



Transportation Improvement Program

Fiscal Years 2023-24 to 2027-28

(October 1, 2023 to September 30 2024; October 1, 2024 to September 30 2025; October 1, 2025 to September 30 2026; October 1, 2026 to September 30 2027; and October 1, 2027 to September 30 2028)

June 5, 2023

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area



Transportation Improvement Program

Fiscal Years 2023-24 to 2027-28

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

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

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

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

(Fiscal Year 2027-28 - October 1, 2027 to September 30, 2028)



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Approved by the

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

2009 NW 67 Place
Gainesville, FL 32653-1603
352.955.2200

With Assistance from:
North Central Florida Regional Planning Council
2009 NW 67 Place
Gainesville, FL 32653-1603
352.955.2200

June 5, 2023

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Chapter I

Introduction

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Chapter I: Introduction

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

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

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

Appendix B includes a Federal Transit Administration Annual Obligations Report that was developed by Metropolitan Transportation Planning organization for the Gainesville Urbanized Area staff and a copy of the Annual Obligations Report that was provided by the Florida Department of Transportation for roadway projects. Appendix C shows the federal funding for projects for Fiscal Years 2023-24 to 2026-27. For informational purposes of local/private-funded only projects for Fiscal Years 2023-24 to 2027-28: Appendix D shows the unincorporated Alachua County projects; Appendix E shows the City of Gainesville projects; and Appendix F shows the University of Florida projects. Appendix G shows the Transportation Improvement Program public comment summary and comment tracking. Appendix H shows the transportation performance measures consensus planning document. Appendix I shows the Amendments to Fiscal Years 2023-24 to 2027-28.

A. Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B. List of Acronyms

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

C. Funding Codes

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

Table 1
Legend to Transportation Projects and Fund Codes

Code	Federal Funds	Type Funds
ACER	YES	Advanced Construction Emergency Relief
ACFP	YES	Advanced Construction Freight Program [also ACFP-AC]
ACNH	YES	Advanced Construction National Highway
ACNP	YES	Advanced Construction National Highway System Program
ACSA	YES	Advanced Construction Surface Transportation Block Grant - Any Area
ACSE	YES	Advanced Construction Surface Transportation Block Grant – Enhancement
ACSL	YES	Advanced Construction Surface Transportation Block Grant (population over 200,000)
ACSS	YES	Advanced Construction Surface Transportation Block Grant - Safety Related
APEMD	NO	Asphalt Performance Engineering Mixture Design
ARPA	YES	American Rescue Plan Act of 2021
BA	YES	Donor Bonus - Any Area
BL	YES	Donor Bonus - Areas with Population less than or equal to 200,000
BOND	NO	County Bonding Program
BNDS	NO	Bond - State
BNIR	NO	Intrastate Right-of-Way and Bridge Bonds
BRRP	NO	State Bridge Repair and Rehabilitation
BRT	YES	Federal Bridge Replacement - On System
BRTZ	YES	Federal Bridge Replacement - Off System
BU	YES	Donor Bonus, Areas with Population greater than 200,000
CIGP	NO	County Incentive Grant Program
CM	YES	Congestion Management – Air Quality
D, D1	NO	Unrestricted State Primary Funds
D2	NO	Mass Transit (State Primary - Aviation)
D3	NO	Mass Transit (State Primary - Transit)
DDR	NO	Dedicated District Revenue
DEM	NO	Environmental Mitigation
DO	NO	State Funds- Interstate/Intrastate Highway
DIH	NO	State In-House Product Support
DI	NO	State Funds in House Interstate/Intrastate Highway Planning Activities
DITS	NO	Intelligent Transportation System Program - Statewide Program
DPE	NO	Primary Funds for Preliminary Engineering
DPTO	NO	State - Public Transportation Office
DRA	NO	Rest Areas - State 100%
DS	NO	State Primary Highways and Public Transportation Office
DSL	NO	Local Government Cooperative Program
DTO	NO	Funds Reimbursable From Bond Funds
DU	NO*	Advanced State Primary Funds to be reimbursed by Federal Transit Administration
EB	YES	Equity Bonus
FAA	YES	Federal Aviation Administration
FCO	NO	Primary / Fixed Capital Outlay
FEMA	YES	Federal Emergency Management Agency
FSIB1	YES	Federal State Infrastructure Bank Loan
FTA	YES	Federal Transit Administration
FTAT	YES	Federal Highway Administration Transfer to Federal Transit Administration
GMR	NO	Growth Management Revenue
GT	NO	Alachua County Funds (Gas Tax)
HPP	YES	High Priority Project (Federal Earmark funding)
HSP	YES	Highway Safety Program
HSID	YES	Highway Safety Program
IF	NO	Alachua County Funds (Impact Fees)

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

Code	Federal Funds	Type Funds
IM	YES	Interstate Maintenance
IMAC	YES	Interstate Maintenance Advance Construction
IR	YES	Interstate Rehabilitation
IRD	YES	Interstate Development
IVH	YES	Intelligent Vehicle- Highway
LF	NO	Local Funds - Mass Transit/Aviation/Transit
LFD	NO	Local Funds for Utility Work
LFF	NO	Local Funds for Federal Match off State Highway System
LFP	YES	Local Funds for Federal Match for Federal Aid-Eligible Projects
MA	YES	Minimum Allocation, Any Area
MGBP	YES	Minimum Guarantee- Bridge Supplement
ML	YES	Minimum Allocation, Areas with population less than or equal to 200,000
MU	YES	Minimum Allocation, Areas with population greater than 200,000
NH	YES	Principal Arterials (National Highway)
NHAC	YES	National Highway Advance Construction
NHPP	YES	Interstate Maintenance, Bridge Replacement, National Highway - MAP-21
NHRE	YES	National Highway Performance Program, Resurfacing
PECO	YES	Public Education Capital Outlay
PL	YES	Metropolitan Planning (85% Federal Allocation, 15 % Other)
RED	YES	Redistribution of Federal Allocation (Section 1102F)
REPE	YES	Repurposed Federal Earmark
RHP	YES	Rail-Highway Crossings- Protective Devices
SA	YES	Surface Transportation Block Grant - Any Area
SAAN	YES	Surface Transportation Block Grant - Any Area Not On National Highway System
SE	YES	Surface Transportation Block Grant – Enhancement
SH	YES	Surface Transportation Block Grant - Hazard Elimination
SIS	YES	Strategic Intermodal System
SL	YES	Surface Transportation Block Grant - Areas with population less than or equal to 200,000
SN	YES	Mandatory Non-Urban
SP	YES	Surface Transportation Block Grant - Safety Related
SR	YES	Surface Transportation Block Grant - Safety Related
SS	YES	Surface Transportation Block Grant - Safety Related
SU	YES	Surface Transportation Block Grant - Areas with population greater than 200,000
S117	YES	Section 117- Federal Earmark Project
SR2E	YES	Safe Routes to School, Either Infrastructure or Non-Infrastructure
SR2S	YES	Safe Routes to School, Infrastructure
SR2T	NO	Safe Routes to School, Transfer (former federal program currently a state program)
TALL	YES	Transportation Alternative - Areas with population less than or equal to 200,000
TALN	YES	Transportation Alternative - Areas with population less than 5,000
TALT	YES	Transportation Alternative - Any Areas
TALU	YES	Transportation Alternative - Areas with population over 200,000
TDTF	YES	Transportation Disadvantaged Trust Fund
TLWR	NO	Trail Network- Senate Bill 2514A Florida Shared-Use Nonmotorized Trail Network
TRIP	NO	Transportation Regional Incentive Program
TMS	YES	Transportation Management System
TRWR	NO	Transportation Regional Incentive Program Wheels on the Road
UFCDA	NO	University of Florida Campus Development Agreement

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

D. Phase Codes

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

Table 2
Legend to Transportation Projects and Phase Codes

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

E. Performance Measure Codes

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

Table 3
Legend to Transportation Projects and Performance Measure Codes

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

Chapter II

Narrative

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Chapter II: Narrative

A. Purpose

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

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

B. Financial Plan

1. Financial Constraint

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

2. Financial Plan Development

The Transportation Improvement Program is developed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in cooperation with the Florida Department of Transportation, Alachua County, the City of Gainesville and the University of Florida. Estimates of available federal and state funds are provided by the Florida Department of Transportation which are used by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to develop the financial plan. Tables 4 and 5 summarize transportation funding by Federal, State and local sources. In addition, Appendix B shows the federally-funded projects for fiscal years 2023-24 to 2026-27. The projects in the Transportation Improvement Program are presented in Year of Expenditure, which takes in account the inflation rate over the five years of the Transportation Improvement Program.

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

Illustration I Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area

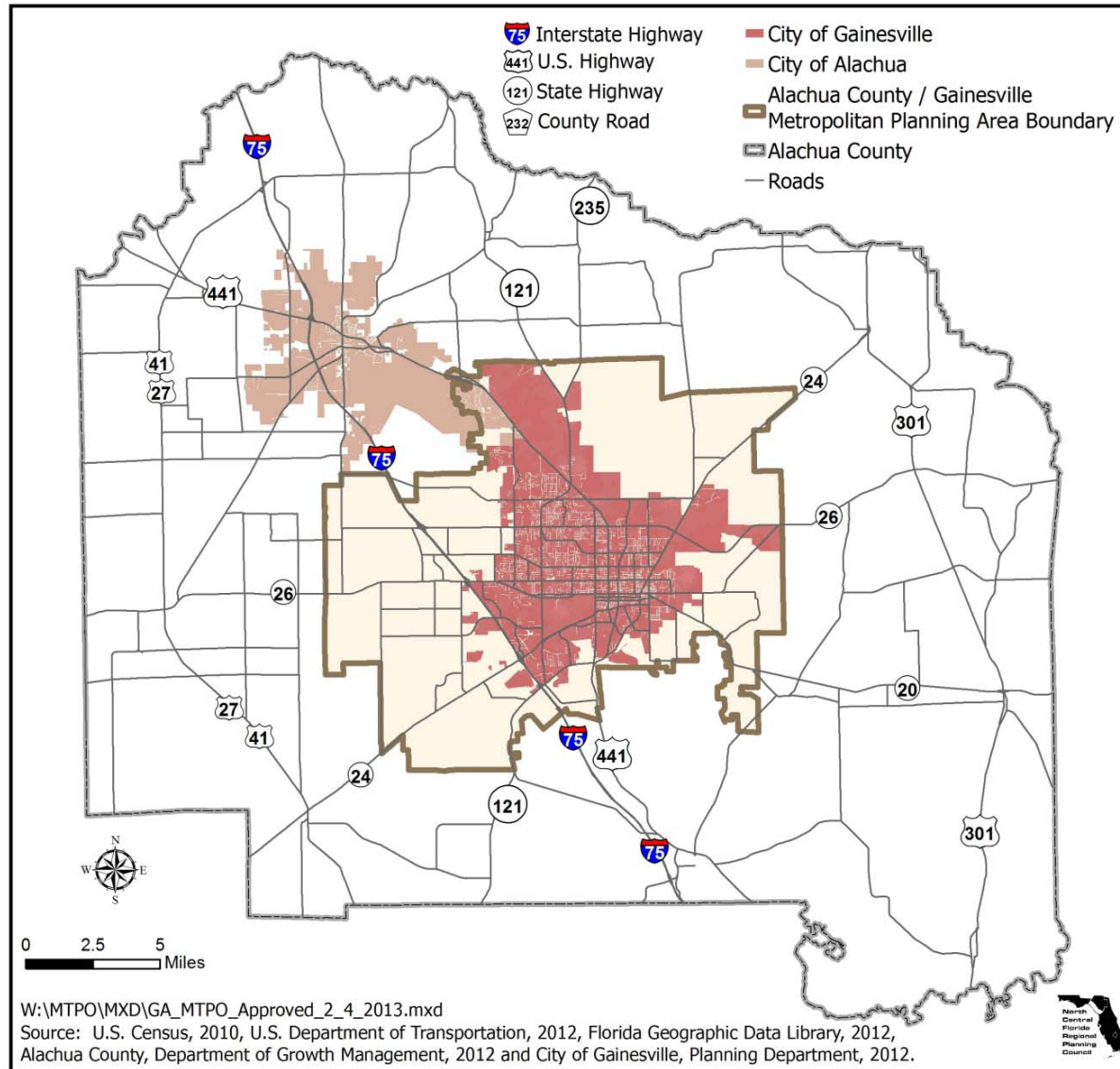


Table 4
Total Project Costs/Planned Expenditures

Source	Costs/Planned Expenditures (in thousands)					Total
	2023-24	2024-25	2025-26	2026-27	2027-28	
Total	\$119,396	\$69,386	\$50,884	\$28,671	\$58,446	\$326,783

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Table 5
Total Project Revenues

Source	Revenues (in thousands)					Total
	2023-24	2024-25	2025-26	2026-27	2027-28	
Federal	\$39,460	\$28,248	\$24,573	\$7,671	\$32,540	\$132,492
State	\$32,075	\$29,792	\$15,967	\$14,560	\$18,858	\$111,252
Local	\$47,861	\$11,346	\$10,344	\$6,440	\$7,048	\$83,039
Total	\$119,396	\$69,386	\$50,884	\$28,671	\$58,446	\$326,783

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Disclaimer - The "Total Project Cost" amount displayed for each of the federal and state funded projects in the Transportation Improvement Program represents ten years of programming in the Florida Department of Transportation's Work Program database for projects on the Strategic Intermodal System (Fiscal Years 2018-19 through 2027-28) and five years in the Work Program for non-Strategic Intermodal System projects (Fiscal Years 2023-24 through 2027-28), plus historical cost information for all projects having expenditures paid by the Florida Department of Transportation prior to Fiscal Year 2023-24. For a more comprehensive description of the total cost of a particular project for all project phases, please refer to the Year 2045 Long-Range Transportation Plan.

C. Project Selection

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

1. Process Used to Develop Transportation Improvement Program

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

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

Step 1 - February, March, April, May and June 2023 Transportation Improvement Program Preparation

Florida Department of Transportation District 2 staff provides the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with a copy of the Tentative Five-Year Work Program that was recently submitted to the State Legislature. The draft Transportation Improvement Program is prepared including all projects, scheduled for the five Fiscal Year periods from 2023-24 through 2027-28, which are located within the Gainesville Metropolitan Area. These projects were contained in or obtained from:

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

Step 2 - May 2023 Public Notice

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

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff provided notification of meetings when the Transportation Improvement Program would be scheduled for review and approval by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees, the Bicycle/Pedestrian Advisory Board, the Citizens Advisory Committee and the Technical Advisory Committee, through the news media, thereby providing an opportunity to participate in the development of the Transportation Improvement Program. Notice was also provided to the Clerk of the City of Gainesville for placement of meeting notices on the City Community Calendar. The Transportation Improvement Program is to be posted on the www.ncfrpc.org/mtpo website [website is currently being updated]. This is done to inform the general public and other interested persons, including private and public transportation operators, who may want to review and comment on the Transportation Improvement Program. A Transportation Improvement Program display advertisement was published in The Gainesville Sun on May 11, 2023 and in The independent Florida Alligator on May 15, 2023.

Step 3- May and June 2023 Public Input

The Bicycle/Pedestrian Advisory Board on May 18, 2023, the Citizens Advisory Committee on May 17, 2023 and the Technical Advisory Committee on May 17, 2023 reviewed the draft Transportation Improvement Program, provided opportunity for comments from interested agencies, citizens and organizations, then made recommendations to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In addition, the Alachua County Transportation Disadvantaged Coordinating Board is provided an opportunity to review the transportation disadvantaged program projects and the Regional Transit System Advisory Board is provided an opportunity to review transit projects contained in the Transportation Improvement Program.

Step 4- June 2023 Transportation Improvement Program Approval

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received the recommendations of the Citizens Advisory Committee, the Technical Advisory Committee and the Bicycle/Pedestrian Advisory Board on May 26, 2023, provided opportunity for comments from interested citizens, organizations and agencies and approved the Transportation Improvement Program on June 5, 2023.

D. Consistency with Other Plans

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

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

E. Project Priority Statement

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

<http://ncfrpc.org/mtpo/publications/LOPP/2022/LOPP22a.pdf>

F. Implemented Projects

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

G. Public Involvement

1. Public Involvement Activities

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

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

2. Freight Shippers

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains a database of freight shippers that serve and/or are based in the Gainesville Metropolitan Area. Email correspondence was sent to the freight shippers informing them of opportunity to participate in the development of the Transportation Improvement Program on May 10, 2023 and May 26, 2023.

3. Public Transportation Providers/Users

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with Gainesville Regional Transit System staff for public involvement in the development of the Transportation Improvement Program. The Regional Transit System Advisory Board provides input for transit projects to be included in the Transportation Improvement Program. In addition, Gainesville Regional Transit System staff conducts transit forums to gather public input. The Alachua County Transportation Disadvantaged Coordinating Board, which includes public transportation users, provides input for transportation disadvantaged projects to be included in the Transportation Improvement Program. Each year, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff solicits input from Gainesville Regional Transit System and the Alachua County Transportation Disadvantaged Coordinating Board for projects to be included in the Transportation Improvement Program. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains a database of public transportation providers that serve and/or are based in the Gainesville Metropolitan Area. Email correspondence was sent to the public transportation providers/users informing them of opportunity to participate in the development of the Transportation Improvement Program on May 10, 2023 and May 26, 2023.

4. Indian Tribal Lands

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

5. Federal Lands within the Metropolitan Planning Area

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

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

6. Public Comment Summary and Comment Tracking

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

H. Certification

The current annual Florida Department of Transportation and Metropolitan Planning Organization for the Gainesville Urbanized Area joint certification was completed on March 15, 2023.

I. Traffic Congestion Management System- Freight Movement

1. Congestion Management

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

Current projects that address congestion management include:

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

2. Freight Mobility

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

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

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

J. Transportation Disadvantaged Element

1. Transportation Improvement Program Element

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

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

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

2. Organization

This element contains programmed transportation disadvantaged funds identified in the Florida Department of Transportation's Tentative Five-Year Work Program for Fiscal Years 2023-24 through 2027-28 for Alachua County. The transportation disadvantaged element projects are included as part of the transit projects. As shown in Table 17, the following funding information is provided for each project for transportation disadvantaged persons where appropriate:

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

3. Transportation Disadvantaged Program Projects

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

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

K. Regionally Significant Projects

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

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

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

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

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

L. Performance Measures

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

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

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

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

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

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

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

1. Safety Performance Measures and Targets

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

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

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

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

Each year, the Florida Department of Transportation evaluates and resets its statewide targets. The Florida Department of Transportation 2022 Safety Statewide Targets are the same as its 2018 Safety Statewide Targets. At its December 12, 2022 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reset its Bridge Condition Targets to be consistent with the Florida Department of Transportation Safety Statewide Targets for fatalities and serious injuries as follows:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Safety Targets

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

These targets are documented in the Year 2045 Long-Range Transportation Plan update; updated annually as required; last updated on December 12, 2022.

2. Transit Asset Management Performance Measures and Targets

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

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

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

Revenue Vehicle Targets

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

Equipment Target

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

Facilities Performance Target

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

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

3. Transit Safety Performance Measures and Targets

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

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

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

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

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

Transit Safety Targets - 2022

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

Transit safety targets are incorporated into the Year 2045 Long-Range Transportation Plan, have been updated annually and last update on December 12, 2022.

4. Bridge Performance Measures and Targets

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

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

The term "**structurally deficient**" means that a National Bridge Inspection structural condition state is 4--Poor, or worse and that the Florida Department of Transportation believes a bridge should undergo a series of repairs or replacement within the next six years. Meanwhile, these bridges are posted as necessary for load, or closed. It is the policy of the Florida Department of Transportation to repair or replace all the structurally deficient state owned bridges during that time. The Florida Department of Transportation also recommends that local governments follow the same schedule for their structurally deficient bridges. Deficient bridges on the National Highway System are identified at the following link:

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

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

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

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



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

- Include all Florida Department of Transportation -maintained bridge projects that need repair in the Bridge Work Plan within 12 months of deficiency identification as candidate projects for potential Work Program adoption;

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

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

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

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

In 2022, the Florida Department of Transportation evaluated and reset its statewide targets. The Florida Department of Transportation 2025 Bridge Condition Statewide Targets are lower than its 2018 Bridge Condition Statewide Targets. At its February 6, 2023, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reset its Bridge Condition Targets to be consistent with the Florida Department of Transportation Bridge Condition Statewide Targets.

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

Bridge Performance Measure	2023 Target	2025 Target
Percent of the National Highway System bridges classified as in Good condition by deck area	50.0 percent	50.0 percent
Percent of the National Highway System bridges classified as in Poor condition by deck area	10.0 percent	10.0 percent

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

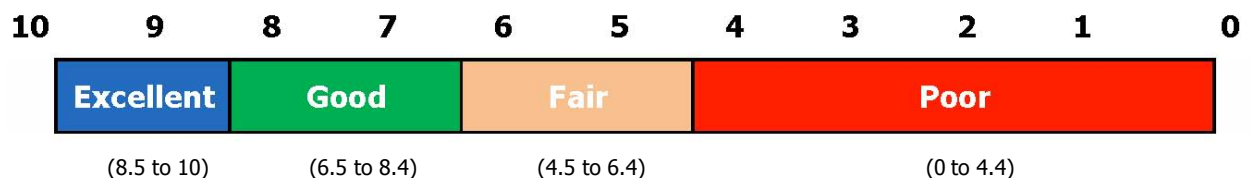
These 2025 targets will be documented in the Year 2050 Long-Range Transportation Plan update.

5. Pavement Performance Measures and Targets

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

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

The Florida Department of Transportation pavement condition scale is below.



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

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

The Metropolitan Transportation Planning Organization set its Pavement Condition Target, consistent with Florida Department of Transportation, on October 22, 2018. The 2018 target is documented in the Year 2045 Long-Range Transportation Plan update.

In 2022, the Florida Department of Transportation evaluated and reset its statewide targets. The Florida Department of Transportation 2025 Pavement Condition Statewide Targets are lower than its 2018 Bridge Condition Statewide Target. At its February 6, 2023, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reset its Pavement Condition Targets to be consistent with the Florida Department of Transportation Pavement Condition Statewide Targets.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Pavement Condition Targets

Pavement Performance Measure	2023 Target	2025 Target
Percent of National Highway System Interstate pavements in Good condition	60.0 percent	60.0 percent
Percent of National Highway System Interstate pavements in Poor condition	5.0 percent	5.0 percent
Percent of National Highway System non-Interstate pavements in Good condition	40.0 percent	40.0 percent
Percent of National Highway System non-Interstate pavements in Poor condition	5.0 percent	5.0 percent

These 2025 targets will be documented in the Year 2050 Long-Range Transportation Plan update.

6. System Performance Measures and Targets

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

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

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

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

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

or metropolitan planning organization planning area to determine the Truck Travel Time Reliability index.

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

The Florida Department of Transportation set its System Performance Statewide Targets on May 18, 2018: In setting the statewide targets, the Florida Department of Transportation considered several factors. The key considerations included:

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

In 2022, the Florida Department of Transportation evaluated and reset its statewide targets. The Florida Department of Transportation 2025 System Performance Statewide Targets are the same as its 2018 System Performance Statewide Targets.

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

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

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the statewide Level of Travel Time Reliability and Truck Travel Time Reliability performance targets. At its February 6, 2023, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reset its System Performance Targets to be consistent with the Florida Department of Transportation System Performance Statewide Targets.

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

Performance Measure	2023 Target	2025 Target
Percent of person-miles travelled on the Interstate system that are reliable	75 percent	70 percent
Percent of person-miles travelled on the non-Interstate National Highway System that are reliable	50 percent	50 percent
Truck (freight) travel time reliability index	1.75	2.00

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

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

These 2025 targets will be documented in the Year 2050 Long-Range Transportation Plan update.

7. Specific Investment Priorities

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

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

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

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

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

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

a. Safety

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

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

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

b. Transit

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

- Federal Transit Administration Capital Block Grants for replacement vehicle purchases - Section 5307 Capital and Operating Grant [4040261];

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

c. Bridge

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

d. Pavement

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

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

e. System

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

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

8. Target Monitoring/Reporting

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

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

a. Safety

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

Safety Target Monitoring

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

b. Transit

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

Revenue Vehicle Target Monitoring

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

Equipment Target Monitoring

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

Facilities Performance Target Monitoring

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

Transit Safety Target Monitoring*

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

* Transit Safety Targets were originally set in 2020.

c. Bridge

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

Bridge Target Monitoring

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

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

d. Pavement

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

Pavement Target Monitoring

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

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

e. System

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

System Performance Target Monitoring

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

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

9. Florida Department of Transportation Template

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

a. Background

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

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

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

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

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

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

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

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

b. PM1 - Highway Safety Measures

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

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

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

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

³ 23 CFR Part 490, Subpart B

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

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

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

Template Table 3.1. Highway Safety (PM1) Targets

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

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

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

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

Baseline Conditions

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

Trends Analysis

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

Coordination with Statewide Safety Plans and Processes

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

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

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

L RTP Safety Priorities

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

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

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

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

c. PM2 - Pavement and Bridge Condition Performance Measures

Pavement and Bridge Condition Performance Measures and Targets Overview

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Pavement and Bridge Condition Baseline Performance and Established Targets

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

System Performance/Freight/CMAQ Performance Measures and Targets Overview

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

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

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

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

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

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

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

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

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

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

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

PM3 Baseline Performance and Established Targets

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

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

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

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

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

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

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

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

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

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

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

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

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

e. Transit Asset Performance Measures

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

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

Template Table 6.1. FTA TAM Performance Measures

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

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

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

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

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

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

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

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

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

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

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

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

TAM Performance

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

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

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

f. Transit Safety Performance Measures

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

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

Transit Safety Performance Measures

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

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

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

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

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

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

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

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

Transit Safety Performance

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

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

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

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

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

M. Planning Emphasis Areas

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

1. Federal Planning Emphasis Areas

There are seven federal planning emphasis areas in 2023 consisting of:

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

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

2. State Planning Emphasis Areas

There are four state planning emphasis areas in 2023 consisting of:

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

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

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

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

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

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

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

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

A project that includes Emerging Mobility technology:

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

N. Carbon Reduction Strategies

For decades, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has implemented several carbon reduction strategies, including:

- Multimodal long-range transportation planning and congestion management process;
- Long-range transportation planning consistent with the Alachua County Comprehensive Plan urban cluster development;
- Long-range transportation planning consistent with the Alachua County Mobility Plan transportation system implementation;
- Long-range transportation planning consistent with the Alachua Countywide Bicycle Master Plan;
- Long-range transportation planning consistent with the City of Gainesville Comprehensive Plan infill and transit-oriented development; and
- Long-range transportation planning consistent with the City of Gainesville Regional Transit System Transit Development Plan.

The Year 2050 Long-Range Transportation Plan will incorporate bicycle and pedestrian projects identified in the forthcoming Alachua County Bicycle/Pedestrian Master Plan.

The Metropolitan Transportation Planning Organization will coordinate with the Federal Highway Administration, Federal Highway Administration and Florida Department of Transportation for training opportunities and implementation of any additional carbon reduction strategy requirements.

O. Amendments

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

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Chapter III

Detailed Project Listings for Five Fiscal Years

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Chapter III: Detailed Project Listings for Five Fiscal Years

This Chapter III identifies all transportation projects that are programmed for Fiscal Years 2023-24 through 2027-28 in the Florida Department of Transportation's Tentative Five-Year Work Program. The projects are grouped by transportation mode and by modification type. This chapter fulfills federal requirements as noted in Public Law 112-141 (Fixing America's Surface Transportation Act). Supplemental aviation and transit funding under Public Law 115-136 (Coronavirus Aid, Relief and Economic Security Act) are also identified. Along with the five Transportation Improvement Program project years (in unshaded columns), total project costs are demonstrated using three additional shaded columns. The following project information is included for each transportation project where appropriate.

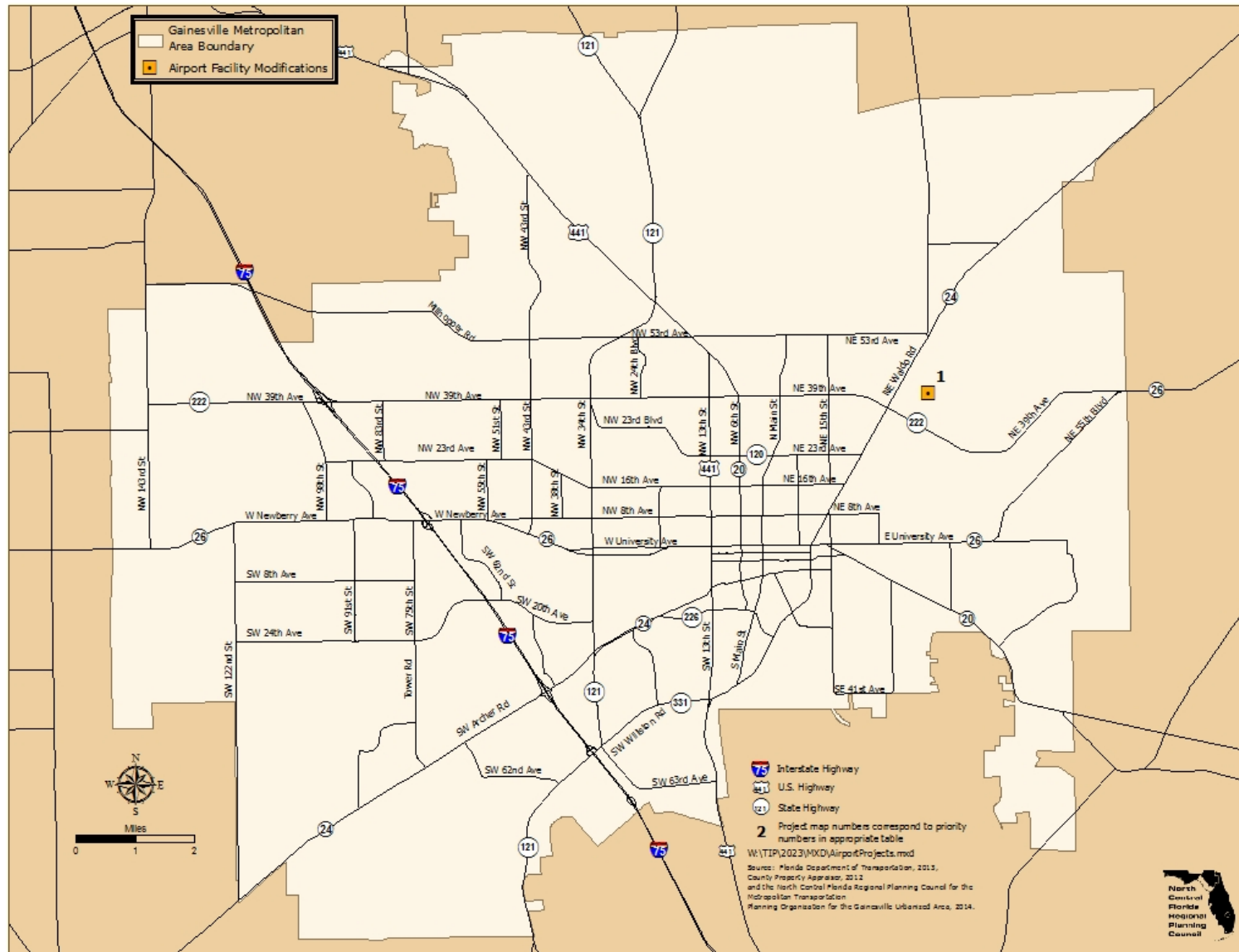
1. Project Name / Description;
2. Segment From and To;
3. Strategic Intermodal System facility designation;
4. Florida Department of Transportation Project Number;
5. Responsible Agency;
6. Length in Miles;
7. Work Description;
8. Prior Year Funding in Thousands (shaded column);
9. Project Phase Code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

Funding categories represented in this Transportation Improvement Program include:

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

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

Illustration II Airport Projects



A. Airport Projects

Table 6
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1	
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding		
Aviation Capacity												
Type Work Map Number Project Location	Aviation Capacity 1 Gainesville Regional Airport	Design and Construction	3,087	-	-	205 CAP 3,690 CAP 205 CAP	-	-	-	7,187	DPTO FAA LF	
Project Length (miles) Project Description	0 CommercialTerminal Expansion Design and Construct Taxiway C Extension, PFL0012567											
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4387391, 4387392 GRAA SIS VS, P-1, P-2, P-3, P-4 - Yes	All Phases								7,187		
Type Work Map Number Project Location	Aviation Capacity 1 Gainesville Regional Airport	Design and Construction			-	-	-	-	326 CAP 5,859 CAP 326 CAP	-	6,511	DPTO FAA LF
Project Length (miles) Project Description	0 Commercial Apron Expansion PFL0013966											
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4387391, 4387392 GRAA SIS VS, P-1, P-2, P-3, P-4 - Yes	All Phases	-							6,511		

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
			Aviation Preservation								
Type Work	Aviation Preservation	Construction	265	495 CAP		-	-	-	-	10,801	DDR
Map Number	1			6 CAP	500 CAP						DPTO
Project Location	Gainesville Regional Airport		4,770	3,500 CAP							FAA
			265	500 CAP	500 CAP						LF
Project Length (miles)	0										
Project Description	General Aviation Apron Strengthening										
FDOT Finance Number	4444081										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-1, P-2, P-3, P-4										
L RTP ID	-										
Federal Funds	Yes	All Phases	5,300							10,801	
Type Work	Aviation Preservation	Design and Construction	-	-	173 CAP	-	-	-	-	346	DPTO
Map Number	1				173 CAP						LF
Project Location	Gainesville Regional Airport										
Project Length (miles)	0										
Project Description	Design and Rehabilitation of General Aviation Road - PFL0010658										
FDOT Finance Number	4400381										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-1, P-2, P-3, P-4										
L RTP ID	-										
Federal Funds	No	All Phases	-							346	

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Aviation Preservation											
Type Work	Aviation Preservation	Construction	-	-	-	350 CAP	-	-	-	700	DPTO
Map Number	1					350 CAP					LF
Project Location	Gainesville Regional Airport										
Project Length (miles)	0										
Project Description	Taxiway A Drainage/Rretention PFL008733										
FDOT Finance Number	4288321										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	No	All Phases	-							700	
Type Work	Aviation Preservation	Construction	-	-	-	15 CAP	-	-	-	291	DDR
Map Number	1					261 CAP					FAA
Project Location	Gainesville Regional Airport					15 CAP					LF
Project Length (miles)	0										
Project Description	Internal Service Road Expansion										
FDOT Finance Number	4438011										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	Yes	All Phases	-							291	

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Aviation Preservation											
Type Work	Aviation Preservation	Construction	-	-	-	93 CAP	-	-	-	1,851	DPTO
Map Number	1					1,665 CAP				1,851	FAA LF
Project Location	Gainesville Regional Airport										
Project Length (miles)	0										
Project Description	Design and Construct Taxiway E Connector										
	PFL001396										
FDOT Finance Number	4329582										
Responsible Agency	GRA / FDOT										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	Yes	All Phases	-							1,851	
Aviation Revenue / Operational											
Type Work	Aviation Revenue	Construction	-	-	250 CAP		-	-		2,500	DDR
Map Number	1			11 CAP	250 CAP	500 CAP				2,500	DIS DPTO GMR LF
Project Location	Gainesville Regional Airport										
Project Length (miles)	0										
Project Description	Airport Fuel Facility										
	PFL0008725										
FDOT Finance Number	4288301										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	No	All Phases	-							2,500	

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Aviation Revenue / Operational											
Type Work Map Number Project Location	Aviation Revenue 1 Gainesville Regional Airport	Construction	- 250	-	-	375 CAP 6,750 CAP 375 CAP	-	-	-	7,750	DPTO FAA LF
Project Length (miles) Project Description	0 Design and Construct New General Aviation Terminal PFL0006957; PFL0013433										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4290361; 4290362 GRAA SIS VS, P-1, P-2, P-3, P-4 - Yes	All Phases	250							7,750	
Type Work Map Number Project Location	Aviation Revenue / Operations 1 Gainesville Regional Airport	-	-	-	-	-	675 OPS 675 OPS	-		1,350	DPTO LF
Project Length (miles) Project Description	0 Maintenance Facility - Phase 1										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4438031 GRAA SIS VS, P-1, P-2, P-3, P-4 - No	All Phases								1,350	

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Aviation Revenue / Operational											
Type Work Map Number Project Location	Aviation Revenue 1 Gainesville Regional Airport	Construction	-	-	-	-	-	1,000 CAP 1,000 CAP	-	2,000	DPTO LF
Project Length (miles) Project Description	0 Design and Construct Bulk Hangar PFL0010364										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4349212 GRA / FDOT SIS VS, P-1, P-2, P-3, P-4 - Yes	All Phases	-							2,000	
Type Work Map Number Project Location	Aviation Revenue / Operations 1 Gainesville Regional Airport	Construction			-	-	-	25 CAP 150 CAP 175 CAP	-	350	DDR DPTO LF
Project Length (miles) Project Description	0 Purchase Equipment for Maintenance and Wildlife Management PFL11297										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4400491 GRA / FDOT SIS VS, P-1, P-2, P-3, P-4 - No	All Phases	-							350	

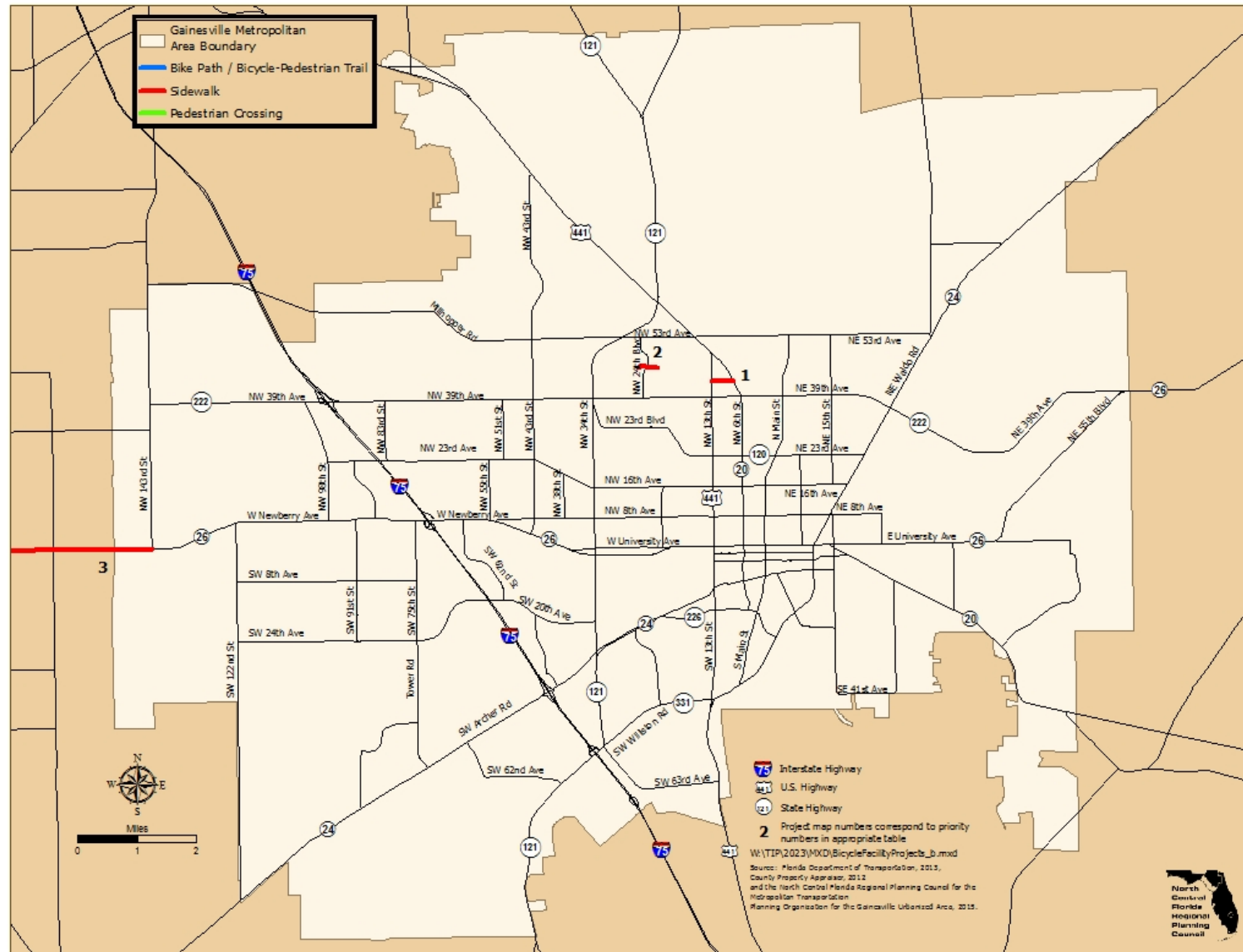
Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Aviation Safety											
Type Work	Aviation Safety	Construction	-	-	60 OPS	-	-	-	-	120	DPTO
Map Number	1				60 OPS						LF
Project Location	Gainesville Regional Airport										
Project Length (miles)	0										
Project Description	Purchase and Install Emergency Generator at Air Traffic Control Tower										
FDOT Finance Number	4438001										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-1, P-2, P-3, P-4										
L RTP ID	-										
Federal Funds	No	All Phases								120	
Type Work	Aviation Safety	Right-of-Way	-	-	-	200 OPS	-	-	-	4,000	DPTO
Map Number	1					3,600 OPS					FAA
Project Location	Gainesville Regional Airport					200 OPS					LF
Project Length (miles)	0										
Project Description	Land Acquisition to Facilitate Obstacle Removal PFL0012818										
FDOT Finance Number	4365942										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-1, P-2, P-3, P-4										
L RTP ID	-										
Federal Funds	Yes	All Phases								4,000	
				SUM							
Federal Funding				3,500	0	15,966	0	5,859	25,325		
State Funding				751	1,233	1,738	675	1,501	5,898		
Local Funding				750	1,233	1,738	675	1,501	5,897		
Total Funding				5,001	2,466	19,442	1,350	8,861	37,120		

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

Illustration III Bicycle and Pedestrian Projects (Independent)



B. Bicycle and Pedestrian Projects (Independent)

Table 7
Bicycle and Pedestrian Projects
(Independent)

Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	Sidewalk	Preliminary	26		-	-	-	-	-	690	ACSA
Map Number	1	Engineering	41								SR2T
Project Location	NW 42 Avenue		623								LF
	FM : NW 13 Street	Construction		183 CST						183	SR2T
Project Length (miles)	TO: NW 6 Street										
Project Description	0.5										
	Construct Bike Path/Trail										
FDOT Finance Number	4411601										
Responsible Agency	Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM 3										
Federal Funds	Yes	All Phases	690							873	
Type Work	Sidewalk	Preliminary		65 PE	-		-	-	-	65	SR2T
Map Number	2	Engineering									
Project Location	NW 45 Avenue										
	FM : Black Forest Way	Construction				361 CST				361	SR2T
Project Length (miles)	TO: Norton Elementary School										
Project Description	0.5										
	Construct Bike Path/Trail										
FDOT Finance Number	4455731										
Responsible Agency	Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM 3										
Federal Funds	Yes	All Phases	-							426	

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

Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	Sidewalk	Preliminary		-	25 PE	-	-	-	-	775	DIH
Map Number	3	Engineering			750 PE					0	TLWR
Project Location	State Road 26	Construction									
	FM : Newberry										
	TO: Jonesville										
Project Length (miles)	3.6										
Project Description	Construct Bike Path/Trail										
FDOT Finance Number	4391751										
Responsible Agency	Alachua County										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	-							775	
Type Work	Sidewalk	Preliminary		-	-	-	-	-	-	0	
Map Number	-	Engineering									
Project Location	City of Gainesville	Construction	663			41 CST				1,253	TALL
	Multiple Locations					549 CST					TALT
Project Length (miles)	-										
Project Description	Americans with Disabilities										
	Act-Compliant Sidewalk										
	Modifications										
FDOT Finance Number	4472331, 4472332										
Responsible Agency	FDOT/Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM 3										
Federal Funds	Yes	All Phases	663							1,253	
Sum											
Federal Funding				248	0	951	0	0	1,199		
State Funding				0	775	0	0	0	775		
Local Funding				1,060	4,224	2,407	293	0	7,984		
Total Funding				1,308	4,999	3,358	293	0	9,958		

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ACTA - Advance Construction Transportation Alternative; CST - Construction; EB - Equity Bonus; DDR - Dedicated District Revenue; DIH - District In-House; DS - State Funds; FDOT - Florida Department of Transportation; HSP - Highway Safety Program; ID - Identification; LF - Local Funds; LRTP - Long-Range Transportation Plan; PE - Preliminary Engineering; ROW - Right-of-Way; SA - Surface Transportation Block Grant - Any Area; SE - Surface Transportation Block Grant - Enhancement; SIS - Strategic Intermodal System; SR2T - Safe Routes to School; TALL - Transportation Alternative - Under 200,000 Population; TALT - Transportation Alternative - Any Areas; TALU - Transportation Alternative- Over 200,00 Population; TLWR - Trail Network; UF - University of Florida

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C. Planning/Administrative Activity

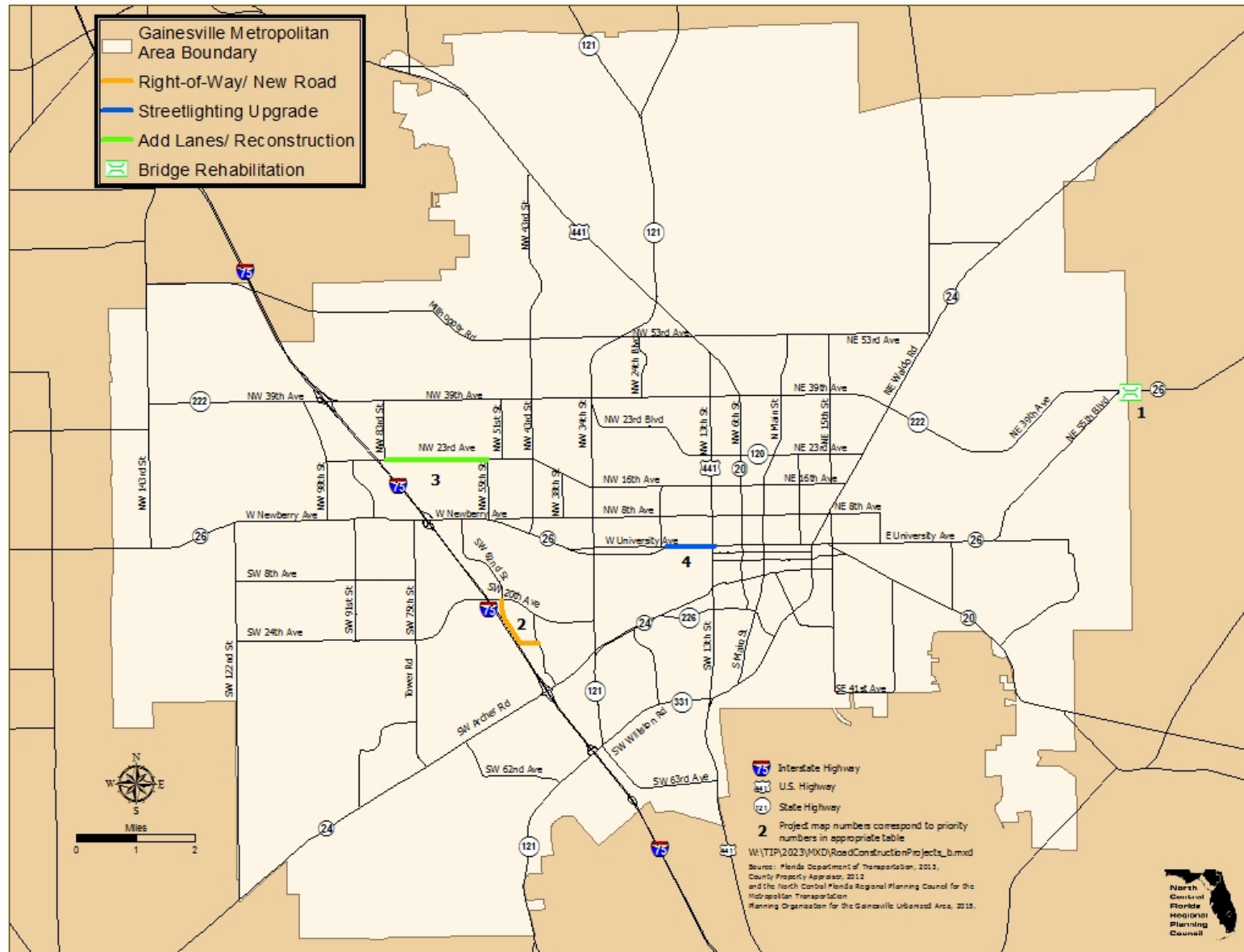
Table 8
Planning/Administrative Activity

Planning / Administration Activity			Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)							Fund Code Table 1
				Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	
Federal Highway Administration Planning (PL) / Federal Transit Administration Section 5305(d) Consolidated Funding / Federal Transit Administration											
Type Work Project Location Project Description	Transportation Planning AT: Gainesville Metropolitan Area Unified Planning Work Program FY 2022-23/2023-24; 2024-25/2025-26 FY 2026-27/2027-28	Planning							-	6,122	PL PL PL LF
FDOT Finance Number	4393184 4393185 4393186		843	798 PLN 24 PLN	800 PLN 24 PLN	806 PLN 24 PLN	806 PLN 24 PLN	806 PLN 24 PLN			
Responsible Agency	MTPO										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-2, P-3										
L RTP ID	-										
Federal Funds	Yes	All Phases	843							6,122	
Type Work Project Location Project Description	Transit Planning AT: Gainesville Metropolitan Area American Rescue Planning Act Route Restoration Plan 4474452	Planning	300	-	-	-	-	-	-	300	FTA
FDOT Finance Number											
Responsible Agency	Regional Transit System										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-2, P-3, P-6, P-7										
L RTP ID	-										
Federal Funds	Yes	All Phases	300							300	
					Sum						
Federal Funding				798	800	806	806	806	4,016		
State Funding				0	0	0	0	0	0		
Local Funding				24	24	24	24	24	120		
Total Funding				822	824	830	830	830	4,136		

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FDOT - Florida Department of Transportation; FTA - Federal Transit Administration; ID - Identification; LF - Local Funds; PL -Metropolitan Planning; PLN - Planning; SIS- Strategic Intermodal System

Illustration IV Road - Construction Projects



D. Road Projects

Table 9
Road - Construction Projects

Road Construction Projects		Phase	Fiscal Year (FY) Costs (\$'000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Roadway Projects - Bridge Repair / Rehabilitation											
Type Work	Bridge Repair / Rehabilitation	Preliminary	363	-		-	-	-	-	5,825	BRRP
Map Number	1	Engineering	112								DIH
Project Location	State Road 26		25								DS
	AT: Hatchet Creek Bridge #260033	Right-Of-Way	0.3								BRRP
Project Length (miles)			1.5								DIH
Project Description	Bridge Repair / Rehabilitation	Construction			5,241 CST 82 CST						BRRP
FDOT Finance Number	2077612										DIH
Responsible Agency	Alachua County										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4, P-6, P-7										
L RTP ID	-										
Federal Funds	No	All Phases	502							5,825	
Type Work	Bridge Repair / Rehabilitation	Construction	-	-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Table 9 (Continued)
Road - Construction Projects

Road Construction Projects		Phase	Fiscal Year (FY)								Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Roadway Projects - Construction											
Type Work	New Road Construction	Project	1,224	-	-	-	-	-	-	1,826	HPP
Map Number	2	Development	2								S117
Project Location	SW 62 Boulevard	Environment	504								LF
	FM: Archer Road (SR 24)		45								SA
	TO: Newberry Road (SR 26)		9								HPP
Project Length (miles)	1.5		8								SA
Project Description	Project, Development and		34								DS
	Environment Study	Planning	500							500	LF
	SR 24 to SR 26; Add Lanes and	Preliminary	9								D
	Reconstruct SR 24 to SW 43 Street	Engineering	120							1,316	REPE
			25								HPP
			39								SL
			1,123								LF
FDOT Finance Number	2113652	Right-of-Way	3,378							6,548	TRIP
	2113653		250								SA
	2113655		8								ACSA
	2113656		1,107								HPP
	2113657		1,805								TRWR
			*6981								LF
		Construction	2							30,019	
			10,196								SIB1
Responsible Agencies	Alachua County		560								SA
	City of Gainesville		1,791								CIGP
	Florida Department of Transportation		8,846								SL
SIS / Non-SIS	Non-SIS		2,290								TRIP
LRTP Consistency	VS, G-1, G-5		1,669								TRWR
LRTP ID	Table 6.5, Page 274		4,665								LF
Target Achievement	PM 3										
Federal Funds	Yes	All Phases	40,209							40,209	

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

Table 9 (Continued)
Road - Construction Projects

Road Construction Projects		Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Roadway Projects - Construction											
Type Work	Construction	Project Development Environment Preliminary Engineering Railroad/ Utilities Construction	881 1,200 2,200	1,000 CST	-	-	-	-	8800	14,081	LF CIGP LF
Map Number	3										
Project Location	NW 23 Avenue										
	FM : NW 83 Street										
	TO: NW 55 Street										
Project Length (miles)	1.7										
Project Description	Add Lanes and Reconstruct Add turn lanes, bicycle lanes and multi-use path										
FDOT Finance Number	4442331										
Responsible Agency	Alachua County										
NHS / SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4, P-6, P-7										
L RTP ID	-										
Target Achievement	-										
Federal Funds	No	All Phases	4,281							14,081	
Type Work	Construction	-		-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Table 9 (Continued)
Road - Construction Projects

Road Construction Projects		Phase	Fiscal Year (FY) Costs (\$'000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Roadway Projects - Lighting											
Type Work	Lighting	Preliminary Engineering	-	-	833 PE	-	-		-	833	SA
Map Number	4										
Project Location	State Road 26										
Project Length (miles)	FM: SW 2 Avenue (SR 26A)	Construction						13 CST		3,775	DIH
Project Description	TO: W 13 Street (US Highway 441)							742 CST			DS
	0.8							3,020 CST			SA
Project Description	Upgrade Streetlighting										
FDOT Finance Number	2076583										
Responsible Agency	FDOT	Environmental								-	
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-1, P-4, P-6, P-7	Railroad and Utilities								-	
L RTP ID	-										
Target Achievement	PM 1										
Federal Funds	Yes	All Phases	-							4,608	
Type Work	Lighting	Preliminary Engineering	-	-	-	-	-	-	-	-	-
Map Number	-										
Project Location	-										
Project Length (miles)	-	Construction								-	
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-	Environmental								-	
SIS / Non-SIS	-										
L RTP Consistency	-	Railroad and Utilities								-	
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	
				Sum							
Federal Funding				0	833	0	0	3,020	3,853		
State Funding				0	5,323	0	0	755	6,078		
Local Funding				37,098	561	800	0	0	38,459		
Total Funding				37,098	6,717	800	0	3,775	48,390		

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

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Illustration V Road - Drainage Projects

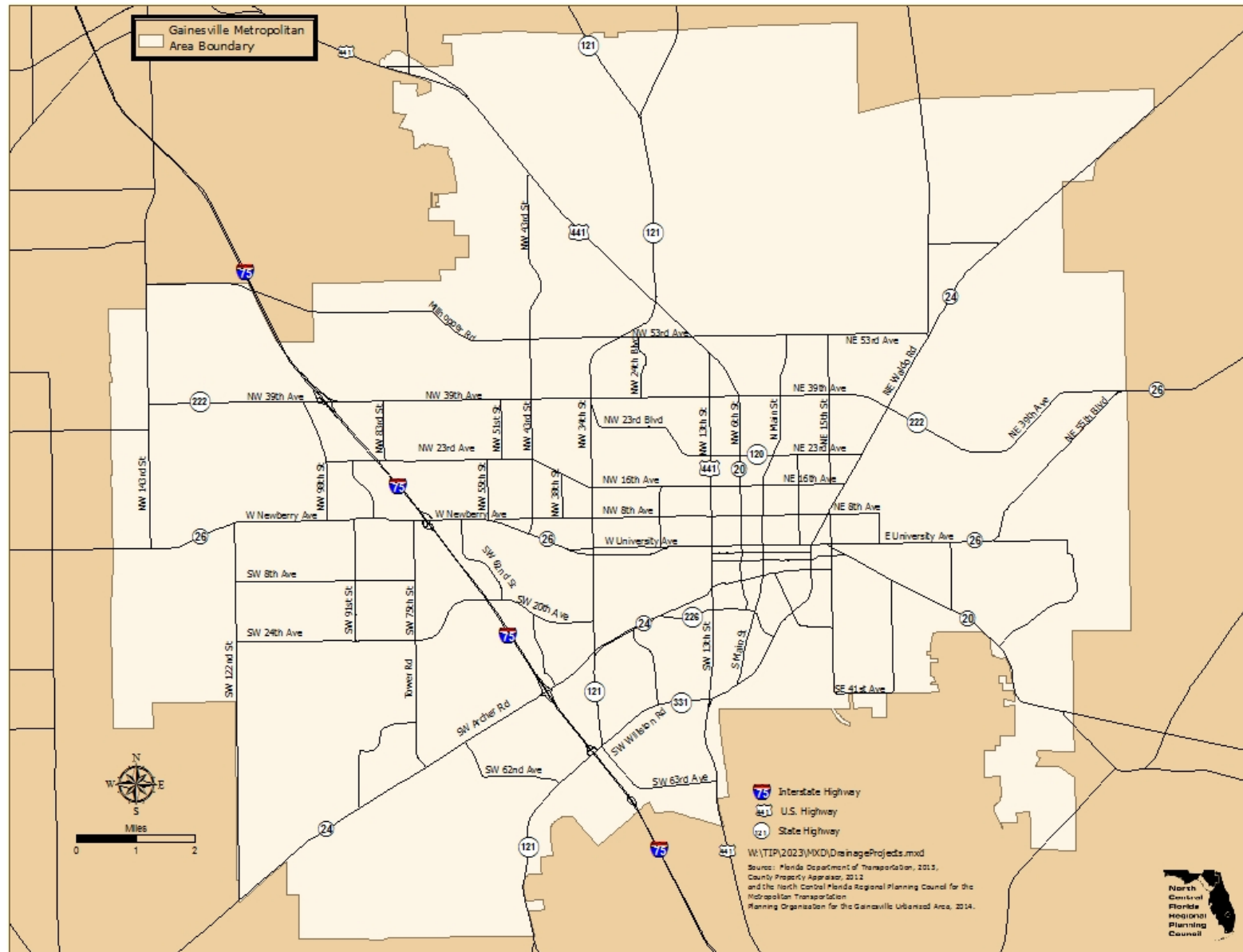


Table 10
Road - Drainage Projects

Drainage of Right-of-Way Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	-	-	-	-	-	-	-	-	-	-	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							-	
			Sum								
Federal Funding			0	0	0	0	0	0	0		
State Funding			0	0	0	0	0	0	0		
Local Funding			0	0	0	0	0	0	0		
Total Funding			0	0	0	0	0	0	0		

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

Illustration VI Road - Intersection Projects

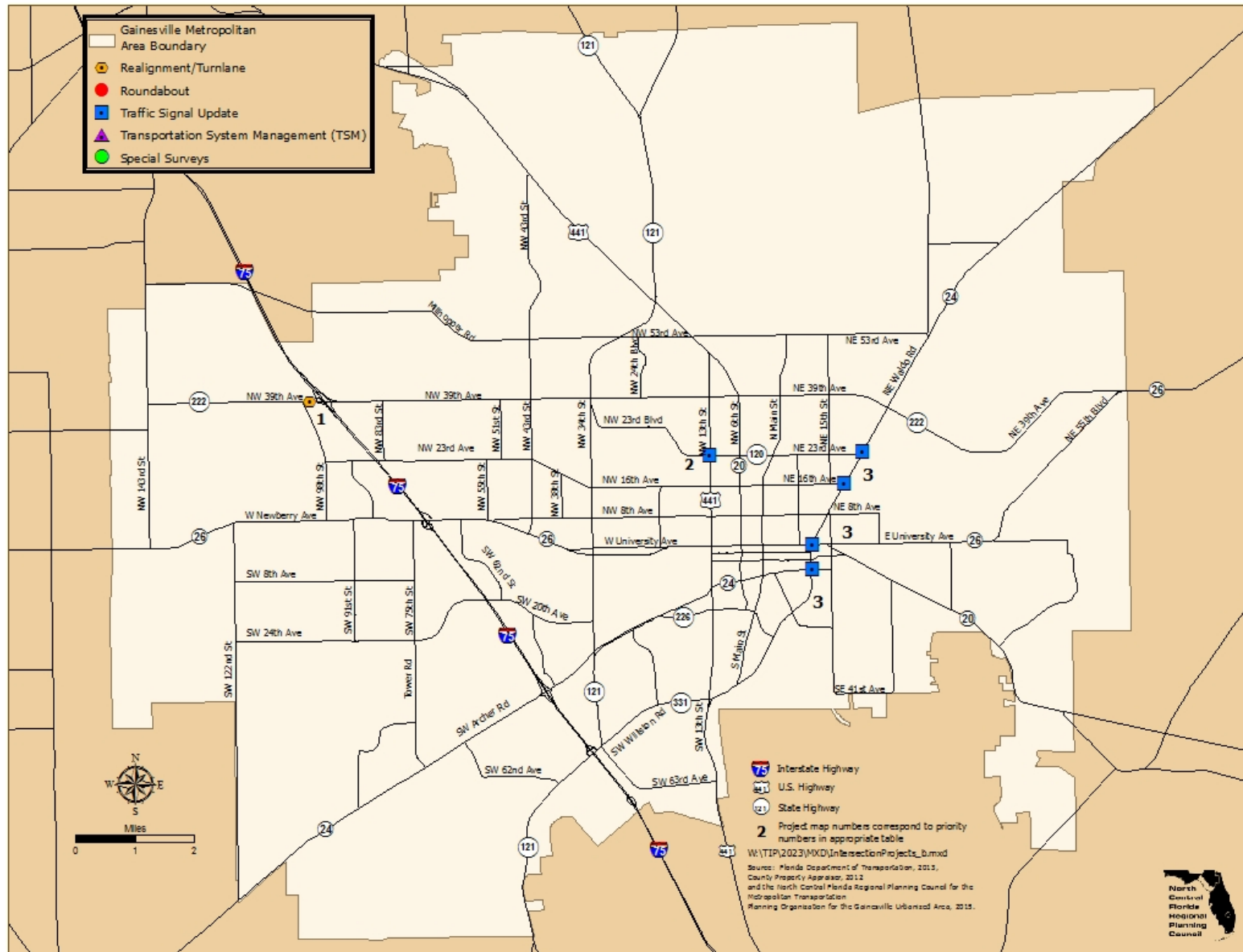


Table 11
Road - Intersection Projects

Intersection Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Intelligent Transportation System / Traffic Control Devices/System											
Type Work	Traffic Control Devices/System	Maintenance	8,286	641 OPS	979 OPS	1,044 OPS	691 OPS	-	-	14,946	DDR
Map Number	-		2,185	427 OPS	121 OPS	91 OPS	481 OPS				DITS
Project Location	Countywide										
Project Length (miles)	-										
Project Description	District 2- Alachua County Traffic Signal Maintenance										
FDOT Finance Number	4135171										
Responsible Agency	FDOT										
SIS / Non-SIS	NHS, SIS and Non-SIS										
LRTP Consistency	VS, P-5, P-6, P-7										
LRTP ID	-										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	10,471							14,946	
Type Work	-	-	0	-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Table 11 (Continued)
Road - Intersection Projects

Intersection Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Realignment / Roundabout / Turn Bay / Lane											
Type Work	Traffic Operations Improvement	Preliminary	12		-	-	-	-	-	191	ACSS
Map Number	1	Engineering	179								HSP
Project Location	NW 39 Avenue (CR 222) AT: NW 97 Boulevard	Construction		682 CST						682	ACSS
Project Length (miles)	0.2										
Project Description	Intersection Modification										
FDOT Finance Number	4474751										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-3										
LRTP ID	-										
Target Achievement	PM 1, PM 3										
Federal Funds	Yes	All Phases	191							873	
Type Work	-	-	-	-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-									0	
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Table 11 (Continued)
Road - Intersection Projects

Intersection Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Traffic Signalization											
Type Work	Traffic Signalization	Preliminary	432				-	-		499	DDR
Map Number	2	Engineering	67								DIH
Project Location	NW 13 Street (US 441) AT: NW 23 Avenue		11								DS
Project Length (miles)	0.1	Right-Of-Way	22	11 ROW						410	DIH
Project Description	Traffic Signal Update		257	120 ROW							DS
FDOT Finance Number		Construction									SA
Responsible Agency	4358891							619 CST		1,494	DDR
NHS / SIS / Non-SIS	FDOT							5 CST			DIH
L RTP Consistency	NHS and SIS							870 CST			SA
L RTP ID	VS, P-5, P-6, P-7										
Target Achievement	-										
Federal Funds	PM 1, PM 3	All Phases	789							2,403	
	Yes										
Type Work	Traffic Signalization	Preliminary	808	-	-	-	-	-		935	DDR
Map Number	3	Engineering	84								DIH
Project Location	Williston Road (SR 331)		43								DS
	FM : SE 4 Avenue										
Project Length (miles)	2	Right-Of-Way	63							143	DDR
Project Description	TO: NE 23 Avenue (SR 120)		33	29 ROW							DIH
	Traffic Signal Update		2	16 ROW							DS
FDOT Finance Number	Reconstruct 5 Traffic Signals	Construction									
Responsible Agency	4358901							4,826 CST		4,909	DDR
NHS / SIS / Non-SIS	FDOT							83 CST			DIH
L RTP Consistency	NHS and SIS										
L RTP ID	VS, P-5, P-6, P-7										
Target Achievement	-										
Federal Funds	PM 1, PM 3	All Phases	1,822							5,987	
	No										
				Sum							
Federal Funding				802	0	0	0	870	1,672		
State Funding				1,124	1,100	1,135	1,172	5,533	10,064		
Local Funding				1,457	0	0	0	0	1,457		
Total Funding				3,383	1,100	1,135	1,172	6,403	13,193		

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

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Illustration VII Road - Interstate/Interchange Projects



Table 12
Road - Interstate/Interchange Projects

Interstate / Interchange Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Interstate - Capacity											
Type Work	Interstate / Interchange	Project	1,000	-	-	-	-	-	-	4,866	DDR
Map Number	1	Development	151								DIH
Project Location	Interstate 75 FM : S. of Williston Road (SR 121) TO: S. of NW 39 Avenue (SR 222)	Environment Environmental	3,715							3,715	DEM
Project Length (miles)	6.0	Planning									
Project Description	Add Managed Lanes										
FDOT Finance Number	4230716, 4527002	Preliminary								0	
Responsible Agency	FDOT	Engineering									
NHS / SIS / Non-SIS	NHS and SIS	Construction								0	
LRTP Consistency	VS, P-2, P-3										
LRTP ID	-										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	4,866							8,581	
Type Work	Interstate / Interchange	Project		-	-	-	1,500 PDE		-	1,550	DDR
Map Number	2	Development					50 PDE				DIH
Project Location	Interstate 75 FM : N. of County Road 234 TO: S. of Williston Road (SR 121)	Environment									
Project Length (miles)	6.0	Planning	2,250							2,250	HP
Project Description	Add Managed Lanes	Right Of Way						15,105 ROW		15,105	ACNP
FDOT Finance Number	4230715, 4527001										
Responsible Agency	FDOT	Construction								0	
NHS / SIS / Non-SIS	NHS and SIS										
LRTP Consistency	VS, P-2, P-3										
LRTP ID	-										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	2,250							18,905	

Table 12 (Continued)
Road - Interstate / Interchange Projects

Interstate / Interchange Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Interstate - Capacity											
Type Work	Interstate / Interchange	Project Development		-	-	-	-	-	-	0	DDR
Map Number	3	Environment		DIH							
Project Location	Interstate 75 FM : NW 39 Avenue (SR 222) TO: US Hwy 441 (SR 25)	Environmental		DEM							
Project Length (miles)	9.6	Planning		ACNP							
Project Description	Add Managed Lanes	Right Of Way									
FDOT Finance Number	4230717	Construction									
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	NHS and SIS										
LRTP Consistency	VS, P-2, P-3			0							
LRTP ID	-										
Target Achievement	PM 1, PM 3	All Phases	-	-	-	-	-	26,549	26,549		
Federal Funds	No										
Type Work	Interstate / Interchange	Project	-	-	-	-	-	-	0	-	
Map Number	-	Development									
Project Location	-	Environment									
Project Length (miles)	-	Preliminary									
Project Description	-	Engineering									
FDOT Finance Number	-	Construction									
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-						0		

Table 12 (Continued)
Road - Interstate / Interchange Projects

Interstate / Interchange Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Interstate - Interchange Modification / Rest Area											
Type Work Map Number Project Location Project Length (miles) Project Description FDOT Finance Number Responsible Agency NHS / SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	Interstate / Interchange 4 I-75 Rest Area AT: S. of Williston Road (SR 331) - Preliminary engineering 2149522 FDOT NHS and SIS VS, P-2, P-3 - PM 3 Yes	Preliminary Engineering Right-of-Way Railroad & Utilities Construction All Phases			-	-	-	500 PE	-	500	DRA
Type Work Map Number Project Location Project Length (miles) Project Description FDOT Finance Number Responsible Agency NHS / SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	Interstate / Interchange - - - - - - - - - -	Project Development Environment Preliminary Engineering Construction All Phases	-	-	-	-	-	-	-	0	-
								Sum			
Federal Funding				0	0	0	0	15,105	15,105		
State Funding				0	0	0	1,550	500	2,050		
Local Funding				0	0	0	0	0	0		
Total Funding				0	0	0	1,550	15,605	17,155		

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

Illustration VIII Road - Landscaping Projects

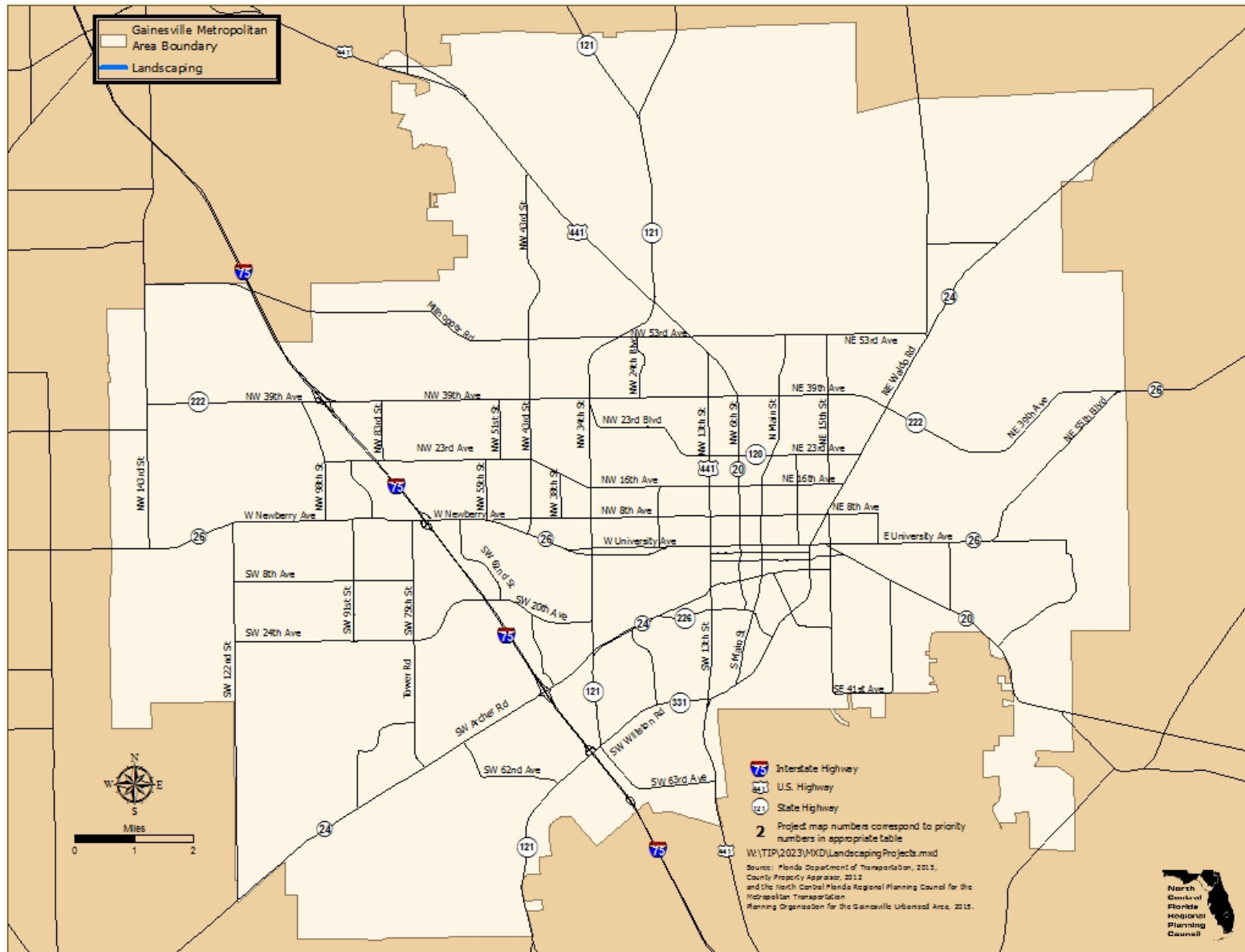


Table 13
Road - Landscaping Projects

			Fiscal Year (FY)								Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
Landscaping Projects		Phase	Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	-	Preliminary Engineering		-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-										
		Construction								0	
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Federal Funds	-	All Phases	-							0	
Type Work	-	Preliminary Engineering		-	-	-	-	-	-	0	-
Map Number	-										
Project Location	-										
		Construction								0	
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Federal Funds	-	All Phases	-							0	
				Sum							
Federal Funding				0	0	0	0	0	0		
State Funding				0	0	0	0	0	0		
Local Funding				0	0	0	0	0	0		
Total Funding				0	0	0	0	0	0		

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

Table 14
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Fixed Capital Outlay - Gainesville Operations Complex											
Map Number	Routine Maintenance			-	-	-	-	-	-		
Project Location	AT: Operations Complex										
Project Length (miles)	-										
Project Description	Fuel Canopy Fire Suppression System Replacement	Construction		95 CST						95	FCO
FDOT Finance Number	4047449										
Project Description	Crew Building Flooring Replacement	Maintenance		85 MNT						85	D
FDOT Finance Number	4499763										
Project Description	Replace Heating / Ventilation / Air Conditioning Units	Maintenance		36 MNT						36	D
FDOT Finance Number	4499764										
Project Description	Crew Building Heating / Ventilation / Air Conditioning Replacement	Maintenance		25 MNT						25	D
FDOT Finance Number	4499765										
Project Description	Carpet and Vinly Tile Replacement	Maintenance	75	50 MNT	50 MNT	50 MNT	50 MNT	50 MNT		325	D
FDOT Finance Number	4512061										
Project Description	Glass Window Replacements	Maintenance	10	13 MNT	13 MNT	13 MNT	13 MNT	13 MNT		75	D
FDOT Finance Number	4512091										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-										
Federal Funds	No	All Phases	85							641	

Table 14 (Continued)
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1	
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding		
Fixed Capital Outlay - Gainesville State Materials Office												
Type Work Map Number Project Location Project Length (miles) Project Description FDOT Finance Number	Routine Maintenance - AT: Materials Office - Heating, Ventilation, Air Conditioning Maintenance 4448631, 4448632, 4448633	Construction	121 10 50	50 CST	50 CST	50 CST	50 CST	50 CST	-	431	FCO	
Project Description FDOT Finance Number	Elevator Correction Code 4521021	Maintenance		4 MNT							4	D
Project Description FDOT Finance Number	Uninterruptable Power Supply 4482731	Preliminary Engineering Construction		198							1,298	FCO
Project Description FDOT Finance Number	Security - Facilitywide Cameras 4503001	Construction			300 CST	300 CST	300 CST	200 CST				FCO
Project Description FDOT Finance Number	Security - Install Facilitywide Intercom System 4502991	Construction			190 CST						190	FCO
Project Description FDOT Finance Number	Security - Install Facilitywide Intercom System 4502991	Construction			100 CST						100	FCO
Project Description FDOT Finance Number	Building A Drainage Regrade Conference Room Flood Control 4502921	Construction			200 CST						200	D
Project Description FDOT Finance Number	Landscaping Front of Buildings A, C, D and E 4521031	Maintenance			30 MNT						30	D
Project Description FDOT Finance Number	Painting/Cleaning - Interior and Exterior 4521041	Construction			40 MNT	40 MNT	40 MNT	40 MNT	40 MNT		200	D
Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	FDOT Non-SIS/SIS VS, P-2, P-3, P-5 - No	All Phases		379							2,453	

Table 14 (Continued)
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Fixed Capital Outlay - Gainesville State Materials Office											
Type Work Map Number	Routine Maintenance -	Maintenance		30 MNT					-	30	FCO
Project Location	AT: Materials Office										
Project Description	Storage Unit for HVS Equipment										
FDOT Finance Number	4521051										
Project Description	Building A 2nd Floor Renovations	Construction		100 CST	500 CST	600	FCO				
FDOT Finance Number	4502941										
Project Description	Building D/E Replace Air Handlers	Construction		100 CST	100 CST	100 CST	100 CST	400	FCO		
FDOT Finance Number	4502861										
Project Description	Boiler Replacement Building D/E	Construction		100 CST	100 CST			200	D		
FDOT Finance Number	[Design and Construction] 4521011										
Project Description	Generator Conversion	Construction		300 CST				300	FCO		
FDOT Finance Number	Diesel to Natural Gas 4502871										
Project Description	Building C Security Bollards and	Construction		43 CST				43	FCO		
FDOT Finance Number	Hazardous Materials Room 4502951										
Project Description	Buildings A/B, D, E	Construction		129 CST				129	FCO		
FDOT Finance Number	Security Bollards 4502961, 4502971, 4502981										
Project Description	Raised Median for Card Reader	Construction				100 CST		100	FCO		
FDOT Finance Number	4502931										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS/SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-										
Federal Funds	No	All Phases	-						1,802		

Table 14 (Continued)
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)										Fund Code Table 1		
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding					
Lighting															
Type Work	Lighting Agreements	Maintenance	7,126	1,309	MNT	1,348	MNT	1,389	MNT	-	-	-	19,009	D	
Map Number	-		7,837											DDR	
Project Location	AT: Countywide														
Project Length (miles)	-														
Project Description	Lighting														
FDOT Finance Number	4144031														
Responsible Agency	Alachua County														
SIS / Non-SIS	Non-SIS														
LRTP Consistency	VS, P-2, P-3														
LRTP ID	-														
Federal Funds	No	All Phases	14,963										19,009		
Routine Maintenance															
Type Work	Routine Maintenance	Maintenance						-		-		-			
Map Number	-														
Project Location	AT: Countywide														
Project Length (miles)	-														
Project Description	Routine/Interstate Maintenance; Interstate Rest Area Maintenance														
FDOT Finance Number	2149381		2,145										2,145	D	
	2149382		12										12	D	
	2149384		2,981	100	MNT	100	MNT	100	MNT	100	MNT	100	MNT	3,481	D
	2149385		41										41	D	
	2149386		27										27	D	
Responsible Agency	FDOT														
SIS / Non-SIS	Non-SIS														
LRTP Consistency	VS, P-2, P-3, P-5														
LRTP ID	-														
Federal Funds	No	All Phases	5,206										5,706		

Table 14 (Continued)
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Routine Maintenance											
Type Work	Routine Maintenance	Maintenance	92,219						-	114,960	D
Map Number	-		17								D
Project Location	AT: Countywide		2,724	4,000 MNT	4,000 MNT	4,000 MNT	4,000 MNT	4,000 MNT			D
Project Length (miles)	-										
Project Description	Routine Maintenance										
FDOT Finance Number	2143011, 2143012, 2143014										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-										
Federal Funds	No	All Phases	94,960							114,960	
Type Work	Routine Maintenance	Maintenance	65		-	-	-	-		665	D
Map Number	-		400	200 MNT							D
Project Location	AT: Countywide										
Project Length (miles)	-										
Project Description	Ditch Cleaning and Repairs Alachua County										
FDOT Finance Number	4420751, 4420752										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS/SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-										
Federal Funds	No	All Phases	465							665	

Table 14 (Continued)
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Routine Maintenance											
Type Work Map Number Project Location	Routine Maintenance - AT: Countywide	Maintenance	79 4,633	4,504 MNT	4,504 MNT	4,504 MNT	4,504 MNT	4,250 MNT		79 26,899	D D
Project Length (miles) Project Description	- Asset Maintenance - Contractor Large Machine Mowing										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4404913, 4404914 FDOT Non-SIS/SIS VS, P-2, P-3, P-5 - No	All Phases	4,712							26,978	
Type Work Map Number Project Location	Routine Maintenance - AT: Alachua County / Gainesville Maintenance	Maintenance	22 90 200	200 MNT	-	-	-	-	-	512	D
Project Length (miles) Project Description	- Tree and Stump Removal / Tree Trimming										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4448961/ 4448962 / 4448963 FDOT Non-SIS VS, P-2, P-3, P-5 - No	All Phases	312							512	
									Sum		
Federal Funding				0	0	0	0	0	0		
State Funding				11,761	11,077	11,146	9,157	8,503	51,644		
Local Funding				0	0	0	0	0	0		
Total Funding				11,761	11,077	11,146	9,157	8,503	51,644		

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

Illustration IX Road - Railroad Projects

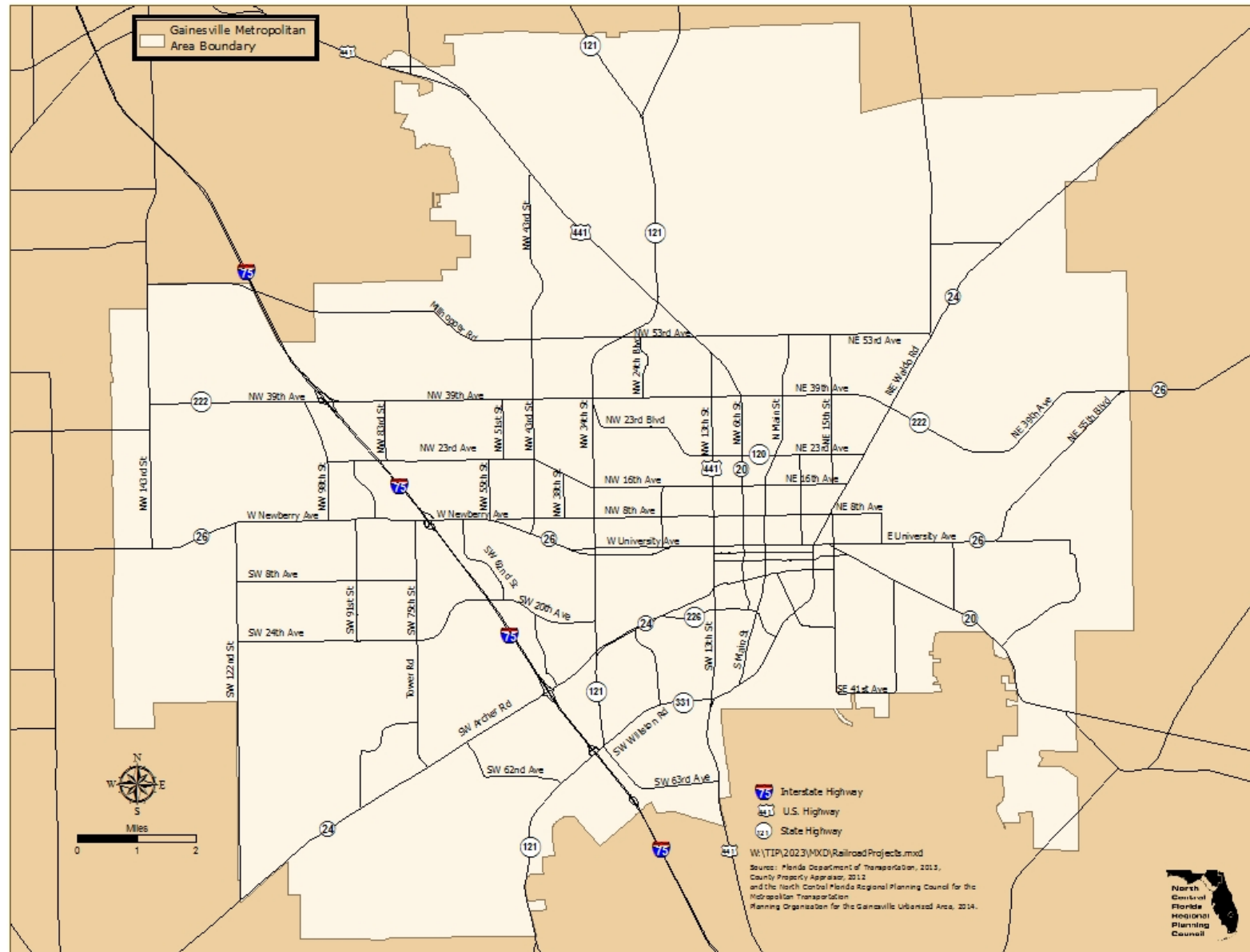


Table 15
Road - Railroad Projects

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

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

Illustration X Road - Resurfacing/Repaving Projects

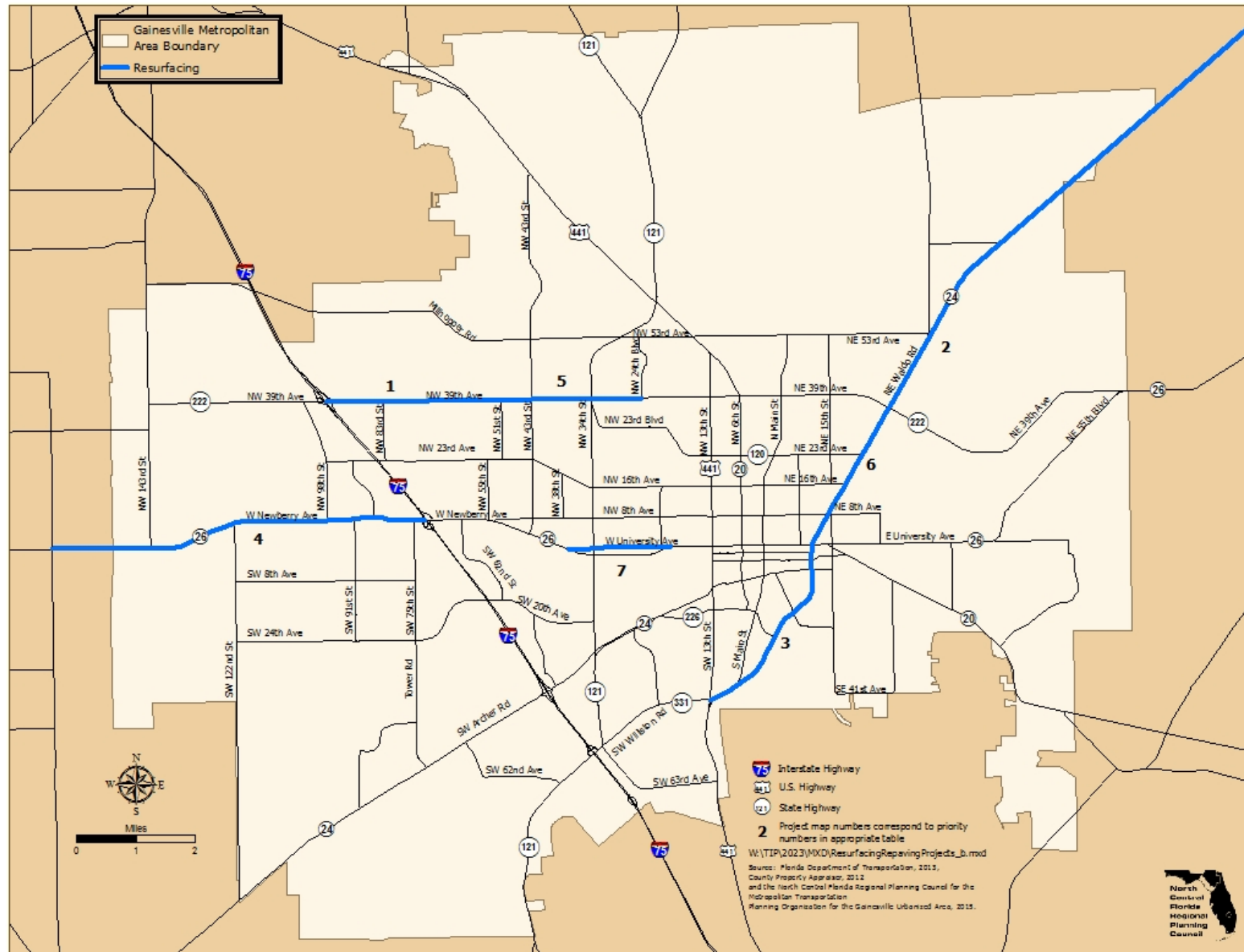


Table 16
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	Resurfacing	Preliminary	158		-	-	-	-	-	1,071	ACSA
Map Number	1	Engineering	869								DDR
Project Location	NW 39 Avenue [SR 222]		44								DIH
	FM : NW 92 Court		24								DS
	TO: NW 43 Street		126								SA
Project Length (miles)	3.3										
Project Description	Resurfacing	Construction		1,773 CST						9,778	ACNP
	[no change to existing			4,520 CST							ACNR
	bike/pedestrian facilities]			758 CST							DDR
FDOT Finance Number	4470321			753 CST							DDR
Responsible Agency	FDOT			54 CST							DIH
NHS / SIS / Non-SIS	SIS			1,627 CST							DS
LRTP Consistency	-			72 CST							LF
LRTP ID	-			221 CST							SA
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	1,221							9,778	
Type Work	Resurfacing	Preliminary	503		-	-	-	-	-	2,171	DDR
Map Number	2	Engineering	102								DIH
Project Location	Waldo Road [SR 24]		47								DS
	FM : NW 39 Avenue [SR 222]		1,519								SA
	TO: US Highway 301 [SR 200]										
Project Length (miles)	10.7	Utilities								0	
Project Description	Resurfacing	Construction		15,464 CST						24,234	ACNR
				578 CST							DDR
FDOT Finance Number	4479641			216 CST							DIH
Responsible Agency	FDOT			6,916 CST							DS
NHS / SIS / Non-SIS	SIS (partial)			1,060 CST							SA
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	2,171							26,405	

Table 16 (Continued)
Road - Resurfacing/Repaving Projects

Alachua County Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Roadway Projects - Resurfacing											
Type Work	Resurfacing	Preliminary	349		-	-	-	-	-	1,221	DDR
Map Number	3	Engineering	39								DIH
Project Location	Williston Road [SR 331]		19								DS
	FM : SW 13 Street [US 441]		814								SA
	TO: E University Avenue [SR 26]										
Project Length (miles)	3.3	Construction		3,743 CST						9,463	ACNR
Project Description	Resurfacing			237 CST							DDR
				62 CST							DIH
				4,839 CST							DS
				582 CST							SA
FDOT Finance Number	4479621										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	NHS and SIS										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	1,221							10,684	
Type Work	Resurfacing	Preliminary	6	-	-	-	-	-	-	1,516	ACSA
Map Number	4	Engineering	640								DDR
Project Location	Newberry Road [SR 26]		24								DIH
	FM : west of County Road 241 S		532								DS
	TO: west of Interstate 75		314								SA
		Construction			8,819 CST					13,554	ACNR
Project Length (miles)	6.2				40 CST						DIH
Project Description	Resurfacing				1,592 CST						DS
					535 CST						SA
					2,568 CST						SM
FDOT Finance Number	2076683										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	SIS (partial)										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	1,516							15,070	

Table 16 (Continued)
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	Resurfacing	Preliminary	23	-		-	-	-	-	131	ACSA
Map Number	5	Engineering	90								DIH
Project Location	NW 39 Avenue [SR 222]		18								DS
	FM : NW 43 Street										
	TO: NW 24 Boulevard										
Project Length (miles)	1.9	Right-Of-Way								0	
Project Description	Resurfacing										
	[no change to existing										
	bike/pedestrian facilities]	Construction			3,143 CST					6,128	DDR
FDOT Finance Number	2076115				20 CST						DIH
Responsible Agency	FDOT				1,634 CST						DS
NHS / SIS / Non-SIS	SIS				1,331 CST						SA
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	131							6,259	
Type Work	Resurfacing	Preliminary	27	-		-	-	-	-	1,321	ACSA
Map Number	6	Engineering	578								DDR
Project Location	Waldo Road [SR 24]		43								DIH
	FM : E University Avenue [SR 26]		550								DS
	TO: NE 39 Avenue [SR 222]		123								SA
Project Length (miles)	2.8	Utilities								0	
Project Description	Resurfacing										
		Construction			5,045 CST					7,392	ACNR
FDOT Finance Number	4394892				1,399 CST						DDR
Responsible Agency	FDOT				25 CST						DIH
NHS / SIS / Non-SIS	SIS (partial)				204 CST						DS
LRTP Consistency	-				719 CST						SA
LRTP ID	-										
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	1,321							8,713	

Table 16 (Continued)
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	Resurfacing	Preliminary		-	283 PE	-	-	-	-	1,098	DDR
Map Number	7	Engineering			53 PE						DIH
Project Location	West Univeersty Avenue [SR 26] FM: West 38 Street [SR 26] TO: Gale Lemerand Drive				762 PE						SA
Project Length (miles)	2.1	Construction								0	
Project Description	Resurfacing										
FDOT Finance Number	2078175										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	Non-SIS										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM 2										
Federal Funds	Yes	All Phases	-							1,098	
Type Work	Resurfacing	Preliminary	-	-	-	-	-	-	-	0	
Map Number	-	Engineering									
Project Location	-	Construction								0	
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	
									Sum		
Federal Funding				27,363	19,779	0	0	0	47,142		
State Funding				16,040	8,393	0	0	0	24,433		
Local Funding				2,246	0	0	0	0	2,246		
Total Funding				45,649	28,172	0	0	0	73,821		

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

E. Transit Projects

Table 17
Transit Projects

Regional Transit System Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
			Regional Transit System Capital Funding								
Type Work	Section 5307	Capital	21,500	4,200 CAP	4,200 CAP	4,200 CAP	4,200 CAP	4,200 CAP	-	42,500	FTA
Map Number	-		5,375	1,050 CAP	1,050 CAP	1,050 CAP	1,050 CAP	1,050 CAP		10,625	LF
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Capital and Operating Grant										
FDOT Finance Number	4040261										
Responsible Agency	Gainesville										
NHS / SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-2, P-3, P-4, P-5										
L RTP ID	-										
Target Achievement	RTS-A, RTS-S										
Federal Funds	Yes	All Phases	26,875							53,125	
Type Work	Section 5339	Capital	1,820	364 CAP	364 CAP	364 CAP	364 CAP	364 CAP	-	3,640	FTA
Map Number	-		455	91 CAP	91 CAP	91 CAP	91 CAP	91 CAP		910	LF
Project Location	AT: Gainesville Metropolitan Area									-	
										-	
Project Length (miles)	-										
Project Description	Transit Improvement Capital Assistance										
FDOT Finance Number	4415201										
Responsible Agency	Gainesville										
NHS / SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4, P-5										
L RTP ID	-										
Target Achievement	RTS-A, RTS-S										
Federal Funds	Yes	All Phases	2,275							4,550	

Table 17 (Continued)
Transit Projects

Regional Transit System Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Regional Transit System Operating Funding											
Type Work	Section 5307	Operations							-	0	
Map Number	-		3,600	1,800 OPS	1,800 OPS	1,800 OPS	1,800 OPS	1,800 OPS		12,600	FTA
Project Location	AT: Gainesville Metropolitan Area		3,600	1,800 OPS	1,800 OPS	1,800 OPS	1,800 OPS	1,800 OPS		12,600	LF
Project Length (miles)	-										
Project Description	Operating Assistance - Operations, Preventive Maintenance and Paratransit Services										
FDOT Finance Number	2155462										
Responsible Agency	Gainesville										
NHS / SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4, P-5										
LRTP ID	-										
Target Achievement	RTS-A, RTS-S										
Federal Funds	Yes	All Phases	7,200							25,200	
Type Work	Fixed Route System Operating	Operations							-	22,947	
Map Number	-		13,195	1,841 OPS	1,891 OPS	1,948 OPS	2,006 OPS	2,066 OPS		17,104	DPTO
Project Location	AT: Gainesville Metropolitan Area		17,104	1,841 OPS	1,891 OPS	1,948 OPS	2,006 OPS	2,066 OPS		40,033	LF
Project Length (miles)	-										
Project Description	State Block Grant- Operating Capital										
FDOT Finance Number	4117571										
Responsible Agency	Gainesville										
NHS / SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4, P-5										
LRTP ID	-										
Target Achievement	RTS-A, RTS-S										
Federal Funds	No	All Phases	60,580							80,084	

Table 17 (Continued)
Transit Projects

Transportation Disadvantaged Element Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
M V Transportation											
Type Work	Transportation Disadvantaged Grant	Operations	5,425	59 OPS	-	-	-	-	-	6,015	LF
Map Number	-			531 OPS							TDTF
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Transportation Disadvantaged Commission grant funding for provision of trips										
FDOT Finance Number	43202718401										
Responsible Agency	Alachua County										
NHS / SIS / Non-SIS	-										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	-										
Target Achievement	RTS-A										
Federal Funds	No	All Phases	5,425							6,015	
Type Work	Transportation Disadvantaged Grant	Operations	0.04	0 OPS	-	-	-	-	-	0.0	LF #
Map Number	-		1	0 OPS						1.0	TDTF #
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Transportation Disadvantaged Commission Grant- Voluntary Dollar										
FDOT Finance Number	43202718401										
Responsible Agency	Alachua County										
NHS / SIS / Non-SIS	-										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	-										
Target Achievement	RTS-A										
Federal Funds	No	All Phases	1							1.1	

Table 17 (Continued)
Transit Projects

Transportation Disadvantaged Element Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
M V Transportation											
Type Work	Operating/Administration Assistance- Section 5311	Operations	1,563	385 OPS	472 OPS	486 OPS	501 OPS	516 OPS	-	3,923	DU
M ap Number	-		1,563	385 OPS	472 OPS	486 OPS	501 OPS	516 OPS		3,923	LF
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Rural Transit Funding										
FDOT Finance Number	4272501										
Responsible Agency	Alachua County										
NHS / SIS / Non-SIS	-										
LRTP Consistency	VS, P-1, P-4, P-6, P-7										
LRTP ID	-										
Target Achievement	RTS-A										
Federal Funds	No	All Phases	3,126							7,846	
Type Work	None	-	-	-	-	-	-	-	-	-	-
M ap Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							0	

Table 17 (Continued)
Transit Projects

Transportation Disadvantaged Element Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Disadvantaged Planning											
Type Work	Planning Assistance	Planning	195	27 PLN	-	-	-	-	-	222	TDTF
Map Number	-										
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Planning funding- Local Coordinating Board Assistance Grant										
FDOT Finance Number	19363011401										
Responsible Agency	-										
SIS / Non-SIS	-										
LRTP Consistency	VS, P-1, P-4, P-5										
LRTP ID	-										
Federal Funds	Yes	All Phases	195							222	
									Sum		
Federal Funding				6,749	6,836	6,850	6,865	6,880	34,180		
State Funding				2,399	1,891	1,948	2,006	2,066	10,310		
Local Funding				5,226	5,304	5,375	5,448	5,523	26,876		
Total Funding				14,374	14,031	14,173	14,319	14,469	71,366		

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

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Appendix A Total Project Costs

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Appendix A: Total Project Costs

A. Total Project Cost Process

How do I get to full project costs?

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

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

Projects on the Strategic Intermodal System

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

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

Non-Strategic Intermodal System Projects

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

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

Full Projects Costs in the Non-Metropolitan Planning Organization Area

Projects on the Strategic Intermodal System

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

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

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

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

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

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

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

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

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

B. Year 2045 Cost Feasible Plan Total Cost Tables

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

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

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

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

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

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

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

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

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

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Appendix B

Federal Obligations Reports-

Federal Fiscal Year 2022

(10/01/21 to 09/30/22)

Federal Transit Administration and

Florida Department of

Transportation (Highways)

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Appendix B: Federal Obligations Reports- Federal Fiscal Year 2022 (10/01/21 to 09/30/22)

Table B - 1
Federal Transit Administration Federal Obligations Report- Fiscal Year 2022

Funding Source	Funding	FDOT Project Identification	Project Description
Section 5307	\$1,800,000 \$4,200,000	2155461 4040261	Operating Assistance; Capital and Operating Grant
Section 5310	\$25,000	4425771	Small Urban Grant - Operations for Paratransit-
Section 5311	\$377,566	4272501	Rural Transit Service
Section 5339	\$364,001	4415201	Rural Transit Funding - Operating/Administrative Assistance
FTA Subtotal	\$6,766,567		
FHWA STBG	-	-	-
MTPO/RTS Total	\$6,766,567		

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

Note - Federal Transit Administration Section 5305(d) Transportation Planning funds are now consolidated with Federal Highway Administration Planning funds.

FDOT - Florida Department of Transportation; FHWA - Federal Highway Administration; FTA - Federal Transit Administration;
MTPO - Metropolitan Transportation Planning Organization; RTS - Regional Transit System; SA - Surface Transportation Block Grant - Any Area Funds; STBG - Surface Transportation Block Grant

Table B - 2
Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2022

PAGE 1	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT =====	DATE RUN: 10/03/2022 TIME RUN: 10.38.52 MBROBLTP
GAINESVILLE MTPO	HIGHWAYS =====	
ITEM NUMBER:207611 7 DISTRICT:02 ROADWAY ID:26005000	PROJECT DESCRIPTION:SR222 (NE39TH AVE) AT NE28TH DR COUNTY:ALACHUA PROJECT LENGTH: .093MI	*NON-SIS* TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP		10,419
TOTAL 207611 7		10,419
TOTAL 207611 7		10,419
ITEM NUMBER:207658 2 DISTRICT:02 ROADWAY ID:26070000	PROJECT DESCRIPTION:SR26 (W UNIVERSITY AVE) FROM GALE LEMERAND DR TO NW 14TH ST COUNTY:ALACHUA PROJECT LENGTH: .597MI	*NON-SIS* TYPE OF WORK:TRAFFIC OPS IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP		2,908,544
TOTAL 207658 2		2,908,544
TOTAL 207658 2		2,908,544
ITEM NUMBER:207794 3 DISTRICT:02 ROADWAY ID:26060000	PROJECT DESCRIPTION:SR200 (US301) FROM SR20 TO SR26 COUNTY:ALACHUA PROJECT LENGTH: 8.716MI	*SIS* TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA		378,041
TOTAL 207794 3		378,041
TOTAL 207794 3		378,041
ITEM NUMBER:211365 6 DISTRICT:02 ROADWAY ID:26000094	PROJECT DESCRIPTION:SW 62ND BLVD ARTERIAL CONNECTOR COUNTY:ALACHUA PROJECT LENGTH: 1.516MI	*NON-SIS* TYPE OF WORK:TRAFFIC OPS IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE SA		15,862
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE SL		7,000,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SL		525,247
TOTAL 211365 6		7,541,109
TOTAL 211365 6		7,541,109

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Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2022

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ITEM NUMBER:211365 7 DISTRICT:02 ROADWAY ID:	PROJECT DESCRIPTION:SW 62ND BLVD FROM SR24 (ARCHER ROAD) TO SR26 (NEWBERRY ROAD) COUNTY:ALACHUA PROJECT LENGTH: .000	*NON-SIS* TYPE OF WORK:RIGHT OF WAY ACQUISITION LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2022	
-----	-----	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT SA		36,003
TOTAL 211365 7		36,003
TOTAL 211365 7		36,003
ITEM NUMBER:423071 3 DISTRICT:02 ROADWAY ID:26260000	PROJECT DESCRIPTION:I-75 (SR93) @ SR121 COUNTY:ALACHUA PROJECT LENGTH: .444MI	*SIS* TYPE OF WORK:INTERCHANGE - ADD LANES LANES EXIST/IMPROVED/ADDED: 6/ 0/ 1
FUND CODE	2022	
-----	-----	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP		5,696,356
TOTAL 423071 3		5,696,356
TOTAL 423071 3		5,696,356
ITEM NUMBER:423071 4 DISTRICT:02 ROADWAY ID:26260000	PROJECT DESCRIPTION:I-75 (SR93)@ SR24 (ARCHER RD) COUNTY:ALACHUA PROJECT LENGTH: .386MI	*SIS* TYPE OF WORK:INTERCHANGE - ADD LANES LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1
FUND CODE	2022	
-----	-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NFP SA		1,129 531,518
TOTAL 423071 4		532,647
TOTAL 423071 4		532,647
ITEM NUMBER:433989 1 DISTRICT:02 ROADWAY ID:26900003	PROJECT DESCRIPTION:SW 27TH STREET FROM: SW WILLISTON RD TO: SW 35TH PLACE COUNTY:ALACHUA PROJECT LENGTH: .696MI	*NON-SIS* TYPE OF WORK:BIKE PATH/TRAIL LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2022	
-----	-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE TALL TALT		42,824 38,529
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALL TALT		3,786 13,502
TOTAL 433989 1		98,641
TOTAL 433989 1		98,641

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2023-24 to 2027-28

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GAINESVILLE MTPD	HIGHWAYS =====	
ITEM NUMBER:433990 2 DISTRICT:02 ROADWAY ID:26511000	PROJECT DESCRIPTION:POE SPRINGS ROAD FROM: POE SPRINGS TO: US 27(MAIN STREET) COUNTY:ALACHUA PROJECT LENGTH: 3.462MI	TYPE OF WORK:BIKE PATH/TRAIL LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY SN TALN	92,885 -2,695	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA TALN	87 -10,693	
TOTAL 433990 2	79,584	
TOTAL 433990 2	79,584	
ITEM NUMBER:435889 1 DISTRICT:02 ROADWAY ID:26010000	PROJECT DESCRIPTION:SR120(NW 23 AVE) & SR25(US441) (NW 13 ST) COUNTY:ALACHUA PROJECT LENGTH: .285MI	TYPE OF WORK:TRAFFIC SIGNAL UPDATE LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2022	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	294,000	
TOTAL 435889 1	294,000	
TOTAL 435889 1	294,000	
ITEM NUMBER:436157 1 DISTRICT:02 ROADWAY ID:26010000	PROJECT DESCRIPTION:SR25(US441) FROM: MARION COUNTY LINE TO: SR331 COUNTY:ALACHUA PROJECT LENGTH: 11.616MI	TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-2,496	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP SA	587,191 286,422	
TOTAL 436157 1	871,117	
TOTAL 436157 1	871,117	
ITEM NUMBER:436176 1 DISTRICT:02 ROADWAY ID:26080000	PROJECT DESCRIPTION:SR20(SE HAWTHORNE RD) FROM: SR26 TO: EAST OF CR329B COUNTY:ALACHUA PROJECT LENGTH: 3.962MI	TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHRE SA	-27,608 663,250	
TOTAL 436176 1	635,642	
TOTAL 436176 1	635,642	

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Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2022

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ITEM NUMBER:437333 1 DISTRICT:02 ROADWAY ID:26900004	PROJECT DESCRIPTION:NW 19TH LANE FROM: NW 16TH TERRACE TO: US441(NW 13TH STREET) COUNTY:ALACHUA PROJECT LENGTH: .247MI	TYPE OF WORK:BIKE LANE/SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	*NON-SIS*
FUND CODE	2022		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL	1,713		
TALL	6,574		
TOTAL 437333 1	8,287		
TOTAL 437333 1	8,287		
ITEM NUMBER:437354 1 DISTRICT:02 ROADWAY ID:26070000	PROJECT DESCRIPTION:SR26(NEWBERRY RD) FROM NW 75TH ST TO NW 69TH TERRACE COUNTY:ALACHUA PROJECT LENGTH: .568MI	TYPE OF WORK:ADD TURN LANE(S) LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1	*SIS*
FUND CODE	2022		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
EB	30,000		
HSP	123,307		
TOTAL 437354 1	153,307		
TOTAL 437354 1	153,307		
ITEM NUMBER:439177 1 DISTRICT:02 ROADWAY ID:26030000	PROJECT DESCRIPTION:SR45(US41) FROM END OF SIDEWALK TO NW 9TH ROAD COUNTY:ALACHUA PROJECT LENGTH: .520MI	TYPE OF WORK:SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	*NON-SIS*
FUND CODE	2022		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALN	5,000		
TOTAL 439177 1	5,000		
TOTAL 439177 1	5,000		
ITEM NUMBER:439344 1 DISTRICT:02 ROADWAY ID:26090000	PROJECT DESCRIPTION:SR24(US27) SW ARCHER RD FROM: SR45(US27/US41) TO: E. OF SW 81 ST COUNTY:ALACHUA PROJECT LENGTH: 6.868MI	TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	*NON-SIS*
FUND CODE	2022		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SN	120,887		
TOTAL 439344 1	120,887		
TOTAL 439344 1	120,887		

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Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2022

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ITEM NUMBER:439488 1 PROJECT DESCRIPTION:SR121(SW 34 ST) FROM: SR26A(SW 2 AVE) TO: SR26(W UNIV AVE)
DISTRICT:02 COUNTY:ALACHUA
ROADWAY ID:26250000 PROJECT LENGTH: .363MI

NON-SIS
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP

-47,073

TOTAL 439488 1
TOTAL 439488 1

-47,073
-47,073

ITEM NUMBER:439489 1 PROJECT DESCRIPTION:SR24 FROM: SR26(UNIVERSITY AVE) TO: SR222
DISTRICT:02 COUNTY:ALACHUA
ROADWAY ID:26050000 PROJECT LENGTH: 2.640MI

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

FUND
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP

1,000

TOTAL 439489 1
TOTAL 439489 1

1,000
1,000

ITEM NUMBER:439489 2 PROJECT DESCRIPTION:SR24(NE WALDO RD) FROM SOUTH OF SR26 TO NORTH OF SR222
DISTRICT:02 COUNTY:ALACHUA
ROADWAY ID:26050000 PROJECT LENGTH: 2.866MI

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

FUND
CODE

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SA

123,115

TOTAL 439489 2
TOTAL 439489 2

123,115
123,115

ITEM NUMBER:439490 1 PROJECT DESCRIPTION:SR121 FROM: NW 16 AVE TO: US441
DISTRICT:02 COUNTY:ALACHUA
ROADWAY ID:26250000 PROJECT LENGTH: 3.332MI

NON-SIS
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP

372,487

TOTAL 439490 1
TOTAL 439490 1

372,487
372,487

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Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2022

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HIGHWAYS
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ITEM NUMBER:439498 1 DISTRICT:02 ROADWAY ID:26020000	PROJECT DESCRIPTION:CR329(S MAIN ST) @ SE WILLISTON RD INTERSECTION COUNTY:ALACHUA PROJECT LENGTH: .100MI	*NON-SIS* TYPE OF WORK:INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP		332
TOTAL 439498 1		332
TOTAL 439498 1		332
ITEM NUMBER:439500 1 DISTRICT:02 ROADWAY ID:26500000	PROJECT DESCRIPTION:CR235 @ NW 94TH AVE COUNTY:ALACHUA PROJECT LENGTH: .200MI	*NON-SIS* TYPE OF WORK:INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP		2,000
TOTAL 439500 1		2,000
TOTAL 439500 1		2,000
ITEM NUMBER:439804 1 DISTRICT:02 ROADWAY ID:26050000	PROJECT DESCRIPTION:SR331 FROM: SW 16TH AVENUE TO: NW 16TH AVENUE COUNTY:ALACHUA PROJECT LENGTH: 2.946MI	*SIS* TYPE OF WORK:LIGHTING LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP		500
TOTAL 439804 1		500
TOTAL 439804 1		500
ITEM NUMBER:440898 1 DISTRICT:02 ROADWAY ID:26010000	PROJECT DESCRIPTION:INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY COUNTY:ALACHUA PROJECT LENGTH: 44.977MI	*SIS* TYPE OF WORK:TRAFFIC SIGNAL UPDATE LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NFP		83,927
TOTAL 440898 1		83,927
TOTAL 440898 1		83,927

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Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2022

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HIGHWAYS
=====

ITEM NUMBER:441218 1 PROJECT DESCRIPTION:SW 20TH AVENUE FROM: SW 43RD STREET TO: SW 34TH STREET
DISTRICT:02 COUNTY:ALACHUA
ROADWAY ID:26506001 PROJECT LENGTH: 1.034MI

FUND
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP 1,000
TOTAL 441218 1 1,000
TOTAL 441218 1 1,000

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

ITEM NUMBER:441219 1 PROJECT DESCRIPTION:NE 53RD AVE @ ANIMAL SERVICES DRIVE
DISTRICT:02 COUNTY:ALACHUA
ROADWAY ID:26000110 PROJECT LENGTH: .100MI

FUND
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY
HSP 175
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP 188
TOTAL 441219 1 363
TOTAL 441219 1 363

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

ITEM NUMBER:442338 1 PROJECT DESCRIPTION:CR237 ALACHUA RR CROSSING NO. 625944U
DISTRICT:02 COUNTY:ALACHUA
ROADWAY ID:26513000 PROJECT LENGTH: .020MI

FUND
CODE

2022

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT
RHH -191,227
TOTAL 442338 1 -191,227
TOTAL 442338 1 -191,227

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

ITEM NUMBER:443252 1 PROJECT DESCRIPTION:NEWBERRY LN AT CR235
DISTRICT:02 COUNTY:ALACHUA
ROADWAY ID:26500000 PROJECT LENGTH: .100MI

FUND
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY
SA -49
TOTAL 443252 1 -49
TOTAL 443252 1 -49

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

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GAINESVILLE MTPO	HIGHWAYS =====	
ITEM NUMBER:443258 1 DISTRICT:02 ROADWAY ID:26080000	PROJECT DESCRIPTION:SR20(SE HAWTHORNE ROAD) FROM: CR325 TO: WEST OF US301 COUNTY:ALACHUA PROJECT LENGTH: 5.375MI	*SIS* TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP SA	4,651,185 335,085	
TOTAL 443258 1	4,986,270	
TOTAL 443258 1	4,986,270	
ITEM NUMBER:447233 1 DISTRICT:02 ROADWAY ID:26000000	PROJECT DESCRIPTION:CITY OF GAINESVILLE; MULTIPLE LOCATIONS COUNTY:ALACHUA PROJECT LENGTH: 1.000MI	*NON-SIS* TYPE OF WORK:SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE TALL TALT	109,649 544,851	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALL TALT	12,250 9,750	
TOTAL 447233 1	676,500	
TOTAL 447233 1	676,500	
ITEM NUMBER:447475 1 DISTRICT:02 ROADWAY ID:26512000	PROJECT DESCRIPTION:NW 97TH BLVD AND SR222(NW 39TH AVE) COUNTY:ALACHUA PROJECT LENGTH: .151MI	*NON-SIS* TYPE OF WORK:INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY HSP	177,590	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	1,000	
TOTAL 447475 1	178,590	
TOTAL 447475 1	178,590	
ITEM NUMBER:447962 1 DISTRICT:02 ROADWAY ID:26050000	PROJECT DESCRIPTION:SR331 FROM NORTH OF SR25(US441) TO SOUTH OF SR26 COUNTY:ALACHUA PROJECT LENGTH: 3.296MI	*SIS* TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-345	
TOTAL 447962 1	-345	
TOTAL 447962 1	-345	

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Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2022

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ITEM NUMBER:447964 1
DISTRICT:02
ROADWAY ID:26050000

PROJECT DESCRIPTION:SR24 FROM SR222 TO SR200(US301)
COUNTY:ALACHUA
PROJECT LENGTH: 10.706MI

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

NON-SIS

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-292,167
TOTAL 447964 1	-292,167
TOTAL 447964 1	-292,167
TOTAL DIST: 02	25,264,807
TOTAL HIGHWAYS	25,264,807

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Florida Department of Transportation (Highways) Federal Obligations Report- Fiscal Year 2022

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PLANNING
=====

ITEM NUMBER:439318 3 PROJECT DESCRIPTION:GAINESVILLE MPO FY 2020/2021-2021/2022 UPWP
DISTRICT:02 COUNTY:ALACHUA
ROADWAY ID: PROJECT LENGTH: .000

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

FUND
CODE

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY METRO TRANSPORTATIN PLNG ORG

PL

362,882

TOTAL 439318 3

362,882

TOTAL 439318 3

362,882

ITEM NUMBER:439318 4 PROJECT DESCRIPTION:GAINESVILLE MPO FY 2022/2023-2023/2024 UPWP
DISTRICT:02 COUNTY:ALACHUA
ROADWAY ID: PROJECT LENGTH: .000

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

FUND
CODE

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY METRO TRANSPORTATIN PLNG ORG

PL

393,908

TOTAL 439318 4

393,908

TOTAL 439318 4

393,908

TOTAL DIST: 02

756,790

TOTAL PLANNING

756,790

GRAND TOTAL

26,021,597

Appendix C

Federally-Funded Projects for Fiscal Years 2023-24 to 2026-27

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Appendix C: Federally-Funded Projects for Fiscal Years 2023-24 to 2026-27

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

Financial Summary of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Priorities by Major Funding Categories					
Funding Cagetary*1 (Funding Code)	Fiscal Year Costs (\$000)				Totals
	2023-24	2024-25	2025-26	2026-27	
Air Quality Mitigation					
CMAQ (CM)	\$0	\$0	\$0	\$0	\$0
Aviation					
Federal Aviation Admininstration (FAA)	\$3,500	\$0	\$15,966	\$0	\$19,466
Roadway Facilities					
Bridge Replacement (BRT, BRTZ, MBPD)	\$0	\$0	\$0	\$0	\$0
Equity Bonus (EB)	\$0	\$0	\$0	\$0	\$0
Federal Highway Administration Other (ACER, ACFP, FEMA, TSM, ARPA, HP)	\$0	\$0	\$0	\$0	\$0
High Priority Project (HPP, REPE)	\$0	\$0	\$0	\$0	\$0
Interstate Maintenance (ACIM, IM)	\$0	\$0	\$0	\$0	\$0
Interstate Development (IRD)	\$0	\$0	\$0	\$0	\$0
National Highway System (ACNP, ACNR, NH, NHPP, NHRE)	\$25,500	\$13,864	\$0	\$0	\$39,364
STBG High Priority Project (S147, HPP)	\$0	\$0	\$0	\$0	\$0
STBG Alternatives (ACTA, ACTL, SE,TALL, TALT, TALU, SR2S, SR2T)	\$248	\$0	\$951	\$0	\$1,199
STBG Regular (ACSA, BA, MA, SA, SAAN, XA)	\$1,983	\$4,180	\$0	\$0	\$6,163
STBG Safety Related (ACSS, HSP, SH, SP, SR, SS, HSID)	\$682	\$0	\$0	\$0	\$682
STBG Under 200,000 (ACST, BL, FSSL, GFSL, ML, PL, SL, XL, SM, SN)	\$798	\$3,368	\$806	\$806	\$5,778
STBG Over 200,000 [BU, MU, SU, XU]	\$0	\$0	\$0	\$0	\$0
Transit					
FTA [5305(d) (DU), 5307, 5310, 5311(DU), 5339]	\$6,749	\$6,836	\$6,850	\$6,865	\$27,300
Totals	\$39,460	\$28,248	\$24,573	\$7,671	\$99,952

See Table 3 for project funding acronyms.

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*1 Includes Advance Construction (AC) project funding

Note- Financial summary and project listing include all resources that are reasonably expected to be made available.

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

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

Table C - 2
Aviation Projects
Federally-Funded Fiscal Years 2023-24 to 2026-27

Federal Aviation Administration Prjoects		Fiscal Year (FY) Costs (\$000			
Project Description (Finance Number)	Type Work	FY	FY	FY	FY
		2023-24	2024-25	2025-26	2026-27
Aviation Capacity					
Aviation Capacity Project 4387391, 4387392	CommercialTerminal Expansion Design and Construct Taxiway C Extension, PFL0012567	-	-	3,690	-
Aviation Capacity Project -	-	-	-	-	-
Aviation Preservation					
Aviation Preservation Project 4444081	General Aviation Apron Strengthening	3,500	-	-	-
Aviation Preservation Project 4438011	Internal Service Road Expansion	-	-	261	-
Aviation Preservation Project 4329582	Design & Construct Taxiway E Connector, PFL001396	-	-	1,665	-
Aviation Revenue /Operating					
Aviation Preservation Project 4438011	Internal Service Road Expansion	-	-	6,750	-
Aviation Preservation Project -	-	-	-	-	-
Aviation Safety					
Aviation Safety Project 4365942	Land Acquisition to Facilitate Obstacle Removal	-	-	3,600	-
Aviation Safety Project -	-	-	-	-	-
Total		3,500	0	15,966	0

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Table C - 3
National Highway Projects
Federally-Funded Fiscal Years 2023-24 to 2026-27

National Highway System Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY	FY	FY	FY
		2023-24	2024-25	2025-26	2026-27
NW 39 Avenue NW 92 Court to NW 43 street 4470321	Resurfacing	1,773 4,520	-	-	-
Waldo Road State Road 222 to State Road 200 4358891	Resurfacing	15,464	-	-	-
Williston Road [SR 331] US 441 to State Road 26 4479621	Resurfacing	3,743	-	-	-
Newberry Road County Road 241 S to Interstate 75 2076683	Resurfacing	-	8,819	-	-
Waldo Road State Road 26 to State Road 222 4394892	Resurfacing	-	5,045	-	-
Total		25,500	13,864	0	0

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

Table C - 4
Surface Transportation Block Grant Projects
Federally-Funded Fiscal Years 2023-24 to 2026-27

Surface Transportation Block Grant Projects		Costs (\$000)			
Project Description (Finance Number)	Type Work	FY	FY	FY	FY
		2023-24	2024-25	2025-26	2026-27
Surface Transportation Block Grant Alternative (SE, ACSE, ACTA, ACTL,TALL, TALT, TALU, SR2S, SR2T)					
NW 42 Avenue NW 13 Street to NW 6 Street 4411601	Install Sidewalk	183	-	-	-
NW 45 Avenue Black Forest Way to Norton School 4455731	Install Sidewalk	65	-	361	-
Americans with Disabilities Act- Compliant Sidewalk Modifications 4472332	Install Sidewalk Modifications	-	-	41 549	-
Surface Transportation Block Grant Regular (ACSA, BA, MA, SA, XA, SM, SN)					
Newberry Road County Road 241 S to I-75 2076683	Resurfacing	-	535 2,568	-	-
NW 39 Avenue NW 43 Street to NW 24 Boulevard 2076115	Resurfacing	-	1,331	-	-
NW 39 Avenue NW 92 Court to NW 43 Street 4470321	Resurfacing	221	-	-	-
W University Avenue NW 38 Street to Lemerand Drive 2078175	Resurfacing	-	762	-	-
US 441 AT: NW 23 Avenue 4358891	Traffic Signal Update	120	-	-	-
Waldo Road State Road 26 to State Road 222 4394892	Resurfacing	-	719	-	-
Waldo Road State Road 222 to State Road 200 4358891	Resurfacing	1,060	-	-	-
Williston Road US 441 to State Road 26 4358891	Resurfacing	582	-	-	-
W University Avenue SW 2 Avenue to SW 13 Street 2076583	Upgrade Streetlighting	-	833	-	-
Surface Transportation Block Grant Safety-Related (ACSS, HSP, RHP, SH, HSID)					
NW 39 Avenue (CR 222) AT: NW 97 Boulevard 4474751	Intersection Modification	682	-	-	-
Surface Transportation Block Grant Under 200,000 (BL, GFSL, ML, PL, SL, XL)					
Unified Planning Work Program Fiscal Years 2022-23 - 2023-24 4393184, 4393185, 4393186	Transportation Planning	798	800	806	806
Total		3,711	7,548	1,757	806

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

Table C - 5
Transit- Federal Transit Administration Projects
Federally-Funded Fiscal Years 2023-24 to 2026-27

Regional Transit System Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Regional Transit System Capital Funding					
Fixed Route System Capital Section 5307 4040261	Capital and Operating Grant	4,200	4,200	4,200	4,200
-	-	-	-	-	-
Regional Transit System Operating Funding					
Fixed Route System Operating Section 5307 2155461	Operating Assistance- Operations, Preventive Maintenance and Paratransit Services	1,800	1,800	1,800	1,800
Fixed Route System Capital Section 5310	Rural Transit Funding Operating/Administration Assistance	-	-	-	-
Fixed Route System Capital Section 5310	Small Urban Transit Funding Operating/Administration Assistance	-	-	-	-
Fixed Route System Capital Section 5339 4415201	Rural Transit Funding Operating/Administration Assistance	364	364	364	364
Federal Transit Administration Planning Assistance Grant Funding					
Fixed Route System Operating American Rescue Planning Act	-	-	-	-	-
Fixed Route System Operating Section 5305(d)	Operating Assistance- Planning	-	-	-	-
Transportation Disadvantaged Operating Assistance Funding					
Transportation Disadvantaged Section 5311 4272501	Rural Transit Funding	385	472	486	501
Total		6,749	6,836	6,850	6,865

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Appendix D

Alachua County Projects-

For Information Only

(Local Funds Only)

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

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

As shown in Illustration D-1 and Table D-1, Alachua County reported no local funded projects for inclusion in the Fiscal Years 2023-24 to 2027-28 Transportation Improvement Program.

Illustration D - 1 Alachua County Local-Funded Projects



**Table D - 1
Alachua County Local-Funded Projects**

			Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Alachua County Bicycle/Pedestrian Facility Projects											
Type Work	Bicycle/Pedestrian Facilities	Planning		100 PLN	-	-	-	-	-	100	LF
Map Number	-										
Project Location	Countywide										
Project Length (miles)	-										
Project Description	Alachua Countywide Bicycle= Pedestrian Master Plan										
FDOT Finance Number	-										
Responsible Agency	Alachua County										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	Table 64, page 272										
Target Achievement	PM 3										
Federal Funds	Yes	All Phases	-							100	
Type Work	Bike Path / Trail	Preliminary			-	-	-	-	-	0	
Map Number	-	Engineering									
Project Location	-										
Project Length (miles)	-	Construction								0	
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
LRTP Consistency	-										
LRTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							-	

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Appendix E

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

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

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

As shown in Illustration E-1 and Table E-1, the City of Gainesville reported no local funded projects for inclusion in the Fiscal Years 2023-24 to 2027-28 Transportation Improvement Program.

Illustration E - 1
City of Gainesville Local-Funded Projects

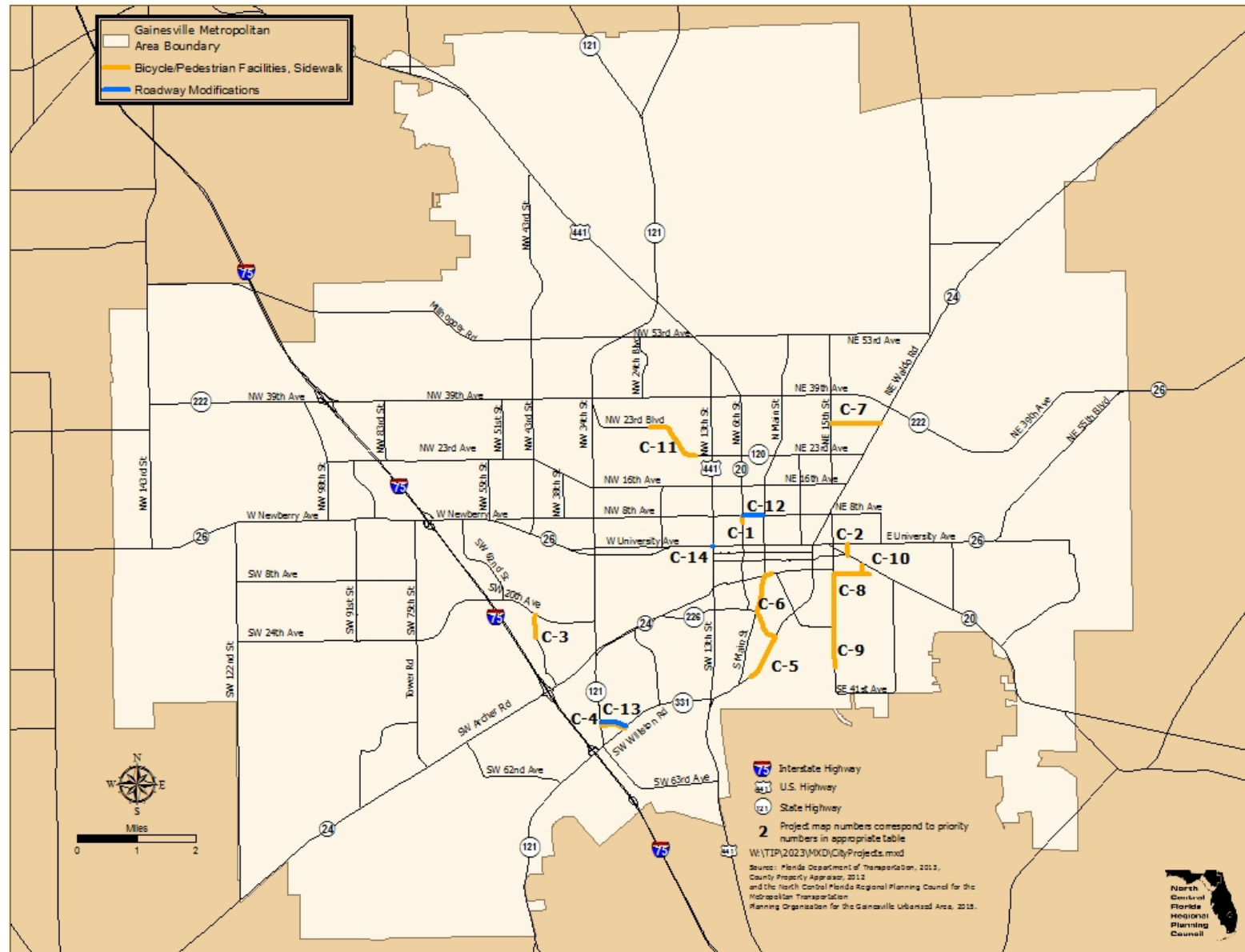


Table E - 1
City of Gainesville Local-Funded Projects

Gainesville Bicycle/Pedestrian Facility Projects		Phase	Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	Bicycle/Pedestrian Facility	Design		23 DES		-	-	-	-	23	LF
Map Number	C-1										
Project Location	NW 6 Street										
	FM : NW 7 Avenue	Construction			123 CST					123	LF
	TO: NW 8 Avenue										
Project Length (miles)	0.1										
Project Description	Add Bicycle lanes and Sidewalk										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	Table 64, page 272										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	-							146	
Type Work	Sidewalk	Design		16 DES		-	-	-	-	16	LF
Map Number	C-2										
Project Location	SE 18 Street										
	FM : Hawthorne Road	Construction			200 CST					200	LF
	TO: East University Avenue										
Project Length (miles)	0.1										
Project Description	Add New Sidewalk to Fill Sidewalk Gap										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	Table 64, page 272										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	-							216	

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

Gainesville Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	Bicycle/Pedestrian Facility	Design	46		-	-	-	-	-	46	LF
Map Number	C-3										
Project Location	SW 43 Street	Construction		700 CST						700	LF
	FM : SW 24 Avenue										
	TO: SW 20 Avenue										
Project Length (miles)	0.2										
Project Description	Add Bicycle lanes and Sidewalk to Complete Multimodal Network										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville	All Phases	46							746	
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	Table 64, page 272										
Target Achievement	PM 1, PM 3										
Federal Funds	No										
Type Work	Bicycle/Pedestrian Facility	Design		130 DES	-		-	-	-	130	LF
Map Number	C-4										
Project Location	SW 47 Avenue Multimodal Trail	Construction				750 CST				750	LF
	FM : SW 34 Street										
	TO: SW 27 Street										
Project Length (miles)	0.5										
Project Description	Add New Multimodal Trail										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville	All Phases	-							880	
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	Table 64, page 272										
Target Achievement	PM 1, PM 3										
Federal Funds	No										

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

Gainesville Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY)								Fund Code Table 1	
			Costs (\$ 000) / Project Phase (see Table 2)									
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding		
Type Work	Bicycle/Pedestrian Facility	Design		91 DES	1,000 CST	-	-	-	-	91	LF	
Map Number	C-5	Construction									1,000	LF
Project Location	Sweetwater Recreational Trail											
	FM : Sweetwater Wetlands Park											
	TO: SE 16 Avenue											
Project Length (miles)	0.5											
Project Description	Add New Bicycle/Pedestrian Trail Segment											
FDOT Finance Number	-	All Phases	-						1,091			
Responsible Agency	City of Gainesville											
SIS / Non-SIS	Non-SIS											
L RTP Consistency	VS, P-1, P-4											
L RTP ID	Table 64, page 272											
Target Achievement	PM 1, PM 3											
Federal Funds	No											
Type Work	Bicycle/Pedestrian Facility	Design	352	-	1,500 CST	-	-	-	-	352	LF	
Map Number	C-6	Construction								1,500	LF	
Project Location	Sweetwater Recreational Trail											
	FM : SE 16 Avenue											
	TO: Depot Park											
Project Length (miles)	0.7											
Project Description	Add New Bicycle/Pedestrian Trail Segment											
FDOT Finance Number	-	All Phases	352						1,852			
Responsible Agency	City of Gainesville											
SIS / Non-SIS	Non-SIS											
L RTP Consistency	VS, P-1, P-4											
L RTP ID	Table 64, page 272											
Target Achievement	PM 1, PM 3											
Federal Funds	No											

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

Gainesville Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	Bicycle/Pedestrian Facility	Design	92	-		-	-	-	-	92	LF
Map Number	C-7										
Project Location	NE 31 Avenue Trail	Construction			846 CST					846	LF
	FM : NE 15 Street										
	TO: Waldo Road										
Project Length (miles)	1.5										
Project Description	Add New Bicycle/Pedestrian Trail Segment										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	Table 64, page 272										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	92							938	
Type Work	Bicycle/Pedestrian Facility	Design		-	75 DES		-	-	-	75	LF
Map Number	C-8										
Project Location	SE 8 Avenue Trail	Construction				750 CST				750	LF
	FM : GTEC Building										
	TO: Waldo Road										
Project Length (miles)	0.7										
Project Description	Add New Bicycle/Pedestrian Trail Segment										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	Table 64, page 272										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	-							825	

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

Gainesville Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	Bicycle/Pedestrian Facility	Design		-	100 DES		-	-	-	100	LF
Map Number	C-9										
Project Location	SE 15 Street Trail	Construction				827 CST				827	LF
	FM : Bouleware Springs Park										
	TO: SE 8 Avenue										
Project Length (miles)	1.5										
Project Description	Add New Bicycle/Pedestrian Trail Segment										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	Table 64, page 272										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	-							927	
Type Work	Bicycle/Pedestrian Facility	Design	81	-		-	-	-	-	81	LF
Map Number	C-10										
Project Location	SE 21 Street Trail	Construction			380 CST					380	LF
	FM : GTEC Building										
	TO: SE 8 Avenue										
Project Length (miles)	0.7										
Project Description	Add New Bicycle/Pedestrian Trail Segment - Lincoln Yard Trail										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
LRTP Consistency	VS, P-1, P-4										
LRTP ID	Table 64, page 272										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	81							461	

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

			Fiscal Year (FY)								Fund Code Table 1
			Costs (\$ 000) / Project Phase (see Table 2)								
Gainesville Bicycle/Pedestrian Facility Projects		Phase	Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Type Work	Bicycle/Pedestrian Facility	Design	-	-	-	80 DES		-	-	80	LF
Map Number	C-11	Construction					293 CST			293	LF
Project Location	NW 23 Avenue Trail										
	FM : NW 16 Terrace										
	TO: NW 23 Terrace										
Project Length (miles)	0.5										
Project Description	Add New Bicycle/Pedestrian Trail Segment										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM 1, PM 3										
Federal Funds	No	All Phases	-							373	
Type Work	Bicycle/Pedestrian Facility	Design	-	-	-	-	-	-	-	0	LF
Map Number	-	Construction								0	LF
Project Location	-										
Project Length (miles)	-										
Project Description	-										
FDOT Finance Number	-										
Responsible Agency	-										
SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases	-							-	

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

Gainesville Road Construction Projects		Phase	Fiscal Year (FY) Costs (\$'000) / Project Phase (see Table 2)								Fund Code Table 1	
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding		
Roadway Projects												
Type Work	Lane Repurposing	Design		41 DES	-	-	-	-	-	41	LF	
Map Number	C-12	Construction		61 CST						61	LF	
Project Location	NW 8 Avenue											
Project Length (miles)	FM: NW 6 Street											
Project Description	TO: North Main Street											
	0.5	Restripe Roadway to Rremove Outside General Propose Lane for Protected Bicycle Lanes										
Responsible Agency	Gainesville											
SIS / Non-SIS	Non-SIS											
LRTP Consistency	VS, P-1, P-4, P-6, P-7											
LRTP ID	-	All Phases	-							102		
Type Work	Construction	Design		57 DES	-	-	-	-	-	57	LF	
Map Number	C-13	Design/ Right-of-Way		500 ROW							500	LF
Project Location	SW 47 Avenue Extension											
Project Length (miles)	FM: SW 34 Street											
Project Description	TO: Williston Road											
	3.3	Construction								800	LF	
Responsible Agency	Phased Construction of Roadway											
SIS / Non-SIS	Extension per City Comprehensive Plan											
LRTP Consistency	Gainesville											
LRTP ID	VS, P-1, P-4, P-6, P-7	All Phases	-							1,357		
	-											

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

Gainesville Road Construction Projects		Phase	Fiscal Year (FY) Costs (\$'000) / Project Phase (see Table 2)								Fund Code Table 1	
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding		
Roadway Projects												
Type Work	Reconstruction	Project		1,000	PDE	-	-	-	-	-	1,000	LF
Map Number	C-14	Development										
Project Location	West University Avenue (SR 26)	Environment										
	AT: West 13 Street	Construction										
Project Length (miles)	0.3											
Project Description	Reconstruction											
Responsible Agency	Gainesville											
SIS / Non-SIS	Non-SIS											
L RTP Consistency	VS, P-1, P-4, P-6, P-7											
L RTP ID	-	All Phases									1,000	
Type Work	-	-		-	-	-	-	-	-		0	
Map Number	-											
Project Location	-											
Project Length (miles)	-											
Project Description	-											
Responsible Agency	-											
SIS / Non-SIS	-											
L RTP Consistency	-											
L RTP ID	-	All Phases	-								0	

Appendix F

University of Florida Projects-

For Information Only

(Local Funds Only)

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

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

Illustration F - 1
University of Florida Local-Funded Projects

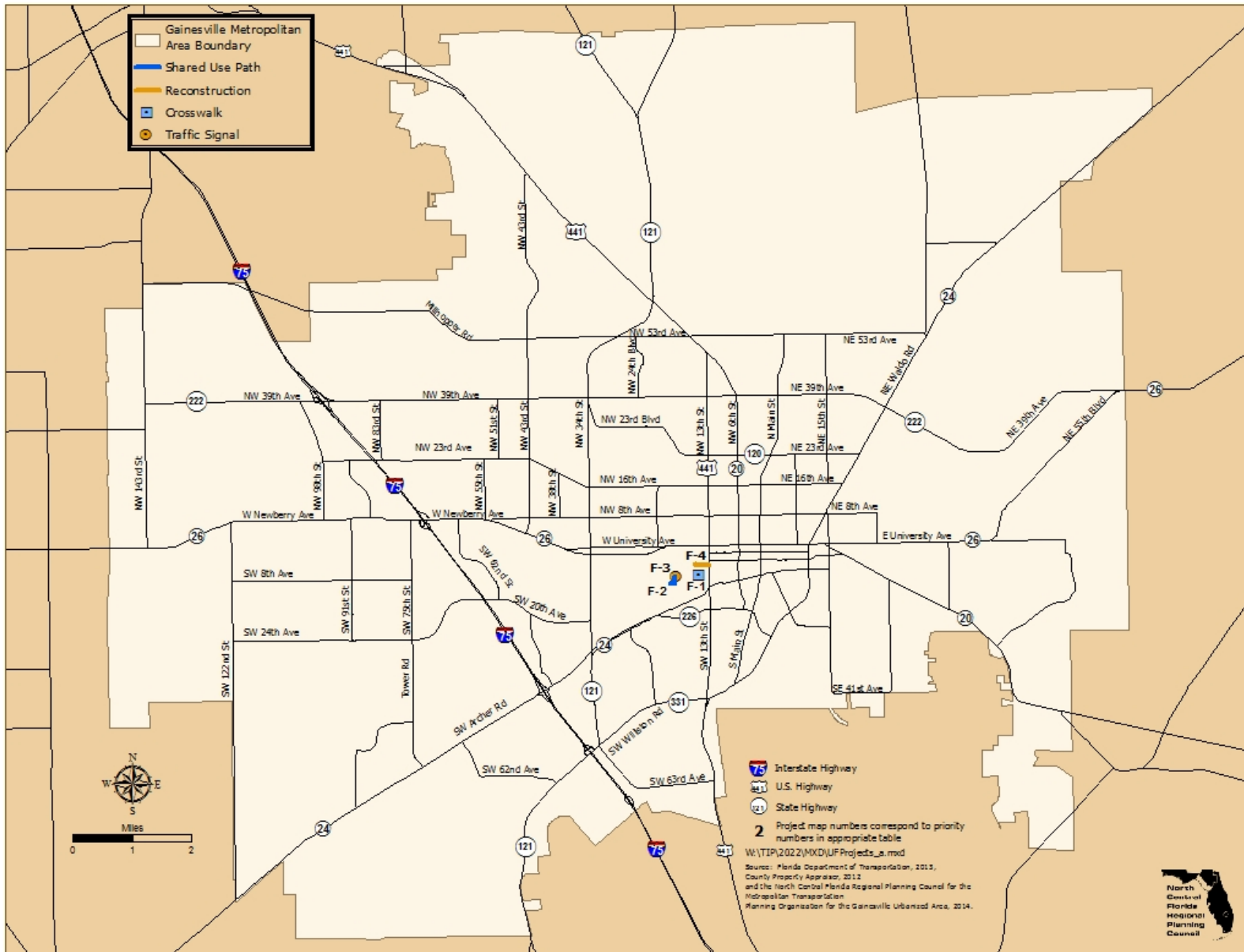


Table F - 1
University of Florida Local-Funded Projects

University of Florida Roadway Projects		Phase	Fiscal Year (FY) Costs (\$'000) / Project Phase (see Table 2)								Fund Code Table 1	
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding		
Roadway Projects - Construction /Reconstruction												
Type Work	Reconstruction	Preliminary		35,000	CST	-	-	-	-	-	35,000	LF
Map Number	F-1	Engineering										
Project Location	Inner Drive	Design										
Project Length (miles)	FM : Newell Drive	Construction										
Project Description	TO: SW 13 Street (US 441)											
	-											
Project Description	Reconstruction as two-way roadway											
Responsible Agency	Gainesville											
SIS / Non-SIS	Non-SIS											
LRTP Consistency	VS, P-1, P-4, P-6, P-7											
LRTP ID	-	All Phases	-								35,000	
Type Work	-	-	-	-	-	-	-	-	-	-	-	
Map Number	-											
Project Location	-											
Project Length (miles)	-											
Project Description	-											
Responsible Agency	-											
SIS / Non-SIS	-											
LRTP Consistency	-											
LRTP ID	-	All Phases	-								0	

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

University of Florida Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Roadway Projects - Resurfacing											
Type Work Map Number Project Location Project Length (miles) Project Description Responsible Agency NHS / SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	F-2 Bledsoe Drive FM : Hull Road TO: Radio Road 0.3 Resurfacing University of Florida Non-SIS - - PM 2 Yes	Design Construction All Phases		279 DES	-	-	-	-	-	279 0 279	LF
Type Work Map Number Project Location Project Length (miles) Project Description Responsible Agency NHS / SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	F-3 McCarty Drive FM : Museum Road TO: Newell Drive 0.3 Resurfacing University of Florida Non-SIS - - PM 2 Yes	Design Construction All Phases		1,000 DES	-	-	-	-	-	1,000 0 1,000	LF

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

University of Florida Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 2)								Fund Code Table 1
			Prior Funding	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Future Funding	Total Funding	
Roadway Projects - Resurfacing											
Type Work Map Number Project Location Project Length (miles) Project Description Responsible Agency NHS / SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	F-4 Newell Drive FM : McCarty Drive TO: Union Drive 0.4 Resurfacing University of Florida Non-SIS - - PM 2 Yes	Design Construction All Phases		895 DES	-	-	-	-	-	895 0 895	LF
Type Work Map Number Project Location Project Length (miles) Project Description Responsible Agency NHS / SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	- - - - - - - - -	Design Construction All Phases		-	-	-	-	-	-	0 0 0	-

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Appendix G

Transportation Improvement Program Public Comment Summary and Comment Tracking

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

A. Public Comment Summary and Comment Tracking

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

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

Table G - 1
Public Comment Summary and Public Comment Tracking
Fiscal Years 2023-24 to 2027-28
Transportation Improvement Program

Comment Summary		Tracking- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Action / Response
Name- None	Date- 6/5/23	There were no public comments
-		
Name- None	Date-	-
-		
Name- None	Date-	-
-		
Name- None	Date-	-
-		
Name- None	Date-	-
-		
Name-	Date-	-
-		

FDOT = Florida Department of Transportation

MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

TIP = Transportation Improvement Program



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

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

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

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Appendix H Transportation Performance Measures Consensus Planning Document

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Appendix H: Transportation Performance Measures Consensus Planning Document

A. Transportation Performance Measures Consensus Planning Document

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

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

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

Exhibit H - 1
Transportation Performance Measures
Consensus Planning Document

5/9/2022



Transportation Performance Measures
Consensus Planning Document

Purpose and Authority

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

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

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

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

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

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

Roles and Responsibilities

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

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

1. Transportation performance data:

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

2. Selection of performance targets:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Reporting performance targets:

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

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

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

For more information, contact:

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

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

Exhibit H - 2
Resolution 2019-02

CERTIFICATE

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

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


Charles S. Chestnut IV, Secretary/Treasurer

Exhibit H - 2
Resolution 2019-02 (Continued)

RESOLUTION NO. 2019-02

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

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

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

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

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

Exhibit H - 2
Resolution 2019-02 (Continued)

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

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

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


METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA


Ken Cornell, Chair

ATTEST:


Charles S. Chestnut IV, Secretary/Treasurer

APPROVED AS TO FORM


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

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Appendix I

Amendments to

Fiscal Years 2023-24 to 2027-28

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Appendix I: Amendments to Fiscal Years 2023-24 to 2027-28

B. Transportation Improvement Program Amendment Log

The following log of projects is approved amendments to the Fiscal Years 2023-24 through 2027-28 Transportation Improvement Program. This Transportation Improvement Program amendment log, Exhibit I-1, includes the following information:

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

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

Exhibit I - 1
Amendment Log
Fiscal Years 2023-24 to 2027-28
Transportation Improvement Program

Transportation Improvement Program Amendment			Project Description					
Number	Approval Date	Purpose	Table	FDOT Identification Number	Type Work	Project Year	Project Funding (thousands)	Fund Code Table 3
23-1	-	-	-	-	-	-	-	-
23-2	-	-	-	-	-	-	-	-
23-3	-	-	-	-	-	-	-	-
23-4	-	-	-	-	-	-	-	-

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

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

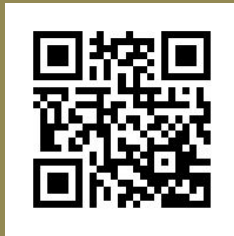
Transportation Improvement Program Team

Scott R. Koons, AICP, Executive Director

* Michael Escalante, Senior Planner

** Lauren Yeatter, AICP, Senior Planner

* Primary Responsibility
** Secondary Responsibility



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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