranks among the East Coast's leading seaports for containers and automobiles. Both ports, as well as nearby Port Manatee and the Port of Fernandina, are expanding facilities to prepare for growing trade flows to serve markets in Florida and in the eastern United States. Citrus County is studying the feasibility of creating Florida's 15th deepwater seaport at Port Citrus.

Trade and Logistics Hubs

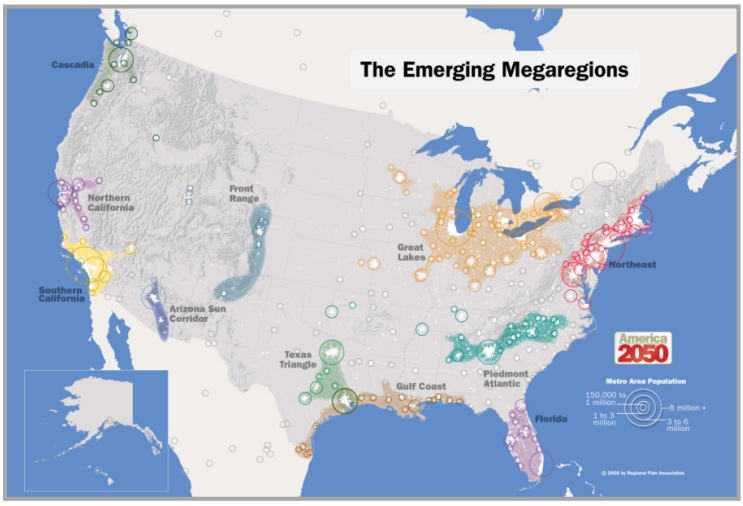


Sources: *InfoGroup, 2010; Florida Department of Transportation.*

Regional distribution centers cluster around these seaports as well as along the I-75 corridor. I-75 and the parallel CSX "S" line form part of a major north-south trade corridor connecting Central and South Florida to Atlanta and the Midwest. The importance of this trade corridor will grow with the expansion of the South Florida seaports and with CSX's effort to develop a major intermodal logistics center in Winter Haven.

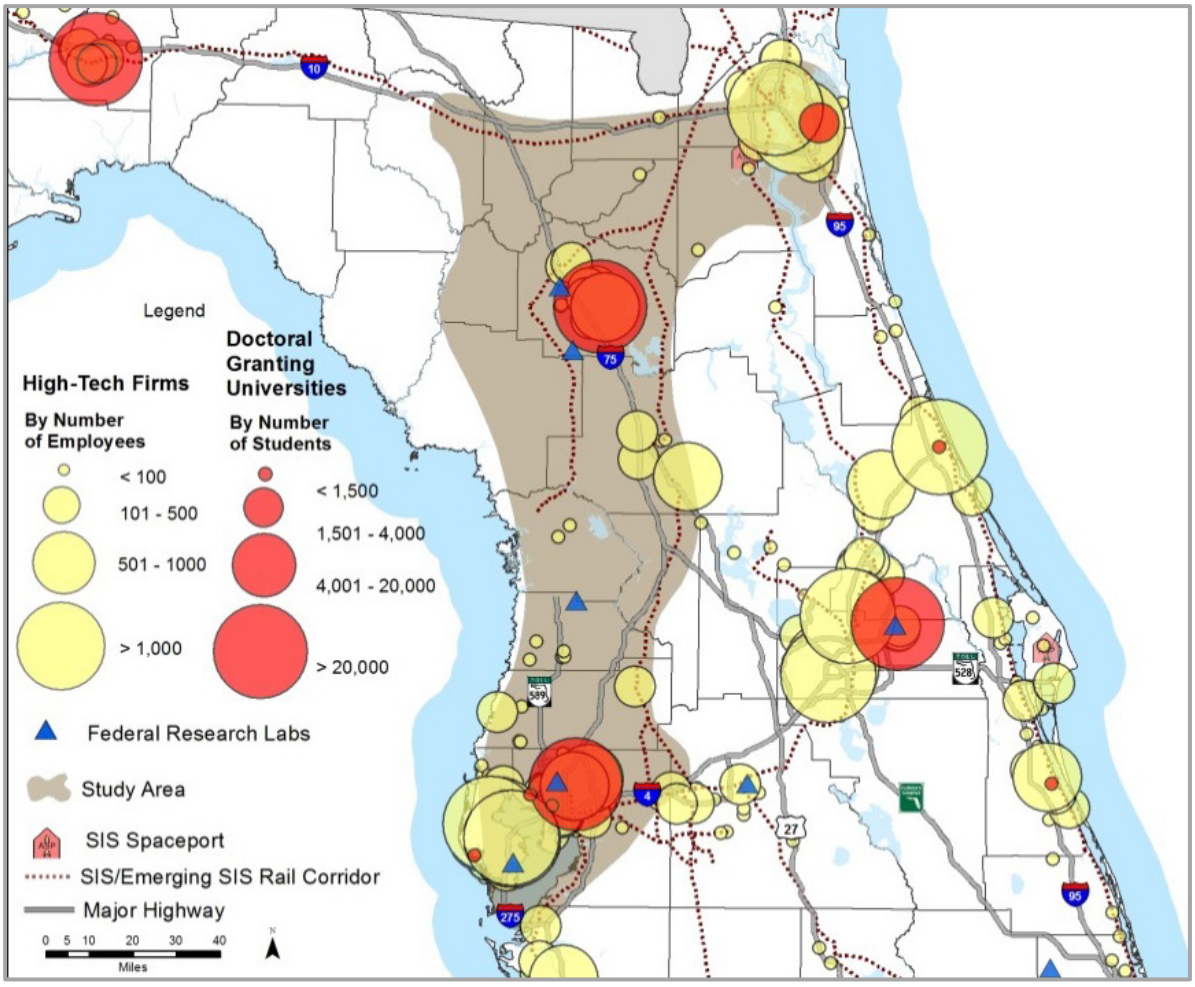
I-75 also is an important tourism corridor connecting the Midwest and Eastern United States to Central Florida – the nation's largest visitor destination – as well as Tampa Bay. Pinellas, Hillsborough, and Duval rank among Florida's 10 most visited counties. About one-half of all visitors to Florida arrive via automobile, with I-75 as one of the key gateways.

Interregional connectivity to create Florida's megaregion. The Florida peninsula has the opportunity to become one of 10 to 12 "megaregions" that lead the United States in growth and competitiveness over the next few decades (see map below). Florida's competitiveness in large part reflects the size and diversity of its large metropolitan regions – the ability to link Southeast Florida's global business hub to Central Florida's internationally known destinations and the diverse industries of Tampa Bay and Northeast Florida. Florida's Interstate highways are the major arteries sustaining this mega-region – but the missing link today is a direct connection between Tampa and Jacksonville. A closer link between these two markets could create substantial benefits not only for the study area, but also for the state as a whole.



Business, labor, and university connections to create strong industry clusters. The study area's economy is shifting from a traditional emphasis on natural resources, tourism, military, distribution, and basic manufacturing to a more diverse mix of industries that also includes technology, finance, and services. Much of the transportation system in the region initially was developed to connect farmlands, forests, and mines to production centers and seaports in urban areas. Today, life sciences, aerospace, and logistics industry clusters are emerging across the region. Their global competitiveness relies on connections between leading-edge businesses, suppliers, skilled labor, and research universities. Many of these clusters are organizing across traditional boundaries, such as the "High-Tech Corridor" connecting businesses, universities, and colleges from Tampa to Gainesville to Orlando (see map on next page).

Major Research and Technology Employers

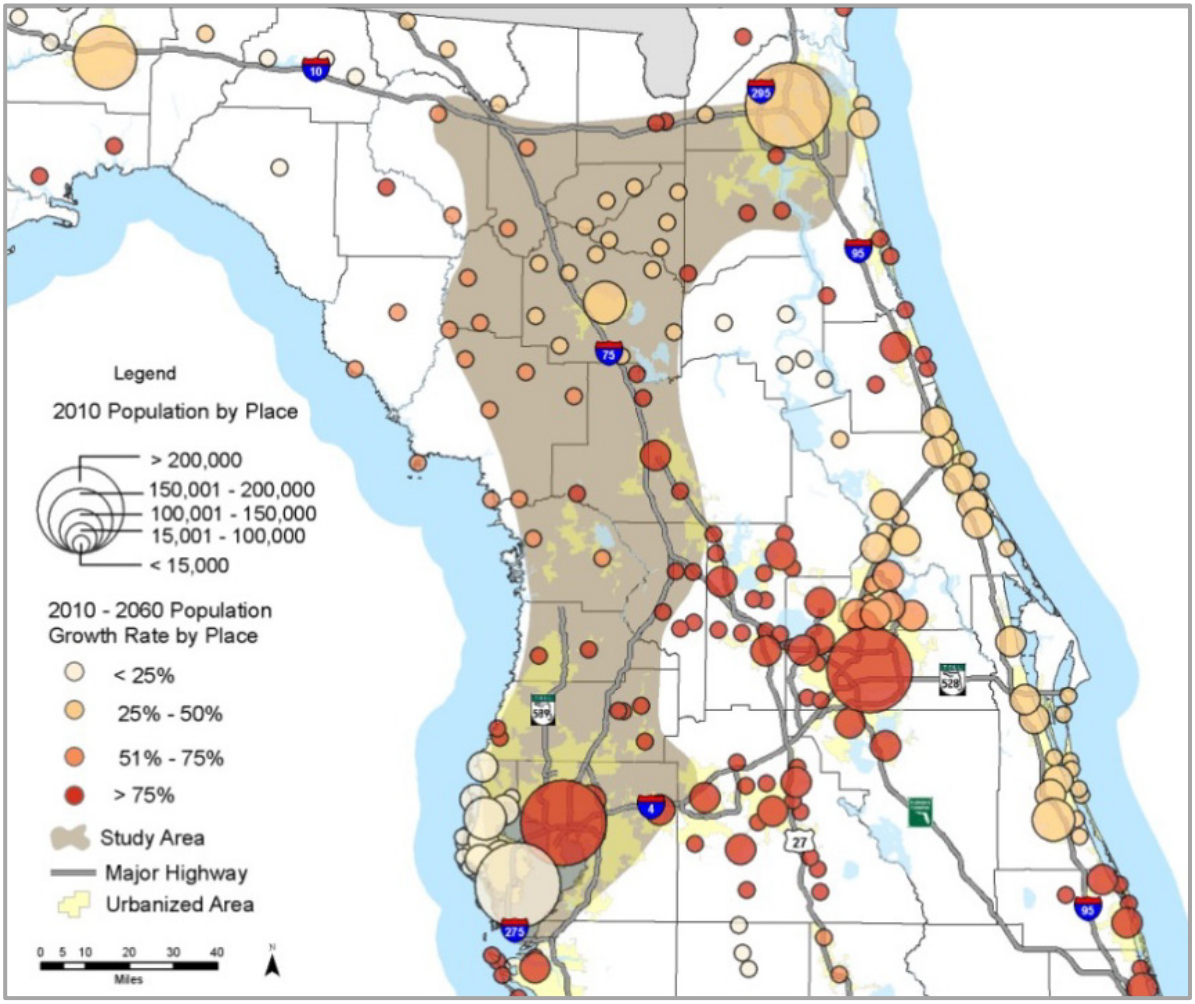


Sources: *InfoGroup, 2010; National Center for Education Statistics, College Navigator, 2012; Federal Laboratory Consortium for Technology Transfer, 2012.*

Enhanced regional connections to existing and emerging urban centers. The Tampa Bay and Northeast Florida counties are projected to account for 4 out of 5 new residents locating in the study area over the next 50 years. Regional visions in both areas call for a shift in future growth toward more compact centers, with Tampa, St. Petersburg, and Jacksonville becoming more prominent cities. Well-developed intercity passenger rail and regional transit systems are critical foundations for this vision. Even as the study area reemphasizes these large urban regions, emerging centers of population and employment are gaining strength along the Suncoast to the north of Tampa Bay (Pasco, Hernando, and Citrus counties) and along the I-75 corridor from Wildwood to Gainesville (see map next page). The combined population of Sumter, Marion, and Alachua counties soared from 138,000 in 1960 to 672,000 in 2010; if current trends continue, it will nearly double to 1.3 million by 2060. This group of cities may become more connected to both Tampa Bay and Central Florida. Neither of these emerging regions are well connected to the rest of the study area or the rest of Florida, and they generally rely on a single limited-access highway corridor.

Projected Trend Population Growth

1960-2010



Source: Florida Department of Transportation projection, May 2013.

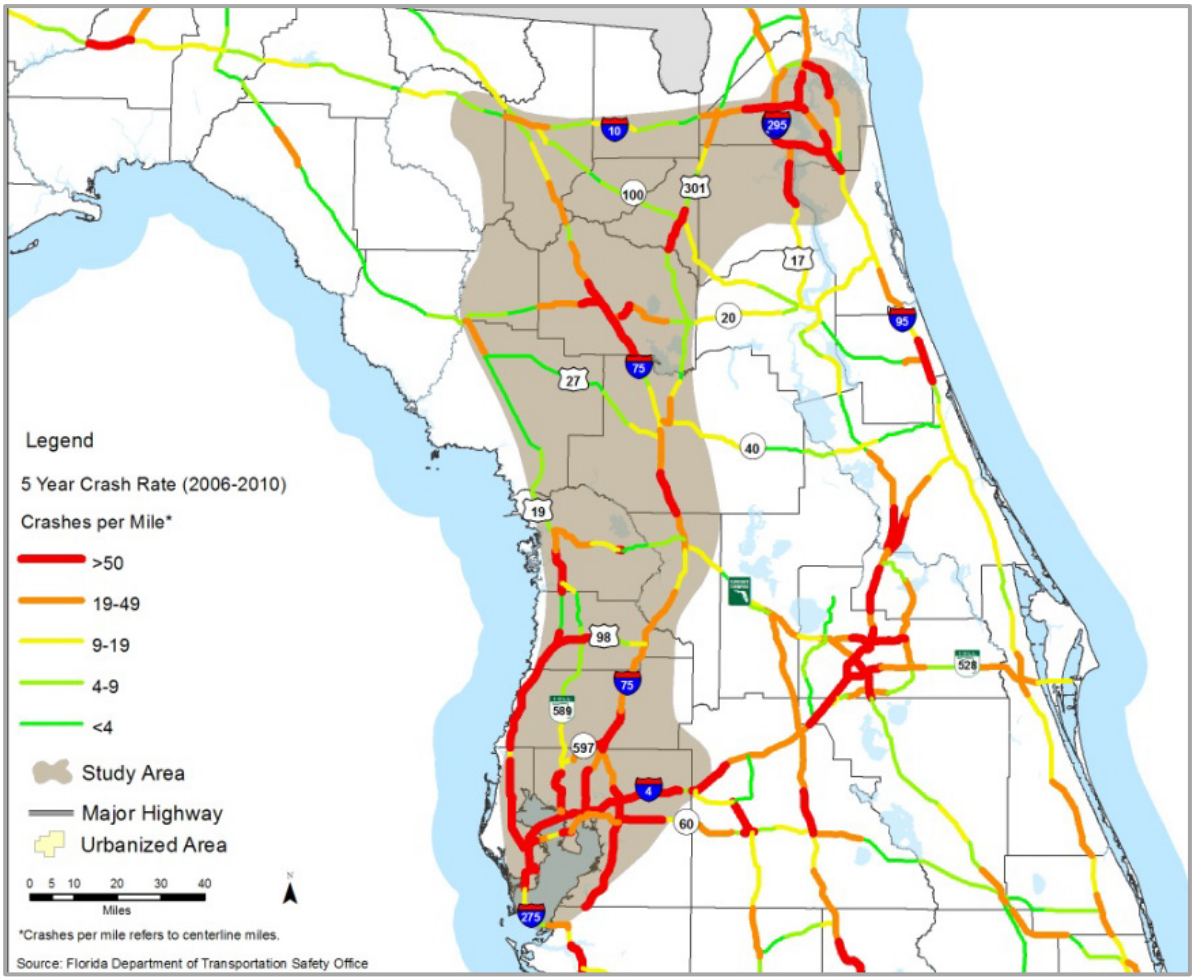
Improved access from rural areas to regional employment centers and external markets. Seven counties in the study area are classified as Rural Areas of Critical Economic Concern due to historically high levels of poverty and unemployment: Baker, Bradford, Columbia, Gilchrist, Levy, Suwannee, and Union. There is potential for a significant acceleration of population and employment growth if economic development initiatives are successful, with the higher rates of growth most likely in rural counties that border established urban areas and those that serve as regional employment centers. The potential development of large tracts of land under single ownership, including those owned by Plum Creek Timber; Rayonier, Inc.; Foley Land and Timber Company; and Bascom Southern across a band of counties from the Gulf Coast to the Atlantic Coast could be a gamechanger for rural North Central Florida. Most of this region is not well connected to the rest of the state today. A collaborative visioning process led by the North Central Florida Regional Planning Council will help determine where growth and connectivity are needed.

Potential Mobility and Connectivity Needs

The study area's transportation system faces several challenges in meeting the evolving mobility and connectivity needs of residents, visitors, and businesses in the coming decades:

- **Freight mobility.** Freight and trade flows to, from, and through the study area are anticipated to grow rapidly, reflecting the strong anticipated growth in population, visitors, and economic activity; the region's central location as a logistics platform for the rest of the state; and the overall growth anticipated in global trade through Florida's seaports and airports. This will place greater pressure on the region's major truck routes, freight rail system, seaports, air cargo facilities, and intermodal logistics centers. Strategic investments in the capacity and connectivity of these systems will be critical.
- **Highway delay and reliability.** The highway system, particularly the limited-access corridors, does not have the capacity to accommodate future growth in population, employment, and visitors, assuming vehicle miles traveled resumes its long-term growth trend. If current development and travel patterns continue, 38 percent of urban highway miles and 22 percent of rural and transitioning area highway miles will be congested in peak periods by 2035 – even after accounting for expenditures in FDOT's SIS Cost-Feasible Plan (maps on page 9). This means FDOT must work with regional and local partners to maximize the efficiency of its existing highway system; promote alternatives to highways for both commuting and longer distance trips; encourage strategies for reducing growth in travel demand; and identify strategic investments in new highway capacity that support regional visions for the future.
- **Highway safety.** Crash rates are significant along major highways within the study area (see map on next page). The crash rate along I-75 near Gainesville and between Ocala and Wildwood are as high as those along Interstates in the state's largest urban areas, reflecting the mix of cars and trucks and local and long-distance traffic using I-75. Portions of U.S. 19, U.S. 301, and U.S. 17 also have high crash rates.

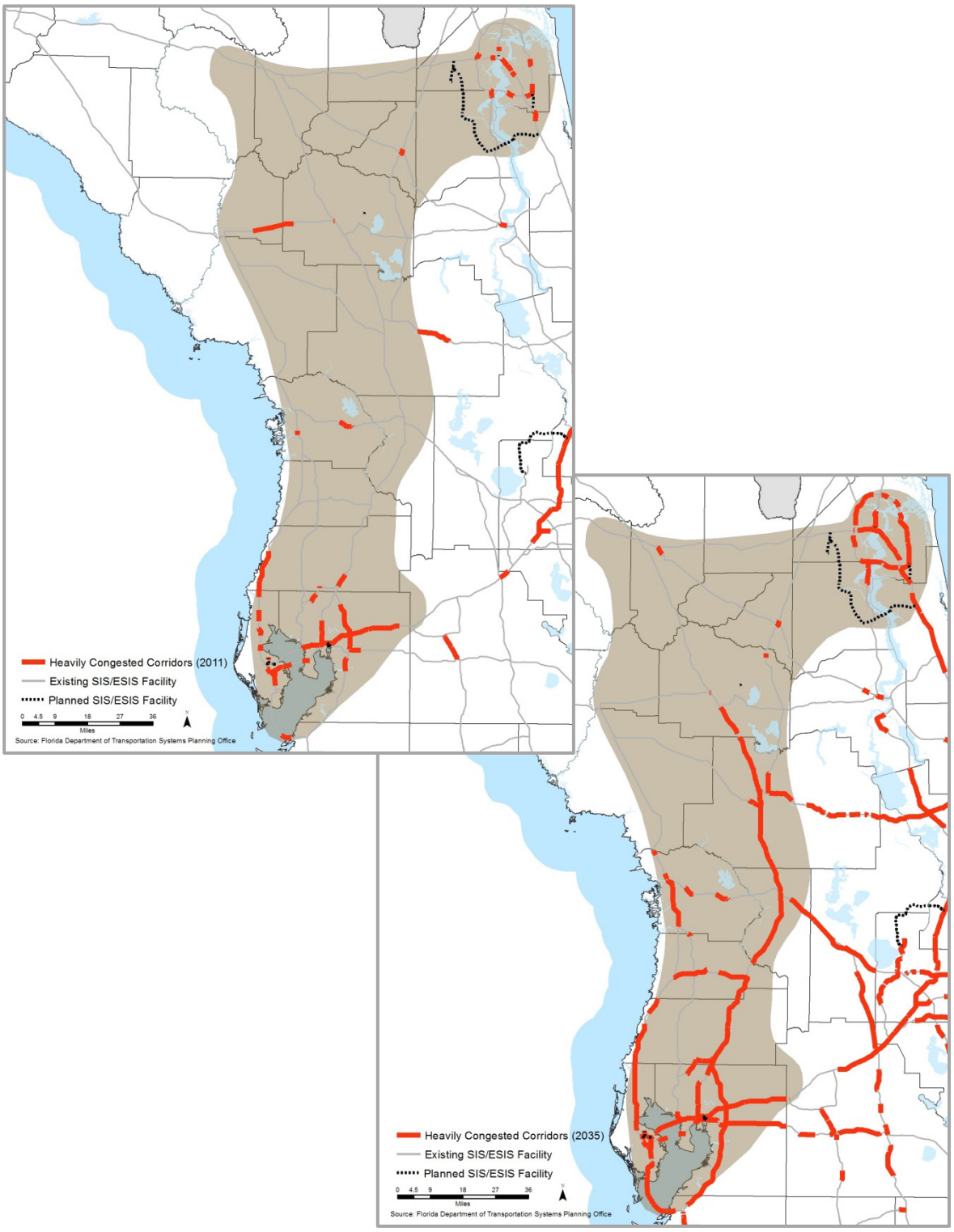
Crash Rates on Strategic Intermodal System Highways



Source: Florida Department of Transportation.

Congestion on SIS Highways

2011 and 2035



Source: Florida Department of Transportation.

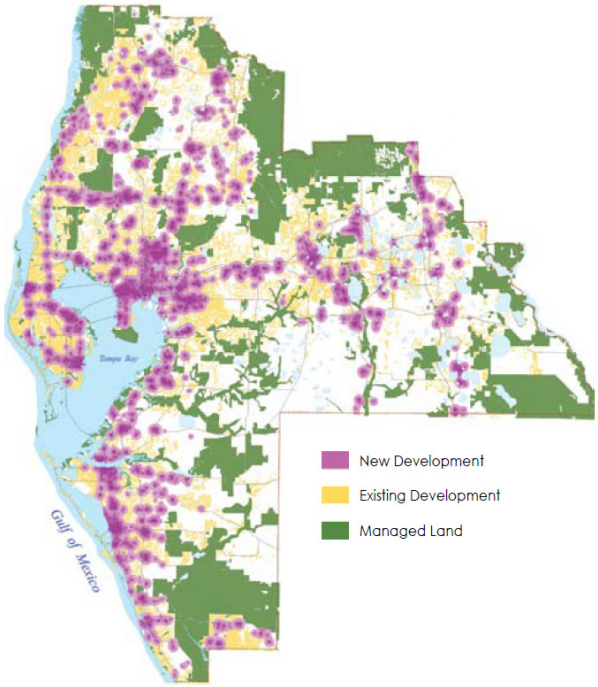
- **Modal options.** Passenger rail and public transit systems today do not have the connectivity or quality of service needed to become a competitive travel option in many parts of the study area, particularly for long-distance travel. Amtrak currently operates daily intercity passenger service along an inland route from Jacksonville through Orlando to Lakeland and Tampa. Eight fixed-route transit systems operate in the study area, but none currently operate a large-scale commuter rail system. A continued focus on coordinating transit investment with urban development decisions is critical to implementing the regional visions for Northeast Florida and Tampa Bay with their emphasis on more compact centers connected with multimodal corridors.
- **Limited options.** The only options for high-speed, high-capacity travel between Tampa Bay and Jacksonville are I-4 to I-95 (a route subject to delays due to congestion on I-4 in Central Florida), or I-75 to I-10 (a longer route). There is no direct limited-access highway alternative to I-75 for travel between Tampa Bay and Georgia or Northwest Florida. Because the highway system has few redundancies, a crash, incident, or even planned construction activities and special events can result in severe delays. This issue increases in significance during emergency events.
- **Connectivity to emerging economic centers.** Nearly one out of every four jobs in the study area is located more than five miles from a limited-access highway, an asset desired by most businesses. The location of potential development sites identified in Comprehensive Economic Development Strategies, regional visions, and developments of regional impact all point to the potential for significant new economic development to occur in the Suncoast area north of Tampa, the string of smaller urbanized areas along I-75 from Alachua to Sumter counties, Clay and Baker counties to the west of Jacksonville, and targeted regional employment centers in rural areas such as Lake City.[3] Some of these sites are well situated on or near existing highway or rail lines, but others are not well connected today. Further analysis is needed to determine the significance of these connectivity "gaps" to the regional economy.

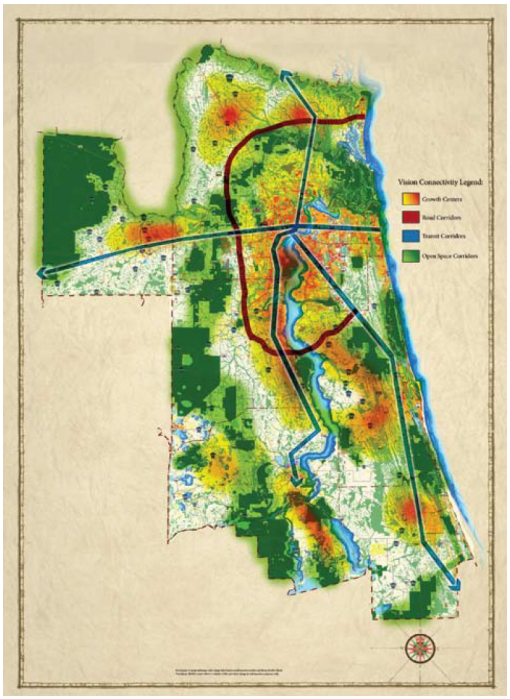
Community and Environmental Context

The study area's mobility and connectivity needs must be addressed within the context of a diverse natural and human environment. Both the Tampa Bay and Northeast Florida regions have developed long-range visions to guide future plans and investment decisions. These regional visions emphasize protecting and conserving natural resources and agricultural lands, promoting quality communities, including compact urban centers, providing mobility choices, and encouraging economic competitiveness (see maps on next page). The North Central Florida Regional Planning Council will initiate a regional visioning process covering Gainesville, Ocala, and surrounding rural counties in 2014. These visions and principles can guide future corridor planning decisions.

[3] Data collected from statewide and regional plans may not reflect all current local plans or proposals.

Adopted Regional Visions for Tampa Bay (left) and Northeast Florida (right)





Sources: *"OneBay, A Shared Regional Vision for Tampa Bay," 2010; "First Coast Vision," 2011.*

Building on the framework of the regional visions, the study area includes 80 cities comprising hundreds of unique communities and neighborhoods. Each community brings its own historic, cultural, and social resources. Consistency with community visions and local government comprehensive plans can help ensure that the unique character and resources of each community are appropriately considered as corridor decisions are made. Early coordination also can help ensure that transportation corridor investments support community goals and avoid or minimize negative impacts on individual communities and their resources.

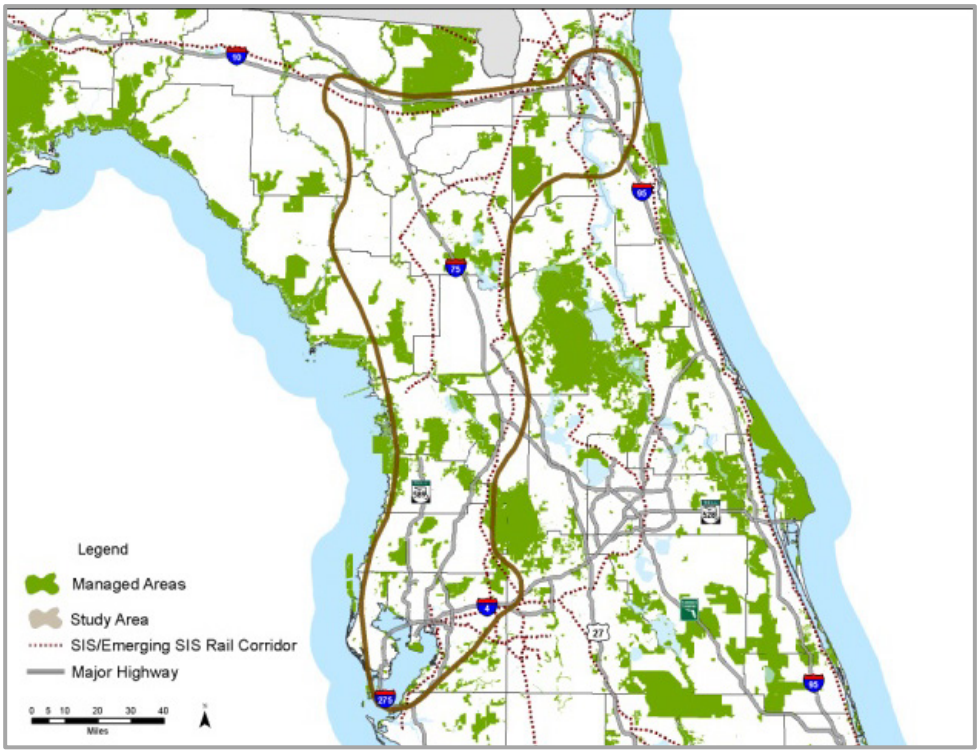
The natural environment is a critical foundation of the region's economy and quality of life. Access to high-quality beaches, lakes, rivers, parks, forests, and preserves is an important draw for residents and visitors. The study area's location spanning the Florida peninsula makes it a connecting point for important and fragile natural systems and wildlife corridors, such as those connecting the Green Swamp, Paynes Prairie, Ocala National Forest, Osceola National Forest, and Okefenokee Swamp. Also important is the study area's location in multiple watersheds, including the Suwannee-Santa Fe River system, the Withlachoochee River system, and the Tampa Bay watershed. FDOT must work collaboratively with its environmental partners to ensure that as new transportation corridors are considered, they are located in places that would not sever important connections in natural systems, or that they are designed to allow wildlife to safely pass.

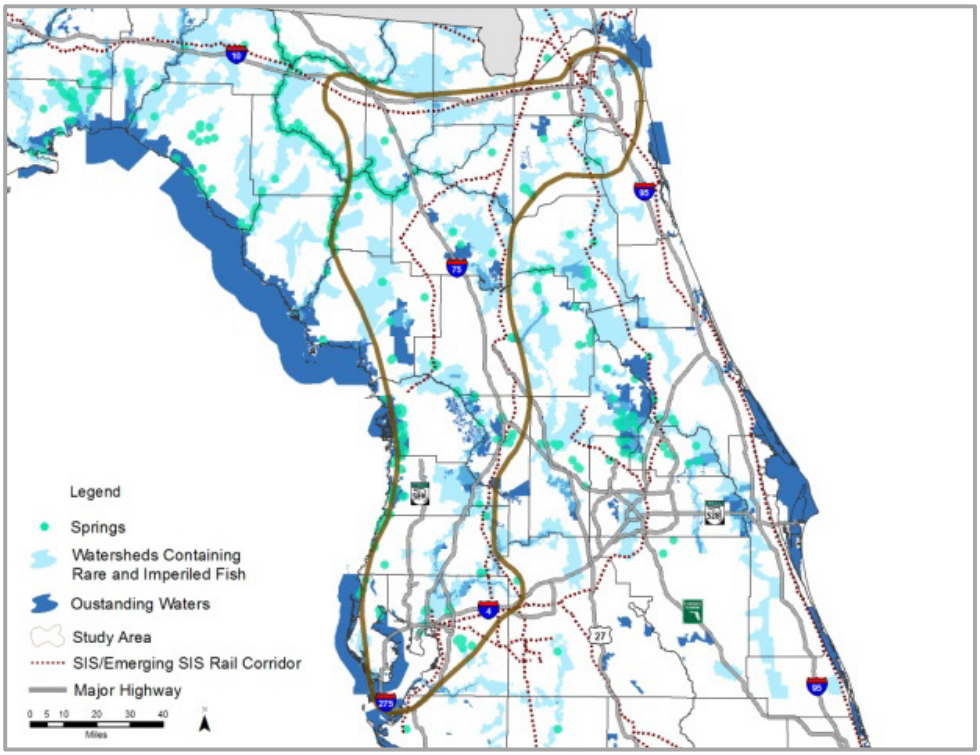
Careful decisions are needed about not only where corridor improvements or new corridors are located, but also how these improvements are coordinated with economic development and land use decisions. Working at a 50-year regional scale provides opportunities for joint decision-making to achieve mutual objectives, such as coordinated purchases of land for both transportation and wildlife corridors.

FDOT is working with partners to build upon a wealth of community and environmental data, including information on existing managed lands in public ownership (see map on next page); critical water resources; wetlands (see map on next page); public and private lands protected from impacts by state or federal law; specific parcels identified as priorities for conservation, via easements or direct acquisition by the public or private sector; and historic, cultural, archeological, and other resources. The same data sets are included in multiple initiatives to rank the ecological significance of lands and water resources in Florida, including the Critical Land and Waters Identification Project (CLIP).

FDOT will leverage this data in combination with partner input to support sound decision-making about corridors. Data sources and analyses will become progressively more detailed in later stages of the process.

Managed Lands and Water Resources Snapshot in the Study Area





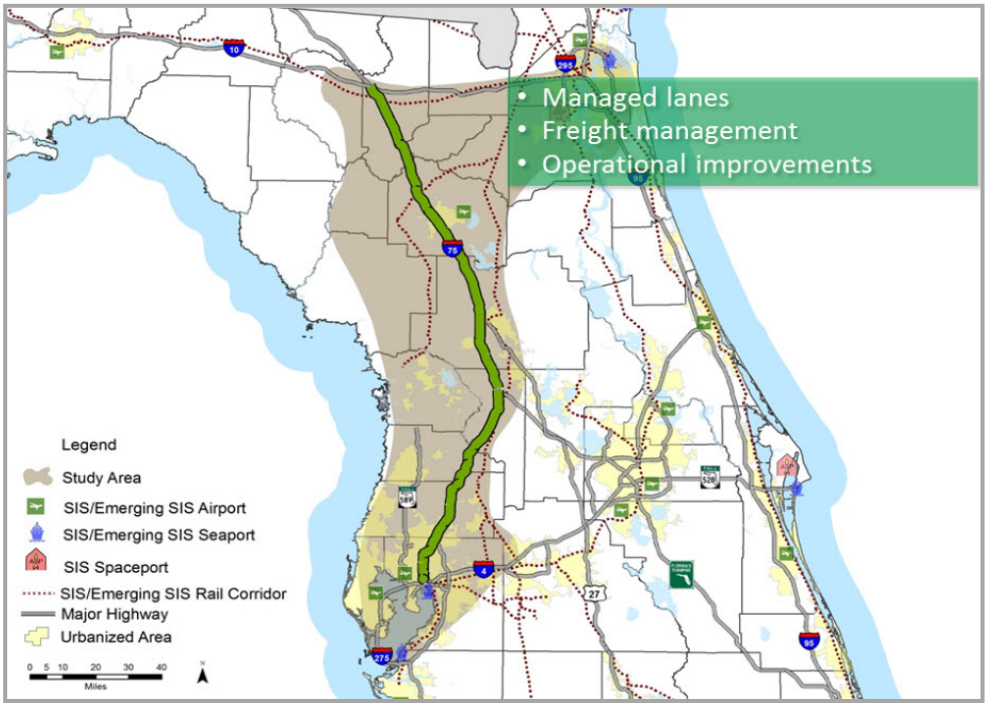
Sources: *Florida National Areas Inventory, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission.*

Potential Strategies to Address Future Transportation Needs

Interstate 75 Corridor Transformation

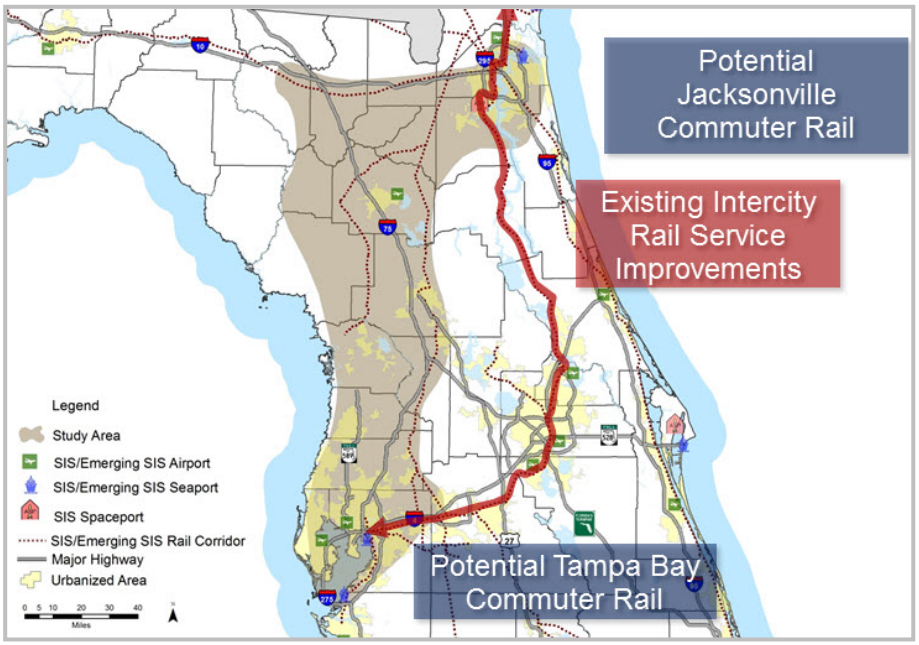
I-75 should be reinforced and transformed so it can continue to serve as a vital trade corridor and regional lifeline over the next 50 years. Building on the recent I-75 Transportation Alternatives Study and the I-75 Sketch Interstate Plan, options for modernizing and optimizing the I-75 corridor could include:

- Incorporating managed lanes in the right-of-way to separate particular types of traffic, such as trucks, express buses, or drivers willing to pay a toll;
- Implementing truck-only lanes, enhanced truck parking and staging areas, and other features to accommodate increasing truck volumes; and
- Improving the management and operations of I-75 using advanced roadway, vehicle, and information technologies.



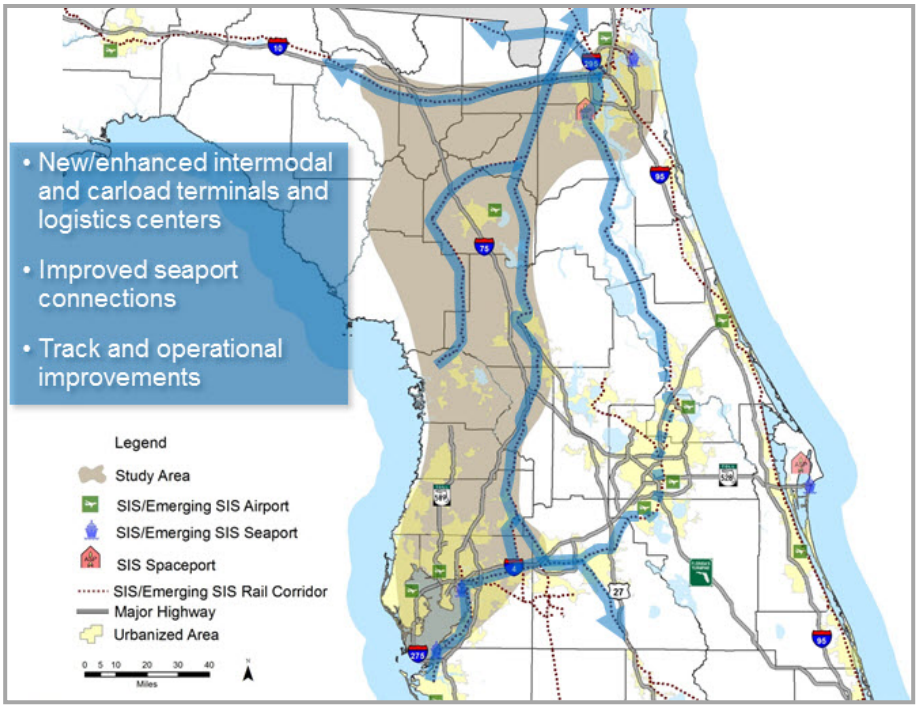
Intercity Passenger Rail Service

Potential enhancements to Amtrak service and the Florida East Coast Railway's planned All Aboard Florida service are among the options for improving passenger rail service between Tampa and Jacksonville via Orlando. This backbone eventually could extend to other urbanized areas and link to regional commuter rail and urban transit systems to form a multimodal network connecting the major centers within Tampa Bay, Central, North Central, and Northeast Florida. To realize this vision, FDOT, private-sector rail operators, and regional and local partners should work together to resolve operational issues, fill connectivity gaps among existing and proposed systems, and provide sufficient capacity to ensure frequent and reliable intercity passenger rail service.



Improvements to Freight Rail Connectivity and Access

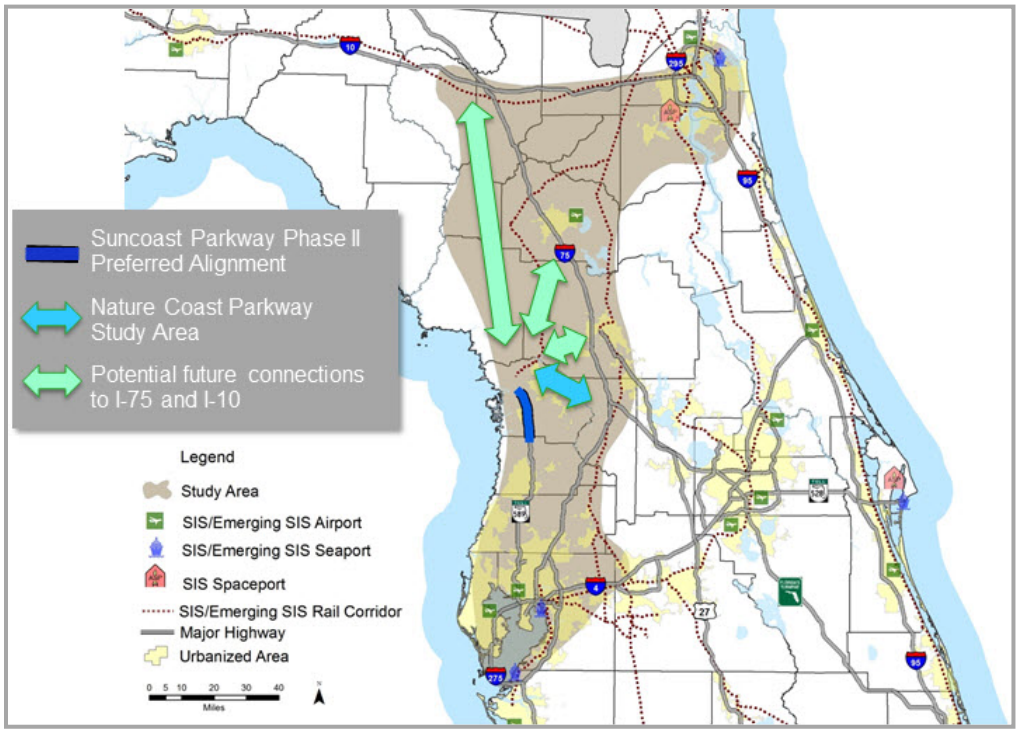
An efficient and reliable freight rail system is important not only to provide an option for freight moving to and from the study area, but also to provide an alternative for through traffic such as trade moving to or from the Southeast Florida seaports. CSX is investing in track improvements and a major logistics hub in nearby Winter Haven. A long-term regional rail investment strategy could help identify additional connectivity needs to seaports, intermodal logistics centers, and major shippers and receivers. A proactive investment strategy could provide sufficient capacity for moving both people and freight; support future economic development; and determine where freight rail lines may need to be relocated to reduce impacts on communities.



Interstate 75 Relievers

Several concepts could provide an alternative to I-75 in the eastern portion of the study area and improve connectivity to growing parts of the region:

- The northern extension of the Suncoast Parkway from Hernando to Citrus County, which has been planned for the past decade;
- The Nature Coast Parkway, a proposed northern extension of Florida's Turnpike from Sumter to Levy County;



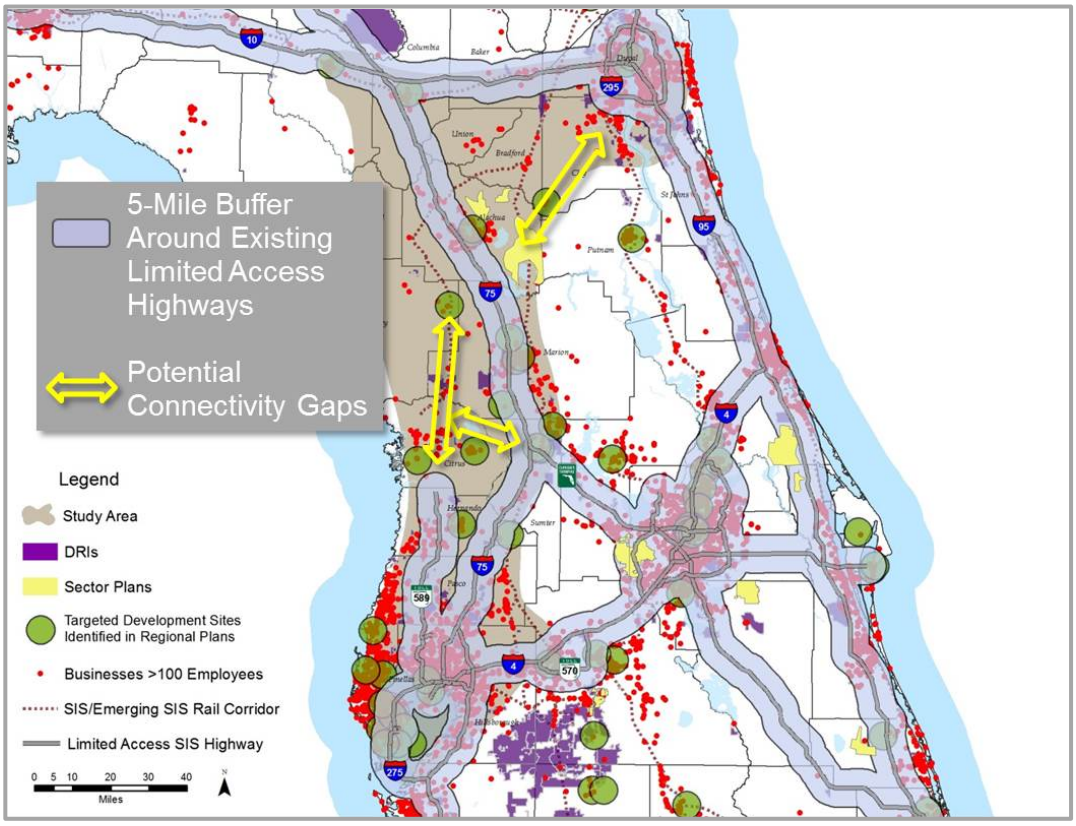
- An extension of the Suncoast Parkway beyond Citrus County on an existing or new alignment, connecting to I-75 near Ocala, Gainesville, or Lake City to provide a more direct limited-access route between Tampa Bay and the central to northern portion of the study area, as well as to Georgia; and
- Enhanced use of rail and waterway corridors.

Specific corridor locations should be determined based on the outcomes of regional visioning efforts and based on projections of future travel demand and travel patterns. Over time, multimodal improvements could be linked together in a coordinated fashion to form one or more continuous I-75 relievers throughout this study area.

Closing Regional Connectivity Gaps

The location of employment centers, developments of regional impact, sector plans, and targeted development sites identified by the regional planning councils in their Comprehensive Economic Development Strategies suggest potential regional connectivity gaps where existing or future economic centers may not be well served by the existing multimodal transportation network. These include connections between:

- Hillsborough and Citrus counties, to link priority development sites, including Port Citrus to Tampa Bay;
- Citrus and Hernando counties and I-75 and Florida's Turnpike, to connect fast-growing Suncoast communities to Central Florida and Northeast Florida; and
- Gainesville/Ocala and Jacksonville, to link growing regional business centers to a nearby major market.



Several alternatives, ranging from general concepts to specific facilities, have been proposed to fill these connectivity gaps. Additional analysis is needed to determine which of these gaps are of statewide significance and to assess alternative solutions, including improvements to existing highway and rail facilities and development of new facilities to close the gaps. As these regional gaps are closed, the entire study area could move toward a more complete connection all the way from Tampa Bay to Jacksonville.

Table 1 (on the next page) compares these alternative strategies to adopted statewide, regional, and local policies and visions. The purpose of the matrix is to help determine which strategies could move forward into further study, and where more information is required.

Table 1. Policy Screening of Alternative Strategies

	Interstate 75 Corridor Transformation	Intercity Passenger Rail Improvements	Freight Rail Connectivity and Access	Interstate 75 Relievers	Closing Regional Connectivity Gaps
Statewide Mobility and Connectivity Need					
Has potential to address statewide mobility or connectivity needs	●	●	●	●	●
Consistency with 2060 Florida Transportation Plan Goals					
Economic Competitiveness	●	●	●	●	●
Community Livability	●	●	○	○	○
Environmental Stewardship	●	●	●	○	○
Safety and Security	●	●	●	●	●
Maintenance and Operations	●	●	●	●	●
Mobility and Connectivity	●	●	●	●	●
Implementation					
Solutions are consistent with regional or community visions or equivalent local plans	●	●	●	●	●
Information is available to inform future stages	●	●	●	●	●
Support exists from state, regional, and local partners to continue study	○	○	○	○	○

Key: ● *Alternative is ready to move into Future Corridors evaluation stage.*

○ *Additional work needed, and/or issue will need to be closely monitored as alternatives advance through the Future Corridors planning and screening process.*

Framework for Moving Forward

FDOT has identified the following steps to continue corridor planning activities in the study area:

1. **Support development of a regional vision for North Central Florida and the integration of this vision with those of surrounding regions.** During the past five years, both the Tampa Bay and Northeast Florida regions participated in collaborative processes to develop and begin implementation of long-range visions. The area between Tampa Bay and Northeast Florida has not yet developed a long-range vision. Because of the importance of transportation to the region's future, FDOT should participate in a regional vision for North Central Florida, working under the leadership of the North Central Florida Regional Planning Council. As this vision is completed, it can provide strategic guidance to future corridor planning decisions, particularly those involving new facilities or significant upgrades to existing facilities. The North Central Florida regional vision also must be integrated with the One Bay and First Coast visions to provide an overall structure for examining the connectivity needs between Tampa Bay and Northeast Florida. The large number of transportation partners in the study area underscores the need for continued collaboration on long-term visions and investment plans at an interregional scale.

Study Area Partners

- 18 counties
- 80 cities
- 8 metropolitan planning organizations (MPO)
- 1 regional transportation authority
- 8 transit authorities
- 1 expressway authority
- 2 Class I railroads, 1 Class II railroad, and 1 shortline railroad
- 6 deepwater seaports
- 4 commercial service airports
- 2 regional visioning groups
- 4 regional planning councils
- 3 water management districts
- Economic development organizations
- Public and private utilities
- Landowners
- Business interests
- Environmental interests

2. **Develop an integrated strategy for the future transformation of Interstate 75 to meet the needs of the next 50 years**. FDOT has conducted multiple studies to identify both short- and long-term improvements to I-75, including operational improvements, interchange modifications, additional travel lanes to bring the entire corridor up to at least six lanes, and managed lanes. Building on this work, FDOT should adopt and program an ongoing series of improvements to transform I-75 to meet the mobility needs of the next 50 years. An ultimate plan for the entire I-75 corridor could define a comprehensive, long-term package of investments to maximize the efficiency of moving people and freight within the constraints of existing development and natural features adjacent to the right-of-way.
3. **Work with the rail industry to develop long-term strategies for continued enhancements to freight and passenger service.** CSX's recent commitment to enhance its S line connecting Tampa Bay to Northeast Florida and the national rail network, as well as to create a major intermodal hub at Winter Haven, is a positive step for the region's future. FDOT should continue to work with CSX and other freight railroads to develop long-term rail investment strategies, including plans for access to seaports, intermodal logistics centers, and major shippers and receivers in the region. At the same time, FDOT should continue to work with rail providers and regional and local partners to advance opportunities to enhance intercity passenger rail service between Tampa and Jacksonville, as well as to identify long-term strategies for extending intercity or commuter rail to other cities.

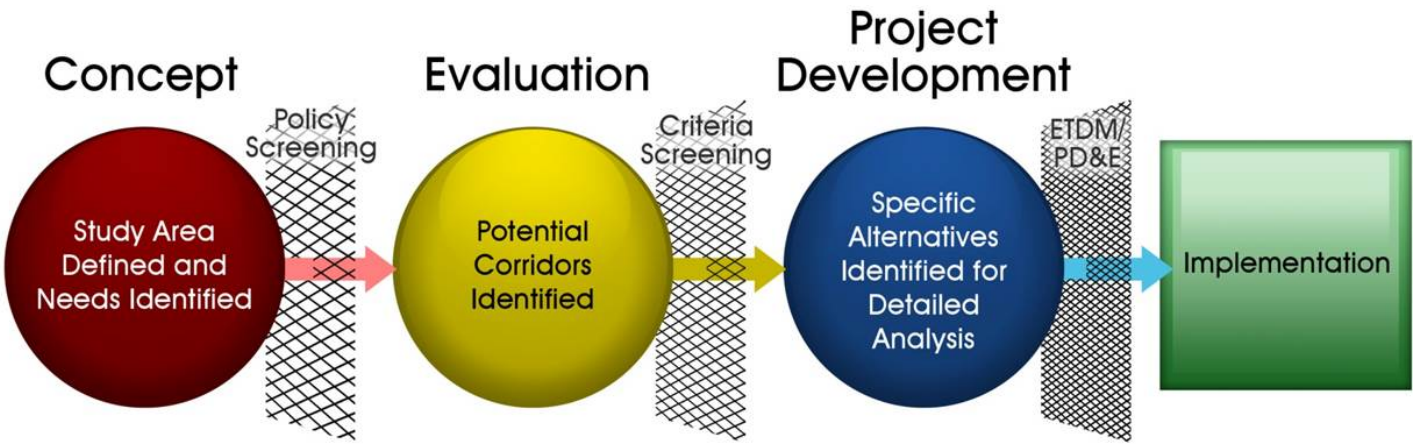
4. **Conduct an evaluation study for developing a parallel multimodal corridor between the Suncoast and the northern portion of I-75.** FDOT should explore extensions of the Suncoast Parkway or Florida's Turnpike to provide longer-distance alternatives to I-75. An extension of the Suncoast Parkway beyond the planned Phase II in Citrus County to connect back into I-75 near Ocala, Gainesville, or Lake City could provide a limited-access alternative for trips between Tampa Bay, these communities, and points north. This concept could provide significant relief to I-75 while also improving connectivity to growing urbanized areas and creating economic development opportunities in the rural areas. There are multiple alternatives for addressing this need, including upgrades to existing highways as well as development of new multimodal corridors. The Nature Coast Parkway, a proposed northern extension of Florida's Turnpike into Levy County, also could help improve connectivity in this portion of the study area.

   FDOT should move this segment of the study area forward into the Evaluation stage of the Future Corridors planning process. An Evaluation study would provide a structured approach for convening partners to accomplish the following:

   - Identify likely future land use and economic development patterns in the pilot area;
   - Identify future mobility and connectivity needs in light of these patterns, considering both statewide and regional needs;
   - Evaluate and build consensus around alternative strategies for addressing the mobility and connectivity needs;
   - Develop model processes for coordinating future corridor planning with conservation plans, economic development plans, local government comprehensive plans, MPO long-range transportation plans, expressway authority master plans, and others; and
   - Test potential public/private partnerships with expressway authorities, railroads, public and private landowners, and utilities; develop sample agreements.

5. **Conduct initial analyses to better document mobility and connectivity needs in the eastern portion of the study area.** FDOT should begin initial technical work to document mobility and connectivity needs in the eastern portion of the study area. This task should include a synthesis of adopted and developing regional visions and plans to understand connectivity needs between Ocala/Gainesville and Jacksonville. A key issue is where a corridor should connect to the Jacksonville area, recognizing the location of the seaport, airport, intermodal rail freight terminals, Cecil Commerce Center to the north and west of Jacksonville, and the planned development of the First Coast Outer Beltway. FDOT should examine how to use existing facilities such as U.S. 301 and SR 21 to meet these needs, as well as how to avoid or minimize impacts to surrounding natural resources. Potential connectivity solutions should be addressed not only in terms of how well they meet regional needs, but also whether they could link with new or enhanced corridors to the east of I-75 to provide a complete corridor from Tampa Bay to Jacksonville.

Future Corridor Planning Process

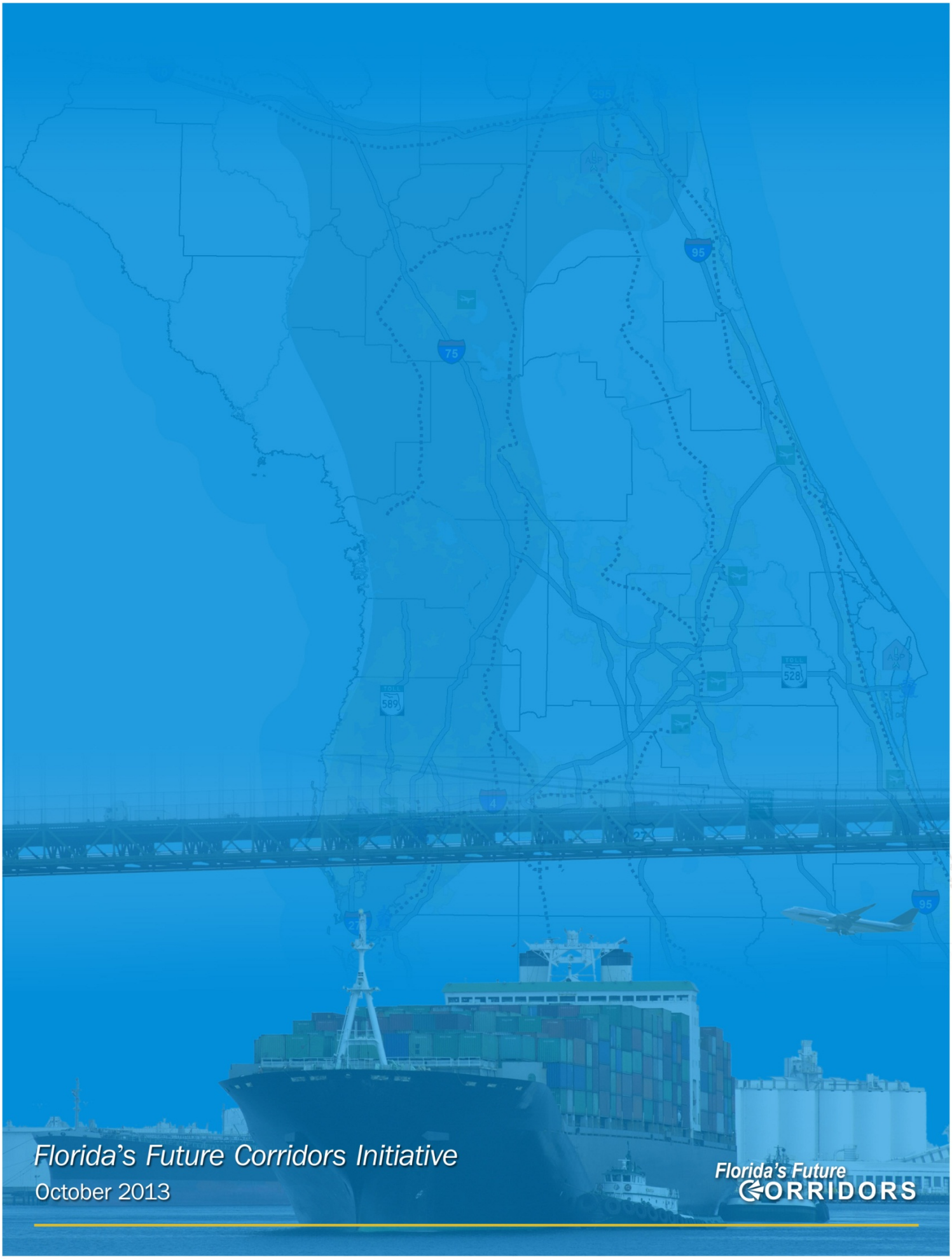


How Will Future Corridors Be Planned?

FDOT has developed a three-stage process for planning future statewide corridors (figure above):

- Prepare a high-level **Concept** report to identify anticipated statewide connectivity and mobility needs in the study area; determine whether a significant transportation corridor investment in the study area is consistent with statewide policies and available regional and community visions and plans for future growth; identify key community and environmental issues to be considered in future stages; and identify a framework for moving forward in this study area.
- Conduct an **Evaluation** study on one or more segments of the full study area to identify and assess potential alternative solutions to the anticipated mobility and connectivity needs; work with partners to build consensus around potential solutions; and develop an action plan for future work on viable corridors.
- Use FDOT's established **Project Development** processes to conduct more detailed analyses of specific alternative corridor improvements, continue coordination with partners, and advance projects into implementation.

For more information, please go to www.FLFutureCorridors.org or contact the Project Administrator Huiwei Shen at (850) 414-4800 or huiwei.shen@dot.state.fl.us.



Florida's Future Corridors Initiative

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Florida's Future CORRIDORS

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