



Transportation Improvement Program

Fiscal Years 2012-13 to 2016-17

June 4, 2012

Revised August 6, 2012

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



Transportation Improvement Program

Fiscal Years 2012-13 to 2016-17

ENDORSEMENT

This Transportation Improvement Program has been developed
consistent with federal and state requirements and
approved on June 4, 2012 by the
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
2009 NW 67th Place
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Mike Byerly, Chair

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Approved by the

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Table of Contents

Executive Summary.....	3
A. Purpose	3
B. Financial Plan	3
C. Consistency with Other Plans	4
D. Project Selection and Priority Statement	4
E. Changes to Priorities.....	5
F. Status of Major Projects.....	5
G. Management Systems.....	5
H. Safety and Security in the Transportation Planning Process.....	6
I. Certification	6
J. Transportation Projects with Preliminary Engineering Identified in the First Year of the Transportation Improvement Program.....	7
Chapter I: Introduction	11
A. Purpose	11
B. Project Selection	11
C. Enhancement Project Selection	11
D. Project Priority Statement	12
E. Transportation Plans and Programs- Eight Metropolitan Planning Factors to be Considered	12
F. Process Used to Develop Transportation Improvement Program.....	13
G. Gainesville Metropolitan Area	14
H. Amendments.....	14
I. Removing State Projects from the Transportation Improvement Program	14
J. School Safety Concern Projects	16
K. Consistency with Other Plans	16
L. Total Project Costs	16
Chapter II: Year 2035 Long Range Transportation Plan Summary	19
A. Gainesville Metropolitan Area Year 2035 Transportation Plan- Livable Community Reinvestment Plan	19
B. Year 2035 Livable Community Reinvestment Needs Plan.....	19
C. Year 2035 Livable Community Reinvestment Cost Feasible Plan	20
D. Transportation and Community and System Preservation Pilot Program- Integrated Land Use and Transportation Sketch Planning Methods.....	20
E. Alachua Countywide Bicycle Master Plan	20
F. Plan East Gainesville Final Report	21
G. Regional Transit System Transit Development Plan.....	21
H. City of Gainesville Transportation Concurrency Exception Area	21

I. Gainesville Metropolitan Area Congestion Management System- Freight Movement	22
J. Roads Operating at an Unacceptable Level of Service	32
Chapter III: Transportation Improvement Program	35
A. Organization	35
B. Project Information	35
C. Funding Category or Codes	35
Chapter IV: Five-Year Federal, State and Local Funded Projects.....	41
A. Purpose	41
B. Contents	42
C. Project Selection	42
D. Concluding Statements	42
Chapter V: Five-Year Locally Funded Projects	75
Chapter VI: Transportation Disadvantaged Element	87
A. Transportation Improvement Program Element	87
B. Organization	87
C. Transportation Disadvantaged Program Projects	87
Chapter VII: Public Involvement and Service Equity	91
A. Freight Shippers	91
B. Public Transportation Providers/Users.....	91
C. Indian Tribal Lands.....	92
D. Federal Lands Within the Metropolitan Planning Area.....	92
E. Public Comment and Comment Tracking	92

Tables

Table 1 Year 2035 Livable Community Reinvestment Plan Year 2035 Bicycle / Pedestrian Cost Feasible Plan	24
Table 2 Roads Operating at an Unacceptable Level of Service Gainesville Metropolitan Area, 2010.....	32
Table 3 Legend to Transportation Projects and Fund Codes for Transportation Projects	36
Table 4 Legend to Transportation Projects and Phase Codes for Transportation Projects	38
Table 5 Airport Projects	45
Table 6 Bicycle Facilities Projects (Independent)	49
Table 7 Drainage of Right-of-Way Projects	51
Table 8 Intersection Projects	53
Table 9 Interstate / Interchange Projects	55
Table 10 Landscaping Projects.....	57
Table 11 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Planning / Administration Activity	59
Table 12 Pedestrian Projects (Independent)	61
Table 13 Railroad Projects	63
Table 14 Resurfacing / Repaving Projects	65
Table 15 Road Construction Projects	67
Table 16 Road Maintenance Projects	68
Table 17 Transit - Regional Transit System Projects	69
Table 18 Transit - Transportation Disadvantaged Projects	72
Table 19 Alachua County Transportation Projects.....	77
Table 20 Alachua County Resurfacing Projects	79
Table 21 City of Gainesville Transportation Projects	81
Table 22 University of Florida Transportation Projects	83
Table 23 Transportation Disadvantaged Program Projects	88

Illustrations

Illustration I Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area	15
Illustration II Adopted Metropolitan Transportation Planning Organization Year 2035 Cost Feasible Livable Community Reinvestment Plan	23
Illustration III Transportation Improvement Program Project Categories	43
Illustration IV Airport Projects	44
Illustration V Bicycle Facility Projects (Independent).....	48
Illustration VI Drainage of Right-of-Way Projects	50
Illustration VII Intersection Projects	52
Illustration VIII Interstate / Interchange Projects	54
Illustration IX Landscaping Projects.....	56
Illustration X Pedestrian Projects (Independent)	60
Illustration XI Railroad Projects	62
Illustration XII Resurfacing / Repaving Projects	64
Illustration XIII Road Construction Projects	66
Illustration XIV Alachua County Transportation Projects	76
Illustration XV Alachua County Pavement Management	78
Illustration XVI City of Gainesville Transportation Projects	80
Illustration XVII University of Florida Transportation Projects.....	82

Appendix

Appendix A: Amendments to Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program .	A-3
Appendix B: Gainesville Regional Transit System Project Supplement for Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program	B-3
Appendix C: Florida Department of Transportation Federal Obligations Report Input Selection, Federal Fiscal Year 2011 (10/01/10 to 09/30/11)	C-3
Appendix D: Safety-Funded and Other Safety-Related Projects, Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program Safety-Funded and Other Safety-Related Projects	D-3
Appendix E: Security-Related Projects Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program	E-3
Appendix F: Service Equity Supplemental Information	F-3
Appendix G: Transportation Improvement Program - Project Selection Process.....	G-3
Appendix H: Transportation Improvement Program Projects That Promote Consistency Between Transportation Improvements and Planned Growth.....	H-3
Appendix I: Transportation Improvement Program Federally-Funded Projects for Fiscal Years 2012-13 to 2015-16	I-3
Appendix J: Transportation Improvement Program Public Comments and Comment Tracking	J-3
Appendix K: American Recovery and Reinvestment Act of 2009 Funded Projects Status Report	K-3
Appendix L: Total Project Costs	L-3

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Executive Summary

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Executive Summary

A. Purpose

The purpose of the Transportation Improvement Program is to identify all transportation projects (including pedestrian and bicycle transportation facilities and enhancement 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 United States Code or Federal Transit Act funds (e.g., addition of an interchange to the Interstate System).

B. Financial Plan

The Transportation Improvement Program is financially constrained for each year and the federally-funded projects identified in the Transportation Improvement Program can be implemented using current and proposed revenue sources based on the Florida Department of Transportation Tentative Five-Year Work Program and locally dedicated transportation revenues. Tables 5 through 15 identify programmed transportation project funding and funding sources. As part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users legislation, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received additional funding for Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users High Priority Projects. These projects are not in this edition of the Transportation Improvement Program since they were programmed for implementation in the Fiscal Year 2009-10 through 2013-14 Transportation Improvement Program. Below is a summary of transportation funding by Federal, State and local sources.

Source	Yearly Funding (in thousands)					Total
	2012-13	2013-14	2014-15	2015-16	2016-17	
Federal	\$14,370	\$13,563	\$42,165	\$44,455	\$17,440	\$131,993
State	\$18,260	\$22,190	\$19,469	\$6,581	\$3,687	\$70,244
Local	\$32,028	\$17,052	\$10,825	\$15,038	\$6,571	\$81,514
Total	\$64,658	\$52,805	\$72,459	\$66,131	\$27,698	\$283,751

In accordance with Title 23 United States Code of Federal Regulations Section 450.324 (h), the financial plan for transportation operations and maintenance within this Transportation Improvement Program contains system level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-Aid highways (as defined by Title 23 United States Code of Federal Regulations Section 101(a)(5)) and public transportation (as defined by Title 49 United States Code of Federal Regulations Chapter 53). Examples include, but are not limited to, resurfacing projects and other road maintenance, traffic signal maintenance and streetlighting projects identified within this Transportation Improvement Program.

C. Consistency with Other Plans

The projects contained in the Transportation Improvement Program are consistent with the Metropolitan Transportation Planning Organization Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, and congestion management system. In addition, the projects contained in the Transportation Improvement Program are consistent, to the maximum extent feasible, with aviation master plans, transit development plans, transportation disadvantaged service plans, adopted university campus master plans, adopted local government comprehensive plans of the City of Gainesville and Alachua County and the Florida Strategic Highway Safety Plan.

D. Project Selection and Priority Statement

Project selection has been carried out in accordance with federal requirement Title 23 United States Code of Federal Regulations Section 450.332(a). The criteria and process for prioritizing implementation of this transportation plan has been in accordance with federal requirements and any changes in priorities from the previous Transportation Improvement Program have been approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. All projects selected are consistent with federal requirements and the Florida Department of Transportation Tentative Five-Year Work Program. All projects are financially feasible for the appropriate funding category and they represent the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's project priorities.

Project prioritization has been done by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area through its advisory committees and citizen involvement. The specific criteria for prioritization have historically been based on the Gainesville Metropolitan Area Year 2035 Transportation Plan, also known as, the Livable Community Reinvestment Plan. This Plan includes a prioritized list of cost feasible projects.

The Livable Community Reinvestment Plan is the primary source for prioritization of Surface Transportation Program-funded projects. Alachua County and City of Gainesville Public Works Department staffs are the primary source for prioritization of Traffic Operations-funded projects. The Alachua County Traffic Safety Team is the primary source for prioritization of Safety-funded projects. The Bicycle/Pedestrian Advisory Board, using the Alachua Countywide Bicycle Master Plan, is the primary source for prioritization of Enhancement-funded projects. The Alachua County Transportation Disadvantaged Coordinating Board is the primary source for prioritization of Transportation Disadvantaged-funded projects. The Gainesville/Alachua County Regional Airport staff, using the Airport Master Plan, is the primary source for prioritization of Airport-funded projects. Regional Transit System staff, using its Transit Development Plan, is the primary source for prioritization of Transit-funded projects. The Florida Department of Transportation Work Program is the primary source for identifying funding for Interstate, railroad and resurfacing projects on the State Highway System. See Appendix G for additional information.

E. Changes to Priorities

There have been no significant changes to project priorities in the Transportation Improvement Program. However, some new projects have moved into the five-year project period, such as the Archer Braid Trail, NW 34th Street left turnlanes at the Young Men's Christian Association, SE 16th Avenue transportation system management and the University of Florida Campus Greenway. In addition, this Transportation Improvement Program addresses the Year 2035 Livable Community Reinvestment Plan. The Year 2035 Long Range Transportation, the *Livable Community Reinvestment Plan*, plan update features several multimodal projects including the Archer Braid Trail projects, bus rapid transit projects, roadway connectivity projects and transit maintenance facility expansion.

F. Status of Major Projects

Exhibit I compares the status of major project development and environmental studies, road construction, resurfacing, safety, transit and transportation enhancement projects in the Gainesville Metropolitan Area Transportation Improvement Program for the last year and the Transportation Improvement Program for this year. This exhibit includes those major projects from the Transportation Improvement Program for the last year that were implemented and identifies any significant delays in their planned implementation.

Exhibit 1
Status of Major Projects

Project Description	Location	Last Year TIP	This Year TIP	Comment
Enhancement / Safe Routes to School Program Projects				
Gainesville-Archer Rail-Trail (2078374) Bike/Ped Trail	FM: City of Archer TO: SW 91 Street	DSB 2011/2012	DSB 2011/2012	Construction underway
Archer Braid Trail (2112452) Bike/Ped Trail	FM: SW 91 Street TO: Kanapaha Park	PE 2011/2012 CST 2012/2013	CST 2012/2013	Modified Rail/Trail alignment from Bike Master Plan
Road Construction / Lane Modification Projects				
SE 16 Avenue / SR 226 (4236082) Transportation System Management	AT: Main Street AT: SR 331/Williston Road	PE 2011/2012 PE 2012/2013	PE 2011/2012 PE 2012/2013	Intersection modifications
SW 40 Boulevard Extension New 2-Lane Construction	FM: Williston Road / SR 331 TO: Archer Road / SR 24	CST 2014/2015	CST 2015/2016	Construction moved out one year

TIP - Transportation Improvement Program

exh1_MajProj.xlsx

Note: Florida Department of Transportation phase codes include: ADM- administration; CAP- capital; CST- construction; DES- design; DSB- design and build; ENV- environment; LAP- local agency program; LAR- local area reimbursement; OPS- operating; PE- preliminary engineering; PLN- planning; ROW- right-of-way; and RRU- railroad and utilities.

G. Management Systems

Work continues to implement management systems required for the Gainesville Metropolitan Area by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. As management system data become available, they will be used and incorporated in the development of the Transportation Improvement Program. This will occur primarily through the annual development of transportation priorities that are developed over the spring and forwarded to the Florida Department of Transportation in July of each year. The Congestion Management System for the Gainesville Metropolitan Area has been fully operational since October 1, 1997.

H. Safety and Security in the Transportation Planning Process

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

State of Florida	Alachua County	City of Gainesville
Florida Department of Transportation	Alachua County Fire Rescue	Gainesville Fire Rescue
Florida Highway Patrol	Alachua County School Board	Gainesville Police Department
University of Florida Technology Transfer Center	Alachua County Sheriff's Office	Public Works Department
University of Florida Facilities Planning & Construction	Public Works Department	-

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area receives Alachua County Traffic Safety Team recommendations for safety-funded projects in the Transportation Improvement Program. Appendix D identifies those projects for Fiscal Years 2012-13 through 2016-17 that received safety funds.

Currently, the focus of transportation system security is on airport facilities. Appendix E identifies those projects for Fiscal Years 2012-13 through 2016-17 that received funding to address security-related issues.

I. Certification

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the Gainesville Urbanized Area's current certification was completed on April 15, 2012. At this time, the anticipated date for the next certification review is March 2013.

J. Transportation Projects with Preliminary Engineering Identified in the First Year of the Transportation Improvement Program

Transportation projects with preliminary engineering identified by the Florida Department of Transportation in the first year of the Transportation Improvement Program are provided to assist the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in identifying those projects which may be scheduled for referral to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Technical Advisory Committee for design review. Projects which have preliminary engineering scheduled for Fiscal Year 2012-13 are listed in the matrix below.

The Local Agency Program provides for implementation transportation projects by a local agency. At times, transportation projects may be funded by a local agency and advanced, to an earlier time period in the Transportation Improvement Program, and then that local agency is reimbursed by the Florida Department of Transportation at a later time period in the Transportation Improvement Program. Local Agency Program projects that are on hold from Fiscal Years 2006-07 through 2011-12 or are scheduled for Fiscal Year 2012-13 are listed in the matrix below.

Occasionally, local agency transportation system modification projects are large and/or significant enough to be considered for referral to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Technical Advisory Committee for design review. Local agency construction projects which have construction scheduled for Fiscal Year 2012-13 are listed in the matrix below.

Number	Project	FDOT Project Number	Page Number	Map Number
Preliminary Engineering in Fiscal Year 2012-13				
1	Interstate 75 Interchange at NE 39 Avenue (State Road 222)	423074	46, 47	1
2	Interstate 75 Interchange at Williston Road (State Road 331)	4230713	46, 47	2
3	NW 34 Street (State Road 121) Sidewalk	4247671	52, 53	1
4	NW 34 Street (State Road 121) Turnlanes	4272031	44, 45	1
5	SE 16 Avenue (State Road 226) 4-Lane [Main Street to Williston Road]	4236082	44, 45	2
6	SW 8th Avenue Bikelane/Sidewalk	-	40, 41	2
7	University of Florida Campus Greenway	4288961	40, 41	3
8	University of Florida Campus Greenway	4306141	40, 41	4
Local Area Program Projects on Hold				
9	Depot Avenue Train Station Restoration*	4046281	-	-
Local Agency Construction in Fiscal Year 2012-13				
10	Depot Avenue Corridor [SW 13 Street to Williston Road]	-	58, 59	1

* Project on hold awaiting soil contamination remediation, which is anticipated to occur in 2012.

FDOT - Florida Department of Transportation

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Chapter I

Introduction

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Chapter I: Introduction

The contents of this Transportation Improvement Program document include federal, state and local government-funded transportation projects. Chapter V of this Transportation Improvement Program identifies all federal, state and local transportation projects for the five Fiscal Years 2012-13 through 2016-17. This Transportation Improvement Program is developed to be consistent with federal and state requirements by incorporating project information primarily provided by the following state and local agencies.

1. Florida Department of Transportation District 2;
2. Alachua County Public Works Department;
3. City of Gainesville Public Works Department;
4. City of Gainesville Regional Transit System;
5. Gainesville/Alachua County Regional Airport Authority;
6. University of Florida; and
7. Alachua County Community Transportation Coordinator.

A. Purpose

The purpose of the Transportation Improvement Program is to:

1. Coordinate needed transportation projects with respect to timing, location and source of funding;
2. Schedule transportation projects over time so that the various steps follow a logical sequence; and
3. Establish a five-year schedule for future transportation projects within the Gainesville Metropolitan Area.

B. 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 of Federal Regulations Sections 134(h)(2) and (I)(4). 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.

C. Enhancement Project Selection

All projects programmed in the Florida Department of Transportation Tentative Five-Year Work Program to receive enhancement funds have been prioritized and approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. According to Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users, the selection of Transportation Improvement Program projects:

"In metropolitan areas for projects involving Federal participation shall be carried out by the State in cooperation with the metropolitan planning organization."

D. Project Priority Statement

All projects selected to be included in the Transportation Improvement Program are:

1. Consistent with Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users;
2. Financially feasible for the appropriate funding category; and
3. Represent the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's project priorities.

E. Transportation Plans and Programs- Eight Metropolitan Planning Factors to be Considered

The following is a listing of the factors to be considered in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users that was enacted August 10, 2005 as Public Law 109-59. As required by the Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users, these factors are being addressed in the development of transportation plans and programs.

FACTOR 1 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;

FACTOR 2 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and nonmotorized users;

FACTOR 3 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the security of the transportation system for motorized and nonmotorized users;

FACTOR 4 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the accessibility and mobility options available to people and for freight;

FACTOR 5 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will protect and enhance the environment, promote energy conservation, and improve quality of life;

FACTOR 6 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

FACTOR 7 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will promote efficient system management and operation; and

FACTOR 8 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will emphasize the preservation of the existing transportation system.

F. Process Used to Develop Transportation Improvement Program

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

Step 1 - March 2012 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 period from 2012-13 through 2016-17, 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 Campus Master Plan.

Step 2 - April 2012 Public Notice

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

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

Step 3- April 2012 Public Input

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

Step 4- May 2012 Transportation Improvement Program Approval

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

G. Gainesville Metropolitan Area

For projects in metropolitan areas involving Federal participation, Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users regulations provide that Transportation Improvement Program project selection shall be carried out by the State in cooperation with the metropolitan planning organization. Title 23 United States Code Section 134(C) and Title 23 Code of Federal Regulations Section 450.308 provide for the establishment of transportation planning boundaries for metropolitan planning organizations. In addition, the Florida Department of Transportation Transportation Planning Boundaries Procedure Manual describes a process and criteria for developing transportation planning boundaries. Illustration I shows the boundary established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the Gainesville Metropolitan Area.

H. Amendments

The Transportation Improvement Program can be amended at any time. Projects amended in the Transportation Improvement Program are financially feasible and thereby demonstrate fiscal constraint. The following steps outline the Transportation Improvement Program amendment process:

Step 1- Proposed amendment is submitted to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area by the implementing agency.

Step 2- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area prepares the material for presentation to the advisory committees.

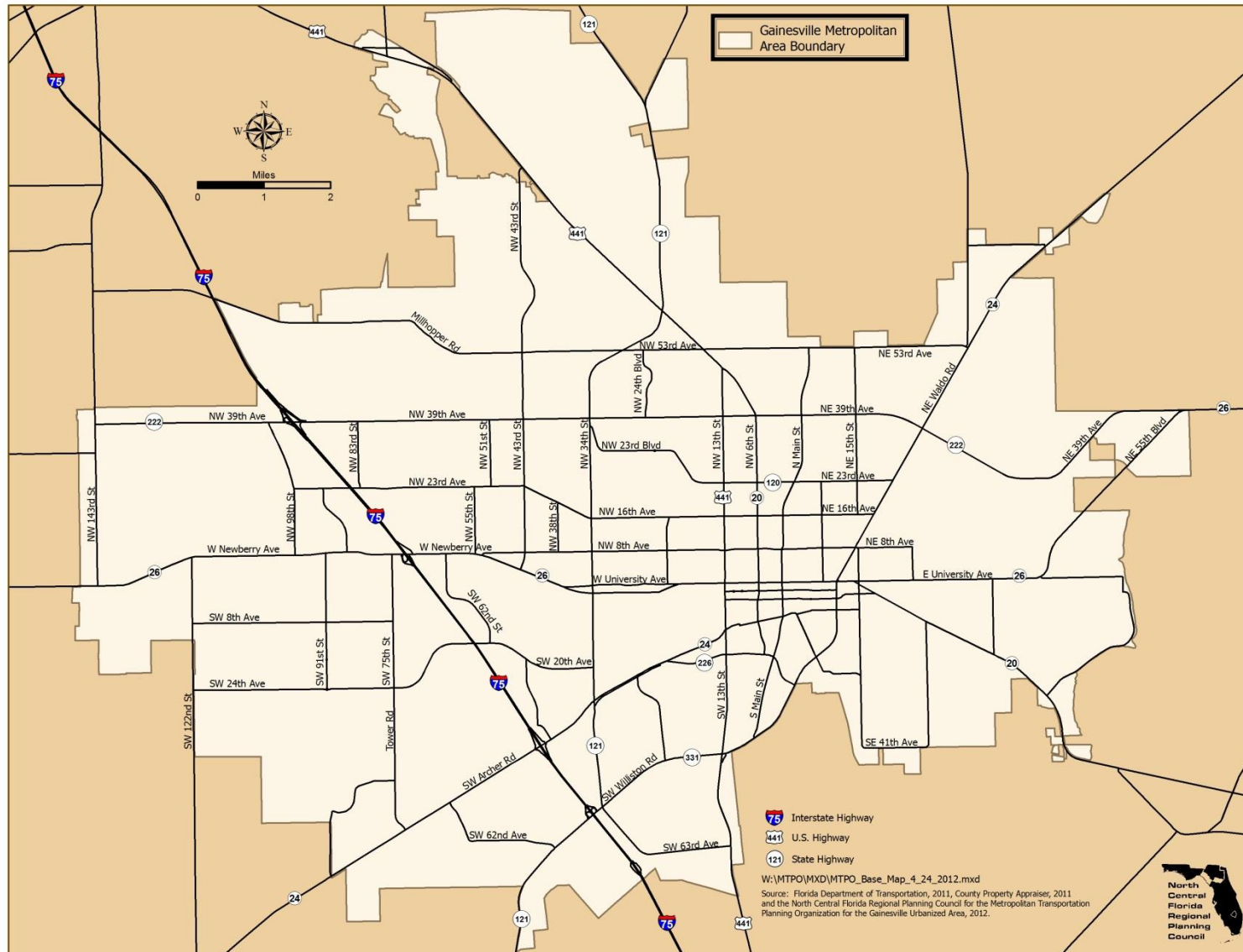
Step 3- The advisory committees review material and make recommendations to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

Step 4- The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviews the advisory committee recommendations, receives comments from interested citizens, organizations and agencies and decides whether to amend the Transportation Improvement Program.

I. Removing State Projects from the Transportation Improvement Program

Subsection 339.175(7)(d), Florida Statutes, provides for the removal of projects from the Transportation Improvement Program. Wherein, projects included in the Transportation Improvement Program and that have advanced to the design stage of preliminary engineering may be removed from or rescheduled in a subsequent Transportation Improvement Program only by joint action of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and the Florida Department of Transportation. Except when recommended in writing by the Florida Department of Transportation District 2 Secretary for good cause, any project removed from or rescheduled in a subsequent Transportation Improvement Program shall not be rescheduled by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in that subsequent program earlier than the fifth year of such program.

Illustration I Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area



J. School Safety Concern Projects

Subsection 339.175(5)(d), Florida Statutes, designates the Technical Advisory Committee with the responsibility for identifying and recommending to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area projects contained in its Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, or Transportation Improvement Program which deserve to be classified as a school safety concern. The statute requires the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to vote whether to classify each project contained in the Technical Advisory Committee's recommendation as a school safety concern. If a project has been identified by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as a school safety concern, the local governmental entity responsible for the project shall consider at least two alternatives before making its decision about the project location or alignment.

Chapter IV contains transportation projects that have been identified as school safety concern projects by the Technical Advisory Committee and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

K. Consistency with Other Plans

All improvements included in the Transportation Improvement Program are consistent with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's long range 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 Strategic Highway Safety Plan.

L. Total Project Costs

Total project costs used in this document are derived from the Year 2035 Long Range Transportation Plan and Florida Department of Transportation's Work Program. The total project cost process is described in Appendix L. Below is a link to the Year 2035 Long Range Transportation Plan webpage.

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

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 2012-13 through 2021-22) and five years in the Work Program for non-Strategic Intermodal System projects (Fiscal Years 2012-13 through 2016-17), plus historical cost information for all projects having expenditures paid by the Florida Department of Transportation prior to Fiscal Year 2012-13. For a more comprehensive description of the total cost of a particular project for all project phases, please refer to the Year 2035 Long Range Transportation Plan.

Chapter II

Year 2035 Long Range Transportation Plan Summary

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Chapter II: Year 2035 Long Range Transportation Plan Summary

A. Gainesville Metropolitan Area Year 2035 Transportation Plan- Livable Community Reinvestment Plan

The adopted Gainesville Metropolitan Area Year 2035 Transportation Plan - Livable Community Reinvestment Plan is a multimodal plan which is based upon transportation strategies concerning bicycle, highway, mass transit and pedestrian facilities. These strategies are contained in the following planning documents.

1. Adopted Year 2035 Needs Plan and Adopted Year 2035 Cost Feasible Plan (for highway projects and special multimodal corridor studies);
2. Integrated Land Use and Transportation Sketch Planning Methods Report;
3. Alachua Countywide Bicycle Master Plan;
4. Plan East Gainesville Final Report; and
5. Regional Transit System Transit Development Plan.

B. Year 2035 Livable Community Reinvestment Needs Plan

At its August 23, 2010 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted the Year 2035 Livable Community Reinvestment Needs Plan (Needs Plan). This Plan identifies major modifications to the transportation network which are expected to be needed by the year 2035 in order to address projected patterns and volumes of traffic.

This adopted Needs Plan seeks to balance roadway projects with transit projects and non-vehicle improvements. Gainesville Metropolitan Area-wide improved mobility was determined to be the most critical need for the transportation system. In addition to critical east-west capacity modifications over Interstate 75, an expanded array of multimodal projects was included to address future travel demand. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area-approved Archer Braid was targeted for federal Enhancement funding. Significant for this plan is the inclusion of bus rapid transit on several corridors within the Gainesville Metropolitan Area. To address bus rapid transit and enhanced fixed-route service, transit facility expansion is also part of this plan. In addition, various travel demand management measures, such as flexible work schedules and carpooling, have increased the efficiency of the transportation network. A combination of roadway capacity and enhanced transit service improvements were assembled from the alternatives for the adopted Needs Plan.

C. Year 2035 Livable Community Reinvestment Cost Feasible Plan

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted the Year 2035 Livable Community Reinvestment Cost Feasible Plan (Cost Feasible Plan) on October 27, 2010. This Plan is made up of bicycle, pedestrian, roadway and transit projects which are contained in the adopted Needs Plan and expected to be funded through the year 2035. During the adopted Needs Plan development, the limitation of funding was not a consideration. However, the development of the adopted Cost Feasible Plan matches the highest priority needs with anticipated future funding levels. The metropolitan planning rules under the Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users require that only those financial resources that can "reasonably be expected to be available" can be used to identify existing and projected revenues. If a funding source is not currently available, strategies must be included in the plan to ensure its availability for proposed investments. These projects are then listed in priority order.

The first priority listed on the adopted Cost Feasible Plan Surface Transportation Program list is the Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis Study. This study is part of the process for funding bus rapid transit in the corridor. The intent of this project is to relieve east-west roadway traffic congestion. The first priority listed in the plan for State funding consists of the capacity enhancement to SE 16 Avenue (State Road 226). The intent of this project is to provide adequate capacity to enable the redesignation of S 16 Avenue corridor from Archer Road the Williston Road as State Road 24. These projects and all other projects are listed in Table 1 and Illustration II.

D. Transportation and Community and System Preservation Pilot Program- Integrated Land Use and Transportation Sketch Planning Methods

In 2001, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area was awarded a Transportation and Community and System Preservation Pilot Program grant to develop integrated land use and transportation strategies. The Gainesville Metropolitan Area 2035 Transportation Plan-Livable Community Reinvestment Plan continues to incorporate these integrated land use and transportation strategies for the Gainesville Metropolitan Area.

E. Alachua Countywide Bicycle Master Plan

Alachua County, the City of Gainesville and the Florida Department of Transportation funded development of the 2001 Bicycle Master Plan. This plan identifies existing facilities and their levels of service and additional facility needs to provide for a safe and convenient countywide bicycle facility network. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved the Alachua Countywide Bicycle Master Plan Addendum in 2004. The Addendum consolidates bicycle facility segments featured in the Bicycle Master Plan into shorter range priorities.

F. Plan East Gainesville Final Report

Plan East Gainesville, funded by Alachua County, the City of Gainesville, Gainesville Regional Utilities and the Florida Department of Transportation, was approved in 2003. The community vision of this report "entails a comprehensive economic revitalization plan that achieves a balance of environmental preservation with land development and improved transportation mobility."

Plan East Gainesville includes four elements: future land use, conservation, transportation and implementation. The Future Land Use Element describes tiered land uses that focus on several walkable mixed-use activity centers with easy access to public transportation. The Conservation Element describes a unique integrated greenway system that will serve several inter-related purposes, such as neighborhood connectivity, water quality enhancement and stormwater management. The Transportation Element describes a multimodal transportation system that focuses high intensity mobility on a Bus Rapid Transit system and low intensity mobility on the greenway network trails. The Implementation Element describes short-and long-term strategies to address the objectives stated in the future land use, conservation and transportation elements.

G. Regional Transit System Transit Development Plan

In accordance with Federal Transit Administration requirements, the City of Gainesville Regional Transit System maintains and updates its Transit Development Plan. This plan includes projects for the maintenance and enhancement of transit service within the Gainesville Metropolitan Area. A significant component of the current Transit Development Plan is the inclusion of bus rapid transit projects and expansion of the transit maintenance facility.

H. City of Gainesville Transportation Concurrency Exception Area

The primary concept that has been developed for transportation in the City is the Transportation Concurrency Exception Area. The designation of Transportation Concurrency Exception Area by the City of Gainesville Comprehensive Plan involves the delineation of all areas in which level of service standards are not required to be achieved in order to promote other goals and objectives of state, regional and local plans. These objectives are infill development and redevelopment, enhanced pedestrian, bicycle and mass transit facilities and reduction in vehicle miles travelled and greenhouse gas emissions. The Transportation Concurrency Exception Area, which covers the entire City, is partitioned into six subareas, Zones A, B, C, D, E and M. The zones are distinguished by different development criteria.

I. Gainesville Metropolitan Area Congestion Management System- Freight Movement

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has maintained a Congestion Management System since October 1997. 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 the significant 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 the State Highway System roadways to identify the truck route system. In addition, the City of Gainesville and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, in October 2003, requested that the Florida Department of Transportation consider designating South 16 Avenue (State Road 226) from Archer Road (State Road 24) to Williston Road (State Road 331) as State Road 24A. In April 2004, the Florida Department of Transportation conducted a public hearing on this redesignation. Subsequently, the Florida Department of Transportation conducted a project, development and environment (PD&E) study. This study resulted in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approval of the transportation system management (TSM) alternative in December 2010 and the programming of intersection modifications for SE 16 Avenue at Main Street and SE 16 Avenue at Williston Road in October 2011.

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.

Illustration II

Adopted Metropolitan Transportation Planning Organization Year 2035 Cost Feasible Livable Community Reinvestment Plan

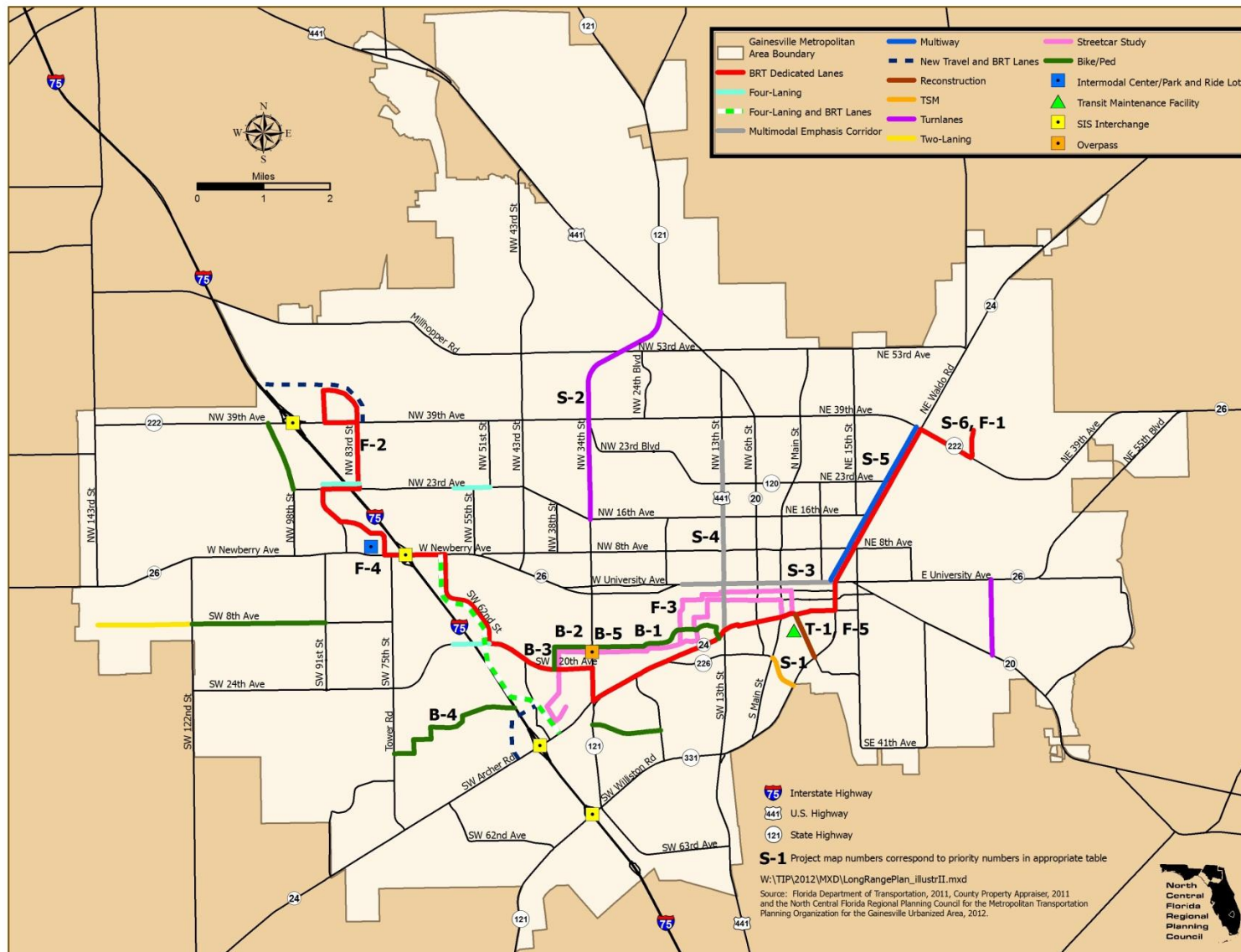


Table 1
Year 2035 Livable Community Reinvestment Plan
Year 2035 Bicycle / Pedestrian Cost Feasible Plan

Segment Priority	Description	From / To	Length (In Miles)	Estimated Cost In Millions (2007 Dollars)
Surface Transportation Program (STP) Enhancements <i>(Cost Feasible Plan Revenues = \$11.5 million)</i>				
B-1	Cross Campus Greenway	Archer Road to SW 34 Street	2.1	\$1.9
B-2	Hull Road Parking Area	SW 34 Street to End of Hull Road Parking Area	0.2	\$0.2
B-3	Hull Road Connector	Hull Road Parking Area/SW 20 Avenue	0.5	\$0.5
B-4	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	\$2.1
B-5	SW 34 Street Grade Separated Crossing	SW 34 Street at Hull Road	0.2	\$7.0
Total Surface Transportation Program Enhancement Funded Projects				\$11.7
Local Funds-Alachua County Projects <i>(identified as Cost Feasible by Year 2020)</i>				
NA	SW 8 Avenue multi-use offroad facility	SW 122 Street to SW 91 Street	2.0	\$0.4
NA	NW 98 Street multi-use offroad facility	NW 23 Avenue to NW 39 Avenue	1.0	\$0.3
Total Alachua County Projects				\$0.7
Local Funds- City of Gainesville Projects <i>(identified as Cost Feasible by Year 2015)</i>				
NA	SW 35 Place sidewalk	SW 34 Street to SW 23 Terrace	1.1	\$0.5
Total City Of Gainesville Projects				\$0.5
Grand Total Bicycle/Pedestrian Projects				\$12.9
NA- Not applicable				

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Roadway Cost Feasible Plan

Priority	Description	From / To	Length (In Miles)	Estimated Cost In Millions (2010 Dollars)
Strategic Intermodal System (SIS) <i>(Cost Feasible Plan Revenues = \$6.4 million)</i>				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39 Ave	-	\$6.4
Total Strategic Intermodal System				\$6.4
State Highway System <i>(Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars)</i>				
S-1	State Road 226 (SE 16 Avenue) widen to four lanes	Main Street to Williston Road	0.6	\$15.0
S-2	State Road 121 (NW 34 Street) -construction of turnlanes to improve safety and traffic flow	NW 16 Avenue to US 441	3.5	\$6.0
S-3	State Road 26 (University Avenue) Multimodal Emphasis Corridor Study (see footnote ^a)	Gale Lemerand Drive to Waldo Road	1.5	\$4.75
S-4	US 441 (W. 13 Street) Multimodal Emphasis Corridor Study (see footnote ^a)	NW 33 Avenue to Archer Road	2.8	\$4.75
S-5	Waldo Road Multiway Boulevard redesign to support bus rapid transit, multi-trail and corridor redevelopment study (PD&E) (see footnote ^b)	University Avenue to NE 39 Avenue	2.5	\$3.0
S-6	Bus Rapid Transit (BRT) Corridor Infrastructure- Partial	Santa Fe Village to Gainesville Regional Airport	14.0	\$28.0
7	State Road 24 (Archer Road) BRT Dedicated Lane(s) design, additional roadway capacity and corridor management study (PD&E)	MTPO Boundary to SW 45 Street	3.5	\$0.5
8	State Road 121 (Williston Road) additional roadway capacity and corridor management study (PD&E)	SW 62 Avenue to SW 35 Way	0.5	\$0.5
TOTAL STATE HIGHWAY SYSTEM				\$62.5

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Roadway Cost Feasible Plan

Priority	Description	From / To	Length (In Miles)	Estimated Cost In Millions (2010 Dollars)
Alachua County Transit and Roadway Projects <i>(local funds identified as Cost Feasible by the Year 2020)</i>				
1	SW 20 Avenue , four laning and multi-use path	SW 52 Blvd to SW 61 Blvd	0.5	\$8.8
2	SW 8 Avenue-Phase 2 , two lane roadway and multi-use path	SW 122 Street to SW 143 Street	0.7	\$2.7
3	NW 23 Avenue , four laning and resurfacing	NW 51 Street to NW 59 Terrace	0.7	\$1.8
4	NW 23 Avenue , four laning	NW 83 Street to Ft. Clarke Blvd.	0.5	\$12.0
5	SE 43 Street , construction of two-way left turn lanes, multi-use path and signalization	SR 26 (University Avenue) to SR 20 (Hawthorne Road)	1.1	\$0.9
6	SW 45 / 47 Street , new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path	Archer Road to SW 30 Avenue	0.8	\$4.5
7	SW 30 Avenue , new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail	SW 43 Street to SW 47 Street	0.5	\$13.0
8	NW 83 Street , new roadway with travel lanes, BRT Dedicated Transit Lanes and the Millhopper Greenway	NW 46 Avenue to NW 39 Avenue (SR 222)	0.4	\$2.5
9	NW 83 Street , BRT Dedicated Transit Lanes	NW 23 Avenue to NW 39 Avenue	1.0	\$7.8
10	Ft. Clarke/NW 83 Street Corridor , BRT Dedicated Transit Lanes & new multi-modal only Interstate 75 overpass	NW 23 Avenue to Newberry Road (SR 26)	1.0	\$14.0

BRT - Bus Rapid Transit; PD&E - Preliminary Design and Environment

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Roadway Cost Feasible Plan

Priority	Description	From / To	Length (In Miles)	Estimated Cost In Millions (2010 Dollars)
11	NW 46 Avenue , new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass	NW 83 Street to NW 98 Street	1.3	\$15.5
TOTAL ALACHUA COUNTY TRANSIT AND ROADWAY SYSTEM				\$83.5
City of Gainesville Projects (local funds identified as Cost Feasible by the Year 2020)				
N/A	SE 4 Street- Phase 2 reconstruction	Williston Road to Depot Avenue	0.7	\$2.3
N/A	SW 62 Boulevard -four lanes plus two additional BRT lanes in the middle	Newberry Road to Archer Road	3.2	\$111.0
TOTAL CITY OF GAINESVILLE ROADWAY SYSTEM				\$113.3
GRAND TOTAL COMBINED ROADWAY SYSTEMS				\$265.7

^aMultimodal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions. These projects do not include lane reductions.

^bWaldo Road Multiway Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Transit Cost Feasible Plan

Project Priority	Description	From / To	Length (In Miles)	Estimated Cost In Millions (2010 Dollars)
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Transit

(Cost Feasible Plan Revenues = \$3.7 million)

T-1	Transit Maintenance Facility	NA	NA	\$50.0
Total				\$50.0
NA- Not applicable				

Surface Transportation Program

(Cost Feasible Plan Revenues = \$36.1 million)

F-1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	NA	\$0.4
F-2	Santa Fe to Oaks Mall Bus Rapid Transit Feasibility Study and Alternatives Analysis	Santa Fe to Oaks Mall	NA	\$0.6
F-3	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0 (One-way)	\$1.0
F-4	Intermodal Center/Park and Ride Lot	(location to be determined)	NA	\$1.4
F-5	Transit Maintenance Facility	NA	NA	\$50.0
Total				\$53.4

BRT - Bus Rapid Transit
NA - Not Applicable

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Intelligent Transportation System Appendix

Project Priority	Project Name	Description	Estimated Cost (2010 Dollars)
1	<p><u>Interstate 75 Intelligent Transportation System Corridor</u></p> <p>Marion County line to Columbia County Line</p>	<p>A. Add Dynamic Message Signs to alert motorists of traffic conditions and travel times.</p> <p>B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center to alert motorists of existing conditions using the Dynamic Message Signs and the 511 information hotline.</p> <p>C. Add traffic detection technology so automated alerts can be sent to Gainesville Traffic Management Center operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.</p>	\$9,900,000
2	<p><u>Regional Transportation System Bus Priority System</u></p> <p>Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.</p>	<p>A. <u>Route #9</u> <u>State Road 24 (Archer Road)</u> from SW 23 Terrace to SW 23 Drive <u>State Road 331 (Williston Road)</u> from SW 25 Terrace to SW 23 Street</p> <p>B. <u>Route # 20</u> <u>State Road 121 (SW 34 Street)</u> from Hull Road to SW 20 Avenue</p> <p>C. <u>Route# 21</u> <u>State Road 121 (SW 34 Street)</u> from Hull Road to SW 20 Avenue</p> <p>D. <u>Route #35</u> <u>State Road 24 (Archer Road)</u> from SW 23 Terrace to State Road 226 (SW 2 Avenue) <u>State Road 226 (SW 16 Avenue)</u> from State Road 24 (Archer Road) to Shealy Drive <u>State Road 12 (SW 34th Street)</u> from SW 35 Place to State Road 226 (SW 16 Avenue) <u>State Road 226 (SW 16 Avenue)</u> from State Road 121 (SW 34 Street) to SW 23 Street</p>	\$600,000

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Year 2035 Intelligent Transportation System Appendix

Project Priority	Project Name	Description	Estimated Cost (2010 Dollars)
3	<p><u>Dynamic Message Signs on State Highway Arterials</u></p> <p>Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.</p>	<p>A. State Road 121 (SW 34 Street) @ SW 20 Avenue (Southbound)</p> <p>B. State Road 121 (SW 34 Street) @ State Road 331 (Eastbound)</p> <p>C. State Road 25 (W 13 Street) @ State Road 26 (W University Avenue)</p> <p>D. State Road 25 (NW 13 Street) @ State Road 222 (NW 39 Avenue) (Westbound)</p> <p>E. State Road 25 (NW 13 Street) @ State Road 222 (NW 39 Avenue) (Northbound)</p> <p>F. State Road 222 (NW 39 Avenue) @ State Road 93 (Eastbound)</p>	\$700,000
4	<p><u>Expand Automated Arterial Travel Time System</u></p> <p>Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or Dynamic Message Signs for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.</p>	<p>A. <u>State Road 25 (NW 13 Avenue)</u> State Road 222 (NW 39 Avenue) to State Road 331 (Williston Road)</p> <p>B. <u>State Road 121 (SW 34 Street)</u> NW 16 Avenue to State Road 93 (Interstate 75) Southbound Ramp</p>	\$600,000
5	<p><u>Travel Demand Management</u></p> <p>Information technologies project that addresses travel demand strategies, such as high occupancy vehicle lanes, high occupancy toll lanes and other travel demand management technologies.</p>	Gainesville Metropolitan Areawide	(to be determined)
Grand Total Intelligent Transportation System Projects			\$11,800,000
NA- Not applicable			

Table 1 (Continued)
Year 2035 Livable Community Reinvestment Plan
Existing Plus Committed (E+C) Capacity Projects Appendix

Facility / Location	Type	Fiscal Year	Source
I-75 at SR 26 (W Newberry Road) (SE quadrant of interchange only)	Interchange Modification/Operational Improvement	2011	FDOT WP
SE 4 Street from Williston Road to Depot Avenue- Phase 1	Reconstruction- Design & Right-of-Way	2014	MTPO - TIP
SW 8 Avenue to SW 20 Avenue: Connection of SW 8 Avenue to SW 61 Street	New Road Connection - SW 8 Ave to SW 61 St	2012	MTPO - TIP
SW 8 Ave from SW 122 Street to SW 143 Street- Phase 1	New Roadways/2 lane reconstruction	2015	Alachua County CIP
SR 121 (NW 34 Street/NW 22 Street) from NW 58 Avenue to NW 67 Place	4-laning	2015	City of Gainesville CIP
SR 226 (SE 16 Avenue) from Main Street to Williston Road	4-laning- Preliminary Engineering	2013	MTPO - TIP
SR 329 (Main Street) from Depot Avenue to NW 8 Avenue	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	FDOT WP
SR 329 (Main Street) from NW 8 Ave to NW 16 Avenue	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	Alachua County budget
SW 40 Boulevard Extension to SW 47 Avenue	New 2-lane roadway	2014	City of Gainesville CIP
Depot Avenue from US 441/SR 25/SW 13 Street to Williston Road	Reconstruction	2012	FDOT WP; City of Gainesville CIP
SW 6 Street from SW 4 Avenue to University Avenue	Reconstruction	2012	City of Gainesville CIP

Note: BRT - Bus Rapid Transit; CIP - Capital Improvements Program; FDOT WP - Florida Department of Transportation Work Program; MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; NA - not applicable, PD&E - Planning, Design and Environment; SR - State Road; TIP - Transportation Improvement Program

J. Roads Operating at an Unacceptable Level of Service

Table 2 identifies those roadway sections within the Gainesville Metropolitan Area that are operating at an unacceptable level of service. In addition, roadway sections operating at an unacceptable level of service and are within the City of Gainesville Transportation Concurrency Exception Area are identified.

Table 2
Roads Operating at an Unacceptable Level of Service
Gainesville Metropolitan Area, 2010
[Does not include reserve trips]

Level of Service	Roadway Facility	Range	On the 2035 Needs Plan?	On the 2035 Cost-Feasible Plan?	Scheduled for Project, Development & Environment Study?	Scheduled for Construction in TIP?
F [TCEA]	US 441 / SW 13 Street [S-3]	FM: SR 24 / Archer Road TO: SR 26 / W University Avenue	NO	NO	NO	NO
F [TCEA]	US 441 / SW 13 Street [S-4]	FM: SR 26 / W University Avenue TO: NW 29th Road	NO	NO	NO	NO
F [TCEA]	SR 26 / Newberry Road [S-14]	FM: NW 122 Street TO: Interstate 75 (west ramp)	NO	NO	NO	NO
F [TCEA]	SR 26 / Newberry Road [S-15]	FM: Interstate 75 [west ramp] TO: NW 8 Avenue	NO	NO	NO	NO
E [TCEA]	SR 26A / SW 2 Avenue [S-21]	FM: SR 26 / Newberry Road TO: SR 121 / SW 34th Street	NO	NO	NO	NO
E [TCEA]	SR 121 / NW 34 Street [S-25]	FM: SR 26 / Newberry Road TO: NW 16 Avenue	NO	NO	NO	NO
F	SR 24 / Archer Road [S-47]	FM: GMA Boundary TO: SW 75 Street / Tower Road	NO	NO	NO	NO
F [TCEA]	SR 24 / Archer Road [S-55]	FM: SW 34 Street TO: SW 16 Avenue	NO	NO	NO	NO
F	NW 23 Avenue [A-9]	FM: NW 98 Street TO: NW 55 Street	NO	NO	NO	NO
F [TCEA]	SW 20 Avenue [A-16]	FM: SW 62 Boulevard TO: SR 121 / SW 34 Street	YES	YES	NO	NO
F [TCEA]	Radio Road - Museum Drive [G-32]	FM: SR 121 / SW 34 Street TO: SW 13 Street	NO	NO	NO	NO
F [TCEA]	Gale Lemerand Drive [G-39]	FM: SR 24 / Archer Road TO: SR 26 / University Avenue	NO	NO	NO	NO

GMA - Gainesville Metropolitan Area, NW - Northwest, SR - State Road, SW - Southwest, TCEA - Transportation Concurrency Exception Area, US - United States

Chapter III

Transportation Improvement Program

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Chapter III: Transportation Improvement Program

A. Organization

Chapter III identifies all transportation projects that are programmed for Fiscal Years 2012-13 through 2016-17 in either Florida Department of Transportation's Tentative Five-Year Work Program, the latest tentative Alachua County the Transportation Improvement Program, University of Florida transportation modification projects or programmed modifications by the City of Gainesville. The projects are grouped by transportation mode and by modification type. While the Transportation Improvement Program presentation methodology has been modified to be more user-friendly, projects are still stratified by projected year of each phase of construction. Projects on the maps and tables have been cross-referenced as appropriate. The project tables also indicate which projects include a federal funding component. Where applicable, the project tables include total project costs. Along with the five Transportation Improvement Program project years (in unshaded columns), total project costs are demonstrated using three additional shaded columns.

B. Project Information

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; and
13. Federal funds used in project.

C. Funding Category or Codes

Abbreviations used for funding source information for each transportation project are provided in Table 3.

Table 3
Legend to Transportation Projects and
Fund Codes for Transportation Projects

Code	Federal Funds	Type Funds
ACNH	YES	Advanced Construction National Highway
ACSA	YES	Advanced Construction Surface Transportation Program- Any Area
ACSE	YES	Advanced Construction Surface Transportation Program – Enhancement
ACSL	YES	Advanced Construction Surface Transportation Program (population over 200,000)
ACSS	YES	Advanced Construction Surface Transportation Program - Safety Related
BA	YES	Donor Bonus - Any Area
BL	YES	Donor Bonus - Areas with Population less than or equal to 200,000
BOND	NO	County Bonding Program
BNDS	NO	State Funds From Amendment 4 Gas Tax Monies
BRRP	NO	Bridge Repair
BRT	YES	Federal Bridge Replacement - On System
BRTZ	YES	Federal Bridge Replacement - Off System
BU	YES	Donor Bonus, Areas with Population greater than 200,000
CIGP	NO	County Incentive Grant Program
CITY	NO	City of Gainesville Funds
CM	YES	Congestion Management – Air Quality
D1	NO	Unrestricted State Primary Funds
D2	NO	Mass Transit (State Primary - Aviation)
D3	NO	Mass Transit (State Primary - Transit)
DDR	NO	Dedicated District Revenue
DO	NO	State Funds- Interstate/Intrastate Highway
DIH	NO	State Funds in House Planning Activities
DPE	NO	Primary Funds for Preliminary Engineering
DPTO	NO	Dedicated Public Transportation Office
DS	NO	State Funds direct through District 2
DSL	NO	Local Government Cooperative Program
DTO	NO	Funds Reimbursable From Bond Funds
DU	NO*	Advanced From State Primary Funds to be reimbursed by Federal Transit Administration
EB	YES	Equity Bonus
FAA	YES	Federal Aviation Administration
FCO	NO	Fixed Capital Outlay
FSSE	YES	Federal Stimulus American Recovery and Reinvestment Act of 2009 Enhancement
FSSL	YES	Federal Stimulus- American Recovery and Reinvestment Act of 2009 Areas with population less than or equal to 200,000
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	Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users High Priority Project (Federal Earmark funding)
HSP	YES	Highway Safety Program

Table 3 (Continued)
Legend to Transportation Projects and
Fund Codes for Transportation Projects

Code	Federal Funds	Type Funds
IF	NO	Alachua County Funds (Impact Fees)
IM	YES	Interstate Maintenance
IMAC	YES	Interstate Maintenance Advance Construction
IR	YES	Interstate Rehabilitation
IRD	YES	Interstate Development
LF	NO	Local Funds - Mass Transit - Aviation, Transit
LFD	NO	Local Funds for utility work
LFF	NO	Local Funds for Federal Match off State Highway System
LFP	YES	Local Funds for Federal Match for Federal Aid-Eligible Projects
MA	YES	Minimum Allocation, Any Area
MGBP	YES	Minimum Guarantee- Bridge Supplement
ML	YES	Minimum Allocation, Areas with population less than or equal to 200,000
MU	YES	Minimum Allocation, Areas with population greater than 200,000
NH	YES	National Highway
NHAC	YES	National Highway Advance Construction
PECO	YES	Public Education Capital Outlay
PL	YES	Planning
RED	YES	Redistribution of Federal Allocation (Section 1102F)
RHP	YES	Rail-Highway Crossings- Protective Devices
SA	YES	Surface Transportation Program - Any Area
SE	YES	Surface Transportation Program - Enhancement
SH	YES	Surface Transportation Program - Hazard Elimination
SIS	YES	Strategic Intermodal System
SL	YES	Surface Transportation Program - Areas with population less than or equal to 200,000
SN	YES	Mandatory Non-Urban
SP	YES	Surface Transportation Program - Safety Related
SR	YES	Surface Transportation Program - Safety Related
SS	YES	Surface Transportation Program - Safety Related
SU	YES	Surface Transportation Program - Areas with population greater than 200,000
S117	YES	Section 117- Federal Earmark Project
SR2E	YES	Safe Routes to School
SR2S	YES	Safe Routes to School
TDTF	YES	Transportation Disadvantaged Trust Fund
TRIP	YES	Transportation Regional Incentive Program
UFCDA	YES	University of Florida Campus Development Agreement

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

Phase Codes

Abbreviations used for transportation project phase information are provided in Table 4.

Table 4
Legend to Transportation Projects and
Phase Codes for Transportation Projects

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

Chapter IV

Five-Year Federal, State and Local Funded Projects

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Chapter IV: Five-Year Federal, State and Local Funded Projects

The United States Congress expressed, through passage of Intermodal Surface Transportation Efficiency Act of 1991, its desire to promote and provide greater local control and improved facilitation of comprehensive transportation planning. The Intermodal Surface Transportation Efficiency Act of 1991 gave planning organizations expanded responsibilities and authority in numerous areas, including Transportation Improvement Program development and long-range plan development. The Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users enacted in 2005 continues to promote and provide greater local control and improved facilitation of comprehensive transportation planning.

A. Purpose

The purpose of this Chapter is to illustrate how the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area priorities are to be funded. This Chapter contains a five-year project listing and a funding summary for all transportation projects within the Gainesville Metropolitan Area which are programmed for Fiscal Years 2012-13 through 2016-17 that contain federal, state or local funds. This Chapter is organized by funding category and improvement type. This Chapter addresses the Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users requirements for Transportation Improvement Program development cited in Title 23 United States Code Section 134 (subsections (h)2 and (I)4).

The Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users maintains Intermodal Surface Transportation Efficiency Act of 1991-based funding categories, such as Surface Transportation Program funds. The Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users continues funding for the Intermodal Surface Transportation Efficiency Act of 1991 - established National Highway System and for the completion and maintenance of the Interstate Highway System. The Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users continues the opportunity for flexibility in project funding. The Surface Transportation Program still provides the flexibility to shift funds between roadway and transit improvements to best address system deficiencies. Congestion Mitigation/Air Quality and Surface Transportation Program enhancement programs, established under the Intermodal Surface Transportation Efficiency Act of 1991 continue in the Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users to provide road and transit agencies funds for addressing environmental concerns. The following 13 funding categories are represented in the Transportation Improvement Program for this year.

1. National Highway, advanced construction;
2. Interstate Maintenance, advanced construction;
3. Surface Transportation Program Over 200,000;
4. Surface Transportation Program Regular;
5. Surface Transportation Program Enhancement;
6. Surface Transportation Program Safety Related;
7. Federal Transit Administration;
8. Federal Aviation Administration;
9. Equity Bonus;
10. Planning;
11. Florida Department of Transportation Revenue; and
12. Local Funds (Alachua County, City of Gainesville and University of Florida).

B. Contents

The transportation modification categories programmed in this Transportation Improvement Program include: airport, bicycle, drainage, intersection, interstate/interchange, pedestrian (including school safety concern), railroad, resurfacing/repaving, road construction and transit (including mass transit and transportation disadvantaged). Transportation modification subcategories for this chapter are identified in Illustration III. Additional categories described in this Transportation Improvement Program include: Gainesville Metropolitan Area Transportation Enhancement-funded projects and safety-related projects.

C. Project Selection

As a part of the Transportation Improvement Program development process, project proposals are solicited from various agencies, including the Florida Department of Transportation, as well as from Alachua County, the City of Gainesville and the University of Florida. The advisory committees evaluate all projects and review them for their effectiveness and consistency with the adopted Gainesville Metropolitan Area Year 2035 Transportation Plan.

D. Concluding Statements

Concluding statements applicable to the content and scope of this Chapter of the Transportation Improvement Program are:

- This Chapter is presented in order to fulfill federal requirements as noted in Section 134 of Title 23, United States Code of Federal Regulations (Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users).
- Projects using major categories of federal funds are noted in this Chapter.
- The projects shown in this section are consistent with the Florida Department of Transportation Tentative Five-Year Work Program.
- Federal funds can reasonably be expected to be made available for those projects that are indicated to be funded in whole or part with federal funds included in this Chapter.
- 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.
- 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 2012-13 through 2021-22) and five years in the Work Program for non-Strategic Intermodal System projects (Fiscal Years 2012-13 through 2016-17), plus historical cost information for all projects having expenditures paid by the Florida Department of Transportation prior to Fiscal Year 2012-13. For a more comprehensive description of the total cost of a particular project for all project phases, please refer to the Year 2035 Long Range Transportation Plan.

Illustration III Transportation Improvement Program Project Categories

	TABLE PAGE
AIRPORT	45
AVIATION CAPACITY	
AVIATION PRESERVATION	
AVIATION REVENUE / OPERATIONAL	
AVIATION SAFETY	
BICYCLE (Independent)	49
DRAINAGE OF RIGHT-OF-WAY	51
INTERSECTION	53
REALIGNMENT / TURN BAY / LANE	
TRAFFIC SIGNALIZATION	
INTERSTATE / INTERCHANGE	55
INTERCHANGE	
INTERSTATE	
LANDSCAPING	57
MTPO PLANNING/ADMINISTRATION*	59
PEDESTRIAN (Independent)	61
NON-SCHOOL	
SCHOOL	
RAILROAD	63
RESURFACING / REPAVING	65
ROAD CONSTRUCTION	67
ROAD MAINTENANCE**	68
LIGHTING	
OTHER MAINTENANCE	
TRANSIT - REGIONAL TRANSIT SYSTEM (RTS)	69
MTPO PLANNING - SECTION 5303	
RTS CAPITAL FUNDING	
COMMUTER TRANSPORTATION ASSISTANCE	
RTS OPERATING FUNDING	
TRANSIT - TRANSPORTATION DISADVANTAGED (TD) PROGRAM	72
MV TRANSPORTATION (MV/T)	
MTPO TD PLANNING- SECTION 5311	

* Excludes Transportation Disadvantaged Program Planning

** Excludes Resurfacing/Repaving Projects

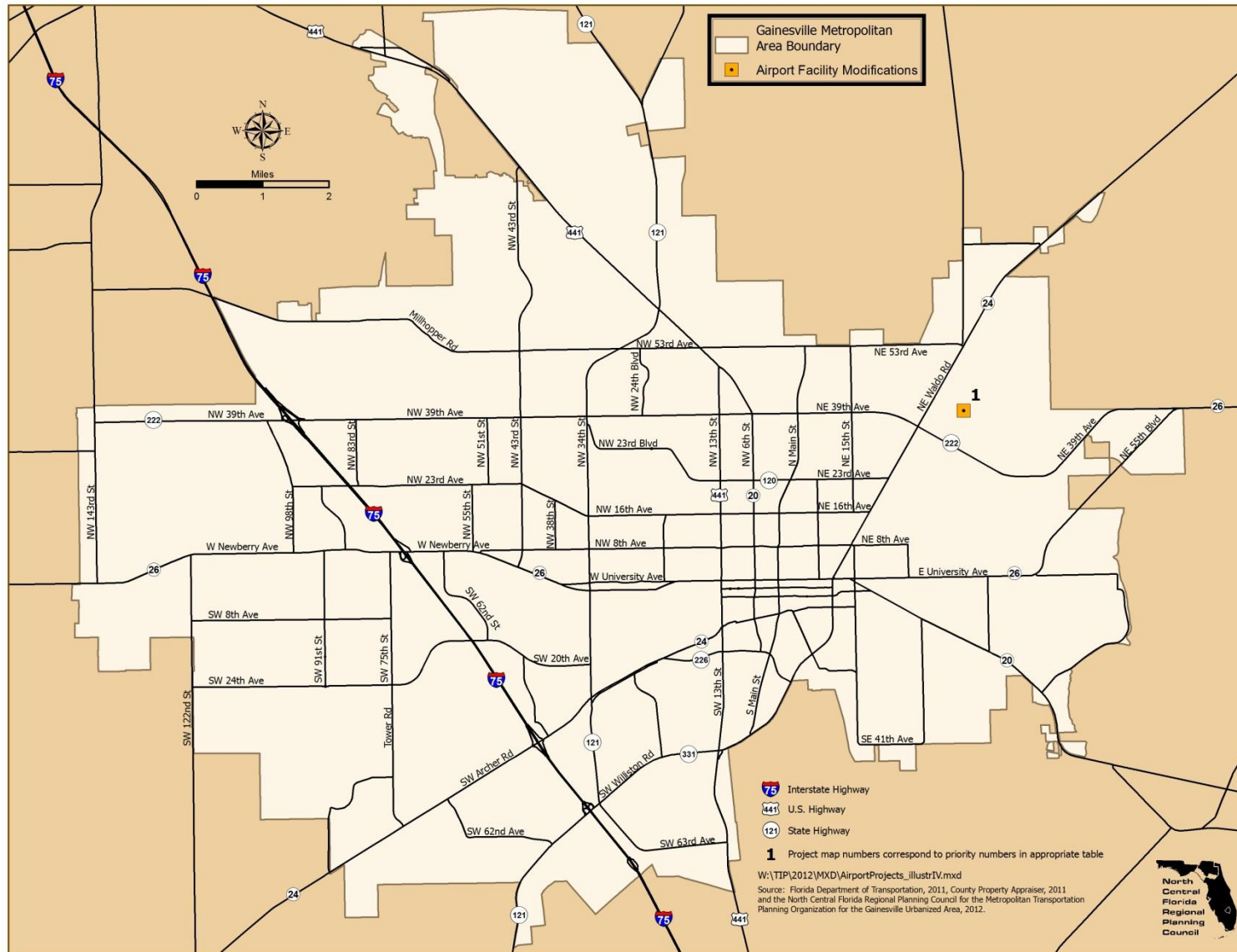
MTPO- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

TD- Transportation Disadvantaged

RTS- Regional Transit System

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Illustration IV Airport Projects



**Table 5
Airport Projects**

Gainesville Regional Airport Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (See Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
Aviation Capacity													
Aviation Capacity (2222222) SIS [GRA/FDOT]	1	-	Extend Secondary Runway	-	7,000 CAP	-	-	-	-	-	7,000	GMR	No
Aviation Capacity (4288291) SIS [GRA/FDOT]	1	-	Airport Road Reconstruction/Repair/Over	-	-	-	-	200 CAP 200 CAP	-	-	400	DPTO LF	No
Aviation Capacity (4313091) SIS [GRA/FDOT]	1	-	Airport Design and Construction Taxiway A, Phase 2	-	-	-	-	-	25 CAP 934 CAP 25 CAP	-	984	DPTO FAA LF	Yes
Aviation Preservation													
Aviation Preservation (4290361) SIS [GRA/FDOT]	1	-	General Aviation Terminal Design & Construction	-	500 CAP 500 CAP 1,000 CAP	-	-	-	-	-	2,000	DDR DPTO LF	No
Aviation Preservation (4314401) SIS [GRA/FDOT]	1	-	Aviation Capacity Taxiway E Pavement Study	-	30 CAP 30 CAP	-	-	-	-	-	30	DDR LF	No
Aviation Preservation (4290331) SIS [GRA/FDOT]	1	-	Parking Lot Auto Parking	-	-	108 CAP 108 CAP	-	-	-	-	216	DPTO LF	No
Aviation Preservation (4290351) SIS [GRA/FDOT]	1	-	Airport Terminal Rehabilitation Phase 3	-	-	38 CAP 1,425 CAP 38 CAP	-	-	-	-	1,501	DPTO FAA LF	Yes
Aviation Preservation (4288341) SIS [GRA/FDOT]	1	-	Taxiway E Reconstruction/Repair/Overlay	-	-	-	115 CAP 4,370 CAP 115 CAP	-	-	-	4,600	DPTO FAA LF	Yes
Aviation Preservation (4313601) SIS [GRA/FDOT]	1	-	Parking Lot Improvement Phase 2	-	-	-	100 CAP 100 CAP	-	-	-	200	DPTO LF	No
Aviation Preservation (4288311) SIS [GRA/FDOT]	1	-	Airport Building Repair/Terminal roof	-	-	-	-	14 CAP 542 CAP 14 CAP	-	-	570	DPTO FAA LF	Yes
Aviation Preservation (4288321) SIS [GRA/FDOT]	1	-	Airport Taxiway A Drainage/Retention	-	-	-	-	46 CAP 1,736 CAP 46 CAP	-	-	1,828	DPTO FAA LF	Yes
Aviation Preservation (4288331) SIS [GRA/FDOT]	1	-	Runway 7-25 Reconstruction/Repair/Overl	-	-	-	-	213 CAP 213 CAP	-	-	426	DPTO LF	No

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Table 5 (Continued)
Airport Projects

Gainesville Regional Airport Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (See Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
Aviation Revenue / Operational													
Aviation Revenue/Operations (431441) SIS [GRA/FDOT]	1	-	Purchase Area Mowers	-	11CAP 11CAP	-	-	-	-	-	22	DDR LF	NO
Aviation Revenue/Operations (4272331) SIS [GRA/FDOT]	1	-	Build new airport maintenance facility- Phase 2	-	-	-	-	500 CAP 500 CAP	-	-	1,000	DDR LF	NO
Aviation Revenue/Operations (4288301) SIS [GRA/FDOT]	1	-	Airport Fuel Capacity	-	-	-	-	-	57 CAP 193 CAP 250 CAP	-	500	DDR DPTO LF	NO
Aviation Safety													
Aviation Safety (4290341) SIS [GRA/FDOT]	1	-	Airport Rescue Fire Fighting Facility	-	-	-	-	30 CAP 1,140 CAP 30 CAP	-	-	1,200	DPTO FAA LF	YES
										SUM			
Federal Funding					0	1,425	4,370	3,418	934	10,147			
State Funding					8,041	146	215	1,003	275	9,680			
Local Funding					1,041	146	215	1,003	275	2,680			
Total Funding					9,082	1,717	4,800	5,424	1,484	22,507			

FDOT - Florida Department of Transportation, GRA - Gainesville Regional Airport, CAP - Capital funding for transit, DPTO - Dedicated Public Transportation Office,
FAA - Federal Aviation Authority, LF - local funds, DDR - Dedicated District Revenue, SIS - Strategic Intermodal System facility

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Illustration V Bicycle Facility Projects (Independent)



**Table 6
Bicycle Facilities Projects
(Independent)**

Bicycle Facility Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
Archer Braid Trail FM: Archer Road TO: Kanapaha Park (4290291) Non-SIS {Alachua County}	1	3.5	Bike Path /Trail	152	545 CST 964 CST 2 CST	-	-	-	-	-	1,663	ACSE SE EB	Yes
SW 8 Avenue FM: SW 122 Street TO: SW 91 Street (4288951) Non-SIS {Alachua County}	2	2.0	Bikelane/Sidewalk	-	100 PE 1 PE	1,050 CST 1 CST	-	-	-	-	1,152	SE SA	Yes
UF Campus Greenway FM: SW 34 Street TO: Gale Lemerand Drive (4288961) Non-SIS [FDOT]	3	1.3	Bike Path /Trail	-	250 PE 5 PE	150 PE 20 PE	1,832 CST 22 CST	-	-	-	2,279	SE EB	Yes
UF Campus Greenway FM: Gale Lemerand Drive TO: Archer Road (4306141) Non-SIS [FDOT]	4	1.0	Bike Path /Trail	-	250 PE 5 PE	150 PE 20 PE	-	-	-	1,425	1,850	SE EB	Yes
										Sum			
Federal Funding					2,122	1,391	1,854				5,367		
State Funding											0		
Local Funding											0		
Total Funding					2,122	1,391	1,854	0	0		5,367		

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ACSE - Advanced Construction Surface Transportation Program - Enhancement; CST - Construction; EB - Equity Bonus;
FDOT - Florida Department of Transportation; PE - Preliminary Engineering; SA - Surface Transportation Program - Any Area;
SE - Surface Transportation Program - Enhancement; SIS - Strategic Intermodal System; UF - University of Florida

Illustration VI Drainage of Right-of-Way Projects

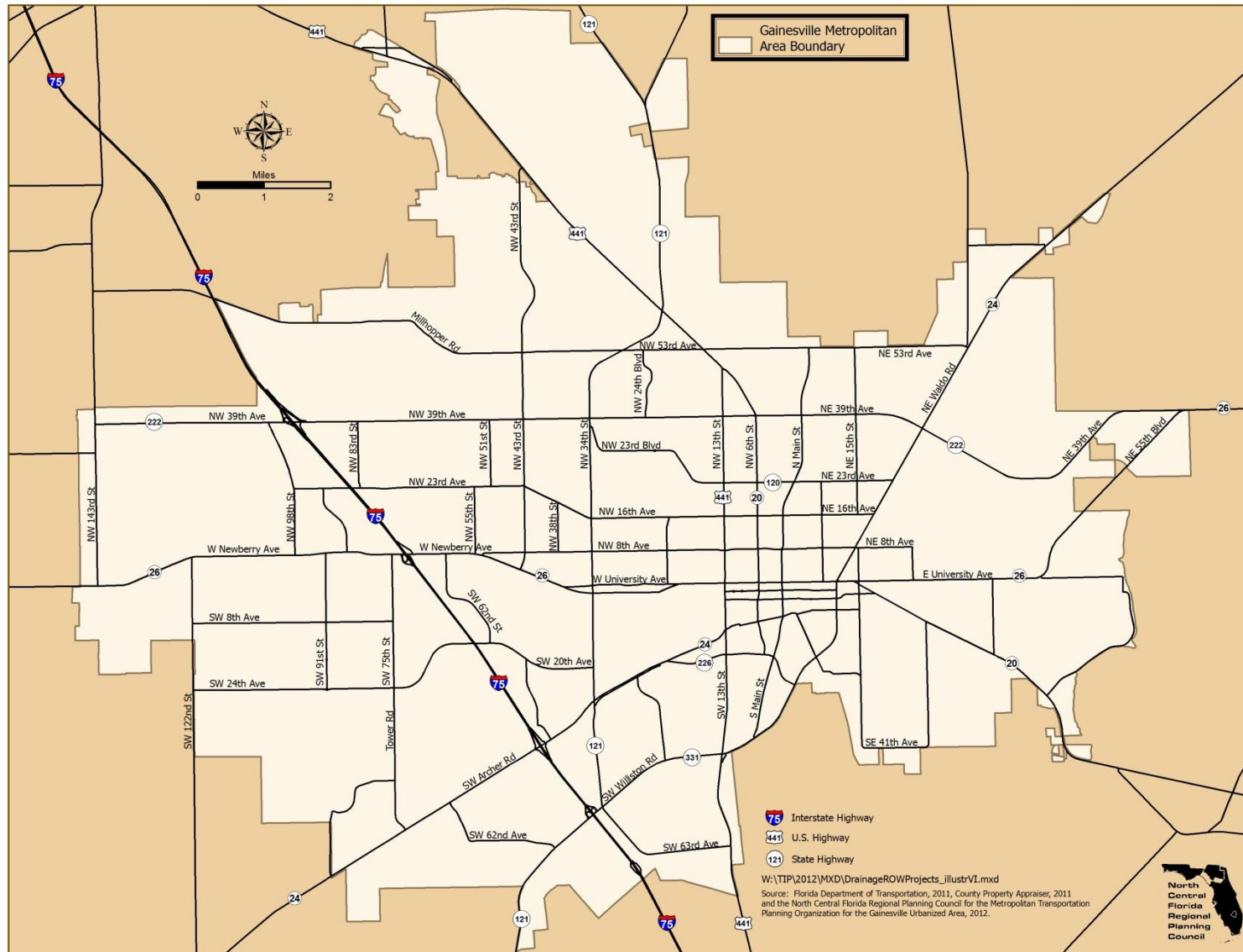
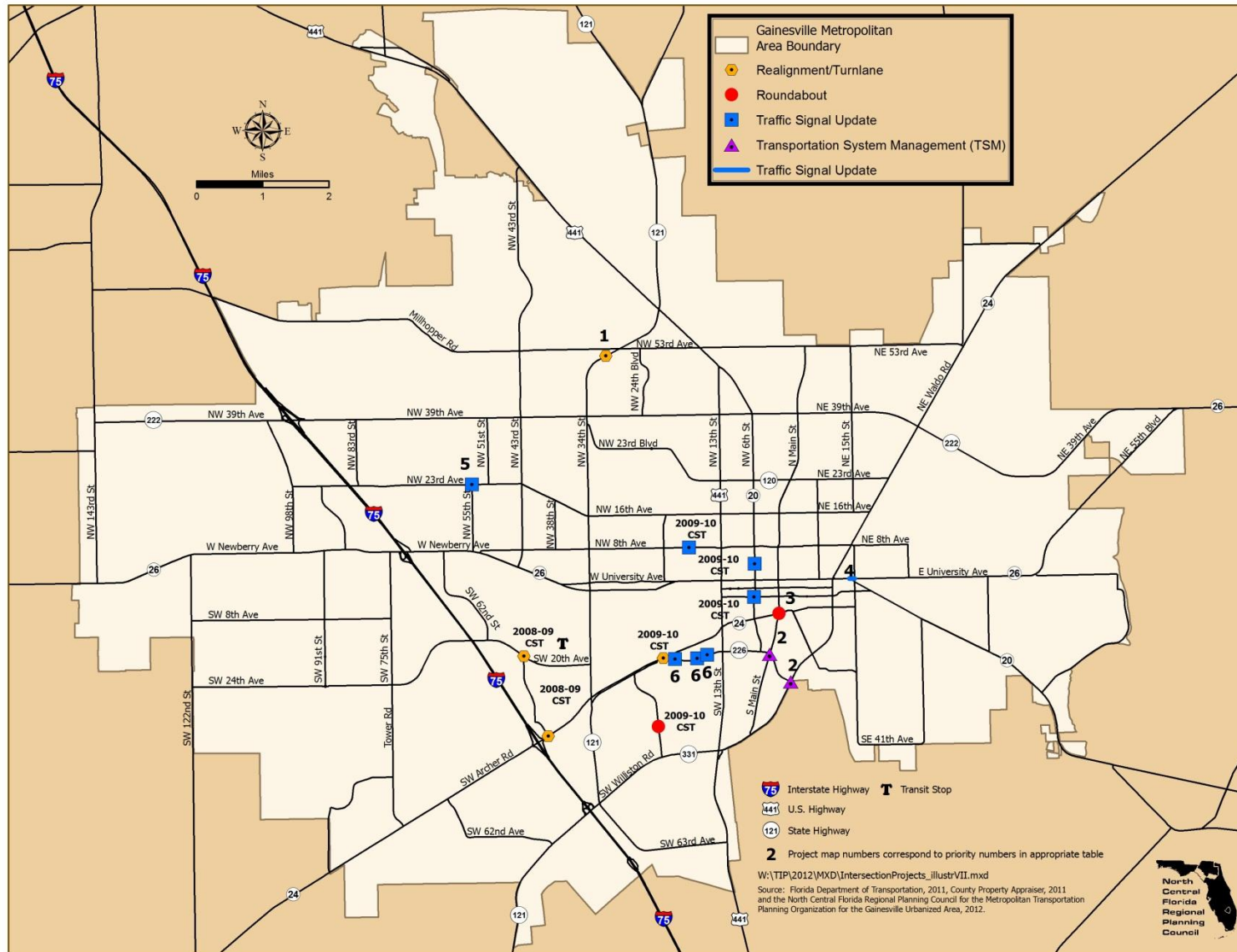


Table 7
Drainage of Right-of-Way Projects

Drainage of Right-of-Way Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
None	-	-	-	-	-	-	-	-	-	-	-	-	-
											Sum		
Federal Funding											0		
State Funding											0		
Local Funding											0		
Total Funding											0		

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Illustration VII Intersection Projects



**Table 8
Intersection Projects**

Intersection Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
Realignment / Roundabout / Turn Bay / Lane													
NW 34 Street / SR 121 AT: YMCA Entrance (4272031) Non-SIS [FDOT]	1	0.2	Construct turnlanes	38	1 PE 183 CST		-	-	-	-	39	DIH ACSA	Yes
SE 16 Avenue / SR 226 AT: Main Street AT: Williston Road / SR 331 (4236082) Non-SIS [FDOT]	2	0.6	Transportation system management (TSM) capacity enhancements	577	5 PE 250 PE	-	-	-	-	2,040	5,281	DDR SA DIH EB HSP	Yes
South Main Street AT: Depot Avenue, Non-SIS [Gainesville]	3	-	Construct roundabout	-	-	-	-	1200 CST	-	-	1,200	LF	No
Traffic Signalization													
District 2- Alachua County Traffic Light Maintenance AT: Countywide (4135171) Non-SIS [FDOT / Gainesville]	-	-	Traffic control devices/system	2,343	312 OPS	322 OPS	331 OPS	341 OPS	351 OPS	-	4,000	DDR	No
East University Avenue FM: Hawthorne Road / SR 20 TO: East 15 Street (4307591) SIS [FDOT]	4	0.1	Traffic Signal Update	-	39 PE 4 PE	20 ROW 11 ROW 1 PE	-	339 CST 43 CST	-	-	457	DDR DIH DIH	
NW 23 Avenue AT: NW 55 Street, Non-SIS [Gainesville]	5	-	Traffic signal replacement	-	55 CST	-	-	-	-	-	55	LF	No
SW 16 Avenue / SR 226 FM: Shealy Drive TO: SE 16 Street (4307501) Non-SIS [FDOT]	6	0.5	Traffic Signal Update	-	124 PE 10 PE	1 ROW 2 ROW 5 PE	-	1,111 CST 57 CST	-	-	1,310	DDR DIH DIH	
Traffic Management System AT: Countywide, SIS/Non-SIS [Gainesville]	-	-	Install coordinated traffic management system	14,200	4,000 CST	-	-	-	-	-	18,200	LF / TRIP	No
										Sum			
Federal Funding					433			2,375		2,808			
State Funding					495	362	331	1,925	351	3,464			
Local Funding					4,055			1,200		5,255			
Total Funding					4,983	362	331	5,500	351	11,527			

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ACSA - Advance Construction Surface Transportation Program, Any Area; CST - Construction; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities; EB - Equity Bonus; FDOT - Florida Department of Transportation; HSP - Highway Safety Program; LF - Local Funds - Mass Transit - Aviation, Transit; OPS - Operating funding; PE - Preliminary Engineering; ROW - Right-of-Way Support; SA - Surface Transportation Program - Any Area; SIS - Strategic Intermodal System facility, TRIP - Transportation Regional Incentive Program

Chapter IV - Five-Year Federal, State and Local Funded Projects



**Table 9
Interstate / Interchange Projects**

Interstate / Interchange Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds	
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding			
Interchange														
Interstate75 Ramp Access FM: NW 39 Avenue [SR 222] TO: End of roadway (4269821) SIS [FDOT]	1	0.7	Resurfacing	30	360 CST 24 CST	-	-	-	-	-	414	IMAC DIH	YES	
Interstate 75 AT: NW 39 Avenue [SR 222] (4230711) SIS [FDOT]	1	14	Interchange Improvement	110	15 PE 1,000 PE	5 PE					1,130	DIH HSP	YES	
Interstate 75 AT: Williston Road [SR121] (4230713) SIS [FDOT]	2	0.01	Project, Development and Environment / Environmental Management Office (PD&E/EMO) Study			50 PE 1 PE			500 PE 1 PE	1	553	DDR DIH	NO	
Interstate														
Interstate 75 FM: NW 39 Avenue [SR 222] TO: North of US 441[SR25] (4288031) SIS [FDOT]	3	9.8	Resurfacing	100	250 PE 100 PE	-	22,714 CST	57 CST	-	-	23,221	IMAC DIH	YES	
					Sum									
Federal Funding					1,610	0	22,714	57	0	24,381				
State Funding					139	56		0	501	696				
Local Funding										0				
Total Funding					1,749	56	22,714	57	501	25,077				

CST - Construction; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities;
FDOT - Florida Department of Transportation; HSP - Highway Safety Program; IMAC - Interstate Maintenance Advance Construction;
PE - Preliminary Engineering; SR - State Road; SIS - Strategic Intermodal System facility; US - United States

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Illustration IX Landscaping Projects

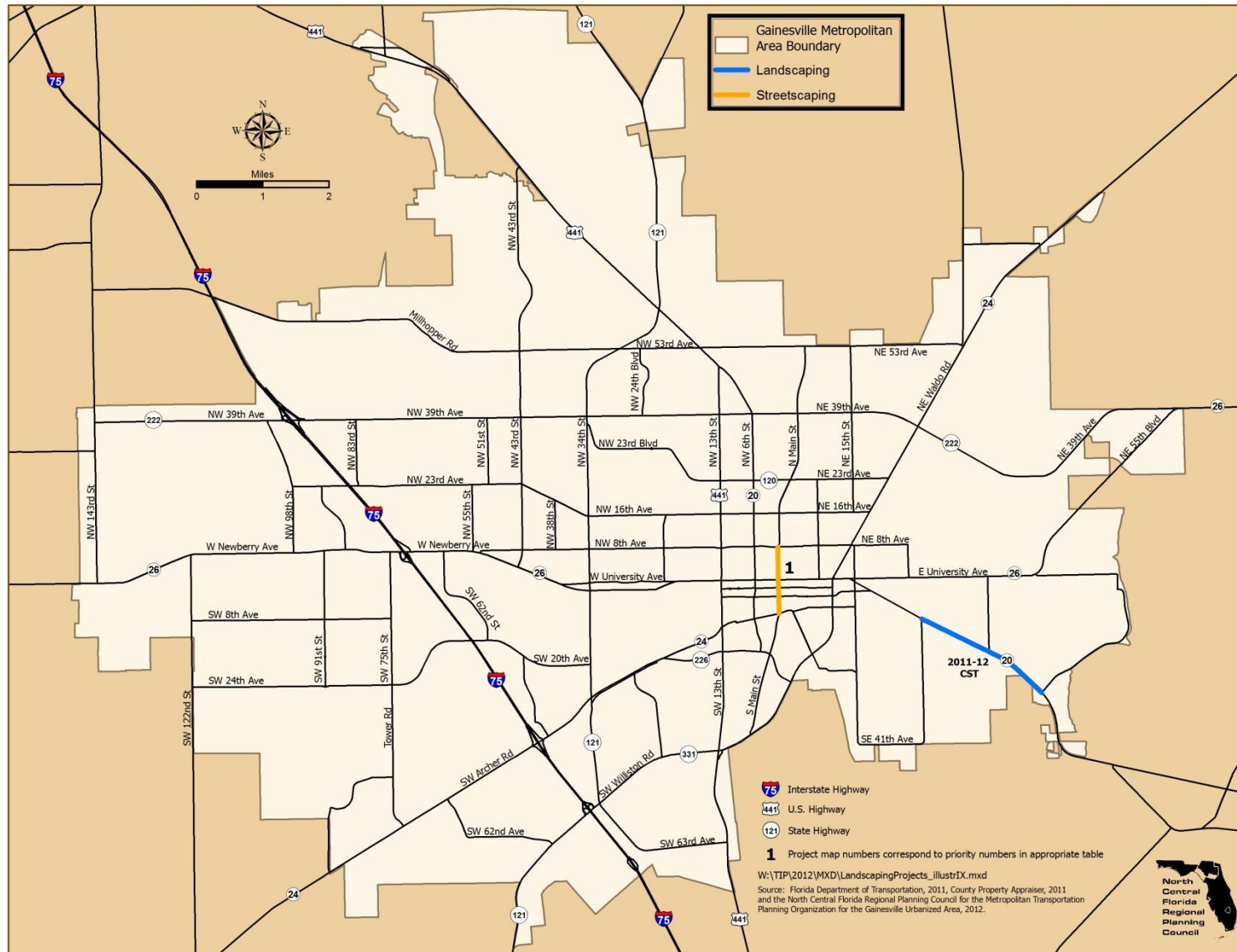


Table 10
Landscaping Projects

Landscaping Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
Main Street FM: Depot Avenue TO: North 8 Avenue [Gainesville] Non-SIS	1	10	Streetscape	-	1,600 CST	-	-	-	-	-	1,100	LF	No
				Sum									
Federal Funding											0		
State Funding											0		
Local Funding					1,600				-		1,600		
Total Funding					1,600	0	0	0	0		1,600		

NOTE: See interstate, resurfacing and road construction tables and illustrations for additional projects.

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CST - Construction; LF - Local Funds - Mass Transit - Aviation, Transit, SIS - Strategic Intermodal System facility

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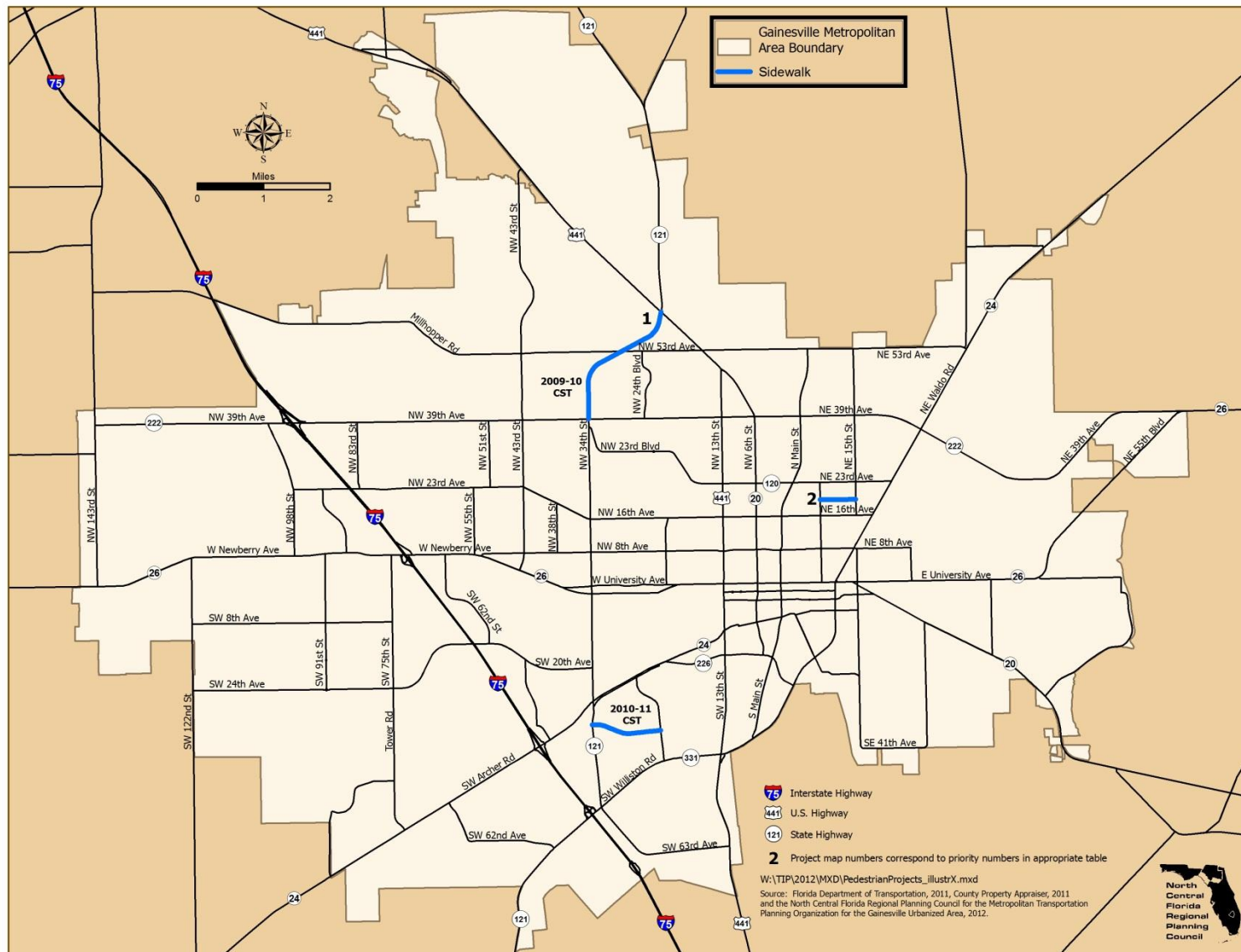
Table 11
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Planning / Administration Activity

Planning / Administration Activity				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
Unified Planning Work Program FY 2012-13 - 2013-14 (4221862) Non-SIS [MTPO]	-	-	Transportation Planning	-	487 PLN	487 PLN	-	-	-	-	974	PL	Yes
Long Range Transportation Plan Update Non-SIS [MTPO]	-	-	Transportation Planning	-	-	-	-	-	-	-	-	PL	Yes
Unified Planning Work Program FY 2014-15 - 2015-16 (4221863) Non-SIS [MTPO]	-	-	Transportation Planning	-	-	-	487 PLN	487 PLN	-	-	974	PL	Yes
Unified Planning Work Program FY 2016-17 (4221864) Non-SIS [MTPO]	-	-	Transportation Planning	-	-	-	-	-	487 PLN	-	487	PL	Yes
				Sum									
Federal Funding					487	487	487	487	487		2,435		
State Funding											0		
Local Funding											0		
Total Funding					487	487	487	487	487		2,435		

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MTPO - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; PL -Planning; PLN - Planning;
SIS - Strategic Intermodal System facility

Illustration X Pedestrian Projects (Independent)



**Table 12
Pedestrian Projects
(Independent)**

Pedestrian Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
Non-School													
NW 34 Street FM: Northside Park TO: US 441 (4247671) Non-SIS [FDOT]	1	0.3	Construct 5-foot sidewalk	25	10 PE	2 CST 546 CST	-	-	-	-	583	DIH DS	No
School													
NE 19 Place FM: NE 9 Street TO: NE 15 Street (4273271) Non-SIS [FDOT]	2	0.5	Construct sidewalk with Safe Route to School funding	80	46 CST 7 CST 126 CST	-	-	-	-	-	259	SL SR2E SR2S	Yes
					Sum								
Federal Funding					179	548	0	0	0	179			
State Funding					10					558			
Local Funding										0			
Total Funding					189	548	0	0	0	737			

CST - Construction; LF - Local Funds - Mass Transit - Aviation, Transit; CST - Construction; DIH - State Funds in House Planning Activities; DS - State Funds Direct Through District 2;
FDOT - Florida Department of Transportation; SIS - Strategic Intermodal System facility; SL - Surface Transportation Program - Areas with population less than or equal to 200,000;
SR2E - Safe Routes to School; SR2S - Safe Routes to School

Illustration XI Railroad Projects



Table 13
Railroad Projects

Railroad Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
None	-	-	-	-	-	-	-	-	-	-	-	-	-
										Sum			
Federal Funding										0			
State Funding										0			
Local Funding										0			
Total Funding					0	0	0	0	0	0			

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Illustration XII Resurfacing / Repaving Projects



**Table 14
Resurfacing / Repaving Projects**

Resurfacing / Repaving Projects				Fiscal Year (FY) Costs (\$ 000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
Archer Road / SR 24 FM: SW 75 Street TO: SW 43 Street (2076693) Non-SIS [FDOT]	1	2.5	Resurfacing [no change to existing bike/pedestrian facilities]	2,271	91 CST	96 CST	-	-	-	-	2,458	DIH	No
Archer Road / SW 16 Avenue FM: SW 16 Avenue/Archer Road TO: SW 13 Street, Non-SIS [Gainesville]	2	2.0	Mill & resurfacing; intersection & median modifications; add bikelanes	3,190	4,000 CST	-	-	-	-	-	7,190	LF	No
Hawthorne Road / SR 20 FM: SE 55 Boulevard TO: County Road 325 (4244731) SIS [FDOT]	3	5.4	Resurfacing [no change to existing bike/pedestrian facilities]	3,838	116 CST	133 CST	-	-	-	-	4,087	DIH	No
Newberry Road / SR 26 FM: West of NW 80 Boulevard TO: West 38 Street (4305421) SIS/Non-SIS [FDOT]	4	2.9	Resurfacing [no change to existing bike/pedestrian facilities]	3	15 PE 1 PE 550 PE	-	5,069 CST 110 CST 670 CST	57 CST	-	-	6,475	DDR DIH DS	No
NW 16 Avenue FM: NW 55 Street TO: NW 13 Street, Non-SIS	5	3.8	Pavement management/resurfacing	-	6,500 CST	-	-	-	-	-	6,500	LF	No
NW 34 Street / SR 121 FM: Archer Road / SR 24 TO: NW 5 Avenue (4305471) Non-SIS [FDOT]	6	1.9	Resurfacing [no change to existing bike/pedestrian facilities]	4	12 PE 1 PE 400 PE	-	55 CST 3860 CST	-	-	-	4,332	DDR DIH DS	No
US 441/ SR 25 FM: NW 6 Street TO: CR 340A RR Overpass (4286901) Non-SIS [FDOT]	7	10.7	Resurfacing [no change to existing bike/pedestrian facilities]	218	47 PE	- 82 CST 12,542 CST	51 CST	114 CST	-	-	13,054	DDR DIH DS	No
										Sum			
Federal Funding										0			
State Funding					1,233	12,853	9,815	171		24,072			
Local Funding					10,500					10,500			
Total Funding					11,733	12,853	9,815	171	0	34,572			

This table does not include County asphalt rejuvenation (respraying of emulifying agent on asphalt) projects

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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; LF - Local Funds - Mass Transit - Aviation, Transit; NW - Northwest; PE - Preliminary Engineering; SE - Southeast;
SIS - Strategic Intermodal System facility; SR - State Road; SW - Southwest; US - United States

Illustration XIII Road Construction Projects



**Table 15
Road Construction Projects**

Road Construction Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
Depot Avenue, Non-SIS FM: US 441 TO: Williston Road Section 1 Section 2 Section 3 Section 4 [Gainesville]	1	1.7	Reconstruction of 2-lanes with turnlanes & medians	2,141	1,625 CST 1,625 CST 1,550 ROW	1,900 CST 1,900 CST	280 CST 920 CST	-	-		5,391	CIGP LF LF	No
SE 4 Street, Non-SIS FM: Williston Road / SR 331 TO: SE 7 Avenue [Gainesville]	2	0.1	2-Lane Reconstruction	1,049	250 ROW	250 ROW	800 CST	-	-	-	2,349	LF	No
SW 75 Street to SW 24 Avenue Connector, Non-SIS FM: SW 75 Street TO: SW 24 Avenue [Alachua County]	3	0.6	SW 8 Avenue/SW 61 Street Connector; roadway reconstruction and intersection modifications	270	7,000 CST	7,400 CST	-	-	-	-	14,670	LF/CDA	No
SW 6 Street, Non-SIS FM: SW 4 Avenue TO: SW 2 Avenue [Gainesville]	4	0.2	Reconstruction	-	-	1,500 CST	-	-	-	-	1,500	LF	No
SW 8 Avenue, Non-SIS FM: SW 143 Street TO: SW 122 Street (4307171) [Alachua County]	5	2.4	New road construction	-	-	-	2,448 CST 2,448 CST	-	-	-	4,896	CIGP LF	No
SW 40 Boulevard FM: Archer Road / SR 24 TO: SW 34 Street/ SR 121 [Gainesville]	6	1.0	2-lane construction	100	-	-	-	1,000 CST	-	-	1,000	LF	No
										Sum			
Federal Funding										0			
State Funding					1,625	1,900	2,728			6,253			
Local Funding					10,425	11,050	4,168	1,000		26,643			
Total Funding					12,050	12,950	6,896	1,000	0	32,896			

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CST - Construction; CIGP - County Incentive Grant Program; FDOT - Florida Department of Transportation; LF/CDA - Local Funds/Campus Development Agreement;
PE - Preliminary Engineering; SE - Southeast; SIS - Strategic Intermodal System; SR - State Road; St - Street; SW - Southwest

**Table 16
Road Maintenance Projects**

Road Maintenance Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016_17	Future Funding	Total Funding		
Lighting													
Lighting Alachua County (4144031) Non-SIS [FDOT/Gaineville]	-	-	Lighting agreements	4,638	711 MNT	732 MNT	754 MNT	778 MNT	800 MNT	-	8,413	DDR	No
Other Maintenance													
Routine Maintenance Alachua County (2143011) Non-SIS [FDOT]	-	-	Routine maintenance	49,808	3,000 MNT	3,000 MNT	3,000 MNT	-	-	-	58,808	D	No
Routine Maintenance Alachua County (2149384) SIS [FDOT]	-	-	Routine maintenance	2,000	400 MNT	400 MNT	400 MNT	-	-	-	3,200	D	No
										Sum			
Federal Funding										0			
State Funding					4,111	4,132	4,154	778	800	13,975			
Local Funding										0			
Total Funding					4,111	4,132	4,154	778	800	13,975			

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D - District; DDR -Dedicated District Revenue; FDOT - Florida Department of Transportation; MNT - Maintenance; SIS - Strategic Intermodal System facility

Table 17
Transit - Regional Transit System Projects

Transit- Regional Transit System Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 205_16	FY 2016-17	Future Funding	Total Funding		
Metropolitan Transportation Planning Organization Planning Studies Funding													
Transit Planning Studies (Section 5303) (4117623) [Gainesville]	-	-	Public Transportation Office Planning Funds	637	14 PLN 116 PLN 14 PLN	14 PLN 116 PLN 14 PLN	14 PLN 116 PLN 14 PLN	14 PLN 116 PLN 14 PLN	14 PLN 116 PLN 14 PLN	-	1,357	DPTO DU LF LF	Yes
Fixed Route System Capital 5309 HighPriority Project #213 (4068475) [Gainesville]	-	-	Rapid Transit Study	539	-	-	-	-	-	-	539	FTA LF	Yes
Transit Planning Studies (Section 5339) (4285914) [Gainesville]	-	-	Bus Rapid Transit Alternatives Analysis Study from Santa Fe College area to Gainesville Regional Airport	425	-	-	-	-	-	-	425	FTA	Yes
										Sum			
Federal Funding					116	116	116	116	116	580			
State Funding					14	14	14	14	14	70			
Local Funding					14	14	14	14	14	70			
Planning Subtotal Funding					144	144	144	144	144	720			
Regional Transit System Capital Funding													
Fixed Route System Capital Section 5307 (4040261) [Gainesville]	-	-	Capital and Operating Grant	6,248	843 CAP 211 CAP	684 CAP 171 CAP	693 CAP 173 CAP	412 CAP 103 CAP	414 CAP 104 CAP	-	10,056	FTA LF	Yes
Fixed Route System Capital Section 5307 (4044111) [Gainesville]	-	-	Automated Vehicle Location equipment hardware/ software, radio system upgrade, furniture/office equipment, automatic passenger counters, computer equipment- Capital for fixed route	3,778	502 CAP 126 CAP	202 CAP 51 CAP	202 CAP 51 CAP	522 CAP 131 CAP	522 CAP 131 CAP	-	6,218	FTA LF	Yes
Fixed Route System Capital Section 5307 (4044121) [Gainesville]	-	-	Shelters & passenger amenities, benches, shelters, signs & logos,shop equipment, signal preemption preventative and associated capital maintenance- Capital for fixed route	12,106	1,347 CAP 337 CAP	1,390 CAP 348 CAP	1,393 CAP 348 CAP	1,396 CAP 349 CAP	1,400 CAP 350 CAP	-	20,764	FTA LF	Yes

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Table 17 (Continued)
Transit - Regional Transit System Projects

Transit- Regional Transit System Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.		Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
Regional Transit System Capital Funding													
Fixed Route System Capital Section 5307 (4083541) Non-SIS [Gainesville]	-	-	Employee training, fare boxes, passenger information system	2,619	620 CAP 155 CAP	300 CAP 75 CAP	300 CAP 75 CAP	232 CAP 58 CAP	232 CAP 58 CAP	-	4,724	FTA LF	Yes
Fixed Route System Capital Section 5307 (4243901) Non-SIS [Gainesville]	-	-	Small Transit Incentive Cities Allocation	2,671	611 CAP 153 CAP	611 CAP 153 CAP	611 CAP 153 CAP	611 CAP 153 CAP	611 CAP 153 CAP	-	6,491	FTA LF	Yes
Fixed Route System Capital Section 5309 (4068471) Non-SIS [Gainesville]	-	-	Discretionary grants- purchase transit vehicles and related equipment	60,736	3,446 CAP 862 CAP	3,532 CAP 883 CAP	6,336 CAP 1,584 CAP	24,771 CAP 6,193 CAP	3,804 CAP 951 CAP	-	113,098	FTA LF	Yes
Fixed Route System Capital Section 5309 (4117581) Non-SIS [Gainesville]	-	-	Discretionary grants- purchase transit coaches, neighborhood transfer center	5,343	-	1,600 CAP 400 CAP	1,008 CAP 252 CAP	3,963 CAP 991 CAP	2,711 CAP 678 CAP	-	16,946	FTA LF	Yes
Fixed Route System Capital Section 5309 (4299271) & (4299272) Non-SIS [Gainesville]	-	-	Phase 1 and 2 of 4 Maintenance Facility and 42 farebox replacements	28,884	-	-	-	- 4,000 CAP	- 4,100 CAP	29,063	66,047	FTA SA LF	Yes
										Sum			
Federal Funding					7,369	8,319	10,543	35,907	13,794	75,932			
State Funding										0			
Local Funding					1,844	2,081	2,636	7,978	2,425	16,964			
Capital Subtotal Funding					9,213	10,400	13,179	43,885	16,219	92,896			

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Table 17 (Continued)
Transit - Regional Transit System Projects

Transit- Regional Transit System Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
Commuter Transportation Assistance													
-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Transit System Operating Funding													
Fixed Route System Operating Section 5307 (2155461) [Gainesville]	-	-	Operating assistance- vans (5), support vehicles (supervisors),associated capital maintenance, lift-equiped paratransit vans (5)	21,800	1,800 OPS 1,800 OPS	1,800 OPS 1,800 OPS	1,800 OPS 1,800 OPS	1,800 OPS 1,800 OPS	1,800 OPS 1,800 OPS	-	39,800	FTA LF	Yes
Fixed Route System Operating (4117571) [Gainesville]	-	-	State Block Grant- oprating capital	16,668	548 OPS 1,084 OPS 1,632 OPS	1,276 OPS 360 OPS 1,636 OPS	1,651 OPS 1,651 OPS	1,059 OPS 629 OPS 1,688 OPS	1,688 OPS 1,688 OPS	-	33,258	DDR DPTO LF	No
Fixed Route System Operating (4303281) [Gainesville]	-	-	Route 46 & Trolley Conversion	328	114 OPS 114 OPS	-	-	-	-	-	556	DPTO LF	No
Fixed Route System Operating (4303291) [Gainesville]	-	-	Route 28 operations	253	127 OPS 127 OPS	-	-	-	-	-	507	DPTO LF	No
Fixed Route System Operating (4303301) [Gainesville]	-	-	Route 62 operations	179	90 OPS 90 OPS	-	-	-	-	-	359	DPTO LF	No
Service Development (4276811) [Gainesville]	-	-	Transit service demonstration- Bus Stop Amenities- Fixed route service development	390	75 OPS 75 OPS	-	-	-	-	-	540	DPTO LF	No
Transportation Statistics (4285912) [Gainesville]	-	-	RTS Alternatives Analysis for Bus Rapid Transit	125	-	-	-	-	-	-	125	DPTO	No
										Sum			
Federal Funding						1,800	1,800	1,800	1,800	1,800	9,000		
State Funding						2,038	1,636	1,651	1,688	1,688	8,701		
Local Funding						3,838	3,436	3,451	3,488	3,488	17,701		
Operating Subtotal Funding						7,676	6,872	6,902	6,976	6,976	35,402		
Total Funding						9,285	10,235	12,459	37,823	15,710	85,512		
State Funding						2,052	1,650	1,665	1,702	1,702	8,771		
Local Funding						5,696	5,531	6,101	11,480	5,927	34,735		
Operating Subtotal Funding						17,033	17,416	20,225	51,005	23,339	129,018		

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CAP - Capital funding for transit; DPTO - Dedicated Public Transportation Office; DU - Advanced from State Primary Funds to be reimbursed by the Federal Transit Administration;
FTA - Federal Transit Administration; LF - Local Funds - Mass Transit - Aviation, Transit; OPS - Operating funding; SA - Surface Transportation Program - Any Area;
SIS - Strategic Intermodal System facility

Table 18
Transit - Transportation Disadvantaged Projects

Transit- Transportation Disadvantaged Projects				Fiscal Year (FY) Costs (\$000) / Project Phase (see Table 4)								Fund Code Table 3	Fed Funds
Type Work (Finance Number) [Responsible Agency]	Map No.	Mile	Project Description	Prior Funding	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Future Funding	Total Funding		
M V Transportation													
Transportation Disadvantaged Grant (2174891) Non-SIS [Alachua County]	-	-	Transportation Disadvantage Commission grant funding for provision of trips	-	57 OPS 63 OPS 467 OPS	58 OPS 40 OPS 479 OPS	60 OPS 40 OPS 497 OPS	60 OPS 40 OPS 496 OPS	60 OPS 40 OPS 496 OPS	-	518	LF TDDR TDTF	No
Transportation Disadvantaged Grant Non-SIS	-	-	Transportation Disadvantage Commission grant- Voluntary Dollar	-	-	-	-	-	-	-	-	-	-
Operating/Administration Assistance- Section 5311 (4233121) Non-SIS [Alachua County]	-	-	Rural Transit Funding	440	254 OPS 254 OPS	267 OPS 267 OPS	-	-	-	-	1,482	DU LF	Yes
Operating/Administration Assistance- Section 5311 (4272501) Non-SIS [Alachua County]	-	-	Rural Transit Funding	-	-	-	281 OPS 281 OPS	295 OPS 295 OPS	309 OPS 309 OPS	-	1,770	DU LF	Yes
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Disadvantaged Planning													
Planning Assistance (2174892) Non-SIS [MTPO]	-	-	Planning funding- Local Coordinating Board Assistance Grant	-	24 PLN	24 PLN	24 PLN	22 PLN	22 PLN	-	116	TDTF	No
										Sum			
Federal Funding					254	267	281	295	309	1,406			
State Funding					554	543	561	558	558	2,774			
Local Funding					311	325	341	355	369	1,701			
Total Funding					1,119	1,135	1,183	1,208	1,236	5,881			

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DU - Advanced from State Primary Funds to be reimbursed by the Federal Transit Administration; LF - Local Funds - Mass Transit - Aviation, Transit;
MTPO - Metropolitan Transportation Organization for the Gainesville Urbanized Area; PLN - Planning; SIS - Strategic Intermodal System facility;
TDDR - Transportation Disadvantaged District Revenue; TDTF - Transportation Disadvantaged Trust Fund

Chapter V

Five-Year Locally Funded Projects

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Chapter V: Five-Year Locally Funded Projects

Chapter V contains a five-year project listing and a funding summary for all transportation projects within the Gainesville Metropolitan Area which are programmed for Fiscal Years 2012-13 through 2016-17 that contain local funds only. These represent projects programmed by Alachua County, City of Gainesville and the University of Florida.

Illustration XIV Alachua County Transportation Projects



Table 19
Alachua County Transportation Projects

Transportation Projects			Fiscal Year (FY) Costs (\$000) / Project Phase (See Table 4)					Fund Code
Project Description (Finance Number)	Map #	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	Table 4
SW 75 Street to SW 24 Avenue Connection FM: SW 75 Street TO: SW 24 Avenue	1	SW 8 Avenue/SW 61 Street Connector; roadway reconstruction and intersection modifications	7,000	7,400	-	-	-	CST
SW 8 Avenue FM: SW 75 Street TO: SW 24 Avenue (4307171)	2	New road construction	-	-	4,896	-	-	CST

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CST - Construction; SW - Southwest

Illustration XV Alachua County Pavement Management



Table 20
Alachua County Resurfacing Projects*

Resurfacing / Repaving Projects			Fiscal Year (FY) Costs (\$ 000) / Project Phase (See Table 4)					Fund Code Table 4
Project Description (Finance Number)	Map #	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	
NW 16 Avenue FM: NW 55 Street TO: NW 13 Street	1	Mill and resurface with median and multimodal modifications	6,500	-	-	-	-	CST

* Does not include asphalt rejuvenation (respraying of emulsifying agent on asphalt) projects.

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CST - Construction; NW - Northwest

Illustration XVI City of Gainesville Transportation Projects



Table 21
City of Gainesville Transportation Projects

Transportation Projects			Fiscal Year (FY) Costs (\$000) / Project Phase (See Table 4)					Fund Code Table 4
Project Description (Finance Number)	Map #	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	
Archer Road / SW 16 Avenue FM: SW 16 Avenue/Archer Road TO: SW 13 Street	1	Mill & resurfacing; intersection & median modifications; add bikelanes	4,000	-	-	-	-	CST
Depot Avenue FM: US 441 TO: Williston Road / SR 331 Section 1: SW 13 Street - SW 11 Street Section 2: SW 11 Street - Main Street Section 3: Main Street - SE 7 Street Section 4: SE 7 Street - Williston Road	2	Reconstruction of 2-lanes with turnlanes and medians High Priority Project # 2232 Section 1 mill & resurface Section 2 reconstruction w/ roundabout @ SW 11 Street & roundabout @ SW 6 Street Section 3 reconstruction w/ roundabout @ SE 4 Street Section 4 reconstruction	3,250 1,550	3,800	1,200	-	-	CST ROW
Main Street FM: Depot Avenue TO: North 8 Avenue	3	Streetscape	1,600	-	-	-	-	CST
NW 23 Avenue AT: NW 55 Street	4	Traffic signal replacement	55	-	-	-	-	CST
SE 4 Street FM: Williston Road / SR 331 TO: SE 7 Avenue	5	Reconstruct 2-lane facility	250	250	800	-	-	ROW CST
Traffic Management System AT: Countywide	-	Install coordinated traffic management system	4,000	-	-	-	-	CST
SW 6 Street FM: SW 4 Avenue TO: SW 2 Avenue	6	Reconstruction	-	1,500	-	-	-	CST
S Main Street AT: Depot Avenue	7	Construct roundabout	-	-	-	1,200	-	CST
SW 40 Boulevard Extension FM: Archer Road TO: SW 34 Street	8	Construct 2-lane facility to connect Archer Road to SW 34 Street	-	-	-	1,000	-	CST

CST - Construction; NW=Northwest, PE - Preliminary Engineering; ROW - Right-of Way Support; SE - Southeast, SW - Southwest

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NOTE: Some projects include Federal and/or State funding impletd under Local Area Program that has already been allocated and removed from the Florida State Transportation Improvement Program (STIP) / Tentative Work Program.

Illustration XVII University of Florida Transportation Projects

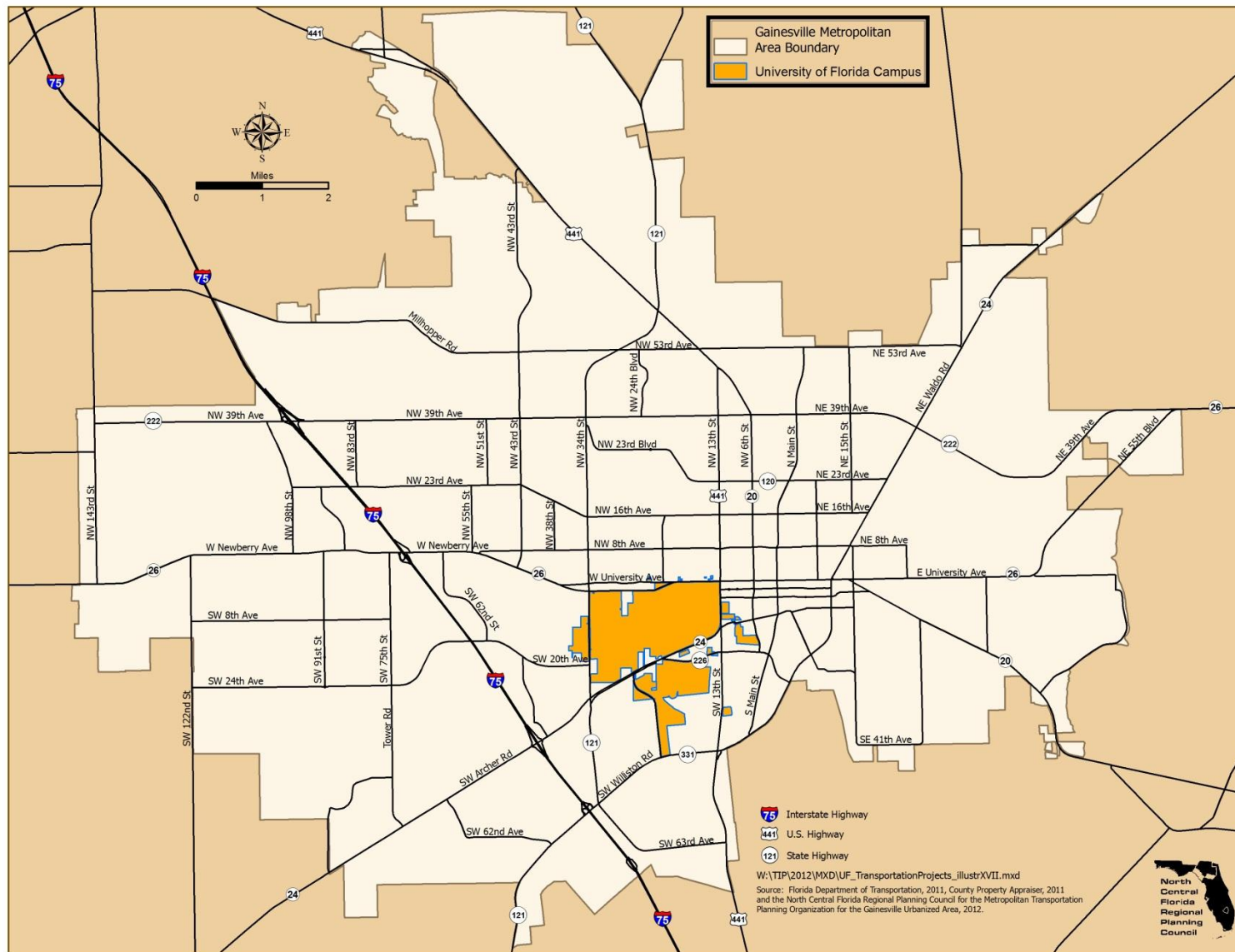


Table 22
University of Florida Transportation Projects

Transportation Projects			Fiscal Year (FY) Costs (\$ 000) / Project Phase (See Table 4)					Fund Code Table 4
Project Description (Finance Number)	Map #	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	
None	-	-	-	-	-	-	-	-

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Chapter VI

Transportation Disadvantaged Element

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Chapter VI: Transportation Disadvantaged Element

A. 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 2.

B. Organization

This element contains programmed transportation disadvantaged funds identified in the Florida Department of Transportation's Tentative Five-Year Work Program for Fiscal Years 2012-13 through 2016-17 for Alachua County. As shown in Table 23, the following funding information is provided for each project for transportation disadvantaged persons where appropriate.

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

C. Transportation Disadvantaged Program Projects

Funding expenditures for projects for transportation disadvantaged persons in Alachua County identified in Table 16 are categorized by the following components.

1. 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.
2. Capital - Vehicles: Funding allocated for the purchase of vehicles which are used for disadvantaged passenger transportation for each fiscal year.
3. 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.

4. 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.

Table 23
Transportation Disadvantaged Program Projects

Transportation Disadvantaged Projects		Costs (\$000)				
Project Description (Finance Number)	Type Work	FY 2012 - 13	FY 2013 - 14	FY 2014 - 15	FY 2015 - 16	FY 2016 - 17
MV Transportation – Capital [Other]						
-	-	-	-	-	-	-
Community Transportation Coordinator – Capital [Vehicle]						
-	-	-	-	-	-	-
Community Transportation Coordinator – Operating						
Transportation Disadvantaged Grant (2174891)	Transportation Disadvantaged Commission grant	587	577	597	596	596
Transportation Disadvantaged Grant	Transportation Disadvantaged Commission grant funding Voluntary Dollar	-	-	-	-	-
Operating/Administration Assistance (4233121)	Section 5311 funding Operations deficit	508	534	562	580	618
Operating/Administration Assistance (4272501) & (4272501)	Section 5311 funding Rural Transit funding	-	-	-	562	590
Transportation Disadvantaged Program Planning						
Planning Assistance (2174892)	Transportation Disadvantaged Commission Local Coordinating Board Assistance Grant	24	24	24	22	22

Chapter VII

Public Involvement and Service Equity

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Chapter VII: Public Involvement and Service Equity

Citizen involvement in the Transportation Improvement Program process is promoted through the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's Public Involvement Process which was developed and adopted pursuant to Title 23 United States Code of Federal Regulations Section 450.316(b)(1) requirements. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Public Involvement Plan describes a process to involve the public, including private transportation operators, in the transportation planning process, including the annual development of the Transportation Improvement Program, in accordance with Subsection 339.175(7), Florida Statutes. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Public Involvement Plan, which was last updated in October 2011, includes strategies to address service equity, including outreach to socioeconomic communities that have traditionally been underrepresented in the transportation planning process and the Title VI/ Nondiscrimination Notice. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also sponsors workshops and charrettes, as necessary, regarding projects in the Transportation Improvement Program. The Transportation Improvement Program is also available on the www.ncfrpc.org/mtpo website.

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

A. Freight Shippers

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

B. Public Transportation Providers/Users

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

C. 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.

D. 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- United States 441 and Interstate 75.

E. Public Comment and Comment Tracking

In accordance with the requirements of Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users, 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 J.

Appendix A Amendments to Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program

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Appendix A: Amendments to Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program

A. Transportation Improvement Program Amendment Log

The following log of projects are approved amendments to the Fiscal Years 2012-13 through 2016-17 Transportation Improvement Program. This Transportation Improvement Program amendment log, Exhibit III, 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 Chapters V, VI and VII 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 III
Transportation Improvement Program Amendment Log

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
12-1	8/6/12	Revisions	-	-	Include long range transportation plan total project cost to Chapter 1 (text reference) and new Appendix L (tables)	-	-	-
12-2	-	-	-	-	-	-	-	-
12-3	-	-	-	-	-	-	-	-

FDOT - Florida Department of Transportation

Appendix B

Gainesville Regional Transit System

Project Supplement for

Fiscal Years 2012-13 to 2016-17

Transportation Improvement

Program

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Appendix B: Gainesville Regional Transit System Project Supplement for Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program

A. Regional Transit System Project Supplement

This appendix contains a complete listing of Gainesville Regional Transit System projects as requested by Gainesville Regional Transit System. The Gainesville Regional Transit System produces an annual Transit Development Plan which includes all programs and projects which the Gainesville Regional Transit System would desire to implement. The purpose of this appendix is to identify those projects which are included in the Gainesville Regional Transit System currently adopted Transit Development Plan, but not necessarily included in the current Florida Department of Transportation Work Program. Exhibit IV includes projects identified in the Transit Development Plan.

Although some of these projects have not yet been funded, they are listed to provide project descriptions and funding information for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. When projects become funded, either by the Florida Department of Transportation or other sources, the Transportation Improvement Program will be amended to move those respective projects to the appropriate Federal, State and Local Funded Projects listings of the document in order to be consistent with the Florida Department of Transportation Work Program.

Exhibit IV
Regional Transit System Project Supplement
Fiscal Years 2012-13 to 2016-17
Transportation Improvement Program

There are no supplemental transit projects to be included in this Transportation Improvement Program.

Appendix C

Florida Department of Transportation

Federal Obligations Report

Input Selection, Federal Fiscal Year 2011 (10/01/10 to 09/30/11)

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Appendix C: Florida Department of Transportation Federal Obligations Report Input Selection, Federal Fiscal Year 2011 (10/01/10 to 09/30/11)

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PAGE: 1

FLORIDA DEPARTMENT OF TRANSPORTATION

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FEDERAL OBLIGATIONS REPORT
INPUT SELECTION

FEDERAL FISCAL YEAR = 2011 (10/01/2010 - 09/30/2011)

SORT = S (BY ITEM)

DISTRICT/COUNTY/STATEWIDE = GAINESVILLE MTPO

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

10/04/11
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GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2011 (10/01/2010 - 09/30/2011)

PAGE 1
FPMOBL10(A)

*****HIGHWAYS*****

ITEM NO	DESCRIPTION	OLD ITEM							
COUNTY	TYPE OF WORK								
RDWY ID	PROJ LGTH	EXIST/IMPROVE/ADD (LANES)							
FEDERAL AID NUMBER	FAC	AUTH DATE	FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.	
2076693	SR 24 (ARCHER RD)								
FROM SW 75TH ST TO SW 43RD									
ALACHUA	RESURFACING								
26090000	2.502 MI	2	2	0					
3761 038 P			SL	0	0	0	2,315,162	0	
2077564	SR 200 (US 301)								
FROM NE 76TH PLACE TO SR 24									
ALACHUA	RESURFACING								
26060000	5.965 MI	2	2	0					
ARRA 637 B			FSF1	0	0	0	-103	0	
			SA	0	0	0	218,954	0	
	** ITEM TOTALS **			0	0	0	218,851	0	
2113632	W.6TH ST. RAIL CORR.								
FR: SW 2ND AVE. TO NW 10TH AVE									
ALACHUA	BIKE PATH/TRAIL								
26000001	.792 MI	2	0	0					
8887 724 A			EB	0	0	0	200	0	
			SE	0	0	0	665,000	0	
	** ITEM TOTALS **			0	0	0	665,200	0	
2113653	SW 62ND BLVD.								
4-LANE ARTERIAL CONNECTOR									
ALACHUA	PRELIMINARY ENGINEERING								
26000094	1.516 MI	4	0	0					
S124 002 R			EB	4,291	0	0	0	0	
2113655	SW 62ND BLVD.								
4 LANE ARTERIAL CONNECTOR									
ALACHUA	TRAFFIC OPS IMPROVEMENT								
26000094	1.516 MI	4	0	0					
SFT2 247 R			EB	0	0	0	25,000	0	
S117 003 R			EB	0	0	0	7,931	0	
			SA	0	0	0	500	0	
	** ITEM TOTALS **			0	0	0	33,431	0	
4046281	OLD GAINESVILLE DEPOT								
REHABILITATION									
ALACHUA	MISCELLANEOUS CONSTRUCTION								
26000000	99.000 MI	0	0	0					
4220 020 C			EB	0	0	0	3,835	0	

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

10/04/11
09.48.52
GAINESVILLE MTP0

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2011 (10/01/2010 - 09/30/2011)

PAGE 2
FPMOBL10(A)

HIGHWAYS

ITEM NO	DESCRIPTION	OLD ITEM							
COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &
FEDERAL AID NUMBER	FAC	AUTH DATE	FUND		ENGINEERING		UTILITIES		MISC.
4205371	DEPOT AVE/SW 9TH RD.								
FROM US 441/SW 13TH ST TO SR 331/WILLISTON RD									
ALACHUA									
26090500	1.746 MI	2	2	0					
SFTL 238 R				EB	500	0	0	0	0
4205372	DEPOT AVE/SW 9TH AVE								
FROM MAIN STREET TO SE 7TH STREET									
ALACHUA									
26090500	.443 MI	2	2	0					
SFT2 238 R				SA	0	0	0	500	0
4205411	NE 19 ST/NE 19 TERR								
FROM NE 3RD AVE. TO NE 8TH AVE.									
ALACHUA									
26000058	.405 MI	2	2	2					
SFT2 289 R				EB	0	0	0	2,640	0
4205412	NE 25TH ST&NE 19 DR.								
FROM SR 26/UNIVERSITY BVD TO NE 8TH AVE.									
ALACHUA									
26000032	.500 MI	2	2	0					
SFT2 290 R				EB	0	0	0	5,016	0
				SA	0	0	0	500	0
** ITEM TOTALS **					0	0	0	5,516	0
4230281	SR 200 (US 301)								
CSX RAILROAD OVERPASS									
ALACHUA									
26130000	1.898 MI	2	2	0					
3114 030 P				ACEN	0	0	0	281,476	0
				EBNH	0	0	0	48,735	0
** ITEM TOTALS **					0	0	0	330,211	0
4233971	SR 235								
FROM NW CR 241 TO BRADFORD C/L									
ALACHUA									
26110000	12.699 MI	2	2	0					
2823 008 U				SL	0	0	0	5,665,875	0

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

10/04/11
09.48.52
GAINESVILLE MTP0

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2011 (10/01/2010 - 09/30/2011)

PAGE 3
FPMOBL10 (A)

HIGHWAYS

ITEM NO	***** DESCRIPTION *****	***** OLD ITEM *****								
COUNTY	RDWY ID	PROJ LGTH	FAC	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
FEDERAL AID NUMBER				AUTH DATE	FUND	ENGINEERING				
4236082	SR 226 (SE 16TH AVE)									
AT MAIN ST AT SR 331 (WILLISTON RD)										
ALACHUA					INTERSECTION IMPROVEMENT					
26004000	.550 MI		2	2	0					
8887 725 A					SA	419,311	0	0	0	0
4246321	I-75(SR 93) FRONTAGE									
ROAD FROM US 441 TO 1.5 MILES NORTH										
ALACHUA					RESURFACING					
26260058	1.550 MI		2	2	0					
0752 144 I					IMAC	30,587	0	0	0	0
0752 145 I					IM	0	0	0	1,587,827	0
					** ITEM TOTALS **	30,587	0	0	1,587,827	0
4246851	I-75(SR 93)									
@ US 441 OPERATIONAL IMPROVEMENTS										
ALACHUA					INTERCHANGE IMPROVEMENT					
26260000	.167 MI		0	0	0					
0752 147 I					SA	32,353	0	0	0	0
4252801	SR 26/ORANGE HEIGHTS									
-REBUILD RAILROAD CROSSING #624994-U										
ALACHUA					RAILROAD CROSSING					
26130000	.200 MI		2	0	0					
4121 012 P					EB	0	0	200,000	0	0
4269821	I-75(93) RAMP ACCESS									
RD FROM 39TH AVE. TO END OF ROADWAY										
ALACHUA					RESURFACING					
26260048	.682 MI		2	2	0					
8887 726 A					ACIM	13,581	0	0	0	0
4273271	NE 19TH PL									
FROM NE 9TH ST TO NE 15TH ST										
ALACHUA					SIDEWALK					
	.000		0	0	0					
SRTS 170 A					SL	6,000	0	0	0	0
					SR2E	74,346	0	0	0	0
					** ITEM TOTALS **	80,346	0	0	0	0

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

10/04/11
09.48.52
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2011 (10/01/2010 - 09/30/2011)

PAGE 4
FPMOBL10 (A)

HIGHWAYS

ITEM NO	DESCRIPTION	OLD ITEM							
COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
FEDERAL AID NUMBER	FAC	AUTH DATE	FUND		ENGINEERING				
4273781	SR 45/ARCHER								
INSTALL LED LIGHTS RR X-ING#622512-K									
ALACHUA			RAIL SAFETY PROJECT						
26030000	.200 MI	2	0	0					
00S2 048 J			RHP		0	0	34,084	0	0
4288931	SR 24/SW ARCHER RD								
SW 169TH DR/BOYKIN AVE TO SW 73RD CT/MACDOWELL									
ALACHUA			SIDEWALK						
26090000	.505 MI	2	0	0	86,256	0	0	0	0
3231 023 P			SE						
4288941	NEWBERRY BIKE/PED								
VARIOUS TRAIL CONNECTIONS TO TRAILHEADS & SCHOOLS									
ALACHUA			BIKE LANE/SIDEWALK						
.000		0	0	0					
8887 929 A			EB		7,500	0	0	0	0
			SE		175,000	0	0	0	0
			** ITEM TOTALS **		182,500	0	0	0	0
4290291	ARCHER BRAID TRAIL								
FROM: SR 24/ARCHER RD TO: KANAPAHA PARK									
ALACHUA			BIKE PATH/TRAIL						
26544000	3.457 MI	2	0	0					
3761 040 P			EB		500	0	0	0	0
			SE		150,000	0	0	0	0
			** ITEM TOTALS **		150,500	0	0	0	0
4300621	SW 30TH AVENUE								
RAIL CROSSING OVER FLORIDA NORTHERN RR									
ALACHUA			RAILROAD CROSSING						
26000000	.001 MI	0	0	0					
8887 930 A			SN		0	0	325,000	0	0
HIGHWAYS TOTALS:					12,388,357	1,000,225	559,084	10,829,048	0

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17**

10/04/11
09.48.52
GAINESVILLE MTP0

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - PROJECT DETAIL
FFY 2011 (10/01/2010 - 09/30/2011)

PAGE 5
FPMOBL10 (A)

TRANSPORTATION PLANNING

ITEM NO	DESCRIPTION	OLD ITEM	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
2140949	GAINESVILLE UPWP/PL FY 2010/2011 & 2011/2012						
ALACHUA	TRANSPORTATION PLANNING						
0241 048 M	.000 0 0 0 PL		556,643	0	0	0	0
PLANNING TOTALS:			556,643	0	0	0	0
GRAND TOTALS:			12,945,000	1,556,868	0	559,084	10,829,048

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

10/04/11
09.48.52
GAINESVILLE MTP0

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - SYSTEM SUMMARY
FFY 2011 (10/01/2010 - 09/30/2011)

PAGE 1
FPMOBL10(B)

HIGHWAYS

WORK PROGRAM FUND	TOTAL	ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	MISC.
ACEN - ADVANCE CONSTRUCTION (EBNH)	281,476	0	0	0	281,476	0
ACIM - ADVANCE CONSTRUCTION (IM)	13,581	13,581	0	0	0	0
EB - EQUITY BONUS	257,413	12,791	0	200,000	44,622	0
EBNH - EQUITY BONUS SUPPLEMENTING NH	48,735	0	0	0	48,735	0
FSP1 - FED STIMULUS, S/W MANAGED	-103	0	0	0	-103	0
IM - INTERSTATE MAINTENANCE	1,587,827	0	0	0	1,587,827	0
IMAC - IM (AC/REGULAR)	30,587	30,587	0	0	0	0
RHP - RAIL HIGHWAY X-INGS - PROT DEV	34,084	0	0	34,084	0	0
SA - STP, ANY AREA	672,118	451,664	0	0	220,454	0
SE - STP, ENHANCEMENT	1,076,256	411,256	0	0	665,000	0
SL - STP, AREAS <= 200K	7,987,037	6,000	0	0	7,981,037	0
SN - STP, MANDATORY NON-URBAN	325,000	0	0	325,000	0	0
SR2E - SAFE ROUTES - EITHER	74,346	74,346	0	0	0	0
HIGHWAYS TOTALS:	12,388,357	1,000,225	0	559,084	10,829,048	0

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
 Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

10/04/11
 09.48.52
 GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
 FEDERAL OBLIGATIONS - SYSTEM SUMMARY
 FFY 2011 (10/01/2010 - 09/30/2011)

PAGE 2
 FPMOBL10 (B)

***TRANSPORTATION PLANNING**

WORK PROGRAM FUND	TOTAL	ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	MISC.
PL - METRO PLAN (85% FA; 15% OTHER)	556,643	556,643	0	0	0	0
PLANNING TOTALS:	556,643	556,643	0	0	0	0
GRAND TOTALS:	12,945,000	1,556,868	0	559,084	10,829,048	0

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2012-13 to 2016-17

10/04/11
09.48.52
GAINESVILLE MTP0

FLORIDA DEPARTMENT OF TRANSPORTATION
FEDERAL OBLIGATIONS - OVERALL SUMMARY
FFY 2011 (10/01/2010 - 09/30/2011)

PAGE 1
FPMOBL10(C)

WORK PROGRAM FUND	TOTAL	ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	MISC.
ACEN - ADVANCE CONSTRUCTION (EBNH)	281,476	0	0	0	281,476	0
ACIM - ADVANCE CONSTRUCTION (IM)	13,581	13,581	0	0	0	0
EB - EQUITY BONUS	257,413	12,791	0	200,000	44,622	0
EBNH - EQUITY BONUS SUPPLEMENTING NH	48,735	0	0	0	48,735	0
FSF1 - FED STIMULUS, S/W MANAGED	-103	0	0	0	-103	0
IM - INTERSTATE MAINTENANCE	1,587,827	0	0	0	1,587,827	0
IMAC - IM (AC/REGULAR)	30,587	30,587	0	0	0	0
PL - METRO PLAN (85% FA; 15% OTHER)	556,643	556,643	0	0	0	0
RHP - RAIL HIGHWAY X-INGS - PROT DEV	34,084	0	0	34,084	0	0
SA - STP, ANY AREA	672,118	451,664	0	0	220,454	0
SE - STP, ENHANCEMENT	1,076,256	411,256	0	0	665,000	0
SL - STP, AREAS <= 200K	7,987,037	6,000	0	0	7,981,037	0
SN - STP, MANDATORY NON-URBAN	325,000	0	0	325,000	0	0
SR2E - SAFE ROUTES - EITHER	74,346	74,346	0	0	0	0
=====	=====	=====	=====	=====	=====	=====
GRAND TOTALS:	12,945,000	1,556,868	0	559,084	10,829,048	0
=====	=====	=====	=====	=====	=====	=====

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Appendix D Safety-Funded and Other Safety-Related Projects Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program

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Appendix D: Safety-Funded and Other Safety-Related Projects, Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program Safety-Funded and Other Safety-Related Projects

Surface Transportation Program funds which are used for safety-related projects include Surface Transportation Program - Safety Related funds. Safety criteria, such as crash data, are used to determine eligibility for the allocation of safety funds.

A. Consistency with Strategic Highway Safety Plan (Title 23 United States Code of Federal Regulations Section 450.324(c))

This Transportation Improvement Program contains projects that are consistent with or support the Strategic Highway Safety Plan Vision, Mission and Goals. The emphasis areas of the Strategic Highway Safety Plan include: aggressive driving, lane departure crashes, intersection crashes and vulnerable road users (pedestrian/bicycle/motorcycle).

The Florida Strategic Highway Safety Plan projects are derived from analyzing data and focusing resources to projects that are identified through the analysis of data. The data is used to focus decisions and safety solutions on projects and initiatives that provide the greatest improvement opportunities. Data analyzed included state/local/regional crash data, injury data, speed citations, roadway traffic volumes, railroad crossing incidents, hazardous material incidents, and identifying potential danger to motorized, freight shipping, pedestrians, bicyclists and transit riders.

Table D-1 shows the Safety-Funded and Safety-Related projects in the Fiscal Years 2012-13 through 2016-17 Transportation Improvement Program that satisfy the consistency of the Florida Strategic Highway Safety Plan and reflect the goals and objectives of the program.

Table D-1
Safety-Funded and Other Safety-Related Projects

Safety Funded/Related Projects		Fiscal Year (FY) Costs (\$000)				
Project Description (Finance Number)	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Safety-Funded [FAA, HSP, SP, SR, SS]						
Aviation Safety (4290341)	Airport Rescue Fire Fighting Facility	-	-	-	1,140	-
Interstate 75 AT: NW 39 Avenue (4230711)	Interchange Improvement Safety Study	-	1,000	-	-	-
SE 16 Avenue AT: Main Street AT: Willistorn Road	Intersection Modifications	-	-	-	2,140	-
SW 8 Avenue FM: SW 122 Street TO: SW 91 Street	Bikelane / Sidewalk	100	1,050	-	-	-
UF Campus Greenway FM: SW 34 Street TO: Archer Road (4288961) & (4306141)	Bike Path / Trail	500	300	1,832	-	-
Other Safety-Related [SE, SR2S, SR2E]						
Archer Braid FM: Archer Road TO: Kanapaha Park (4296291)	Construct offstreet Bicycle/pedestrian trail	1,509	-	-	-	-
NE 19 Place FM NE 9 Street TO: NE 15 Street (4273271)	Construct sidewalk with Safe Route to School funding	-	370	-	-	-

tbl_D-1_safety.xlsx

FAA - Federal Aviation Administration; HSP - Highway Safety Program; SP - Surface Transportation Program - Safety-Related;
 SR - Surface Transportation Program - Safety-Related
 SS - Surface Transportation Program - Safety-Related
 SR2E - Safe Routes to School;
 SR2S - Safe Routes to School

Appendix E

Security-Related Projects

Fiscal Years 2012-13 to 2016-17

Transportation Improvement Program

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Appendix E: Security-Related Projects Fiscal Years 2012-13 to 2016-17 Transportation Improvement Program

A. Security-Related Projects

Safe, Accountable, Efficient, Flexible Transportation Equity Act: A Legacy for Users funds have been allocated for security-related projects. Security criteria are used to determine eligibility for the allocation of these funds.

Table E-1 shows the Security-Related projects in the Fiscal Years 2012-13 through 2016-17 Transportation Improvement Program.

Table E-1
Security-Related Projects

Security-Related Projects		Fiscal Year (FY) Costs (\$000)				
Project Description (Finance Number)	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
None	-	-	-	-	-	-

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Appendix F

Service Equity Supplemental Information

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Appendix F: Service Equity Supplemental Information

A. Service Equity Supplemental Information

1. Service Equity

Service equity seeks to identify the needs of low income and minority populations in examining the distributions of benefits and impacts of transportation investments (i.e. highway and transit projects in the long range transportation plan and Transportation Improvement Program) across these groups.

2. Purpose

The purpose of this appendix is to identify different socio-economic groups within the Gainesville Metropolitan Area in order to serve as a source of reference to assess service equity as described in the Fiscal Years 2009-10 through 2010-11 Unified Planning Work Program. The socioeconomic groups identified for assessment include low-income, minority, elderly and disabled populations. The source of this socioeconomic group data is the United States Census 2000. Furthermore, this appendix specifically examines the five most heavily concentrated socio-economic block groups and census tracts within the Gainesville Metropolitan Area. This data can be used for planning purposes, on a priority-level basis, to evaluate the needs of Gainesville Metropolitan Area residents and assess the adequacy of transportation projects in the future.

3. Federal Certification Requirement

United States Code of Federal Regulations Section 450.334(a) requires that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area annually certify to the Federal Highway Administration and the Federal Transit Administration that its planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with Title VI of the Civil Rights Act of 1964. Compliance with Title VI is addressed in the certification process in Chapter VII-Service Equity.

B. Year 2000 United States Census Socio-economic Information

1. Definitions

Disabled - Includes persons with a physical or mental impairment that substantially limits one or more of their major life activities.

Elderly - United States citizens 65 years and older.

Low-Income - Defined by the United States Department of Health and Human Services in accordance with the United States Census 2000. Table F-1 shows the Year 2009 low- income-by-family size criteria.

Table F-1
2009 Low-Income Family Criteria

Size of Family Unit	Contiguous State & D.C.
1	\$10,400
2	\$14,000
3	\$17,600
4	\$21,200
5	\$24,800
6	\$28,400
7	\$32,000
8	\$35,600
For each additional person, add:	\$3,600

Source: Federal Register Online, Federal Register Document. 08-256, Filed 1-18-08.
U.S. Department of Health and Human Services Annual Update of the
U.S. Department of Health and Human Services Poverty Guidelines

Minority - The United States Census 2000 identifies Racial Categories to include American Indian or Alaskan Native, Asian or Pacific Islander, Black and White population segments. For the purposes of the appendix, Minority population will include all of the following with the exception of the White Racial Category.

C. Evaluation

Year 2000 Census data for the State of Florida and Alachua County was evaluated for low-income status. Exhibit F-1 shows that the ratio of persons living in low-income status in Alachua County is nearly double that of the State of Florida.

Year 2000 Census data for the State of Florida and Alachua County was evaluated for Minority status. Exhibit F-2 shows that the ratio of Minority persons in Alachua County is 20 percent higher than that of the State of Florida.

Exhibit F-1

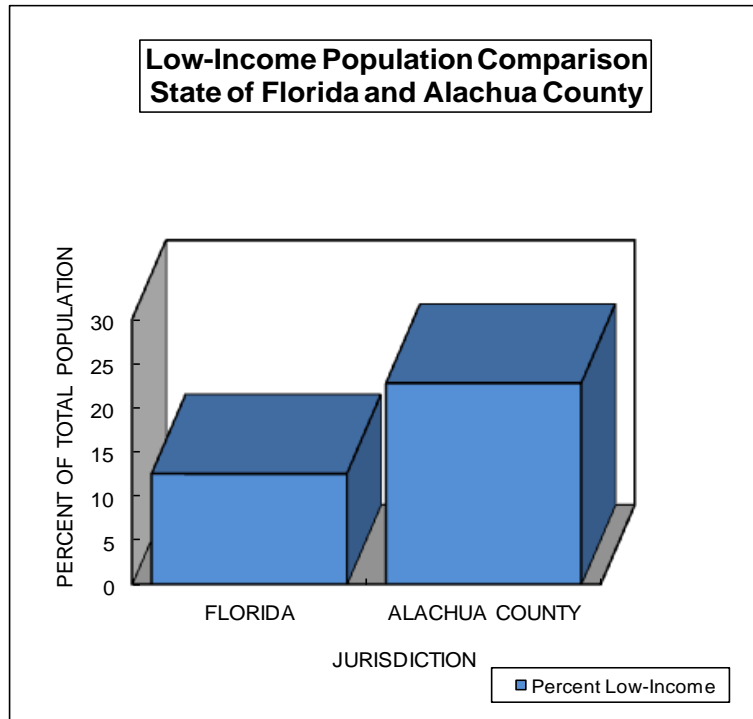
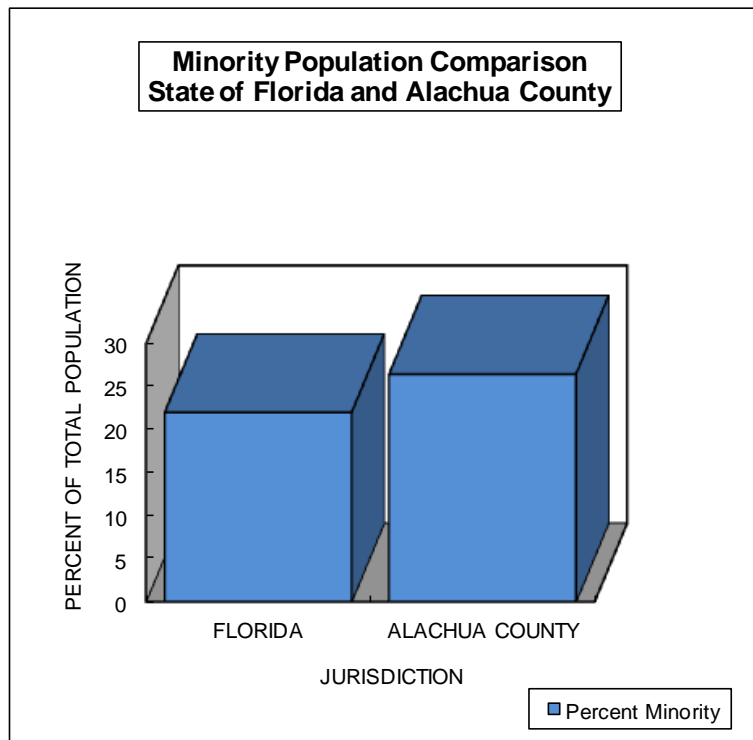


Exhibit F-2



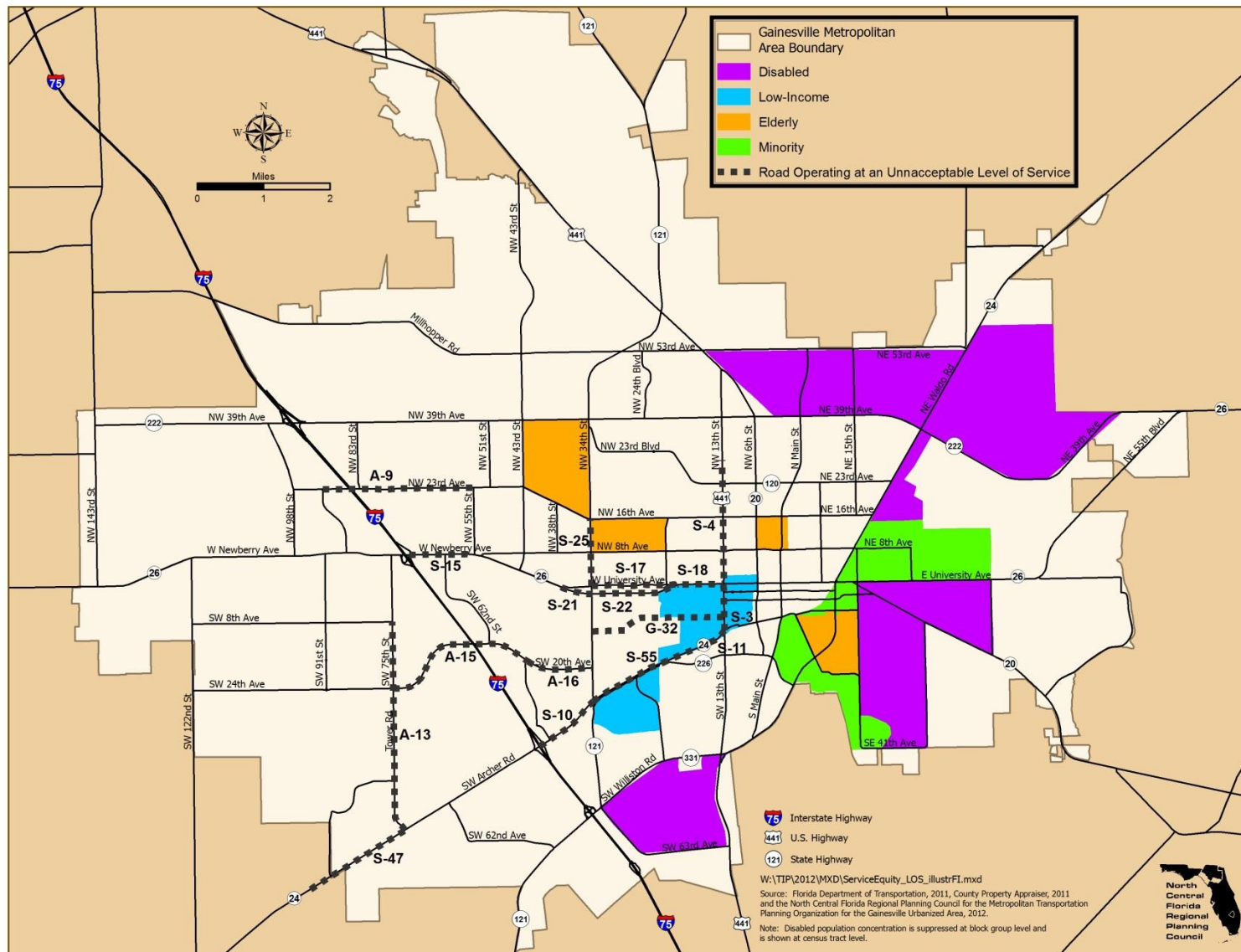
Year 2000 Census data for Alachua County was evaluated for the five most heavily concentrated socio-economic block groups and census tracts within the Gainesville Metropolitan Area. Table F-2 identifies the census tracts and block groups with heavy concentration disabled, elderly, low-income and minority socio-economic groups within the Gainesville Metropolitan Area. Illustration F-1 shows the relationship of the location of these socio-economic group concentrations and roadway facilities operating at an unacceptable level of service.

Table F-2
Socio-economic Community Concentration
in the Gainesville Metropolitan Area
2000 United States Census

Socio-economic Group	Rank	Census Tract	Block Group	Percent Populated
Disabled	1	6	N/A	32.6
	2	19.02	N/A	32.4
	3	20	N/A	27.3
	4	15.05	N/A	26.9
	5	7	N/A	25.7
Elderly	1	10	5	30.3
	2	7	2	28.9
	3	11	1	26.0
	4	3	6	25.1
	5	20	3	24.9
Low-Income	1	2	4	74.3
	2	2	5	69.9
	3	2	6	67.9
	4	9.02	1	66.7
	5	15.02	2	63.8
Minority	1	6	1	100.0
	2	6	2	96.7
	3	7	1	96.1
	4	6	4	94.9
	5	7	5	94.1

NA- Census data is suppressed for these block groups.

Illustration F-1
Service Equity Socio-Economic Areas of Concentration and
Roads Operating at an Unacceptable Level of Service



D. Relationship of Major Projects in the Transportation Improvement Program and Service Equity in the Gainesville Metropolitan Area

The Fiscal Years 2012-13 through 2016-17 Transportation Improvement Program includes three major projects. These projects consist of the:

1. Alachua County Transportation Disadvantaged Program, which provides paratransit service countywide;
2. Regional Transit System, which provides fixed-route transit service and paratransit service within the Gainesville Metropolitan Area; and
3. SE 16th Avenue Transportation Systems Management Project, which provides for increased capacity of this facility from Main Street to Williston Road with the construction of intersection modifications at the Main Street and Williston Road intersections. Once completed, this project will allow for the rerouting of State Road 24 away from the congested University of Florida campus area.

In addition, the Fiscal Years 2012-13 through 2016-17 Transportation Improvement Program includes the purchase of lift-equipped vans for the Alachua County Transportation Disadvantaged Program and lift-equipped buses for the Regional Transit System main bus (fixed-route) fleet with Surface Transportation Program funds.

1. Evaluation

Alachua County Transportation Disadvantaged Program provides countywide to serve persons who are elderly, disabled and/or low-income in accordance with priorities set by the Alachua County Transportation Disadvantaged Board. Illustration F-2 shows the relationship of four socio-economic concentrations and the Gainesville Regional Transit System fixed-route network. Illustration F-3 shows the relationship of four socio-economic concentrations with the Main Street Reconstruction Project.

Illustration F-2 Service Equity Socio-Economic Areas of Concentration and Regional Transit System (RTS) Fixed-Route Network

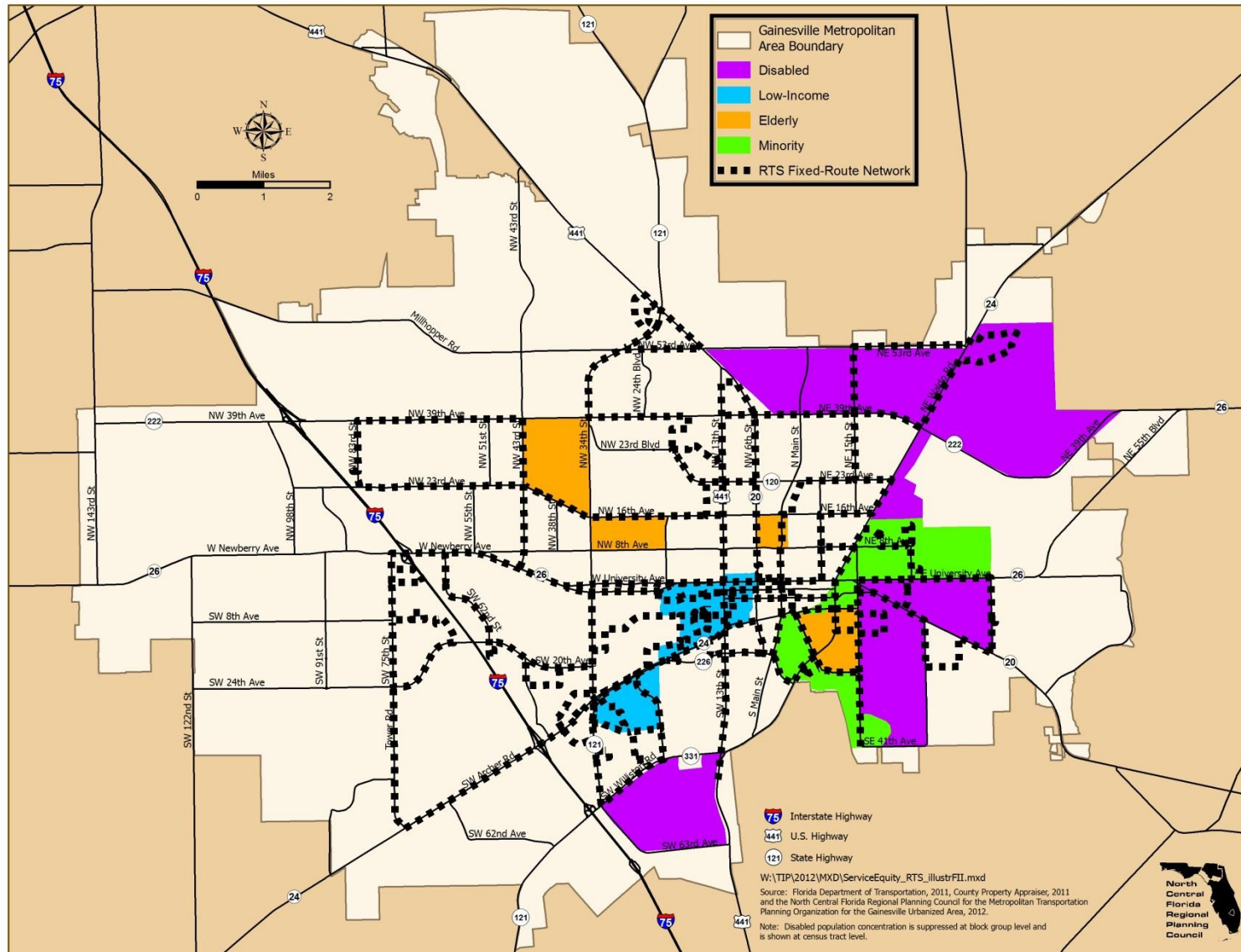
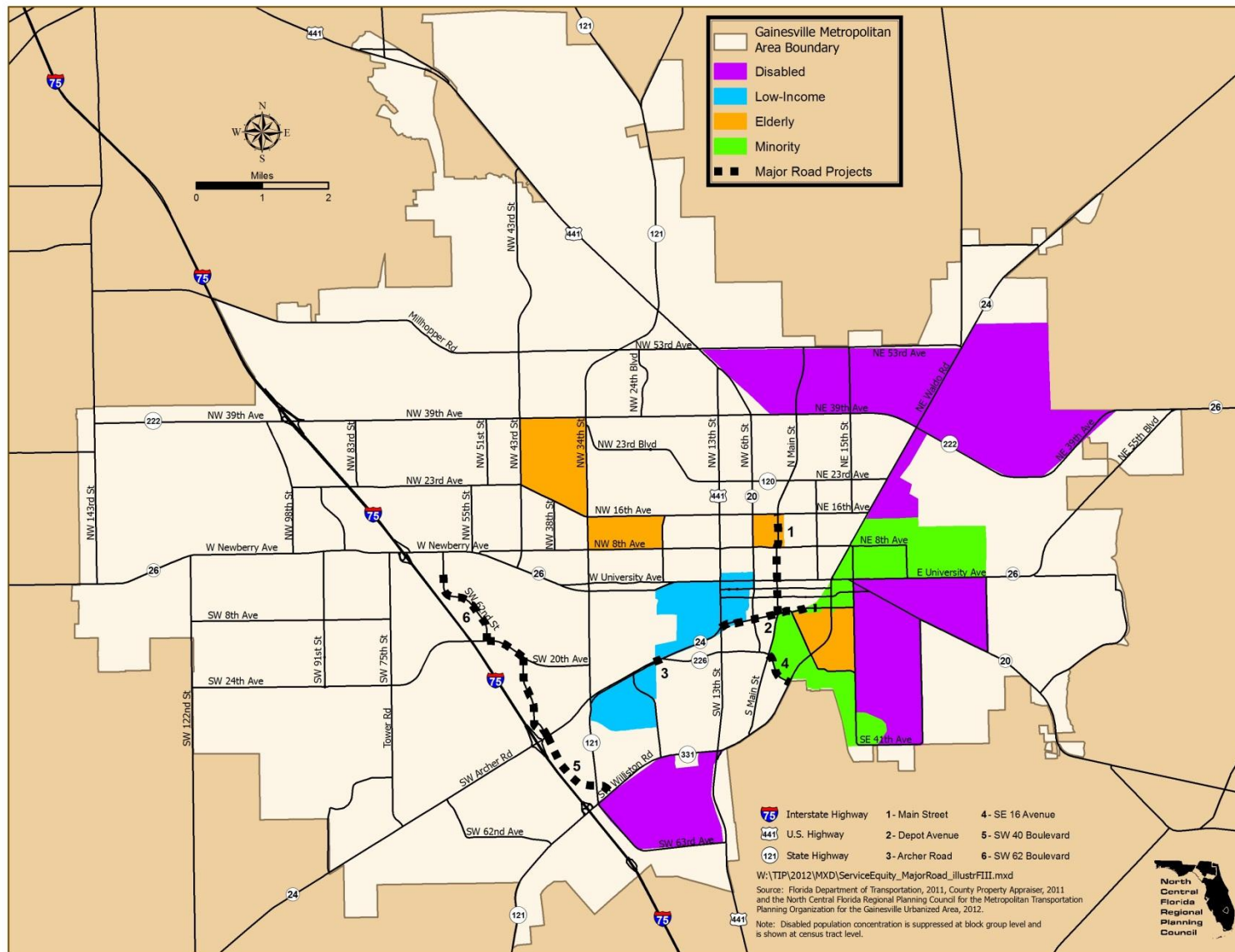


Illustration F-3
Service Equity Socio-Economic Areas of Concentration and Major Road Projects



Appendix G

Transportation Improvement Program Project Selection Process

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Appendix G: Transportation Improvement Program - Project Selection Process

A. Project Selection Process

In conformance with Federal regulations, the Metropolitan Transportation Planning Organization updates its long range transportation plan every five years. The current long range transportation plan is known as the Year 2035 Livable Community Reinvestment Plan. The long range transportation plan contains a prioritized, cost feasible list of transportation system projects to accommodate mobility and maintain an acceptable level of service for the transportation system within the Gainesville Metropolitan Area. The long range transportation plan is implemented using the Transportation Improvement Program process. Table G-1 identifies projects in the Transportation Improvement Program that are also in the long range transportation plan.

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

To implement the Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* and transportation system maintenance projects, tables in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects were developed, as follows:

1. Table 1A - Bicycle/Pedestrian Priorities- Enhancement Fund, Table 1B Bicycle/Pedestrian Priorities- Alachua County-Maintained Priorities and Table 1C Bicycle/Pedestrian Priorities - City of Gainesville-Maintained Priorities - recommendations developed by the Bicycle/Pedestrian Advisory Board using the Alachua Countywide Bicycle Master Plan for guidance, are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are the forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Bicycle facility projects funded in the Transportation Improvement Program are identified in Table 6 - Bicycle Facility Projects (Independent)

Pedestrian facility projects funded in the Transportation Improvement Program are identified in Table 12 - Pedestrian Projects (Independent)

2. Table 2A - Capacity/Multimodal Priorities - State Highway System, Table 2B Capacity/Multimodal Priorities - Alachua County-Maintained Priorities and Table 2C Capacity/Multimodal Priorities - City of Gainesville-Maintained Priorities - recommendations based upon the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* for guidance are forwarded the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are the forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Capacity projects funded in the Transportation Improvement Program are identified in Table 6 - Road Construction Projects

Multimodal projects funded in the Transportation Improvement Program are identified in Table 12 - Public Transportation Projects

3. Table 3 - Intelligent Transportation System Priorities - recommendations developed by the City of Gainesville Traffic Operations staff are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Intelligent transportation system projects funded in the Transportation Improvement Program are identified in Table 10 - Traffic Operations Projects.

4. Table 4 - Landscaping Priorities- recommendations developed by the Alachua County Forester and City of Gainesville Arborist are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Landscaping projects funded in the Transportation Improvement Program are identified in Table 10 - Landscaping Projects.

5. Table 5A - Project, Development and Environment Study Priorities- State Highway System, Table 5B Project, Development and Environment Study Priorities - Alachua County-Maintained Priorities and Table 5C Project, Development and Environment Study Priorities- City of Gainesville-Maintained Priorities - recommendations based upon the Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan priorities are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Major Project Development and Environment studies funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

6. Table 6 - Public Transportation Priorities- recommendations developed by the Gainesville Regional Transit System for Federal Transit Administration funding, based on the Gainesville Regional Transit System Transit Development Plan. This category includes: commuter assistance projects; intermodal facility projects; park-and-ride facility projects railroad right-of-way projects; transit system projects. These priorities are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Federal Transit Administration-funded commuter assistance, non-airport intermodal facility, park-and-ride facility and transit system projects and Surface Transportation Program-funded transit projects funded in the Transportation Improvement Program are identified in Table 17 - Transit-Regional Transit System Projects.

Railroad facility projects funded in the Transportation Improvement Program are identified in Table 13 - Railroad Projects.

7. Table 7A - Right-Of-Way Priorities- State Highway System, Table 7B Right-Of-Way Priorities- Alachua County-Maintained Priorities and Table 7C Right-Of-Way Priorities - City of Gainesville-Maintained Priorities- recommendations developed based upon the Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan priorities are forwarded the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Major Right-Of-Way projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

8. Table 8 - Safe Routes to School Priorities- recommendations developed by the Alachua County Traffic Safety Team, with the assistance of School Board of Alachua County staff, are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval. [Alachua County/City of Gainesville staff to the Alachua County Traffic Safety Team file Safe Routes to School funding applications with the Florida Department of Transportation.]

Safe Routes to School-funded bicycle facility projects funded in the Transportation Improvement Program are identified in Table 6 - Bicycle Facility Project (Independent)

Safe Routes to School-funded pedestrian facility projects funded in the Transportation Improvement Program are identified in Table 12 - Pedestrian Projects (Independent)

9. Table 9 - Safety Priorities- recommendations developed by the Alachua County Traffic Safety Team are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Safety projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects.

10. Table 10 - Strategic Intermodal System Priorities - recommendations developed by the Alachua County/Gainesville Regional Airport Authority Director, based on the Airport Master Plan and the Florida Department of Transportation Strategic Intermodal System Strategic Plan, are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Airport-related Strategic Intermodal System or Safe, Accountable Flexible, Efficient, Transportation Equity Act: A Legacy for Users High Priority Projects and other Strategic Intermodal System projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

11. Table 11 - Surface Transportation Program Fund Priorities- recommendations based on Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan priorities includes bicycle facility projects; Non-State resurfacing projects; pedestrian facility (including school safety concern) projects; road construction and reconstruction projects; streetlighting; and additional public transportation, traffic operations and transportation disadvantaged projects. These priorities are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Surface Transportation Program-funded road construction projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

12. Table 12A - Traffic Operations Priorities - State Highway System Only and Table 12B- Traffic Operations Priorities - Local Facilities - recommendations developed by the City of Gainesville/ Alachua County Traffic Operations Team. This category includes: congestion management system projects; intelligent transportation system projects; and intersection modification projects. These priorities are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects.

13. Table 13 - Transit Corridor Development Priorities - recommendations based on outlying community transit service requests, are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Transit Corridor Development projects, in which Alachua County, the City of Gainesville and/or Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area are grant recipients, funded in the Transportation Improvement Program are identified in Table 17 - Transit - Regional Transit System Projects.

14. Table 14 - Transportation Disadvantaged Priorities - Transportation Disadvantaged Trust Fund - recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board, using Transportation Disadvantaged Trust Fund funding, are forwarded the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Transportation Disadvantaged Trust Fund projects funded in the Transportation Improvement Program are identified in Table 18 - Transit- Transportation Disadvantaged Program Projects.

15. Table 15 - Transportation Disadvantaged Priorities - Federal Transit Administration Section 5310 Capital Funding/Equipment Program - recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board for Section 5310 grant funds are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Section 5310 projects funded in the Transportation Improvement Program are identified in Table 18- Transit- Transportation Disadvantaged Program Projects.

16. Table 16 - Transportation Disadvantaged Priorities - Federal Transit Administration Section 5311 Nonurbanized Area Formula Program- recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board for Section 5311 grant funds are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Section 5311 projects funded in the Transportation Improvement Program are identified in Table 18 - Transit - Transportation Disadvantaged Program Projects.

17. Table 17 - Transportation Disadvantaged Priorities - Federal Transit Administration Section 5316 Job Access and Reverse Commute Program- recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board for Section 5316 grant funds are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Section 5316 projects funded in the Transportation Improvement Program are identified in Table 18 - Transit- Transportation Disadvantaged Program Projects.

18. Table 18 - Transportation Disadvantaged Priorities - Federal Transit Administration Section 5317 New Freedom Program - recommendations developed by the Alachua County Transportation Disadvantaged Coordinating Board for Section 5317 grant funds are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Section 5317 projects funded in the Transportation Improvement Program are identified in Table 18 - Transit - Transportation Disadvantaged Program Projects.

19. Table 19 - Transportation Regional Incentive Program Priorities- recommendations based on the Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan priorities and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the City of Gainesville, Alachua County and neighboring counties initiative to participate in the Transportation Regional Incentive Program, are forwarded the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

Transportation Regional Incentive Program-Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects.

Transportation Regional Incentive Program-Road Construction projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.

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

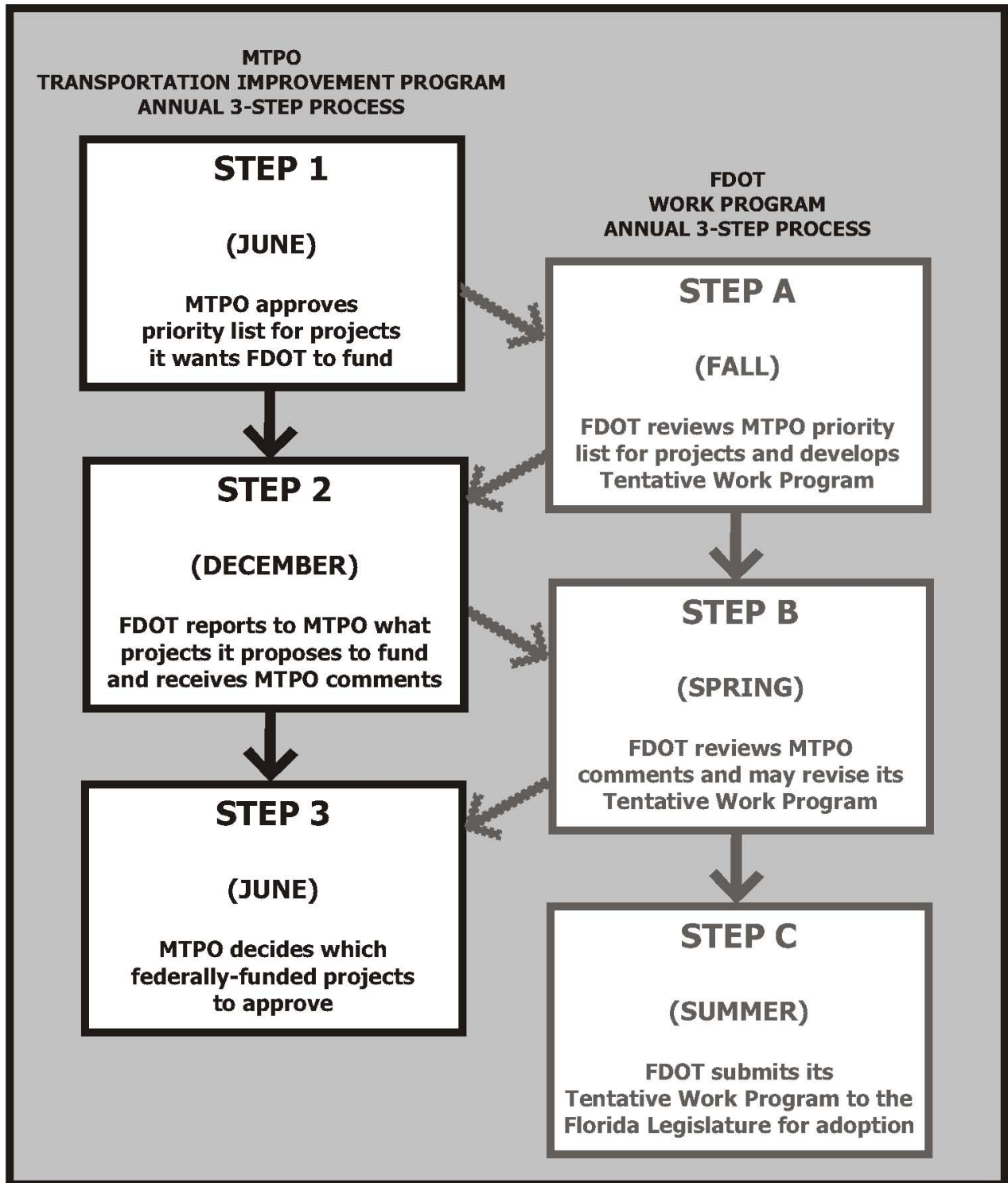
Federal Aviation Administration- funded projects, based on the Airport Master Plan, funded in the Transportation Improvement Program are identified in Table 5 - Airport Projects.

Florida State Highway System drainage projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 7 - Drainage of Right-of-Way Projects.

Interstate facility projects funded in the Transportation Improvement Program are identified in Table 9 - Interstate/Interchange Projects.

Florida State Highway System resurfacing projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 20 - Resurfacing/Repaving Projects.

Illustration G-1
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area Calendar



FDOT= Florida Department of Transportation
MTPO= Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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Appendix H

Transportation Improvement Program Projects That Promote Consistency Between Transportation Improvements and Planned Growth

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Appendix H: Transportation Improvement Program Projects That Promote Consistency Between Transportation Improvements and Planned Growth

A. Projects That Promote Consistency Between Transportation Improvements and Planned Growth

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, as necessary, will work with local governments to promote corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses. Whenever possible, the plans and programs of the Transportation Improvement Program should identify those facilities that are subject to such techniques. Table H-1 shows the Transportation Improvement Program projects that address the consistency between transportation facility modifications and planned growth.

As needed, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area updates its Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Urban Design Policy Manual. The Manual is used by Alachua County, City of Gainesville and the Florida Department of Transportation for corridor design guidance. In addition, the Alachua County Corridor Design Manual criteria is applied to County-maintained facilities. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has designated its Technical Advisory Committee to review design plans for construction, enhancement reconstruction projects within the Gainesville Metropolitan Area.

1. Intersection Realignment Projects

There is one intersection realignment project scheduled in the Transportation Improvement Program, the NW 34 Street left turnlanes at the Young Men's Christian Association entrance. This project is partial implementation of the Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, NW 34 Street Turnlanes Project. This project applies access management strategies to provide additional safety and efficiency for vehicular traffic.

2. Resurfacing Projects

There is one resurfacing project in the Transportation Improvement Program, NW 16/23 Avenue from NW 55 Street to NW 13 Street, that applies access management strategies. This project includes closure of medians.

3. Road Construction Projects

There are three road construction projects in the Transportation Improvement Program. The projects are Depot Avenue corridor from SW 13 Street to Williston Road, SE 16 Avenue from Main Street to Williston Road, and SW 8 Avenue Connector from Tower Road to SW 24 Avenue.

The Depot Avenue corridor project includes reconstruction from a two-lane undivided facility to a two-lane divided facility with bikelanes and sidewalks. The SE 16 Avenue project will enable the divergence of State Road 24 from the congested University of Florida campus area. The SW 8 Avenue Connector project will provide more connectivity in southwestern part of the Gainesville Metropolitan Area.

**Table H-1
Transportation Facilities Subject to
Corridor Management Techniques
in Fiscal Years 2012-13 to 2016-17
Transportation Improvement Program**

Project	Year [Costs in Thousands]				
	2012 - 13	2013 - 14	2014 - 15	2015 - 16	2016 - 17
Enhancement					
Archer Braid Trail Rail/Trail FM: Archer Road TO: Kanapaha Park (4290291)	1,511 CST	-	2,409 ROW	-	-
Resurfacing					
NW 16/23 Avenue Median Closures FM: NW 55 Street TO: NW 13 Street (2077851)	6,500 CST	-	-	-	-
Road Construction					
SE 16 Avenue / SR 226 TSM FM: Main Street TO: Williston Road (4236082)	255 PE	-	-	2,409 ROW	-
SW 8 Avenue Connector To SW 20 Avenue FM: SW 75 Avenue TO: SW 20 Avenue	7,000 CST	7,400 CST	-	-	-
Depot Avenue 2-Lane Divided Reconstruction FM: SW 13 Street FO: Williston Road (4260441 & 4263201)	3,250 CST 1,550 ROW	3,800 CST	1,200 CST	-	-

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CST - Construction; ROW - Right-of-Way Support; NW - Northwest, SE - Southeast, SR - State Road, SW - Southwest,
TSM - Transportation System Management

4. Project Consistency with Long Range Transportation Plan

The Year 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, is a multimodal long-range transportation plan. The Vision Statement of the Plan is:

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to promote community well-being through good and healthy relationships with the region's other communities and natural systems. Specific outcomes will be:

- 1. sustainable, safe, secure, energy efficient and livable land use patterns and complementary context-sensitive transportation networks that provide mobility choices within and between compact, mixed-use, multimodal-supportive development;*
- 2. balanced east-west Gainesville Urbanized Area growth to reduce socioeconomic disparity through increased transportation mobility and accessibility;*
- 3. transportation infrastructure investments that direct growth to existing infill and redevelopment areas;*
- 4. greenbelts to preserve natural and agricultural lands between all municipalities in the Alachua County region through compact land use patterns served by express transit service and park-and-ride facilities; and*
- 5. a network of Rapid Transit Facilities connecting regional employment centers in order to enhance the economic competitiveness of the area.*

The Plan's goals consist of:

- 1. (G-1) Economic Vitality and Community Livability - Plan and invest to develop and maintain a comprehensive, multimodal transportation network for the Gainesville Urbanized Area that promotes economic vitality, community livability, and increased housing-employment proximity.*
- 2. (G-2) Sustainable Decision - Making and Preservation - Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through integrated land use and transportation decision-making that results in compact development patterns, preservation of environmental, cultural and historic areas, reduced demand for oil, and lower greenhouse gas emissions.*
- 3. (G-3) Safety for Mobility and Accessibility - Develop and maintain a safe transportation system that supports increased mobility and better accessibility for all users and neighbors of transportation facilities and services.*
- 4. (G-4) Security and Resilience - Develop and maintain a transportation system that secures the ability of the Gainesville Urbanized Area to prevent, respond to, and recover from crime, disaster, and other adverse conditions with resilience.*
- 5. (G-4) Transportation Network Management and Operations - Improve system management, operations, coordination and communication to make sound transportation decisions that reflect wise use of financial resources.*

Table H-2, Long Range Transportation Plan Consistency, shows Transportation Improvement Program projects consistency with the Long Range Transportation Plan Vision Statement and Goals.

Table H-2
Long Range Transportation Plan Consistency

Project	Project Description / Location		FDOT Finance Number	L RTP Consistency
Airport Projects				
Aviation Capacity				
Secondary Runway Extension	AT: Gainesville Regional Airport		2222222	VS, G-1, G-3
Airport Road Reconstruction	AT: Gainesville Regional Airport		4288291	VS, G-1, G-3
Taxiway A- Phase 2	AT: Gainesville Regional Airport		4313091	VS, G-1, G-3
Aviation Preservation				
New General Aviation Terminal	AT: Gainesville Regional Airport		4290361	VS, G-1, G-3
Taxiway E Pavement Study	AT: Gainesville Regional Airport		4314401	VS, G-1, G-3
Parking Lot Auto Parking	AT: Gainesville Regional Airport		4290331	VS, G-1, G-3
Terminal Rehabilitation- Phase 3	AT: Gainesville Regional Airport		4290351	VS, G-1, G-3
Taxiway E Reconstruction	AT: Gainesville Regional Airport		4288341	VS, G-1, G-3
Parking Lot Improvement- Phase 2	AT: Gainesville Regional Airport		3413601	VS, G-1, G-3
Building Repair/Terminal Roof	AT: Gainesville Regional Airport		4288311	VS, G-1, G-3
Taxiway A Drainage/Retention	AT: Gainesville Regional Airport		4288321	VS, G-1, G-3
Runway 7-25 Reconstruction	AT: Gainesville Regional Airport		4288331	VS, G-1, G-3
Aviation Revenue / Operational				
Purchase Area Mowers	AT: Gainesville Regional Airport		4314411	VS, G-1, G-3
New Maintenance Facility- Phase 2	AT: Gainesville Regional Airport		4272331	VS, G-1, G-3
Airport Fuel Capacity	AT: Gainesville Regional Airport		4288301	VS, G-1, G-3
Aviation Safety				
Airport Rescue Fire Fighting Facility	AT: Gainesville Regional Airport		4290341	VS, G-1, G-3
Bicycle Facility Projects				
Archer Braid Trail	FM: Archer Road	TO: Kanapaha Park	4290291	VS, G-1
SW 8 Avenue	FM: SW 122 Street	TO: SW 91 Street	4288951	VS, G-1
UF Campus Greenway	FM: SW 34 Street	TO: Lemerand Drive	4288961	VS, G-1
UF Campus Greenway	FM: Lemerand Drive	TO: Archer Road	4306141	VS, G-1
Drainage of Right-of-Way Projects				
None	-		-	-
Intersection Projects				
Realignment / Roundabout / Turn Bay / Lane				
Depot Avenue	AT: Main Street		-	VS, G-2, G-5
NW 34 Street	AT: YMCA entrance		4272031	VS, G-2, G-5
SE 16 Avenue	AT: Main Street and Williston Road		4236082	VS, G-2, G-5
Traffic Signalization				
D2- Alachua County TL Maintenance	AT: Countywide		4135171	VS, G-2, G-5
East University Avenue	FM: Hawthorne Road	TO: SE 15 Street	4307591	VS, G-2, G-5
NW 23 Avenue	AT: NW 55 Street		-	VS, G-2, G-5
SW 16 Avenue	FM: Shealy Drive	TO: SW 16 Street	4307501	VS, G-2, G-5
Traffic Management System	AT: Countywide		-	VS, G-2, G-5
Interstate / Interchange Projects				
Interchange				
I-75 Access Road Resurfacing	AT: NW 39 Avenue		4269821	VS, G-3
I-75 Interchange	AT: NW 39 Avenue		4230711	VS, G-3
I-75 Interchange	AT: Williston Road		4230713	VS, G-3
Interstate				
I-75 Resurfacing	FM: NW 39 Avenue to North of US 441		4288031	VS, G-3

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Table H-2 (Continued)
Long Range Transportation Plan Consistency

Project	Project Description / Location		FDOT Finance Number	L RTP Consistency
Landscaping Projects				
None			-	-
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Planning / Administration				
Unified Planning Work Program	FY 2012/2013 & 2013/2014		4221862	VS, G-3
Long Range Transportation Plan	Long Range Transportation Plan Update		-	VS, G-3, G-5
Unified Planning Work Program	FY 2014/2015 & 2015/2016		4221863	VS, G-3
Unified Planning Work Program	FY 2015/2016 & 2016/2017		4221864	VS, G-3
Pedestrian Projects (Independent)				
Non-School				
NW 34 Street / SR 121	FM: NW 39 Avenue	TO: US 441	4247671	VS, G-3
School				
NE 19 Place	Surge Area Road to Hull Road		4273271	VS, G-3
Railroad Projects				
None			-	-
Resurfacing / Repaving Projects				
Archer Road / SR 24	FM: SW 75 Street	TO: SW 43 Street	2076693	VS, G-2, G-3
Hawthorne Road / SR 20	FM: SE 55 Boulevard	TO: County Road 325	4244731	VS, G-2, G-3
Main Street / SR 329	FM: Depot Avenue	TO: NW 8 Avenue	2077851	VS, G-2, G-3
North 23 Avenue / SR 120	FM: NW 13 Street	TO: Waldo Road	2077002	VS, G-2, G-3
NW 16th Avenue	FM: NW 55 Street	TO: NW 13 Street	-	VS, G-2, G-3
NW 22 Street	FM: University Avenue	TO: NW 8 Avenue	-	VS, G-1
US 441 / SR 25	FM: NW 6 Street	TO: CR 2054 overpass	4286901	VS, G-2, G-3
Road Construction Projects				
Depot Avenue	FM: US 441	TO: Williston Road	-	VS, G-1, G-5
SE 4 Street	TO: SE 7 Avenue	SE 16 Avenue	-	VS, G-1
SE 16 Avenue / SR 226	FM: Main Street	TO: Williston Road	4236082	VS, G-1
SW 8 Avenue	FM: SW 75 Street	TO: SW 20 Avenue	-	VS, G-1
SW 8 Avenue	FM: SW 143 Street	TO: SW 122 Street	4307171	VS, G-1, G-5
SW 6 Street	FM: SW 4 Avenue	TO: SW 2 Avenue	-	VS, G-1
SW 40 Boulevard	FM: Archer Road	TO: SW 34 Street	-	VS, G-1
Road Maintenance Projects				
Lighting				
Lighting- Alachua County	AT: Countywide		4144031	VS, G-3, G-4
Other Maintenance				
Routine Maintenance	AT: Countywide		2143011	VS, G-2, G-3
Routine Maintenance	AT: Countywide		2149384	VS, G-2, G-3

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Table H-2 (Continued)
Long Range Transportation Plan Consistency

Project	Project Description / Location	FDOT Finance Number	L RTP Consistency
Transit - Regional Transit System Projects			
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Planning Studies Funding			
Transit Planning Studies	Section 5303	4117623	VS, G-1, G-3, G-5
Transit Planning Studies	Section 5339	4068475	VS, G-1, G-2, G-3
Transportation Statistics	Alternative Analysis Study	4285914	VS, G-1, G-2, G-3
Regional Transit System Capital Funding			
Fixed Route System Capital	Section 5307	4040261	VS, G-1, G-2, G-3
Fixed Route System Capital	Section 5307	4044111	VS, G-1, G-2, G-3
Fixed Route System Capital	Section 5307	4044121	VS, G-1, G-2, G-3
Fixed Route System Capital	Section 5307	4083541	VS, G-1, G-2, G-3
Fixed Route System Capital	Section 5307- Small Cities Incentive Allocation	4243901	VS, G-1, G-2, G-3
Fixed Route System Capital	Section 5309	4068471	VS, G-1, G-2, G-3
Fixed Route System Capital	Section 5309	4117581	VS, G-1, G-2, G-3
Fixed Route System Capital	Section 5309	4299272	VS, G-1, G-2, G-3
Commuter Transportation Assistance			
None		-	-
Regional Transit System Operating Funding			
Fixed Route System Operating	Section 5307	2155461	VS, G-1, G-2
Fixed Route System Operating	State Block Grant	4117571	VS, G-1, G-2
Fixed Route System Operating	Route 46 & Trolley Conversion	4303281	VS, G-1, G-2
Fixed Route System Operating	Route 28 Operations	4303291	VS, G-1, G-2
Fixed Route System Operating	Route 62 Operations	4303301	VS, G-1, G-2
Service Development	Transit Service Demonstration- Bus Stop Amenities	4276811	VS, G-1, G-2, G-3
Transit - Transportation Disadvantaged Projects			
MV Transportation			
Transportation Disadvantaged Grant	State Block Grant	2174891	VS, G-1
Transportation Disadvantaged Grant	Voluntary Dollar	-	-
Operating/Administration Assistance	Section 5311 Rural Transit Funding	4272501	VS, G-1, G-5
Operating/Administration Assistance	Section 5311 Rural Transit Funding	4233121	VS, G-1, G-5
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Disadvantaged Planning			
Planning Assistance		2174892	VS, G-1, G-2

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CR- County Road; D2 - District 2; FDOT - Florida Department of Transportation; L RTP - Long Range Transportation Plan; NW - Northwest;
SE - Southeast; SR - State Road; SW - Southwest; TL - Traffic Light; UF - University of Florida; VS - Vision Statement;
G-1 - Goal 1; G-2 - Goal 2; G-3 - Goal 3; G-4 - Goal 4; G-5 - Goal 5

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Appendix I

Transportation Improvement Program Federally-Funded Projects Fiscal Years 2012-13 to 2015-16

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Appendix I: Transportation Improvement Program Federally-Funded Projects for Fiscal Years 2012-13 to 2015-16

Table I - 1
Transportation Improvement Program Funding Summary Table
for Federally-Funded Projects

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
	2012 -13	2013 - 14	2014 - 15	2015 - 16	
Air Quality Mitigation					
CMAQ (CM)	\$0	\$0	\$0	\$0	\$0
Aviation					
Federal Aviation Admininstration (FAA)	\$0	\$1,425	\$4,370	\$3,418	\$9,213
Roadway Facilities					
Bridge Replacement (BRT, BRTZ, MGBP)	\$0	\$0	\$0	\$0	\$0
Equity Bonus (EB)	\$12	\$40	\$0	\$235	\$287
Federal Highway Administration Other	\$0	\$0	\$0	\$0	\$0
High Priority Project (HPP)	\$0	\$0	\$0	\$0	\$0
Interstate Maintenance (IM)	\$1,019	\$0	\$22,714	\$57	\$23,790
Interstate Development (IRD)	\$0	\$0	\$0	\$0	\$0
National Highway System (NH)	\$0	\$0	\$0	\$0	\$0
STP High Priority Project (S117,HPP)	\$0	\$0	\$0	\$0	\$0
STP Enhancement (FSSE, SE)	\$2,109	\$1,350	\$1,832	\$0	\$5,291
STP Regular (BA, MA, SA, XA)	\$251	\$184	\$0	\$4,000	\$4,435
STP Safety Related (HSP, SH, SP, SR, SS, SR2S)	\$251	\$1,000	\$0	\$0	\$1,251
STP Under 200,000 (BL, FSSL, ML, PL, SL, XL)	\$533	\$487	\$487	\$487	\$1,994
STP Over 200,000 (BU, DU, MU, SU, XU)*2	\$370	\$383	\$397	\$411	\$1,561
Transit					
Federal Transit Administration (FTA)	\$9,169	\$10,119	\$12,343	\$33,707	\$65,338
FTA High Priority Project- Airport Transit Hub	\$0	\$0	\$0	\$0	\$0
FTA High Priority Project (HR1105, 5307, 5309)	\$0	\$0	\$0	\$0	\$0
Totals	\$13,714	\$14,988	\$42,143	\$42,315	\$113,160

See Table 3 for project funding acronyms.

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*1 Includes Advance Construction (AC) project funding

*2 Includes Section 5303 Planning Assistance and Sections 5311 & 5317 Operating Assistance

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

Table I-1 (Continued)
Transportation Improvement Program Funding Summary Table
for Federally Funded Projects

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; 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; FSSE - Federal Stimulus - American Recovery and Reinvestment Act of 2009; FSSL - Federal Stimulus - American Recovery and Reinvestment Act of 2009 areas with population less than or equal to 200,000; FTA - Federal Transit Administration; HPP - Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users High Priority Project (Federal earmark funding); HSP - Highway Safety Program; IM - Interstate Maintenance; IRD - Interstate Development; MA - Minimum Allocation, Any Area; MGBP - Minimum guarantee - Bridge Supplement; L - 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; PL - Planning; S117 - Section 117 - Federal Earmark Project; SA - Surface Transportation Program - Any Area; SE - Surface Transportation Program - Enhancement; SH - Surface Transportation Program - Hazard Elimination; SL - Surface Transportation Program - Areas with population less than or equal to 200,000; SP - Surface Transportation Program - Safety Related; SR - Surface Transportation Program - Safety Related; SR2S - Safe Routes to School; SS - Surface Transportation Program - Safety Related; SU - Surface Transportation Program - Areas with population greater than 200,000; XA - Surface Transportation Program - Regular; XL - Surface Transportation Program - Areas with population less than or equal to 200,000; XU - Surface Transportation Program - Areas with population greater than 200,000

**Table I-2
Aviation Projects
Federally-Funded Fiscal Year 2012-13 to 2015-16**

Federal Aviation Administration Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Aviation Preservation Project (4290351)	Airport Terminal Rehabilitation Phase 3	-	1,425	-	-
Aviation Preservation Project (4288341)	Taxiway E Reconstruction/Repair/ Overlay	-	-	4,370	-
Aviation Preservation Project (4288311)	Airport Terminal Rehabilitation Phase 3	-	-	-	542
Aviation Preservation Project (4288321)	Airport Taxiway A Drainage/Retention	-	-	-	1,736
Aviation Safety Project (4290341)	Airport Rescue Fire Fighting Facility	-	-	-	1,140
Total		0	1,425	4,370	3,418

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**Table I-3
Equity Bonus Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16**

Equity Bonus Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Wwork	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Archer Braid Trail FM: Archer Road / SR 24 TO: Kanapaha Park (4290291)	Construct bicycle/pedestrian trail	2	-	-	-
UF Campus Trail FM: SW 34 Street / SR 121 TO: Gale Lemerand Drive (4288961)	Construct bicycle/pedestrian trail	5	20	-	-
UF Campus Trail FM: Gale Lemerand Drive TO: Archer Road / SR 24 (4306141)	Construct bicycle/pedestrian trail	5	20	-	-
SE 16 Avenue / SR 226 AT: Main Street AT: Williston Road / SR 331 (4236082)	Transportation system management (TSM) capacity enhancements	-	-	-	235
Total		12	40	0	235

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SR= State Road
SW= Southwest
UF= University of Florida

**Table I-4
High Priority Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16**

High Priority Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Airport					
Transportation Hub Section 5309 Earmark AT: Gainesville Regional Airport (4068473)	Transit Improvement	*	-	-	-
Roadway					
Depot Avenue High Priority Project #2232 FM: US 441 TO: Williston Road (4205373)	Acquire right-of-way with remaining Earmark funding	*	-	-	-
NE 19 Street / NE 19 Terrace FM: East University Avenue / SR 26 TO: NE 8th Avenue (4205411)	New road construction	**	-	-	-
NE 25 Street FM: East University Avenue / SR 26 TO: NE 8 Avenue (4205412)	Resurfacing [no change to existing bike/ pedestrian facilities] High Priority Project #3487	**	-	-	-
SW 62 Boulevard Fiscal Year 2005 Federal Earmark (2113653)	Four Lane Arterial Connector High Priority Project #2596, #3190 & #3919	**	-	-	-
Transit					
Fixed Route System Capital High Priority Project #213 (4068475)	Public Transportation Office Studies- Rapid Transit Study	*	-	-	-
Fixed Route System Capital Section 5307 Earmark (4284351)	Purchase of transit vehicles with Earmark funding	*	-	-	-
Fixed Route System Capital E2101-BUSP-057 Earmark 5309 (4286431)	Purchase buses	*	-	-	-
Regional Transit System* HR 1105 High Priority Project (4267571)	Purchase of transit vehicles	*	-	-	-
Total		0	-	-	-

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* Project underway, or completed. Funds were obligated in Fiscal Year 2011-12

** Project underway, or completed. Funds were obligated in Fiscal Years 2008-09, 2009-10 or 2010-11.

BUSP - Regional Transit System Bus Replacement, City of Gainesville, Alachua County, Florida;

HR - House of Representatives; NE - Northeast; SW - Southwest; US - United States

Table I-5
Interstate Maintenance Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16

Interstate / Interchange Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Interstate75 FM: NW 39 Avenue [SR 222] TO: North of US 441 [SR 25] (4288031)	Resurfacing	250	-	22,714	57
Interstate75 Ramp Access AT: NW 39 Avenue [SR 222] (4269821)	Resurfacing	769	-	-	-
Totals		1,019	0	22,714	57

NW - Northwest; SR - State Road; - US - United States

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Table I-6
National Highway Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16

National Highway System Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
None	-	-	-	-	-
Totals		0	0	0	0

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Table I-7
Surface Transportation Program Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16

Surface Transportation Program Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Surface Transportation Program High Priority Earmark -- S117					
None		-	-	-	-
Surface Transportation Program Enhancement (FSSE, SE, ACSE)					
Archer Braid Trail FM: Archer Road / SR 24 TO: Kanapaha Park (4290291)	Construct bicycle/pedestrian trail	1,509	-	-	-
SW 8 Avenue FM: SW 122 Street TO: SW 91 Street (4288951)	Bikelane / Sidewalk	100	1,050	-	-
UF Campus Trail FM: SW 34 Street / SR 121 TO: Gale Lemerand Drive (4288961)	Construct bicycle/pedestrian trail	250	150	1,832	-
UF Campus Trail FM: Gale Lemerand Drive TO: Archer Road / SR 24 (4306141)	Construct bicycle/pedestrian trail	250	150	-	-
Surface Transportation Program Regular (BA, MA, SA, XA)					
SE 16th Avenue / SR 226 AT: Main Street AT: Williston Road / SR 331 (4236082)	Transportation system management (TSM) capacity enhancements	250	-	-	-
SW 8 Avenue FM: SW 122 Street TO: SW 91 Street	Bikelane / Sidewalk	1	1	-	-
NW 34 Street / SR 121 AT: YMCA Entrance (4272031)	Construct turnlanes	-	183	-	-
Fixed Route System Capital Section 5309 (4299271 & 4299272)	Phase 3 of 4 Maintenance Facility	-	-	4,000	4,100
Surface Transportation Program Safety-Related (HSP, RHP, SH, SR2S, SR2E)					
NE 19th Place FM: NE 9 Street TO: NE 15th Street (4273271)	Construct sidewalk with Safe Route to School funding	251	-	-	-
Interstate 75 AT: NW 39 Avenue / SR 222 (4288951)	Interchange improvement	-	1,000	-	-
SE 16th Avenue / SR 226 AT: Main Street AT: Williston Road / SR 331 (4236082)	Transportation system management capacity enhancements	-	-	-	2,140
Surface Transportation Program Under 200,000 (BL, FSSL, ML, PL, SL, XL)					
Long Range Transportation Plan Update	Transportation Planning	-	-	-	-
Unified Planning Work Program Fiscal Years 2012-13 - 2015-16 (4221862), (4221863), (4221864)	Transportation Planning	487	487	487	487
NE 19th Place FM: NE 9 Street TO: NE 15th Street (4273271)	Construct sidewalk with Safe Route to School funding	46	-	-	-
Total		3,144	3,021	6,319	6,727

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NE= Northeast, NW= Northwest, SE= Southeast, SR= State Road, UF= University of Florida, YMCA= Young Men's Christian Association

Table I-8
Transit - Federal Transit Administration Projects
Federally-Funded for Fiscal Years 2012-13 to 2015-16

Regional Transit System Projects		Fiscal Year (FY) Costs (\$000)			
Project Description (Finance Number)	Type Work	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Planning Studies Funding					
Transit Planning Studies (4117623)	Public Transportation Office Planning Funds [Section 5303]	116	116	116	116
Fixed Route System Capital 5309 HighPriority Project #213 (4068475)	Rapid Transit Study	-	-	-	-
Transit Planning Studies (Section 5339) (4285914)	Bus Rapid Transit Alternatives Analysis from Santa Fe College area to Gainesville Regional Airport	-	-	-	-
Regional Transit System Capital Funding					
Fixed Route System Capital Section 5307 (4040261)	Capital and Operating Grant	843	684	693	412
Fixed Route System Capital Section 5307 (4044111)	Automated Vehicle Location equipment hardware, software, radio system upgrade, furniture/office equipment, automatic passenger counters, computer equipment	502	202	202	522
Fixed Route System Capital Section 5307 (4044121)	Shelters & passenger amenities, benches, shelter signs & logos, shop equipment, signal preemption, preventative and associated capital maintenance	1,347	1,390	1,393	1,396
Fixed Route System Capital Section 5307 (4083541)	Employee training, fare boxes, passenger information system	620	300	300	232
Fixed Route System Capital Section 5307 (4243901)	Small Transit Intensive Cities Allocation	611	611	611	611
Fixed Route System Capital Section 5309 (4068471)	Discretionary grants- purchase transit vehicles and related equipment	3,446	3,532	6,336	24,771
Fixed Route System Capital Section 5309 (4117581)	Discretionary grants- purchase transit coaches, neighborhood transfer center	-	1,600	1,008	3,963
Fixed Route System Capital Section 5309 (4299271 & 4299272)	Phase 1, 2 & 3 of 4 Maintenance Facility and 42 farebox replacements [SA funds shown in Table I-7]	-	-	-	-
Regional Transit System Operating Funding					
Fixed Route System Operating Section 5307 (2155461)	Operating assistance- vans (5), support vehicles (supervisors), associated capital maintenance, lift-equipped paratransit vans (5)	1,800	1,800	1,800	1,800
Transportation Disadvantaged Operating Assistance Funding					
Transportation Disadvantaged Section 5311 (4233121 & 4272501)	Rural Transit Funding	254	267	281	295
Total		9,539	10,502	12,740	34,118

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Appendix J

Transportation Improvement Program Public Comments and Comment Tracking

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Appendix J: Transportation Improvement Program Public Comments and Comment Tracking

A. Public Comments 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 J-1. Exhibit J-1 is a copy of the advertisement published in the Gainesville Guardian, Gainesville Sun and 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 J-1
Public Comment Summaries and Public Comment Tracking
Fiscal Years 2012-13 to 2016-17
Transportation Improvement Program

Comment Summary		Tracking- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Action / Response
Name- None	Date- 06/4/12	There were no public comments at the MTPO meeting when the TIP was approved.
There were no public comments provided.		
Name- -None	Date- 08/6/12	There were no public comments at the MTPO meeting regarding the TIP revisions.
There were no public comments provided.		
Name-	Date-	-
-		
Name-	Date-	-
-		

MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
TIP = Transportation Improvement Program

Appendix K American Recovery and Reinvestment Act of 2009 Funded Projects Status Report

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Appendix K: American Recovery and Reinvestment Act of 2009 Funded Projects Status Report

A. American Recovery and Reinvestment Act-Funded Project Status

In order to fulfill public disclosure and transparency of American Recovery and Reinvestment Act funded projects within the Gainesville Metropolitan Area, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has provided a project tracking matrix. The purpose of the matrix is to demonstrate which American Recovery and Reinvestment Act funded projects, that were funded in Fiscal Year 2008-09, have been completed and which have not yet been completed. American Recovery and Reinvestment Act funded project status is shown below in Table K-1. With all American Recovery and Reinvestment Act funded projects being completed, this is the last Transportation Improvement Program that will show American Recovery and Reinvestment Act project status. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area also maintains Table K-1 on its website at <http://ncfrpc.org/mtpo/index.html>.

**Table K-1
American Recovery and Reinvestment Act Funded Project Status**

Project Description						Project Completed	
TIP Table	Project Location (FMN Number)	Type Work	Project Year	Project Funding (Thousands)	Fund Code Table 3	Yes / No	Date
Alachua County							
14	4262281	ARRA Main Street Resurfacing [North 8 Avenue to North 23 Avenue]	09-10	\$1,100 \$10 \$1,273	FSSL SL LF	YES	2/08/10
12	4264051	ARRA SW 8 Avenue Sidewalk [Tower Road to end/I-75]	09-10	\$110 \$1	FSSE SE	YES	2/17/10
City of Gainesville							
17	4263891	ARRA STP Flex Funding FTA 5307 Purchasing of transit vehicles	08-09	\$693	FTAT	YES	5/15/09
14	4262071	ARRA NE 8 Avenue Resurfacing [Main Street to NE Boulevard]	09-10	\$300 \$3	FSSL SL	YES	1/26/10
12	4262081	ARRA NW 34 Street (SR 121) Sidewalk [NW 39 Avenue (SR 222) to US 441]	09-10	\$1,000 \$9	FSSL SL	YES	10/14/10
6	4262061	ARRA W 6 Street Bike/Pedestrian Trail [SE 2 Avenue to NE 16 Avenue]	09-10	\$1,000 \$9	FSSL SL	YES	9/08/10
17	4263891	ARRA 5307 purchase of transit vehicles	09-10	\$3,201	FTA	YES	4/30/11

ARRA - American Recovery and Reinvestment Act of 2009; FMN - Financial Management Number; FSSE - Federal Stimulus - American Recovery and Reinvestment Act of 2009; FSSL - Federal Stimulus - American Recovery and Reinvestment Act of 2009 areas with population less than or equal to 200,000; FTA - Federal Transit Administration; LF- Local Funds; SE - Surface Transportation Program - Enhancement; NE - Northeast; NW - Northwest; SR - State Road; STP - Surface Transportation Program; TIP - Transportation Improvement Program

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Appendix L

Total Project Costs

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Appendix L: 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.

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. Please contact Jordan Green of the Florida Department of Transportation District 2 Office at 1.800.749.2967 for additional information on these projects.

B. Year 2035 Cost Feasible Plan Total Cost Tables

The following excerpts from the Year 2035 Cost Feasible Plan project total costs in year of expenditure are provided at:

- Table L-1 - Strategic Intermodal System (Table 67, page 282);
- Table L-2 - State Highway System (Table 68, page 282);
- Table L-3 - Surface Transportation Program Enhancements (Table 69, page 284); and
- Table L-4 - Surface Transportation Program (Table 70, page 285).

Table L-1
Strategic Intermodal System Year 2035 Cost Feasible Plan

Facility/Location	Type	Total Cost
Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	\$6.4

**Table L-2
State Highway System Year 2035 Cost Feasible Plan (by Year of Expenditure)**

Priority	Description	Project	From/To:	Length (miles)	Project Cost (in 2010 dollars)	2014-2015		2016-2020		2021-2025		2026-2030		2031-2035		Total Cost (YOE dollars)
1	State Road 226 (SE 16th Avenue)	Widen to four lanes	Main Street to Williston Road	0.6	\$15.0	\$0.8	PD&E		PD&E		PD&E		PD&E		PD&E	\$19.0
							PE	\$1.9	PE		PE		PE		PE	
							ROW	\$3.9	ROW		ROW		ROW		ROW	
							CST		CST	\$2.4	CST		CST		CST	
2	State Road 121 (NW 34th Street)	Construction of turn lanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0	\$0.3	PD&E		PD&E		PD&E		PD&E		PD&E	\$7.6
							PE	\$0.8	PE		PE		PE		PE	
							ROW	\$1.6	ROW		ROW		ROW		ROW	
							CST		CST	\$ 5.0	CST		CST		CST	
3	State Road 26 (University Ave)	Multimodal Emphasis Corridor	Gale Lemerand Drive to Waldo Road	1.5	\$4.8	\$0.2	PD&E		PD&E		PD&E		PD&E		PD&E	\$6.0
							PE	\$0.6	PE		PE		PE		PE	
							ROW	\$1.2	ROW		ROW		ROW		ROW	
							CST		CST	\$3.9	CST		CST		CST	
4	US 441 (W. 13th Street)	Multimodal Emphasis Corridor	NW 33rd Avenue to Archer Road	2.8	\$4.8		PD&E	\$0.3	PD&E		PD&E		PD&E		PD&E	\$7.4
							PE		PE	\$0.7	PE		PE		PE	
							ROW		ROW		ROW	\$1.4	ROW		ROW	
							CST		CST		CST		CST	\$5.0	CST	
5	Waldo Road Multiway Boulevard	Redesign to support BRT , multi-trail and corridor redevelopment study (PD&E)	University Avenue to NE 39th Avenue	2.5	\$3.0		PD&E	\$0.2	PD&E		PD&E		PD&E		PD&E	\$4.7
							PE		PE	\$0.5	PE		PE		PE	
							ROW		ROW		ROW	\$0.9	ROW		ROW	
							CST		CST		CST		CST	\$3.2	CST	
6	Bus Rapid Transit (BRT)	Corridor Infrastructure	Santa Fe Village to Gainesville Regional Airport	14	\$ 28.0		PD&E		PD&E	\$2.1	PD&E		PD&E		PD&E	\$44.9
							PE		PE		PE	\$5.0	PE		PE	
							ROW		ROW		ROW	\$8.1	ROW		ROW	

**Table L-2
State Highway System Year 2035 Cost Feasible Plan (by Year of Expenditure)**

Priority	Description	Project	From/To:	Length (miles)	Project Cost (in 2010 dollars)	2014-2015		2016-2020		2021-2025		2026-2030		2031-2035		Total Cost (YOE dollars)
							CST		CST		CST		CST	\$29.7	CST	
7	State Road 24 (Archer Road)	BRT dedicated lanes design, additional roadway capacity and corridor management study (PD&E)	MTPO Boundary to SW 45 th Street	3.5	\$0.5		PD&E		PD&E	\$0.0	PD&E		PD&E		PD&E	\$0.8
							PE		PE		PE	\$0.1	PE		PE	
							ROW		ROW		ROW	\$0.1	ROW		ROW	
							CST		CST		CST		CST	\$0.5	CST	
8	State Road 121 (Williston Road)	Additional roadway capacity and corridor management study (PD&E)	SW 62nd Avenue to SW 35th Way	0.5	\$0.5		PD&E		PD&E	\$0.0	PD&E		PD&E		PD&E	\$0.8
							PE		PE		PE	\$0.1	PE		PE	
							ROW		ROW		ROW	\$0.1	ROW		ROW	
							CST		CST		CST		CST	\$0.5	CST	

BRT - Bus Rapid Transit, CST - Construction, NE - Northeast, NW - Northwest, PD&E - Project Development & Environment, PE - Design, ROW - Right-of-Way, SE- Southeast, W - West and YOE - Year of Expenditure

Table L-3
Surface Transportation Program Enhancements Year 2035 Cost Feasible Plan (by Year of Expenditure)

Priority	Description	Project	From / To:	Length (miles)	Project Cost (in 2010 dollars)	2014-2015		2016-2020		2021-2025		2026-2030		2031-2035		Total Cost (YOE dollars)
1	Cross Campus Greenway		Archer Road to SW 34th Street	2.1	\$1.9	\$0.1	PD&E		PD&E		PD&E		PD&E		PD&E	\$2.6
							PE	\$0.2	PE		PE		PE		PE	
							ROW		ROW	\$0.5	ROW		ROW		ROW	
							CST		CST		CST	\$1.8	CST		CST	
2	Hull Road Parking Area		SW 34th Street to End of Hull Road Parking Area	0.2	\$0.2	\$0.0	PD&E		PD&E		PD&E		PD&E		PD&E	\$0.3
							PE	\$0.0	PE		PE		PE		PE	
							ROW		ROW	\$0.0	ROW		ROW		ROW	
							CST		CST		CST	\$0.2	CST		CST	
3	Hull Road Connector		Hull Road Parking Area/ SW 20th Avenue	0.5	\$0.5	\$0.0	PD&E		PD&E		PD&E		PD&E		PD&E	\$0.6
							PE	\$0.1	PE		PE		PE		PE	
							ROW		ROW	\$0.1	ROW		ROW		ROW	
							CST		CST		CST	\$0.4	CST		CST	
4	Lake Kanapaha Trail		Tower Road west to Interstate 75	2.3	\$2.1	\$0.1	PD&E		PD&E		PD&E		PD&E		PD&E	\$2.8
							PE	\$0.3	PE		PE		PE		PE	
							ROW		ROW	\$0.6	ROW		ROW		ROW	
							CST		CST		CST	\$1.9	CST		CST	
5	SW 34th Street Grade Separated Crossing		SW 34th Street at Hull Road	0.2	\$7.0		PD&E		PD&E	\$0.5	PD&E		PD&E		PD&E	\$3.6
							PE		PE		PE	\$1.1	PE		PE	
							ROW		ROW		ROW		ROW	\$2.0	ROW	
							CST		CST		CST		CST	\$7.4	CST*	

* Partially funded

CST - Construction, PD&E - Project Development & Environment, PE - Design, ROW - Right-of-Way, SW- Southwest and YOE - Year of Expenditure.

Table L-4
Surface Transportation Program Year 2035 Cost Feasible Plan (by Year of Expenditure)

Priority	Description	Project	From / To:	Length (miles)	Project Cost (in 2010 dollars)	2014-2015		2016-2020		2021- 2025		2026-2030		2031-2035		Total Cost (YOE dollars)
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	n/a	\$0.4	\$0.4	PD&E		PD&E		PD&E		PD&E		PD&E	\$0.4
							PE		PE		PE		PE		PE	
							ROW		ROW		ROW		ROW		ROW	
							CST		CST		CST		CST		CST	
2	Santa Fe to Oaks Mall Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Sante Fe to Oaks Mall	n/a	\$0.6	\$0.6	PD&E		PD&E		PD&E		PD&E		PD&E	\$0.6
							PE		PE		PE		PE		PE	
							ROW		ROW		ROW		ROW		ROW	
							CST		CST		CST		CST		CST	
3	Streetcar Feasibility Study	Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0	\$1.0	\$1.0	PD&E		PD&E		PD&E		PD&E		PD&E	\$1.0
							PE		PE		PE		PE		PE	
							ROW		ROW		ROW		ROW		ROW	
							CST		CST		CST		CST		CST	
4	Intermodal Center / Park and Ride Lot	Park and Ride Lot	TBD	n/a	\$1.4	\$0.1	PD&E		PD&E		PD&E		PD&E		PD&E	\$1.9
							PE	\$0.2	PE		PE		PE		PE	
							ROW		ROW	\$0.4	ROW		ROW		ROW	
							CST		CST		CST	\$1.3	CST		CST	
5	Transit Maintenance Facility		n/a	n/a	\$50.0		PD&E		PD&E		PD&E		PD&E		PD&E	\$32.2
							PE		PE		PE		PE		PE	
							ROW		ROW		ROW		ROW		ROW	
							CST		CST		CST		CST	\$53.0	CST	

CST - Construction, n/a - Not Applicable, PD&E - Project Development & Environment, PE - Design, ROW - Right-of-Way, TBD - To be Determined, W - West and YOE - Year of Expenditure.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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