

May 21, 2025

7:00 pm

County Administration Building - Grace Knight Conference Room

12 SE 1 Street, 2nd Floor, Gainesville, FL 32601

Pages

1.	CALL TO ORDER	
2.	CHAIR'S ANNOUNCEMENTS	
3.	ROLL CALL & CONFIRMATION OF QUORUM	
4.	AGENDA REVIEW	1
5.	APPROVAL OF MINUTES	
5.1	Technical Advisory Committee Meeting Minutes	4
	(TAC REVIEW ONLY) March 12, 2025 Meeting Summary	
5.2	Citizen Advisory Committee Meeting Minutes	10
	(CAC REVIEW ONLY) March 12, 2025 Meeting Summary	
6.	CONSENT AGENDA	
7.	ACTION ITEMS	
7.1	FY2025/26 through FY2029/30 Transportation Improvement Program	15
	Provide recommendations for full board consideration. Staff will present the TIP update followed by a period for public comment.	
7.2	Long Range Transportation Plan - Needs Plan	217
	Approval of the LRTP Needs Plan for inclusion in the LRTP update to be adopted in August	
7.3	GMTPO SU Funding Plan	245
	Approval of the plan for suballocation of urban area funding under the Surface Transportation Block Grant program	

7.4	Intergovernmental Coordination and Review (ICAR) Agreement	248
	Updated ICAR Agreement for review and recommendations	
7.5	Transportation Improvement Program Amendment –SR20 (East University Ave) from SR24 (NE Waldo Ave) to SR26 (East University Ave)	260
	Amendment to MTPO Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to include funding in FY2026 for the resurfacing of SR 20 (East University Ave) from SR24 (NE Waldo Ave) to SR26 (East University Ave).	
7.6	Transportation Improvement Program Amendment –SR26 (West University Ave) from Gale Lemerand Drive to SR24 (NE Waldo Ave)	264
	Amendment to MTPO Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to include funding in FY2026 for the resurfacing of SR 26 (West University Ave) from Gale Lemerand Drive to SR24 (NE Waldo Ave).	
8.	INFORMATION ITEMS	
8.1	Establishment Interlocal Agreement	268
	Updated Establishment Interlocal Agreement for review and comments. Interlocal Agreement will be enacted by all members of the MTPO for the Gainesville Alachua County Area	
8.2	MTPO Bylaws	284
	MTPO Bylaws will be adopted once the Interlocal Agreement is enacted	
8.3	Bicycle/Pedestrian Plan Update	297
	The City of Gainesville is currently updating their bicycle/pedestrian plan. The Existing Conditions report is provided for review.	
9.	AGENCY REPORTS / PARTNER UPDATES	
10.	UPCOMING MEETINGS OF INTEREST	
10.1	MTPO Meetings	
	Board Meeting: June 2, 2025	
11.	MEMBER COMMENTS	

12. PUBLIC COMMENTS (GENERAL)

13. ADJOURNMENT



TAC/ CAC Meeting Agenda

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR
THE GAINESVILLE URBANIZED AREA**

<p>TAC Date & Time: Wednesday, May 21st, 2025 2:00pm</p>	<p>Location: 2nd Floor Conference Room Regional Transit System (RTS) Building, 34 SE 13th Road, Gainesville, Florida</p>
<p>CAC Date & Time Wednesday, May 21st, 2025 7:00pm</p>	<p>Location: Grace Knight Conference Room Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida</p>

Item	Agenda Item	Presenter
I.	CALL TO ORDER	Chair
II.	CHAIR’S ANNOUNCEMENTS	Chair
III.	ROLL CALL & CONFIRMATION OF QUORUM	Chair
IV.	AGENDA REVIEW & APPROVAL	Chair
V.	APPROVAL OF MINUTES	
A.	Technical Advisory Committee Meeting Minutes (TAC REVIEW ONLY) <i>March 12, 2025 Meeting Summary</i>	Chair
B.	Citizen Advisory Committee Meeting Minutes (CAC REVIEW ONLY) <i>March 12, 2025 Meeting Summary</i>	Chair
VI.	CONSENT AGENDA	
	<i>No Consent Items</i>	
VII.	ACTION ITEMS	
A.	FY2025/26 through FY2029/30 Transportation Improvement Program <i>Provide recommendations for full board consideration.</i>	



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

Staff will present the TIP update followed by a period for public comment.

B. Long Range Transportation Plan - Needs Plan
Approval of the LRTP Needs Plan for inclusion in the LRTP update to be adopted in August

C. GMTPO SU Funding Plan
Approval of the plan for suballocation of urban area funding under the Surface Transportation Block Grant program

D. Intergovernmental Coordination and Review (ICAR) Agreement
Updated ICAR Agreement for review and approval

E. Transportation Improvement Program Amendment –
SR20 (East University Ave) from SR24 (NE Waldo Ave) to SR26 (East University Ave)
*Amendment to MTPO Fiscal Years 2024-25 to 2028-29
Transportation Improvement Program to include funding in FY2026 for the resurfacing of SR 20 (East University Ave) from SR24 (NE Waldo Ave) to SR26 (East University Ave).*

F. Transportation Improvement Program Amendment –
SR26 (West University Ave) from Gale Lemerand Drive to SR24 (NE Waldo Ave)
*Amendment to MTPO Fiscal Years 2024-25 to 2028-29
Transportation Improvement Program to include funding in FY2026 for the resurfacing of SR 26 (West University Ave) from Gale Lemerand Drive to SR24 (NE Waldo Ave).*

VIII. INFORMATION ITEMS

A. Establishment Interlocal Agreement
Updated Establishment Interlocal Agreement for review and comments. Interlocal Agreement will be enacted by all members of the MTPO for the Gainesville Alachua County Area

B. MTPO Bylaws
MTPO Bylaws will be adopted once the Interlocal Agreement is enacted



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For the Gainesville and Alachua County Area

- C. Bicycle/Pedestrian Plan Update
The City of Gainesville is currently updating their bicycle/pedestrian plan. The Existing Conditions report is provided for review.

IX. UPCOMING MEETINGS OF INTEREST

- A. MTPO Meetings
- Board Meeting: June 2, 2025

XI. MEMBER COMMENTS

XII. PUBLIC COMMENTS (GENERAL)

XIII. ADJOURNMENT

Public participation is conducted without regard to race, color, national origin, sex, age, disability, religion, or family status. If you are a person with a disability needing assistance or an accommodation in order to participate in this meeting, please contact the Alachua County Equal Opportunity Office at (352) 374-5275. If you are hearing or voice impaired, please call 711 (Florida Relay Service). If you are unable to contact the Office prior to the meeting and you are present at the meeting, please inform an Alachua County employee or the Chair that you are in need of assistance.



V. Item A



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

MARCH 19, 2025 - MEETING SUMMARY

Meeting: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Meeting

Group: Technical Advisory Committee

Location and Time: Gainesville RTS
 2nd Floor Conference Room
 Regional Transit System (RTS) Building,
 34 SE 13th Road, Gainesville, Florida
 2:00 PM

	<i>Agenda Item</i>	Leistner	Kluttz	Hall	Cullen	Carver	Wood			<i>Pass/Fail</i>
I & II	Call to Order and Chair Announcements									
	Notes: Chair Leistner call to order									
III	Roll Call and Quorum	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Quorum
	Notes: Chair indicated that a quorum was present									
IV	Agenda Review and Approval	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input type="checkbox"/> Unanimous
	Notes: The agenda was moved by Wood and seconded by Kluttz. Approved unanimously.									
V.	Approval of Minutes	<input type="checkbox"/> M <input type="checkbox"/> S	<input type="checkbox"/> M <input type="checkbox"/> S	<input checked="" type="checkbox"/> M <input type="checkbox"/> S	<input type="checkbox"/> M <input type="checkbox"/> S	<input type="checkbox"/> M <input type="checkbox"/> S	<input type="checkbox"/> M <input checked="" type="checkbox"/> S	<input type="checkbox"/> M <input type="checkbox"/> S	<input type="checkbox"/> M <input type="checkbox"/> S	<input type="checkbox"/> Pass <input type="checkbox"/> Fail



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

		<input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Unanimous
	<i>Notes: Mr. Hall moved and Mr. Wood seconded the minutes and they were approved unanimously.</i>									
VI.	Consent Agenda: None	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> Pass <input type="checkbox"/> Fail <input type="checkbox"/> Unanimous
	<i>Notes:</i>									
VII.A.	Action Item: Public Participation Plan (PPP) Update <i>Presenting the draft PPP to the MTPO advisory committees approval prior to the MTPO Board Meeting on April 4, 2025</i>	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input checked="" type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
	<i>Notes: Mr. Thoburn introduced and reviewed the Public Participation Plan. Ms. Kluttz there needed to be contact information inserted. Mr. Wood noted staff should check MPTO and contact information and offered some technical edits. Mr. Cullen noted that on page 20 there was a reference that needed to be corrected on the ways to communicate with the MTPO. Mr. Wood moved approval and Mr. Cullen seconded. The PPP was approved unanimously.</i>									
VII.B.	Action Item: Title VI and Limited English Proficiency (LEP) <i>Presenting the draft Title VI and LEP to the MTPO advisory committees for approval prior to the MTPO Board Meeting on April 4, 2025</i>	<input type="checkbox"/> M	<input type="checkbox"/> M	<input checked="" type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
	<i>Notes: Thoburn introduced and reviewed the draft Title VI and Limited English Proficiency (LEP). After a brief discussion Mr. Cullen moved and Mr. Wood seconded. The items was approved unanimously.</i>									
VII.C.	Action Item: ICAR <i>Updated ICAR for review and recommendations for approval prior to the MTPO Board Meeting on April 4, 2025</i>	<input type="checkbox"/> M	<input type="checkbox"/> M	<input checked="" type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> M	<input type="checkbox"/> Pass <input type="checkbox"/> Fail <input type="checkbox"/> Unanimous
	<i>Notes: Mr. Cullen questions whether the role of the RPC was referenced properly. Mr. Hall asked that the document be reviewed to see where the University of Florida could be included in appropriate locations – notably section 3.02 . Mr. Hall asked that on page 5 there should be a reference to the university master plan. TAC agreed to table the item and bring back to the next meeting.</i>									



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For the Gainesville and Alachua County Area

VII.D.	Action Item: Transportation Improvement Program Amendment – SR26A (SW 2nd Ave) from SR26 (University Blvd) to SR26 (University Blvd) Motion: Approval of Amendment to MTPO Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to include funding in FY2026 for the resurfacing of SR26A (SW 2nd Ave) from SR26 (University Blvd) to SR26 (University Blvd).	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
<i>Notes: Mr. Hall noted that University Boulevard needed to be changed to University Avenue and map needed to be updated. With change Mr. Hall Moved and Mr. Wood seconded. The item was approved unanimously.</i>										
VII.E.	Action Item: Transportation Improvement Program Amendment – SR26A (SW 2nd Ave) from SR26 (University Blvd) to SR26 (University Blvd) Motion: Approval of Amendment to MTPO Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to include funding in FY2026 for the resurfacing of SR26A (SW 2nd Ave) from SR26 (University Avenue) to SR26 (University Blvd).	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
<i>Notes: Mr. Hall noted that University Blvd. needed to be changed to University Avenue. With this change, Mr. Carver moved and Mr. Hall Seconded. The item was approved unanimously.</i>										
VII.F.	Action Item: Transportation Improvement Program Amendment – SR200 (US301) from N. of SR26 to SR24 (NE Waldo Rd.) Motion: Approval of Amendment to MTPO Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to include funding in FY2025 and FY2026 for the resurfacing of SR200(US301) from N. of SR26 to SR24(NE Waldo Rd.).	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
<i>Notes: After discussion Mr. Hall moved and Ms. Kluttz seconded the TIP Amendment. The item was approved unanimously.</i>										
VII.G.	Action Item: Transportation Improvement Program Amendment – SR26 (Newberry Road) from NW 43rd St. to SW 38th St. Motion: Approval of Amendment to MTPO Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

	include funding in FY2026 for SR26(Newberry Road) from NW 43rd St. to SW 38th St.									
	Notes: There was a discussion related to the status of the design. Ms. Brown (FDOT) indicated the project construction funding is programmed for FY26. Mr. Carver moved and Mr. Wood seconded the TIP Amendment. The item was approved unanimously.									
VIII.A.	Information Item - MTPO Bylaws (TAC REVIEW ONLY) Updated MTPO Bylaws for review and recommendations. Revisions reflect new MTPO Board makeup. MTPO Bylaws will be adopted upon adoption of Interlocal Services Agreement.									
	Notes: Item was presented as information. Mr. Thoburn called attention to authority on expenditures, also need to capture BPAB correctly and the issue of the MTPO serving as the TD coordinating board and support. There was a discussion on the appointment and term of the "rural representative". Mr. Cullen raised questions about how membership is determined and suggested the expectation of attendance be discussed- including the attendance log. Chair Leistner indicated that section 9 had some items to clean up related to reference to county manager. There was additional discussion clarifying role of UF advisor/versus member. And the report from the county auditor.									
VIII.B.	Information Item: Draft 2025 Meeting Calendar Proposed updates to 2025 meeting calendar for TAC/CAC meetings for discussion.									
	Notes: Item was presented as information.									
VIII.C.	Information Item: future meetings									
	Mr. Cullen commented that there would be an FDOT planning meeting in live oak, April 29 th -- the north florida transportation planning summit 1 st annual. Mr. Thoburn noted the metropolitan planning partnership is may 7 th and is virtual.									
XI	Member Comments									
	New Business									
XII	Public Comments									
	Name	Notes								
	Name	Notes								
	Name	Notes								
	Name	Notes								



Metropolitan Transportation Planning Organization
For the Gainesville and Alachua County Area



V. Item B



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

MARCH 19, 2025 - MEETING SUMMARY

Meeting: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Meeting

Group: Citizens Advisory Committee

Location and Time: Wednesday, March 19th, 2025
7:00pm

	<i>Agenda Item</i>	<i>Steiner</i>	<i>Levy</i>	<i>Dondanville</i>	<i>Harrar</i>	<i>Escalante</i>	<i>Pass/Fail</i>
I & II	Call to Order and Chair Announcements						
	Notes: Chair Steiner called the meeting to order at 7:07 P.M.						
III	Roll Call and Quorum	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Quorum
	Notes: All members were present and there was a quorum						
IV	Agenda Review and Approval	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
	Notes: Agenda was reviewed and approved (noting the modification of Item E in title). Harra moved the agenda and Levy seconded. It was passed unanimously.						
V.	Approval of Minutes	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
	Notes: Dondandville moved approval of the Minutes and Levy seconded. Minutes from February were approved unanimously.						
VI.	Consent Agenda – N/A	<input type="checkbox"/> M <input type="checkbox"/> S	<input type="checkbox"/> M <input type="checkbox"/> S	<input type="checkbox"/> M <input type="checkbox"/> S	<input type="checkbox"/> M <input type="checkbox"/> S	<input type="checkbox"/> M <input type="checkbox"/> S	<input type="checkbox"/> Pass <input type="checkbox"/> Fail



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		<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Unanimous
	<i>Notes:</i>						
VII.A.	Action Item: Public Participation Plan (PPP) Update <i>Presenting the draft PPP to the MTPO advisory committees approval prior to the MTPO Board Meeting on April 4, 2025</i>	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
	<p><i>Notes: Escalante had a number of questions. He noted it was important to make sure that public sees reliability and consistency on noticing meetings. He also inquired about the inclusion of the LRTP in the PPP.</i></p> <p>Public comments – Kali Blunt, RN suggested that the MTPO look at opportunities like providing refreshments at meetings. Escalante and Chair Steiner noted there may questions about legality and use of federal funds for such purposes.</p>						
VII.B.	Action Item: Title VI and Limited English Proficiency (LEP) <i>Presenting the draft Title VI and LEP to the MTPO advisory committees for approval prior to the MTPO Board Meeting on April 4, 2025</i>	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
	<i>Notes: Mike E. asked a number of questions about bilingual requirements and special population requirements.</i>						
VII.C.	Action Item: ICAR <i>Updated ICAR for review and recommendations for approval prior to the MTPO Board Meeting on April 4, 2025</i>	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
	<i>Notes: This item was tabled by the TAC and the CAC also agreed to table. Escalante noted this was needed as a countywide TMA. ICAR addresses the issues.</i>						
VII.D.	Action Item: Transportation Improvement Program Amendment – SR26 (University Ave) from SR20 to SR222 (NE 39th Blvd) <i>Amendment to MTPO Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to include funding in FY2026 for the resurfacing of SR 26 (University Ave) from SR20 to SR222 (NE 39th Blvd).</i>	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
	<i>Notes: this is out to Waldo Road.</i>						



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

VII.E.	Action Item: Transportation Improvement Program Amendment – SR26A (SW 2nd Ave) from SR26 (University Avenue) to SR26 (University Avenue) Motion: Approval of Amendment to MTPO Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to include funding in FY2026 for the resurfacing of SR26A (SW 2nd Ave) from SR26 (University Ave) to SR26 (University Ave).	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
<i>Notes: Chair Steiner noted this is an old one-way pair. After discussion Escalante moved and Dondanville seconded. Motion was approved unanimously.</i>							
VII.F.	Action Item: Transportation Improvement Program Amendment – SR200(US301) from N. of SR26 to SR24(NE Waldo Rd.) Motion: Approval of Amendment to MTPO Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to include funding in FY2025 and FY2026 for the resurfacing of SR200(US301) from N. of SR26 to SR24(NE Waldo Rd.).	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
<i>Notes: Question about whether its waldo road. SR 24 is right. "Terminus" of SR24. After discussion Escalante moved and Harrar seconded. Motion was approved unanimously.</i>							
VII.G.	Action Item: Transportation Improvement Program Amendment – SR26(Newberry Road) from NW 43rd St. to SW 38th St. Motion: Approval of Amendment to MTPO Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to include funding in FY2026 for SR26(Newberry Road) from NW 43rd St. to SW 38th St.	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input checked="" type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> M <input type="checkbox"/> S <input type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input checked="" type="checkbox"/> Unanimous
<i>Notes: Levy and Escalante discussed long lasting concerns about the design not taking parking. Lowering speed limit was not addressed. Functional class issue is an issue. Felt like the MPO relented to not taking out parking but hat this was the agreement that was made. Levy note that speed is an issue and there are frequent accidents with injuries. After discussion Harrar moved and Dondanville seconded. Motion was approved unanimously.</i>							
VIII.A.	Information Item – N/A						
<i>Notes: Should re to "older adults" – not elderly and "persons with disabilities."</i>							
VIII.B.	Information Item - Draft 2025 Meeting Calendar Proposed updates to 2025 meeting calendar for TAC/CAC meetings for discussion.						
<i>Notes: Mike E. raised concerns about the timeline to incorporate recommendations of TAC and CAC. No major objections though.</i>							



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

XI	Member Comments
	<p><i>Notes: Levy – As it relates to Bylaws CAC needs more members. Good opportunity is Hero’s Day, April 12th. (used to be the Bike rodeo)</i></p> <p><i>Mike E. – several meetings ago. Deferred some studies that were intact. What is the status? Spending down MPOs funds.</i></p> <p><i>Chair Steiner adjourned the meeting at 8:10 PM.</i></p>
XII	Public Comments
Name	Notes
Name	Notes
Name	Notes
Name	Notes



VII. Action Item A



Metropolitan Transportation Planning Organization For the Gainesville and Alachua County Area

May 21, 2025

MEETING MEMORANDUM

To: Technical Advisory Committee/
Citizens Advisory Committee

From: Brad Thoburn

Subject: **Transportation Improvement Program FY2025-26 through
FY2029-30**

RECOMMENDATION

It is recommended that the TAC and CAC approve the Transportation Improvement Program for Fiscal Years 2025-26 to 2029-30.

BACKGROUND

MPOs are required by 23 United States Code (USC) 134(j) to develop a Transportation Improvement Program (TIP). MPOs, in cooperation with FDOT and public transportation operators, develop the TIP per 23 Code of Federal Regulations (CFR) 450.326(a).

The CFR defines the TIP as a prioritized listing/program of transportation projects covering four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the Long-Range Transportation Plan (LRTP), and required for projects to be eligible for funding under 23 USC, 49 USC Chapter 53, and [23 CFR 450.104]. State law requires the TIP to cover an additional year, for a total of five years [s.339.175(8)(c)(1), Florida Statutes (FS)]. The TIP reflects short-term investment priorities developed from the Metropolitan Transportation Planning Organization's Long-Range Transportation Plan and the annual List of Priority Projects (LOPP) approved by the MTPO..

The Metropolitan Transportation Planning Organization's Transportation Improvement Program for Fiscal Years 2025-26 through 2029-30 is attached.

Attachment



Transportation Improvement Program Fiscal Years 2025-26 to 2029-30

(October 1, 2025 to September 30 2026;
October 1, 2026 to September 30 2027;
October 1, 2027 to September 30 2028;
October 1, 2028 to September 30 2029, and
October 1, 2029 to September 30 2030)

DRAFT FOR PUBLIC COMMENT
May 12, 2025

DRAFT

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



DRAFT

Transportation Improvement Program

Fiscal Years 2025-26 to 2029-30

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

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

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

(Fiscal Year 2028-29 - October 1, 2028 to September 30, 2029)

(Fiscal Year 2029-30 - October 1, 2029 to September 30, 2030)

ENDORSEMENT

This Transportation Improvement Program has been developed consistent with federal and state requirements and approved on June 2, 2025 by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
2009 NW 67 Place
Gainesville, Florida 32653-1603

Commissioner Marihelen Wheeler, Chair

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

Approved by the

**Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area**

10 SW 2nd Ave
Gainesville, FL 32601
352.374.5249

With Assistance from:
Florida Department of Transportation District Two
2198 Edison Avenue, MS 2806
Jacksonville, FL 32204-2730
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June 2, 2025

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Chapter I

Introduction

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Chapter I: Introduction

The purpose of the Transportation Improvement Program (TIP) is to identify all transportation projects within the Gainesville Metropolitan Area to be funded by Alachua County, the City of Gainesville, the Florida Department of Transportation, the University of Florida, the Federal Highway Administration (FHWA) (Title 23 United States Code) and the Federal Transit Administration (FTA) (Federal Transit Act). The TIP identifies all regionally significant transportation projects for which Federal Highway Administration or Federal Transit Administration approval is required whether the projects are to be funded with Title 23 or Title 49 United States Code or Federal Transit Act funds (e.g., addition of an interchange to the Interstate System).

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

www.acgnvmobility.org/

Appendix B includes a Federal Transit Administration Annual Obligations Report that was developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff and a copy of the Annual Obligations Report that was provided by the Florida Department of Transportation for roadway projects. Appendix C shows the federal funding for projects for Fiscal Years 2025-26 to 2028-29. For informational purposes of local/private-funded only projects for Fiscal Years 2025-26 to 2029-30: Appendix D shows the unincorporated Alachua County projects; Appendix E shows the City of Gainesville projects; and Appendix F shows the University of Florida projects. Appendix G shows the TIP public comment summary and comment tracking. Appendix H shows the transportation performance measures consensus planning document. Appendix I shows the Revisions to Fiscal Years 2025-26 to 2029-30.

A. Definitions

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

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

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

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

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

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

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

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

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

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

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

Revision means a change to a statewide or metropolitan long range transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment," while a minor revision is an "administrative modification."

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

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

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

B. List of Acronyms

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

C. Funding Codes

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

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**Table 1
Legend to Transportation Projects and Fund Codes**

Code	Description	Fund Group	Fund Group Description
ACBR	ADVANCE CONSTRUCTION (BRT)	F22	NH - AC FUNDING
ACBZ	ADVANCE CONSTRUCTION (BRTZ)	F22	NH - AC FUNDING
ACCM	ADVANCE CONSTRUCTION (CM)	F32	O.F.A. - AC FUNDING
ACER	ADVANCE CONSTRUCTION (ER)	F32	O.F.A. - AC FUNDING
ACFP	AC FREIGHT PROG (NFP)	F22	NH - AC FUNDING
ACID	ADV CONSTRUCTION SAFETY (HSID)	F22	NH - AC FUNDING
ACLD	ADV CONSTRUCTION SAFETY (HSLD)	F22	NH - AC FUNDING
ACNP	ADVANCE CONSTRUCTION NHPP	F22	NH - AC FUNDING
ACNR	AC NAT HWY PERFORM RESURFACING	F22	NH - AC FUNDING
ACPR	AC - PROTECT GRANT PGM	F22	NH - AC FUNDING
ACSA	ADVANCE CONSTRUCTION (SA)	F32	O.F.A. - AC FUNDING
ACSL	ADVANCE CONSTRUCTION (SL)	F32	O.F.A. - AC FUNDING
ACSM	STBG AREA POP. W/ 5K TO 49,999	F32	O.F.A. - AC FUNDING
ACSN	ADVANCE CONSTRUCTION (SN)	F32	O.F.A. - AC FUNDING
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	F22	NH - AC FUNDING
ACSU	ADVANCE CONSTRUCTION (SU)	F32	O.F.A. - AC FUNDING
ARDR	ARPA- SCETS MOTOR FUEL TAX	F49	100% FEDERAL NON-FHWA
ARHF	ARPA- SHS MOTOR FUEL TAX	F49	100% FEDERAL NON-FHWA
ARPA	AMERICAN RESCUE PLAN ACT	F49	100% FEDERAL NON-FHWA
ARPI	ARPA INTEREST	N49	OTHER NON-FEDERAL FUNDS
ART	ARTERIAL HIGHWAYS PROGRAMS	N11	100% STATE
ARTW	ARTERIAL WIDENING PROGRAM	N11	100% STATE
BNBR	AMENDMENT 4 BONDS (BRIDGES)	N31	BONDS
BNDS	BOND - STATE	N31	BONDS
BNIR	INTRASTATE R/W & BRIDGE BONDS	N31	BONDS
BRAS	ANCILLARY STRUCTURES	N11	100% STATE
BRP	STATE BRIDGE REPLACEMENT	N11	100% STATE
BRRP	STATE BRIDGE REPAIR & REHAB	N11	100% STATE
BRRR	BRIDGE REPAIR RAILROADS	N11	100% STATE
BRTD	FED BRIDGE REPL--DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
BRTZ	FED BRIDGE REPL - OFF SYSTEM	F21	NH - REGULAR FUNDING
CARB	CARBON REDUCTION GRANT PGM	F31	O.F.A. - REGULAR FUNDS
CARL	CARB FOR URB. LESS THAN 200K	F31	O.F.A. - REGULAR FUNDS
CARM	CARB FOR SM. URB. 5K - 49,999	F31	O.F.A. - REGULAR FUNDS
CARN	CARB FOR RURAL AREAS < 5K	F31	O.F.A. - REGULAR FUNDS
CARU	CARB FOR URB. AREA > THAN 200K	F31	O.F.A. - REGULAR FUNDS
CD22	CONGRESS GF EARMARKS HIP 2022	F43	100% FEDERAL DEMO/EARMARK
CD23	CONGRESS GF EARMARKS HIP 2023	F43	100% FEDERAL DEMO/EARMARK
CD24	CONGRESS GF EARMARKS HIP 2024	F43	100% FEDERAL DEMO/EARMARK
CIGP	COUNTY INCENTIVE GRANT PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
CM	CONGESTION MITIGATION - AQ	F31	O.F.A. - REGULAR FUNDS
D	UNRESTRICTED STATE PRIMARY	N11	100% STATE
DC	STATE PRIMARY PE CONSULTANTS	N11	100% STATE

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2025-2026 to 2029-2030**

Code	Description	Fund Group	Fund Group Description
DDR	DISTRICT DEDICATED REVENUE	N11	100% STATE
DEM	ENVIRONMENTAL MITIGATION	N11	100% STATE
DER	EMERGENCY RELIEF - STATE FUNDS	N11	100% STATE
DFTA	FED PASS-THROUGH \$ FROM FTA	F49	100% FEDERAL NON-FHWA
DI	ST. - S/W INTER/INTRASTATE HWY	N11	100% STATE
DIH	STATE IN-HOUSE PRODUCT SUPPORT	N11	100% STATE
DIOH	STATE 100% - OVERHEAD	N11	100% STATE
DIS	STRATEGIC INTERMODAL SYSTEM	N11	100% STATE
DITS	STATEWIDE ITS - STATE 100%.	N11	100% STATE
DL	LOCAL FUNDS - PTO - BUDGETED	N44	LOCAL
DPTO	STATE - PTO	N11	100% STATE
DRA	REST AREAS - STATE 100%	N11	100% STATE
DS	STATE PRIMARY HIGHWAYS & PTO	N11	100% STATE
DSB0	UNALLOCATED TO FACILITY	N41	TOLL CAPITAL IMPROVEMENT
DSB1	SKYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	N41	TOLL CAPITAL IMPROVEMENT
DSB3	PINELLAS BAYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB7	MID-BAY BRIDGE AUTHORITY	N41	TOLL CAPITAL IMPROVEMENT
DSBC	GARCON POINT BRIDGE	N41	TOLL CAPITAL IMPROVEMENT
DSBD	I-95 EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBF	I-595	N41	TOLL CAPITAL IMPROVEMENT
DSBG	I-75 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBH	I-4 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBI	PALMETTO ML TOLL CAP IMPROVE	N41	TOLL CAPITAL IMPROVEMENT
DSBJ	I-295 EXPRESS LANES - CAPITAL	N41	TOLL CAPITAL IMPROVEMENT
DSBK	TAMPA BAY EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBT	TURNPIKE/REIMBURSED BY TOLL	N41	TOLL CAPITAL IMPROVEMENT
DSBW	WEKIVA PARKWAY	N41	TOLL CAPITAL IMPROVEMENT
DSPC	SERVICE PATROL CONTRACT	N11	100% STATE
DU	STATE PRIMARY/FEDERAL REIMB	F49	100% FEDERAL NON-FHWA
DUCA	TRANSIT CARES/CRRSAA ACT	F49	100% FEDERAL NON-FHWA
DWS	WEIGH STATIONS - STATE 100%	N11	100% STATE
EB	EQUITY BONUS	F31	O.F.A. - REGULAR FUNDS
EM19	GAA EARMARKS FY 2019	N11	100% STATE
EM25	GAA EARMARKS FY 2025	N11	100% STATE
ER17	2017 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER22	2022 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER23	2023 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
F001	FEDERAL DISCRETIONARY - US19	F33	O.F.A. - DEMO/EARMARK FUNDS
FAA	FEDERAL AVIATION ADMIN	F49	100% FEDERAL NON-FHWA
FBD	FERRYBOAT DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
FC5	OPEN GRADE FRICTION COURSE FC5	N11	100% STATE
FCO	PRIMARY/FIXED CAPITAL OUTLAY	N11	100% STATE
FEMA	FED EMERGENCY MGT AGENCY	F49	100% FEDERAL NON-FHWA
FHPP	FEDERAL HIGH PRIORITY PROJECTS	F33	O.F.A. - DEMO/EARMARK FUNDS
FINC	FINANCING CORP	N51	FINC - FINANCING CORP.

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2025-2026 to 2029-2030**

Code	Description	Fund Group	Fund Group Description
FLAP	FEDERAL LANDS ACCESS PROGRAM	F41	100% FEDERAL FUNDS
FRA	FEDERAL RAILROAD ADMINISTRATN	F49	100% FEDERAL NON-FHWA
FTA	FEDERAL TRANSIT ADMINISTRATION	F49	100% FEDERAL NON-FHWA
FTAT	FHWA TRANSFER TO FTA (NON-BUD)	F43	100% FEDERAL DEMO/EARMARK
GFBR	GEN FUND BRIDGE REPAIR/REPLACE	F21	NH - REGULAR FUNDING
GFBZ	GENERAL FUND BRIDGE OFF-SYSTEM	F31	O.F.A. - REGULAR FUNDS
GFEV	GEN. FUND EVEHICLE CHARG. PGM	F21	NH - REGULAR FUNDING
GFNP	NP FEDERAL RELIEF GENERAL FUND	F31	O.F.A. - REGULAR FUNDS
GFSA	GF STPBG ANY AREA	F31	O.F.A. - REGULAR FUNDS
GFSL	GF STPBG <200K<5K (SMALL URB)	F31	O.F.A. - REGULAR FUNDS
GFSN	GF STPBG <5K (RURAL)	F31	O.F.A. - REGULAR FUNDS
GFSU	GF STPBG >200 (URBAN)	F31	O.F.A. - REGULAR FUNDS
GMR	GROWTH MANAGEMENT FOR SIS	N11	100% STATE
GR23	GAA EARMARKS FY2023	N11	100% STATE
GR24	GAA EARMARKS FY2024	N11	100% STATE
GR25	GAA EARMARKS FY 2025	N11	100% STATE
GRD	D FUNDS-GENERAL REVENUE	N11	100% STATE
GRSC	GROWTH MANAGEMENT FOR SCOP	N11	100% STATE
GRTR	FY2024 SB106 TRAIL NETWORK	N11	100% STATE
HILL	HILLSBOROUGH CO SURTAX RESURF	N44	LOCAL
HP	FEDERAL HIGHWAY PLANNING	F31	O.F.A. - REGULAR FUNDS
HPP	HIGH PRIORITY PROJECTS	F43	100% FEDERAL DEMO/EARMARK
HR	FEDERAL HIGHWAY RESEARCH	F31	O.F.A. - REGULAR FUNDS
HSP	SAFETY (HIWAY SAFETY PROGRAM)	F21	NH - REGULAR FUNDING
HSPT	SAFETY EDUCATIONAL-TRANSFERRED	F31	O.F.A. - REGULAR FUNDS
LF	LOCAL FUNDS	N44	LOCAL
LFB	LOCAL FUNDS BUDGET	N44	LOCAL
LFBN	LOCAL TO RESERVE BNDS BUDGET	N31	BONDS
LFD	"LF" FOR STTF UTILITY WORK	N11	100% STATE
LFF	LOCAL FUND - FOR MATCHING F/A	N44	LOCAL
LFI	LOCAL FUNDS INTEREST EARNED	N44	LOCAL
LFNE	LOCAL FUNDS NOT IN ESCROW	N44	LOCAL
LFP	LOCAL FUNDS FOR PARTICIPATING	N44	LOCAL
LFR	LOCAL FUNDS/REIMBURSABLE	N44	LOCAL
LFRF	LOCAL FUND REIMBURSABLE-FUTURE	N44	LOCAL
LFU	LOCAL FUNDS_FOR UNFORSEEN WORK	N11	100% STATE
MFF	MOVING FLORIDA FOWARD	N11	100% STATE
NAEP	NEIGHBORHOOD ACCESS & EQUITY	F43	100% FEDERAL DEMO/EARMARK
NFP	NATIONAL FREIGHT PROGRAM	F21	NH - REGULAR FUNDING
NFPD	NAT FREIGHT PGM-DISCRETIONARY	F31	O.F.A. - REGULAR FUNDS
NH	PRINCIPAL ARTERIALS	F21	NH - REGULAR FUNDING
NHBR	NATIONAL HIGWAYS BRIDGES	F21	NH - REGULAR FUNDING
NHPF	NAT HWY PERF PGM-XFER FROM NFP	F21	NH - REGULAR FUNDING
NHPP	IM, BRDG REPL, NATNL HWY-MAP21	F21	NH - REGULAR FUNDING
NHRE	NAT HWY PERFORM - RESURFACING	F21	NH - REGULAR FUNDING
NHTS	NATIONAL HWY TRAFFIC SAFETY	F49	100% FEDERAL NON-FHWA

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2025-2026 to 2029-2030**

Code	Description	Fund Group	Fund Group Description
NSTP	NEW STARTS TRANSIT PROGRAM	N11	100% STATE
NSWR	2015 SB2514A-NEW STARTS TRANST	N11	100% STATE
PKBD	TURNPIKE MASTER BOND FUND	N21	TURNPIKE CAPITAL IMPROVEMENT
PKED	2012 SB1998-TURNPIKE FEEDER RD	N11	100% STATE
PKLF	LOCAL SUPPORT FOR TURNPIKE	N45	LOCAL - TURNPIKE
PKM1	TURNPIKE TOLL MAINTENANCE	N21	TURNPIKE CAPITAL IMPROVEMENT
PKOH	TURNPIKE INDIRECT COSTS	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYI	TURNPIKE IMPROVEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYO	TURNPIKE TOLL COLLECTION/OPER.	N22	TURNPIKE OPERATIONS
PKYR	TURNPIKE RENEWAL & REPLACEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PL	METRO PLAN (85% FA; 15% OTHER)	F41	100% FEDERAL FUNDS
PLH	PUBLIC LANDS HIGHWAY	F41	100% FEDERAL FUNDS
PLHD	PUBLIC LANDS HIGHWAY DISCR	F43	100% FEDERAL DEMO/EARMARK
POED	2012 SB1998-SEAPORT INVESTMENT	N11	100% STATE
PORB	PORT FUNDS RETURNED FROM BONDS	N11	100% STATE
PORT	SEAPORTS	N11	100% STATE
PROD	PROTECT DISC. GRANT PROGRAM	F43	100% FEDERAL DEMO/EARMARK
PROT	PROTECT GRANT PROGRAM	F21	NH - REGULAR FUNDING
RBRP	REIMBURSABLE BRP FUNDS	N11	100% STATE
RCP	RECONNECTING COMM. PILOT PGM	F49	100% FEDERAL NON-FHWA
RECT	RECREATIONAL TRAILS	F31	O.F.A. - REGULAR FUNDS
RED	REDISTR. OF FA (SEC 1102F)	F31	O.F.A. - REGULAR FUNDS
REPE	REPURPOSED FEDERAL EARMARKS	F43	100% FEDERAL DEMO/EARMARK
RHH	RAIL HIGHWAY X-INGS - HAZARD	F31	O.F.A. - REGULAR FUNDS
RHP	RAIL HIGHWAY X-INGS - PROT DEV	F31	O.F.A. - REGULAR FUNDS
ROWR	ROW LEASE REVENUES	N11	100% STATE
S117	STP EARMARKS - 2005	F43	100% FEDERAL DEMO/EARMARK
S99A	TRANS TO SIB FROM NH,IM,BRT	F31	O.F.A. - REGULAR FUNDS
SA	STP, ANY AREA	F31	O.F.A. - REGULAR FUNDS
SABR	STP, BRIDGES	F21	NH - REGULAR FUNDING
SAFE	SECURE AIRPORTS FOR FL ECONOMY	N11	100% STATE
SB	SCENIC BYWAYS	F33	O.F.A. - DEMO/EARMARK FUNDS
SCED	2012 SB1998-SMALL CO OUTREACH	N11	100% STATE
SCHR	SCOP - HURRICANES	N11	100% STATE
SCMC	SCOP M-CORR S.338.2278,F.S.	N11	100% STATE
SCOP	SMALL COUNTY OUTREACH PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
SCRA	SMALL COUNTY RESURFACING	N12	100% STATE - SINGLE AUDIT ACT
SCRC	SCOP FOR RURAL COMMUNITIES	N11	100% STATE
SCWR	2015 SB2514A-SMALL CO OUTREACH	N12	100% STATE - SINGLE AUDIT ACT
SE	STP, ENHANCEMENT	F31	O.F.A. - REGULAR FUNDS
SIB1	STATE INFRASTRUCTURE BANK	N48	OTHER SIB FUNDS
SIBF	FEDERAL FUNDED SIB	F49	100% FEDERAL NON-FHWA
SIWR	2015 SB2514A-STRATEGIC INT SYS	N11	100% STATE
SL	STP, AREAS <= 200K	F31	O.F.A. - REGULAR FUNDS
SM	STBG AREA POP. W/ 5K TO 49,999	F31	O.F.A. - REGULAR FUNDS
SN	STP, MANDATORY NON-URBAN <= 5K	F31	O.F.A. - REGULAR FUNDS

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transportation Improvement Program Fiscal Years 2025-2026 to 2029-2030**

Code	Description	Fund Group	Fund Group Description
SPN	PROCEED FROM SPONSOR AGREEMENT	N11	100% STATE
SR2S	SAFE ROUTES - INFRASTRUCTURE	F31	O.F.A. - REGULAR FUNDS
SR2T	SAFE ROUTES - TRANSFER	F31	O.F.A. - REGULAR FUNDS
SROM	SUNRAIL REVENUES FOR O AND M	N49	OTHER NON-FEDERAL FUNDS
SS4A	SAFE STREETS FOR ALL	F43	100% FEDERAL DEMO/EARMARK
SSI	STATEWIDE SAFETY INITIATIVES	N11	100% STATE
SSM	FED SUPPORT SERVICES/MINORITY	F41	100% FEDERAL FUNDS
ST10	STP EARMARKS - 2010	F43	100% FEDERAL DEMO/EARMARK
STED	2012 SB1998-STRATEGIC ECON COR	N11	100% STATE
SU	STP, URBAN AREAS > 200K	F31	O.F.A. - REGULAR FUNDS
TALL	TRANSPORTATION ALTS- <200K	F31	O.F.A. - REGULAR FUNDS
TALM	TAP AREA POP. 5K TO 50,000	F31	O.F.A. - REGULAR FUNDS
TALN	TRANSPORTATION ALTS- < 5K	F31	O.F.A. - REGULAR FUNDS
TALT	TRANSPORTATION ALTS- ANY AREA	F31	O.F.A. - REGULAR FUNDS
TALU	TRANSPORTATION ALTS- >200K	F31	O.F.A. - REGULAR FUNDS
TCP	FUEL TAX COMPLIANCE PROJECT	F41	100% FEDERAL FUNDS
TD25	TD COMMISSION EARMARKS FY 2025	N11	100% STATE
TDDR	TRANS DISADV - DDR USE	N49	OTHER NON-FEDERAL FUNDS
TDED	TRANS DISADV TRUST FUND - \$10M	N49	OTHER NON-FEDERAL FUNDS
TDPD	TD PAYROLL REDIST D FUNDS	N11	100% STATE
TDTF	TRANS DISADV - TRUST FUND	N49	OTHER NON-FEDERAL FUNDS
TGR	TIGER/BUILD GRANT THROUGH FHWA	F43	100% FEDERAL DEMO/EARMARK
TIFI	TRANS INFRAST FIN & INNOV ACT	F49	100% FEDERAL NON-FHWA
TIGR	TIGER/BUILD HIGHWAY GRANT	F49	100% FEDERAL NON-FHWA
TLWR	2015 SB2514A-TRAIL NETWORK	N11	100% STATE
TM01	SUNSHINE SKYWAY	N43	TOLL MAINTENANCE
TM02	EVERGLADES PARKWAY	N43	TOLL MAINTENANCE
TM03	PINELLAS BAYWAY	N43	TOLL MAINTENANCE
TM06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N43	TOLL MAINTENANCE
TM07	MID-BAY BRIDGE AUTHORITY	N43	TOLL MAINTENANCE
TM11	ORLANDO-ORANGE CO. EXPR. SYSTE	N43	TOLL MAINTENANCE
TMBD	I-95 EXPRESS LANES	N43	TOLL MAINTENANCE
TMBG	I-75 ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBI	PALMETTO ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBJ	I-295 EXPRESS LANES - MAINT	N43	TOLL MAINTENANCE
TMBK	TAMPA BAY EXPRESS LANES-MAINT	N43	TOLL MAINTENANCE
TMBW	WEKIVA PARKWAY TOLL MAINT	N43	TOLL MAINTENANCE
TO01	SUNSHINE SKYWAY	N42	TOLL OPERATIONS
TO02	EVERGLADES PARKWAY	N42	TOLL OPERATIONS
TO03	PINELLAS BAYWAY	N42	TOLL OPERATIONS
TO04	MIAMI-DADE EXPRESSWAY AUTH.	N42	TOLL OPERATIONS
TO06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N42	TOLL OPERATIONS
TO07	MID-BAY BRIDGE AUTHORITY	N42	TOLL OPERATIONS
TO11	ORLANDO-ORANGE CO. EXPR. SYST.	N42	TOLL OPERATIONS
TOBC	GARCON POINT BRIDGE	N42	TOLL OPERATIONS
TOBD	I-95 EXPRESS LANES	N42	TOLL OPERATIONS

Code	Description	Fund Group	Fund Group Description
TOBF	I-595	N42	TOLL OPERATIONS
TOBG	I-75 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBH	I-4 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBI	PALMETTO ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBJ	I-295 EXPRESS LANES-OPERATING	N42	TOLL OPERATIONS
TOBK	TAMPA BAY EXP LANES OPERATING	N42	TOLL OPERATIONS
TOBW	WEKIVA PARKWAY TOLL OPERATIONS	N42	TOLL OPERATIONS
TRIP	TRANS REGIONAL INCENTIVE PROGM	N12	100% STATE - SINGLE AUDIT ACT
TRWR	2015 SB2514A-TRAN REG INCT PRG	N12	100% STATE - SINGLE AUDIT ACT
TSM	TRANSPORT SYSTEMS MANAGEMENT	F41	100% FEDERAL FUNDS

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D. Phase Codes

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

Table 2
Legend to Transportation Projects and Phase Codes

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

E. Performance Measure Codes

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

Table 3
Legend to Transportation Projects and Performance Measure Codes

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

Chapter II Narrative

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Chapter II: Narrative

A. Purpose

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

Development of the Year 2045 Long-Range Transportation Plan, List of Priority Projects, and TIP addresses federal transportation planning process. In accordance with 23 United States Code 134 (c)(3) and 49 United States Code 5303 (a)(3), this document is developed based on a continuing, comprehensive and cooperative process.

B. Financial Plan

1. Financial Constraint

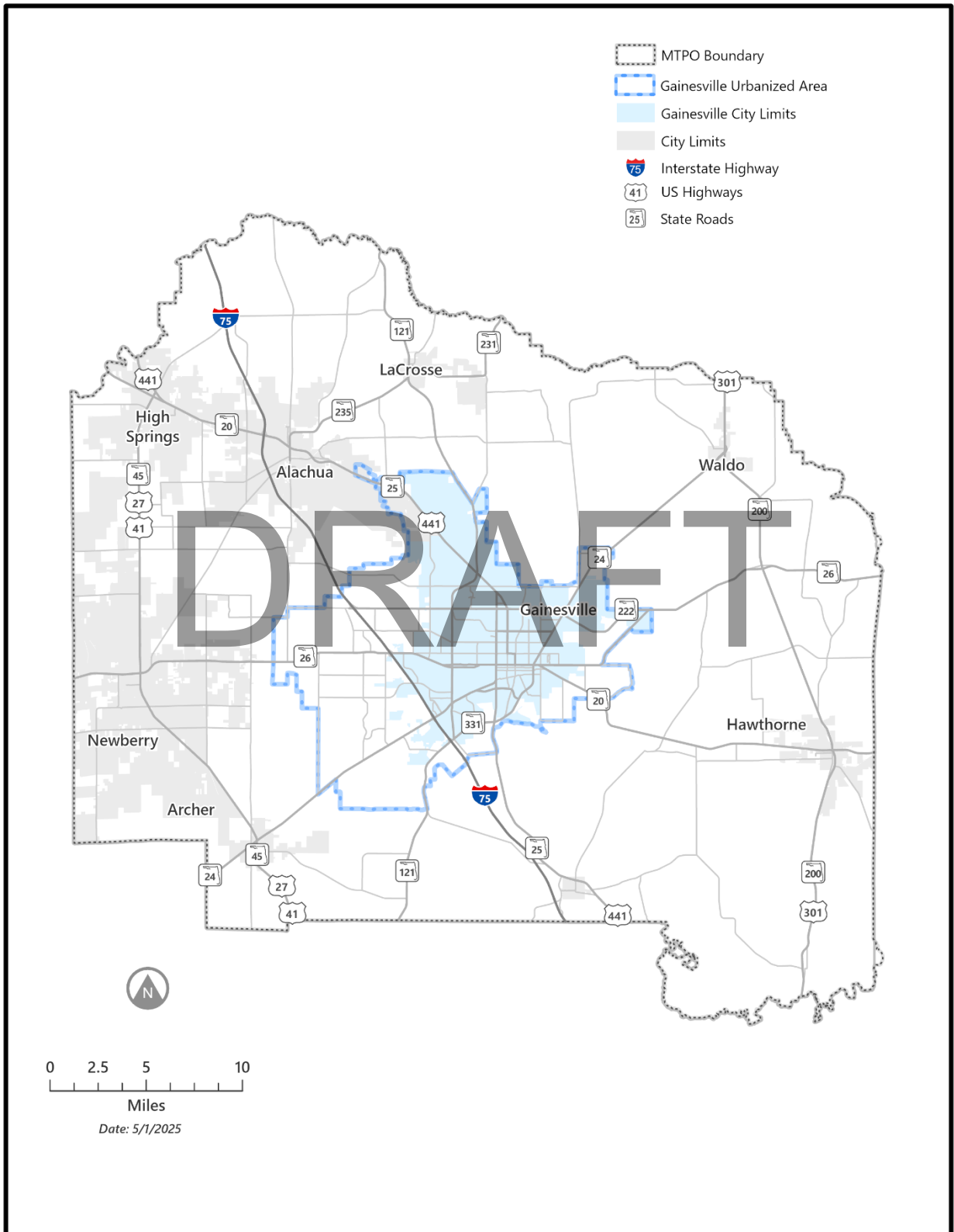
The TIP is financially constrained each year. The following chapters identify governmental public and private financial resources that are reasonably expected to be available to accomplish the program. Innovative financing techniques that are used to fund needed projects and programs are identified.

2. Financial Plan Development

The TIP is developed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in cooperation with the Florida Department of Transportation, Alachua County, the City of Gainesville, and the University of Florida. Estimates of available federal and state funds are provided by the Florida Department of Transportation which are used by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to develop the financial plan. Tables 4 and 5 summarize transportation funding by federal, state, and local sources. In addition, Appendix B shows the federally funded projects for fiscal years 2025-26 to 2029-30. The projects in the TIP are presented in Year of Expenditure, which takes into account the inflation rate over the five years of the TIP.

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

Illustration I Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area



**Table 4
Total Project Costs/Planned Expenditures**

Source	Costs/Planned Expenditures					Total
	2025-26	2026-27	2027-28	2028-29	2029-30	
Total	\$89,401,743	\$158,146,675	\$102,955,143	\$42,051,450	\$45,598,055	\$438,153,066

**Table 5
Total Project Revenues**

Source	Revenues					Total
	2025-26	2026-27	2027-28	2028-29	2029-30	
Federal	\$36,957,810	\$32,027,918	\$48,137,814	\$16,052,917	\$17,446,213	\$150,622,672
State	\$44,773,149	\$118,428,479	\$47,233,187	\$17,809,573	\$21,179,453	\$249,423,841
Local	\$7,670,784	\$7,690,278	\$7,584,142	\$8,188,960	\$6,972,389	\$38,106,553
Total	\$89,401,743	\$158,146,675	\$102,955,143	\$42,051,450	\$45,598,055	\$438,153,066

Disclaimer - The "Total Project Cost" amount displayed for each of the federal and state funded projects in the TIP represents ten years of programming in the Florida Department of Transportation's Work Program database for projects on the Strategic Intermodal System (Fiscal Years 2018-19 through 2027-28) and five years in the Work Program for non-Strategic Intermodal System projects (Fiscal Years 2025-26 through 2029-30), plus historical cost information for all projects having expenditures paid by the Florida Department of Transportation prior to Fiscal Year 2025-26. For a more comprehensive description of the total cost of a particular project for all project phases, please refer to the Year 2045 Long-Range Transportation Plan.

C. Project Selection

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

1. Process Used to Develop TIP

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

The following steps outline the planning process used in developing the TIP:

Step 1 – February 2025 - June 2025 - TIP 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 TIP is prepared including all projects, scheduled for the five Fiscal Year periods from 2025-26 through 2029-30, 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 Transportation Capital Improvement Program;
3. City of Gainesville's latest adopted annual budget, and
4. University of Florida staff.

Step 2 – May 2025 - Public Notice

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has an approved Public Participation 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 TIP in accordance with Subsection 339.175(7), Florida Statutes.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff provided notification of meetings when the TIP would be scheduled for review and approval by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees, the Bicycle/Pedestrian Advisory Board, the Citizens Advisory Committee and the Technical Advisory Committee, through the news media, thereby providing an opportunity to participate in the development of the TIP. Notice was also provided to the Clerk of the City of Gainesville for placement of meeting notices on the City Community Calendar. The TIP is to be posted on the www.acgnvmobility.org. 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 TIP.

Step 3 – May and June 2025 - Public Input

The Bicycle/Pedestrian Advisory Board on May 20, 2025, the Technical Advisory Committee on May 21, 2025, and the Citizens Advisory Committee on May 22, 2025, reviewed the draft TIP, provided opportunity for comments from interested agencies, citizens and organizations, then made recommendations to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In addition, the Alachua County Transportation Disadvantaged Coordinating Board is provided with an opportunity to review the transportation disadvantaged program projects and the Regional Transit System Advisory Board is provided with an opportunity to review transit projects contained in the TIP.

Step 4 – June 2025 - TIP Approval

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received the recommendations of the Bicycle/Pedestrian Advisory Board, Technical Advisory Committee, and Citizens Advisory Committee on May 22, 2025, via email. It reviewed the draft TIP, provided opportunity for comments from interested citizens, organizations and agencies and approved the TIP at its meeting on June 2, 2025.

D. Consistency with Other Plans

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

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

E. Project Priority Statement

The criteria and process for prioritizing implementation of the transportation plan elements for inclusion in the TIP is to follow the adopted project priorities of the long range transportation plan. Section I.B Methodology Used for Setting Priorities in the List of Priority Projects document (pages 3 through 13) addresses the project priority process. The project priority process also addresses the ten federal planning factors and the state planning emphasis areas. The List of Priority Projects can be accessed on the following website.

www.acgnvmobility.org/

F. Implemented Projects

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

G. Public Involvement

1. Public Involvement Activities

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

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

2. 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 TIP. The Regional Transit System Advisory Board provides input for transit projects to be included in the TIP. 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 TIP. 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 TIP. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area maintains a database of public transportation providers that serve and/or are based in the Gainesville Metropolitan Area. Email correspondence was sent to the public transportation providers/users informing them of opportunity to participate in the development of the TIP on May 12, 2025 and May 24, 2025 (see Appendix G).

3. 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.

4. Federal Lands within the Metropolitan Planning Area

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

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

5. Public Comment Summary and Comment Tracking

In accordance with federal planning requirements, significant written or oral public comments provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area regarding projects in the TIP are maintained in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TIP General File. Comment summaries and subsequent Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area action/response are included in this TIP in Appendix G.

H. Certification

The current annual Florida Department of Transportation and Metropolitan Planning Organization for the Gainesville Urbanized Area joint certification was approved on March 5, 2025.

I. Traffic Congestion Management System - Freight Mobility

1. Congestion Management

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

Current projects that address congestion management include:

- Design is ongoing to four-lane Archer Road (State Road 24) from the City of Bronson to Tower Road;
- The implementation of the City of Gainesville Transit Development Plan;
- Development of the Mobility Plan-Gainesville Metropolitan Area Congestion Management Process and Mobility Plan Status Report; and
- Development of the Alachua Countywide Bicycle-Pedestrian Master Plan.

2. Freight Mobility

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

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

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

J. Transportation Disadvantaged Element

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

2. Organization

This element contains programmed transportation disadvantaged funds identified in the Florida Department of Transportation's Tentative Five-Year Work Program for Fiscal Years 2025-26 through 2029-30 for Alachua County. The transportation disadvantaged element projects are included as part of the transit projects. As shown in Table 16, the following funding information is provided for each project for transportation disadvantaged persons where appropriate:

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

3. Transportation Disadvantaged Program Projects

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

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

K. Regionally Significant Projects

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

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

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

L. Performance Measures

Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals. Performance measures are quantitative expressions used to evaluate progress toward goals. Performance targets are quantifiable levels of performance to be achieved within a period. Federal transportation law requires state departments of transportation (DOT), MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals. Performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by the U.S. Congress:

- Improving safety;
- Maintaining infrastructure condition;
- Reducing traffic congestion;
- Improving the efficiency of the system and freight movement;
- Protecting the environment; and
- Reducing delays in project delivery.

Federal law requires the FDOT, the MPOs, and public transportation providers to coordinate when selecting performance targets. FDOT and the Florida Metropolitan Planning Organization Advisory Council (MPOAC) developed the [TPM Consensus Planning Document](#) to describe how these agencies will cooperatively develop and share information on TPM and target setting.

1. Highway Safety Measures (PM1)

The first of FHWA's performance management rules establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of Fatalities: The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. Rate of Fatalities: The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.
3. Number of Serious Injuries: The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. Rate of Serious Injuries: The total number of serious injuries per 100 million VMT in a calendar year.
5. **Number of Non-motorized Fatalities and Non-motorized Serious Injuries: The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.**

a. Highway Safety Targets

a. Statewide Safety Targets

Safety performance measure targets are required to be adopted annually. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2024, FDOT established statewide safety performance targets for calendar year 2025. The following table presents FDOT's statewide targets.

Statewide Highway Safety Performance Targets

Performance Measure	Calendar Year 2025 Statewide Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

Source: 2023 Statewide Conditions fdotsourcebook.com.

FDOT adopted a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature more than 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

"The mission of the Department of Transportation shall be to provide a safe statewide transportation system..."

FDOT and Florida’s traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by FHWA, the death or serious injury of any person is unacceptable. The [Florida Transportation Plan](#) (FTP), the state’s long range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state’s highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

b. MPO Safety Targets

MPOs are required to establish safety targets annually within 180 days of when the FDOT establishes targets. MPOs establish targets by either agreeing to program projects supporting the statewide targets or developing their own quantitative targets for the MPO planning area.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, along with FDOT and other traffic safety partners, shares a high concern about the unacceptable number of traffic fatalities, both statewide and nationally. As such, on February 3, 2025, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agreed to support FDOT’s statewide safety performance targets for calendar year 2025, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

MPO Highway Safety Performance Targets

Performance Measure	Calendar Year 2025 MPO Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

Source: 2023 Statewide Conditions fdotsourcebook.com.

b. Safety Trends in the MPO Area

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

Safety Target Monitoring*

	Year				
	2019	2020	2021	2022	2023
Casualty Type - Nominal					
Fatalities	52.4	54.8	57.0	56.4	57.8
Serious Injuries	292.4	279.2	258.6	242.4	223.8
Non-Motorized Fatalities and Serious Injuries	42.0	41.6	43.8	44.4	43.2
Casualty Type - Rate [Per 100.000 Vehicle Miles Travelled]					
Fatalities	1.658	1.746	1.816	1.776	1.800
Serious Injuries	9.295	8.894	8.229	7.636	6.999

Source: 2023 Statewide Conditions fdotsourcebook.com.

c. FDOT Safety Planning and Programming

a. Florida’s Strategic Highway Safety Plan

[Florida’s Strategic Highway Safety Plan](#) (SHSP), published in March 2021, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida’s 27 MPOs, the MPOAC, and other statewide traffic safety partners. The SHSP development process included a review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida’s transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshape transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which are referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated “Safe System” approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safer road users, safer vehicles, safer speeds, safer roads, and post-crash care.

The SHSP also expands the list of emphasis areas for Florida’s safety programs to include six evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micromobility, and connected and automated vehicles.

b. Florida's Highway Safety Improvement Program

While the FTP and the SHSP both highlight the statewide commitment to a vision of zero deaths, the Florida Highway Safety Improvement Program (HSIP) Annual Report documents statewide performance and progress toward that vision. It also lists all HSIP projects that were obligated during the reporting year and the relationship of each project to the SHSP.

As discussed above, in the 2024 HSIP Annual Report, FDOT reported calendar year 2025 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than the baseline for at least four of the five measures. If this does not occur, FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

On April 20, 2023, FHWA reported the results of its 2022 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2022 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than the baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. [The HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA on August 31, 2024.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on the implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs - the HSIP Implementation Plan also documents how additional FDOT and partner activities may contribute to progress toward zero. Building on the foundation of prior HSIP Implementation Plans, the 2024 HSIP Implementation Plan identifies the following key commitments:

- Improve partner coordination and align safety activities.
- Maximize HSIP infrastructure investments.
- Enhance safety data systems and analysis.
- Implement key safety countermeasures.
- Focus on safety marketing and education on target audiences.
- Capitalize on new and existing funding opportunities.

Florida conducts extensive safety data analysis to understand the state's traffic safety challenges and identify and implement successful safety solutions. Florida's transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. Historical, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to implement, they are built on proven countermeasures for improving safety and addressing serious crash risks or problems identified through a data-driven process. Florida continues to

allocate all available HSIP funding to safety projects. [FDOT's HSIP Guidelines](#) provide detailed information on this data-driven process and funding eligibility.

Florida received an allocation of approximately \$156 million in HSIP funds for use during the 2024 state fiscal year from July 1, 2023 through June 30, 2024, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$134.5 million in infrastructure investments on state-maintained roadways and \$20.8 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2024 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding is distributed among FDOT Districts based on a statutory formula. This allows the FDOT Districts to have more clearly defined funding levels, which allows them to better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.

c. Additional FDOT Safety Planning Activities

In addition to the HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The [Florida PD&E Manual](#) requires the consideration of safety when preparing a proposed project's purpose and need as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Official (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the State Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

d. Safety Investments in the TIP

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

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

- Participation in the Alachua County Traffic Safety Team;
- Receiving Safety fund priority recommendations from the Alachua County Traffic Safety Team;
- Participation in Safe Routes to School grant applications;

- CR 120 (NW 31st Ave/NW 23d Blvd) from SR 121 (NW 34th St) to SR 25 (US 441) SW 13th [4544841];
- SR 120 (NW 23 Ave) & SR 25 (US 441) (NW 13 St) [4358891];
- NW 141st Street and NW 166th Place [4273262];
- US 441 (N/MLK Mem Hwy) from NW 125th Street to West of NW 129th Terrace [2076486];
- SR 200 (US 301) at SE 57th Ave [2077944];
- SR 45 (US 41) from SW 15th Ave to South of SR 26 [4391761];
- SR 26 (Newberry Road) from NW 43d St to SW 38th St [4410462];
- SR 24 (Kennard St) in Waldo from NE 148th Ave to NE 144th Ave [4472031];
- NW 43rd St North of NW 16th Blvd and NW 23rd Ave [2112092];
- SR 24 (SW Archer Rd) at SR 121 (SW 34th St) [4498441];
- NW 45th Dr from Black Forest Way to C.W. Norton Elem School. [4455731];
- SR 331 at SE 4th Ave, SE 2nd Ave, SR 26, NE 16th Ave, SR 120 [4358901];
- SR 20 East on-ramp in Hawthorne RR Crossing #625010J [4437011];
- SR 24 (US 441) SW 13th/MLK Jr Hwy @ SR 24 (SW Archer Rd) [4358913];
- CR 231 at NW 156th Avenue [4474761];
- SR 24 (US 441) SW 13th/MLK Jr Hwy from Museum Road to Inner Road [4322404];
- D-2 Alachua County Traffic Signal Maintenance Agreement [4559861];
- City of Gainesville; Multiple Locations [4472332];
- D2-Alachua County Traffic Signal Maintenance Agreement [4135171];
- Compass Transit Service Gainesville RTS [4474453];
- SW 170th/SW 134th to US 41 [4322403]; and
- NE 27th Ave from SR 222(NE 39th Blvd) to SR 26 (NE 55th Blvd) [4273264].

Because safety is inherent in so many FDOT and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area programs and projects, and because of the broad and holistic approach FDOT is undertaking with its commitment to Vision Zero, the projects in this TIP is anticipated to support progress towards achieving the safety targets.

2. Pavement and Bridge Condition Measures (PM2)

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

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

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

- International Roughness Index (IRI) - an indicator of roughness (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements);
- Cracking percent – percentage of pavement surface exhibiting cracking (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements);
- Rutting - the extent of surface depressions (applicable to asphalt pavements only);
- Faulting - vertical misalignment of pavement joints (applicable to jointed concrete pavements only); and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

a. Bridge & Pavement Condition Targets

a. Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for bridge and pavement condition measures. On December 16, 2022, FDOT established 2023 and 2025 statewide bridge and pavement targets, and in September of 2024 adjusted the 2025 target for percent of NHS bridges (by deck area) in poor condition. The following table presents 2023 actual performance and the statewide 2023 and 2025 targets.

Statewide Bridge and Pavement Condition Performance Targets

Performance Measure	2023 Statewide Actual Conditions	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	55.3%	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	0.6%	≤10.0%	≤5.0%
Percent of Interstate pavements in good condition	67.6%	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	0.2%	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	50.8%	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	0.5%	≤5.0%	≤5.0%

Source: 2023 Statewide Conditions fdotsourcebook.com.

In determining its approach to establishing performance targets for the federal bridge and pavement condition performance measures, FDOT considered many factors.

- Florida Statute 334.046 mandates FDOT to preserve the state’s bridges and pavement to specific state-defined standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These state statutory guidelines envelop the statewide federal targets that have been established for bridges and pavements.
- In addition FDOT also developed a Transportation Asset Management Plan (TAMP) for the state NHS bridge and pavement assets. The TAMP must include investment strategies leading to a program of projects that would make progress toward the achievement of the State’s targets for asset condition and performance of the NHS. FDOT’s current TAMP was submitted on December 30, 2022, and recertified by FHWA on February 23, 2023.
- Further, the federal pavement condition measures require a data collection methodology that is a departure from the methods historically used by FDOT. For bridge conditions, performance is measured in the deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

FDOT collects and reports bridge and pavement data to FHWA annually to track performance and progress toward the targets. The percentage of Florida’s bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Reported bridge and pavement data through 2023 exceeded the established targets. FHWA determined that FDOT made significant progress toward its 2023 PM2 targets.

b. MPO Targets

MPOs must set four-year targets for the six bridge and pavement condition measures within 180 days of FDOT's established targets. MPOs can either agree to program projects in support of the statewide targets or establish their own quantifiable targets for one or more measures in their planning area.

On March 5, 2025, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agreed to support FDOT's statewide bridge and pavement performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

b. Bridge and Pavement Trends in the MPO Area

Trends for the percentage of bridges on the National Highway System with condition rating of either Excellent or Good are shown in the matrix below.

Bridge Target Monitoring

Performance Measure	Year					
	2018	2019	2020	2021	2022	2023
Percent of bridges on the National Highway System with condition rating of either Excellent or Good	80.59%	80.58%	80.25%	81.01%	80.55%	80.55%

Source: 2023 Statewide Conditions fdotsourcebook.com.

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

Pavement Target Monitoring

Performance Measure	Year					
	2018	2019	2020	2021	2022	2023
Percent of lane miles on the Interstate System with condition rating of either Excellent or Good	99.3%	100.0%	97.6%	94.2%	94.5%	93.0%
Percent of lane miles on the non-Interstate System with condition rating of either Excellent or Good	24.7%	29.9%	-*	37.9%	37.9%	40.8%

*The Non-Interstate data contract was delayed, so valid data not collected in 2020

Source: 2023 Statewide Conditions fdotsourcebook.com.

c. Pavement and Bridge Investments in the TIP

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

- SR 24A/SR 226 (SW 16th Ave) from SR 24 (Archer Rd) to SR 331 (SE Williston Rd) [2075554];
- SR 20 (E University Ave) from SR 24(NE Waldo Rd) to SR 26(E University Ave) [2073553];

- SR 26 (University Ave) from SR 20 to SR 222 (NE 39th Blvd) [2075804];
- SR 20 (US 441) N MLK Mem Hwy from CR 2054 to NW 167th Blvd [2076487];
- SR 26 (W University Ave) from Gale Lemerand Dr to SR 24 (NE Waldo Rd) [4355582];
- SR 26 (W University Ave) from SW 38th St to Gale Lemerand Dr [2078175];
- SR 45 (US 27) from North of SR 26 (W Newberry Rd) to SR25(US441) [2077793];
- SR 200 (US 301) from N of SR 26 to SR 24 (NE Waldo Rd) [2077565];
- SR 45 (US 27) from SR 24 (Archer Rd) to South of SR26(W Newberry Rd) [2077988];
- SR 121 (34th Street) from SR 331(SE Williston Rd) to NW 16th Blvd [2077126]; and
- SR 26A (SW 2nd Ave) from SR 26 (University Ave) to SR 26 (University Ave) [2077902].

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

The projects included in the TIP are consistent with FDOT's Five-Year Work Program. Therefore, they reflect FDOT's approach of prioritizing funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

3. System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles traveled on the Interstate system that is reliable;
2. Percent of person-miles traveled on the non-Interstate NHS that is reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. Below is a description of the first three measures.

The first two performance measures assess the percentage of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time over all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day.

The third performance measure assesses the reliability of truck travel on the Interstate system. The TTR assesses the reliability of the Interstate network by comparing trucks' worst travel times to the travel times they typically experience.

a. System Performance and Freight Targets

a. Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established 2023 and 2025 statewide performance targets, and in September 2024, adjusted the 2025 targets for percent of person-miles traveled on the Interstate and on the non-Interstate NHS that are reliable. The following table presents 2023 actual performance and the 2023 and 2025 statewide targets.

Statewide System Performance and Freight Targets

Performance Measure	2023 Statewide Actual Conditions	2023 Statewide Target	2025 Statewide Target
Percent of person-miles traveled on the Interstate system that are reliable	82.8%	≥75.0%	≥75.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	89.1%	≥50.0%	≥60.0%
Truck travel time reliability (Interstate)	1.48	1.75	2.00

Source: 2023 Statewide Conditions fdotsourcebook.com.

FDOT collects and reports reliability data to FHWA annually to track performance and progress toward the reliability targets. Actual performance in 2023 was better than the 2023 targets.

System performance and freight are addressed through several statewide initiatives:

- Florida’s Strategic Intermodal System (SIS) comprises transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT’s capacity investments and is Florida’s primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida’s transportation system and account for a dominant share of the people and freight movement to, from, and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT’s focus on improving the performance of the SIS goes together with improving the NHS, which is the focus of the FHWA’s TPM program. The SIS Policy Plan was updated in early 2022, consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investment needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures, including mobility, safety, preservation, and economic competitiveness, as part of FDOT’s Strategic Investment Tool (SIT).
- In addition, the Florida Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida’s economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high-priority projects support the statewide freight vision. In May 2020, FHWA approved the FMTP as FDOT’s State Freight Plan. An update to the FMTP will be adopted in 2025.

b. MPO Targets

MPOs must establish four-year targets for all three performance measures. They can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for one or more measures for their planning area.

On March 5, 2025, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agreed to support FDOT’s statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

b. System Performance Trends in the MPO Area

Progress toward achieving the Target 75 percent of person-miles on the Interstate system that are reliable; Target 60 percent of person miles on the non-Interstate National Highway System that are reliable; and Target 2.00 Truck Travel Time Reliability rate is shown in the matrix below.

System Performance Target Monitoring

Performance Measure	2019	2020	2021	2022	2023
Percent of person-miles on the Interstate system that are reliable (Interstate Level of Travel Time Reliability)	100%	100%	100%	100%	100%
Percent of person-miles on the non-Interstate National Highway System that are reliable (Non-Interstate National Highway System Level of Travel Time Reliability)	84.9%	88.9%	93.2%	93.9%	91.0%
Truck Travel Time Reliability	1.05	1.05	1.05	1.06	1.06

Florida Department of Transportation, System Performance Report, January 2025

c. System Performance and Freight Investments in the TIP

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

- I-75 (SR 93) NB Alachua County Rest Area [2149522];
- SR 26 Corridor from Gilchrist C/L to CR 26A E of Newberry [2078502]; and
- SR 24 (Kennard St) in Waldo from NE 148th Ave to NE 144th Ave [4472031].

The projects included in the TIP are consistent with FDOT's Five-Year Work Program. Therefore, they reflect FDOT’s approach of prioritizing funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

4. Transit Asset Management Measures (RTS-A)

a. Transit Asset Performance Measures

FTA’s Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term “state of good repair” requires that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. **Error! Reference source not found.** following table identifies the TAM performance measures.

FTA TAM Performance Measures

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

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

Public transportation providers must establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider’s projects and services are programmed in the MPO’s TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets). When establishing TAM targets, the MPO can either agree to program projects to support the transit provider targets or establish its own regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if multiple transit agencies are in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate to select performance targets.

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

Tier I	Tier II
Operates rail service OR	Subrecipient of FTA 5311 funds OR
≥ 101 vehicles across all fixed route modes OR	American Indian Tribe OR
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes OR
	≤ 100 vehicles in one non-fixed route mode

b. Transit Asset Management Targets

The following provider operates in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area planning area: City of Gainesville Regional Transit System.

a. Transit Agency Targets

The City of Gainesville Regional Transit System established Transit Asset Management targets for each of the applicable asset categories on January 22, 2025. The following table presents the targets.

Transit Asset Management Targets for City of Gainesville Regional Transit System

Revenue Vehicle Targets

Performance Measure	Revenue Vehicle	Target
Age - Percent of Revenue Vehicles within a Particular Asset Class That Have Met or Exceeded Their Useful Life Benchmark	Bus	27.97%
	Cutaway	84.62%

Equipment Target

Performance Measure	Equipment	Target
Age - Percent of Vehicles That Have Met or Exceeded Their Useful Life Benchmark	Non-Revenue/Service Automobile	38.89%
	Trucks and Other Rubber Tire Vehicles	75%

Facilities Performance Target

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

The City of Gainesville Regional Transit System Transit Asset Management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets.

b. MPO Transit Asset Management Targets

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPOs must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if multiple transit agencies are in the MPO planning area.

On January 25, 2025, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area agreed to support the City of Gainesville Regional Transit System TAM targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the provider's targets.

c. Transit Asset Management Investments in the TIP

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TIP was developed and is managed in cooperation with City of Gainesville Regional Transit System. It reflects the investment priorities established in the Year 2045 Long-Range Transportation Plan.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's investments that address transit state of good repair include:

- Federal Transit Administration Capital Block Grants for replacement vehicle purchases - Section 5307 Capital and Operating Grant [4040261];
- Federal Transit Administration Capital Discretionary Grants for replacement vehicle purchases Small Urban Grant - Capital Purchase [4352108] Low or No-Emission Vehicle Purchase [4428971]; and
- Florida Department of Transportation Service Demonstration Project - Autonomous Bus Route Service Development Project [4330761].

Transit asset condition and state of good repair are considerations in the methodology that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve the transit state of good repair in the MPO's planning area.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TIP has been evaluated, and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the TAM performance targets. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will continue to coordinate with the City of Gainesville Regional Transit System to maintain the region's transit assets in a state of good repair.

For more information on these programs and projects, see Chapter III Section E.

5. Transit Safety Performance (RTS-S)

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply to all operators of public transportation that are recipients or sub-recipients of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency,

including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the [National Public Transportation Safety Plan](#), which was published on January 28, 2017, and updated on April 9, 2024. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

Each Section 5307 or 5311 public transportation provider in Florida must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida’s transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.¹

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including annual transit safety targets for the federally required measures. Once the public transportation provider establishes safety targets, it must make them available to MPOs to aid in planning. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO’s establish targets when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects to support the transit provider targets or establish its own regional transit safety targets for the MPO planning area. In addition, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must reflect those targets in LRTP and TIP updates.

a. Transit Safety Targets

The following public transportation provider operates in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area planning area: City of Gainesville Regional Transit System (RTS). The City of Gainesville Regional Transit System is responsible for developing a PTASP and establishing transit safety performance targets annually.

b. Transit Agency Safety Targets

The City of Gainesville Regional Transit System established the 2025 transit safety targets identified in the following table. Targets were compiled after reviewing the previous year of safety performance data.

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

¹ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document_09112019.docx \(live.com\)](#)

2025 Transit Safety Performance Targets for Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
Fixed Route Bus Actual 2024	0	0	4	0.1	12	0.4	6,439
Fixed Route Bus Targets for 2025	0	0	3	0.1	10	0.3	7,000

Source: City of Gainesville, provided April 15, 2025

c. Transit Safety Performance Trends in the MPO

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

Transit Safety Target Monitoring

Performance Measure and Rate	Year				
	2020	2021	2022	2023*	2024
Injuries Per 100.000 Miles	0.3	0.5	0.5	-	0.1
Fatalities Per 100.000 Miles	0.03	0.1	0.1	-	0
Safety Events Per 100.000 Miles	2.6	0.4	0.4	-	0.4
System Reliability - Less than 9,000 miles Between Mechanical Failures	13.6	6.5	6.5	-	6.4

*Data for 2023 not provided.

Source: Gainesville Regional Transit System

d. Transit Safety Investments in the TIP

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TIP was developed and is managed in cooperation with the City of Gainesville Regional Transit System (RTS). It reflects the investment priorities established in the Year 2045 Long-Range Transportation Plan.

FTA funding, as programmed by the region’s transit providers and FDOT, is used for programs and products to improve the safety of the region’s transit systems. The focus of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area’s investments that address transit safety include transit operating assistance and enhancements to bicycle and pedestrian connectivity and safety (Chapter III Section B).

Transit safety is a consideration in the methodology that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all the MPO’s goals, including transit safety, using a

prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO's planning area.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TIP has been evaluated, and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will continue to coordinate with the City of Gainesville Regional Transit System to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair.

For more information on these programs and projects, see Chapter III Section E.

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M. Revisions - Amendments and Administrative Modifications

As needed and to be consistent with the STIP, the Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area modifies its TIP using the revision processes in accordance with criteria in the Florida Department of Transportation Metropolitan Planning Organization Program Management Handbook. Revisions are conducted in two formats:

- Administrative modifications; and
- Amendments.

Revisions to this TIP are tracked in Appendix I.

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Chapter III

Detailed Project Listings for Five Fiscal Years

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Chapter III: Detailed Project Listings for Five Fiscal Years

This Chapter III identifies all transportation projects that are programmed for Fiscal Years 2025-26 through 2029-30 in the Florida Department of Transportation's Tentative Five-Year Work Program. The projects are grouped by transportation mode and by modification type. This chapter fulfills federal transportation planning requirements. Along with the five TIP project years (in unshaded columns), total project costs are demonstrated using three additional shaded columns. The following project information is included for each transportation project where appropriate.

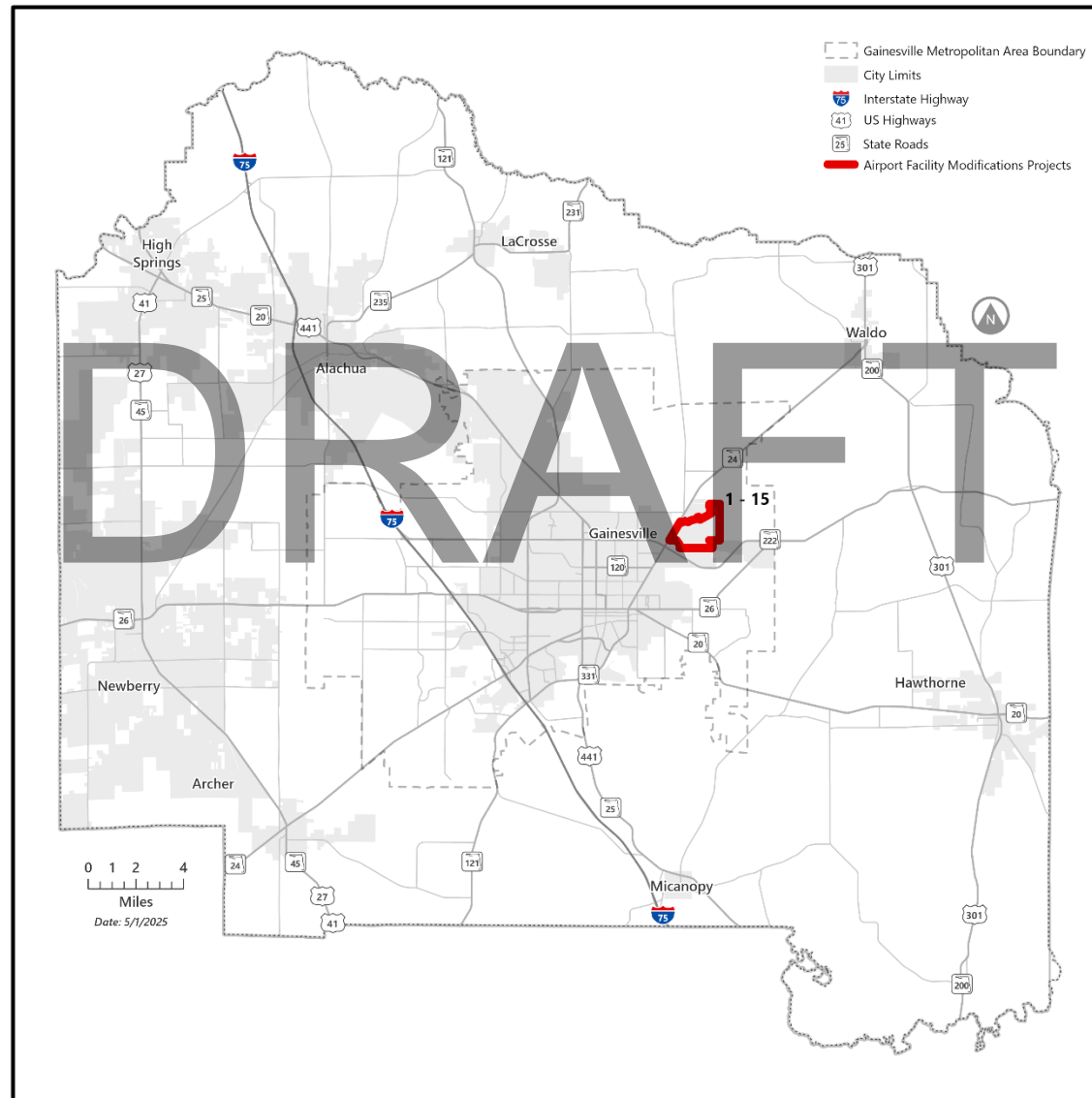
1. Project Name / Description;
2. Segment From and To;
3. Strategic Intermodal System facility designation;
4. Florida Department of Transportation Project Number;
5. Responsible Agency;
6. Length in Miles;
7. Work Description;
8. Prior Year Funding in Thousands (shaded column);
9. Project Phase Code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

Funding categories represented in this TIP include:

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

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

Illustration II Airport Projects



A. Airport Projects

**Table 6
 Airport Projects**

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30				
Aviation Preservation												
Type Work	Aviation Preservation	Design and Construction	-	-	-	-	-	172,500	CAP	-	345,000	DPTO
Map Number	1							172,500	CAP			LF
Project Location	Gainesville Regional Airport											
Project Length (miles)	0											
Project Description	Design & Rehab GA Access Road PFL0010658											
FDOT Finance Number	4400381											
Responsible Agency	GRAA											
SIS / Non-SIS	SIS											
LRTP Consistency	VS, P-1, P-2, P-3, P-4											
LRTP ID	-											
Federal Funds	No	All Phases	-	-	-	-	-	-	-	-	345,000	
Type Work	Aviation Preservation	Design and Construction	-	-	-	-	-	92,500	CAP	-	1,850,000	DPTO
Map Number	2							1,665,000	CAP			FAA
Project Location	Gainesville Regional Airport							92,500	CAP			LF
Project Length (miles)	0											
Project Description	Design & Construct Twy E Connector PFL0013968											
FDOT Finance Number	4329582											
Responsible Agency	GRAA											
SIS / Non-SIS	SIS											
LRTP Consistency	VS, P-1, P-2, P-3, P-4											
LRTP ID	-											
Federal Funds	Yes	All Phases	-	-	-	-	-	-	-	-	1,850,000	

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30				
Aviation Preservation												
Type Work	Aviation Preservation	Construction	-	-	-	-	-	14,500 CAP	-	290,000	DDR	
Map Number	3							261,000 CAP			FAA	
Project Location	Gainesville Regional Airport							14,500 CAP			LF	
Project Length (miles)	0											
Project Description	Internal Service Rd Expansion Expansion											
FDOT Finance Number	4438011											
Responsible Agency	GRAA											
SIS / Non-SIS	SIS											
LRTP Consistency	VS, P-1, P-2, P-3, P-4											
LRTP ID	-											
Federal Funds	Yes	All Phases	-	-	-	-	-	-	-	290,000		
Type Work	Aviation Preservation	Construction	-	-	-	-	325,000 CAP	0 CAP	-	1,300,000	DDR	
Map Number	4						0 CAP	325,000 CAP			DPTO	
Project Location	Gainesville Regional Airport						325,000 CAP	325,000 CAP			LF	
Project Length (miles)	0											
Project Description	Parking Lot PFL0014882											
FDOT Finance Number	4365945											
Responsible Agency	GRAA											
SIS / Non-SIS	SIS											
LRTP Consistency	VS, P-1, P-2, P-3, P-4											
LRTP ID	-											
Federal Funds	No	All Phases	-	-	-	-	-	-	-	1,300,000		

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**Table 6 (Continued)
 Airport Projects**

Gainesville Regional Airport Projects	Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)								Fund Code Table 1		
		Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding	Total Funding			
		Aviation Revenue / Operational										
Type Work Map Number Project Location Project Length (miles) Project Description FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	Aviation Revenue / Operational 5 Gainesville Regional Airport 0 Design & Construct Bulk Hangar PFL0010364 4349212 GRA / FDOT SIS VS, P-1, P-2, P-3, P-4 - Yes	Construction All Phases	-	-	-	1,000,000 1,000,000	CAP CAP	-	-	-	2,000,000	DPTO LF
Type Work Map Number Project Location Project Length (miles) Project Description FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	Aviation Revenue / Operational 6 Gainesville Regional Airport 0 Design & Const T-Hangars & Taxilanes PFL0014358 4293032 GRA / FDOT SIS VS, P-1, P-2, P-3, P-4 - No	Construction All Phases	-	-	-	-	1,500,000 1,500,000	CAP CAP	-	-	3,000,000	DPTO LF

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**Table 6 (Continued)
 Airport Projects**

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding		
Aviation Revenue / Operational											
Type Work	Aviation Revenue / Operational	Construction	250,000	500,000	-	-	-	-	-	2,500,000	DPTO
Map Number	7		750,000	500,000							LF
Project Location	Gainesville Regional Airport		250,000								DDR
			11,233								DIS
			238,767								GMR
Project Length (miles)	0										
Project Description	Airport Fuel Facility PFL0008725										
FDOT Finance Number	4288301										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-1, P-2, P-3, P-4										
L RTP ID	-										
Federal Funds	No	All Phases	1,500,000						-	2,500,000	
Type Work	Aviation Preservation	Construction	-	200,000	-	-	-	-	-	4,000,000	DPTO
Map Number	8			200,000							LF
Project Location	Gainesville Regional Airport			3,600,000							FAA
Project Length (miles)	0										
Project Description	Airfield Drainage Improvements PFL0008733										
FDOT Finance Number	4288321										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-1, P-2, P-3, P-4										
L RTP ID	-										
Federal Funds	Yes	All Phases	-						-	4,000,000	

**Table 6 (Continued)
Airport Projects**

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Total Funding	Fund Code Table 1		
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding				
Aviation Revenue / Operational													
Type Work	Aviation Revenue / Operational	Construction	-	14,500	CAP	1,000,000	CAP	-	-	-	-	7,834,000	DDR
Map Number	9		1,880,000	1,022,500	CAP								DPTO
Project Location	Gainesville Regional Airport		1,880,000	1,037,000	CAP	1,000,000	CAP						LF
Project Length (miles)	0												
Project Description	Design & Construct New GA Terminal PFL0013433												
FDOT Finance Number	4290362												
Responsible Agency	GRAA												
SIS / Non-SIS	SIS												
LRTP Consistency	VS, P-1, P-2, P-3, P-4												
LRTP ID	-												
Federal Funds	No	All Phases	3,760,000									7,834,000	
Type Work	Aviation Revenue / Operational	Construction	-	-	-	25,441	CAP	-	-	-	-	350,000	DDR
Map Number	10					149,559	CAP						DPTO
Project Location	Gainesville Regional Airport					175,000	CAP						LF
Project Length (miles)	0												
Project Description	Purchase Equip for Maint & Wildlife Mgmt PFL11297												
FDOT Finance Number	4400491												
Responsible Agency	GRA / FDOT												
SIS / Non-SIS	SIS												
LRTP Consistency	VS, P-1, P-2, P-3, P-4												
LRTP ID	-												
Federal Funds	No	All Phases	-									350,000	

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding		
Aviation Revenue / Operational											
Type Work	Aviation Revenue / Operational	Construction	-	-	675,000 CAP	-	-	-	-	1,350,000	DPTO
Map Number	11				675,000 CAP						LF
Project Location	Gainesville Regional Airport										
Project Length (miles)	0										
Project Description	Maintenance Facility Ph 1										
FDOT Finance Number	4438031										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	Yes	All Phases	-							1,350,000	
Aviation Safety											
Type Work	Aviation Safety	Construction	-	-	-	325,000 CAP	-	-	-	6509000	DPTO
Map Number	12					5,859,000 CAP					FAA
Project Location	Gainesville Regional Airport					325,000 CAP					LF
Project Length (miles)	0										
Project Description	North Commercial Apron Expansion PF0014605										
FDOT Finance Number	4365944										
Responsible Agency	GRAA										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-1, P-2, P-3, P-4										
LRTP ID	-										
Federal Funds	Yes	All Phases	-							6,509,000	

Table 6 (Continued)
Airport Projects

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30				
Aviation Safety												
Type Work	Aviation Security Project	Construction	-	-	-	-	-	40,000	CAP	-	800,000	DPTO
Map Number	13							720,000	CAP			FAA
Project Location	Gainesville Regional Airport							40,000	CAP			LF
Project Length (miles)	0											
Project Description	Gates, Access Control, & Fiber Upgrades PFL14647											
FDOT Finance Number	4285112											
Responsible Agency	GRAA											
SIS / Non-SIS	SIS											
LRTP Consistency	VS, P-1, P-2, P-3, P-4											
LRTP ID	-											
Federal Funds	Yes	All Phases									800,000	
Type Work	Aviation Safety	Right-of-Way	-	-	-	-	200,000	CAP		-	4,000,001	DPTO
Map Number	14						3,600,000	CAP				FAA
Project Location	Gainesville Regional Airport						200,001	CAP				LF
Project Length (miles)	0											
Project Description	Land Acq to Facilitate Obstacle Removal PFL0012818											
FDOT Finance Number	4365942											
Responsible Agency	GRAA											
SIS / Non-SIS	SIS											
LRTP Consistency	VS, P-1, P-2, P-3, P-4											
LRTP ID	-											
Federal Funds	Yes	All Phases									4,000,001	

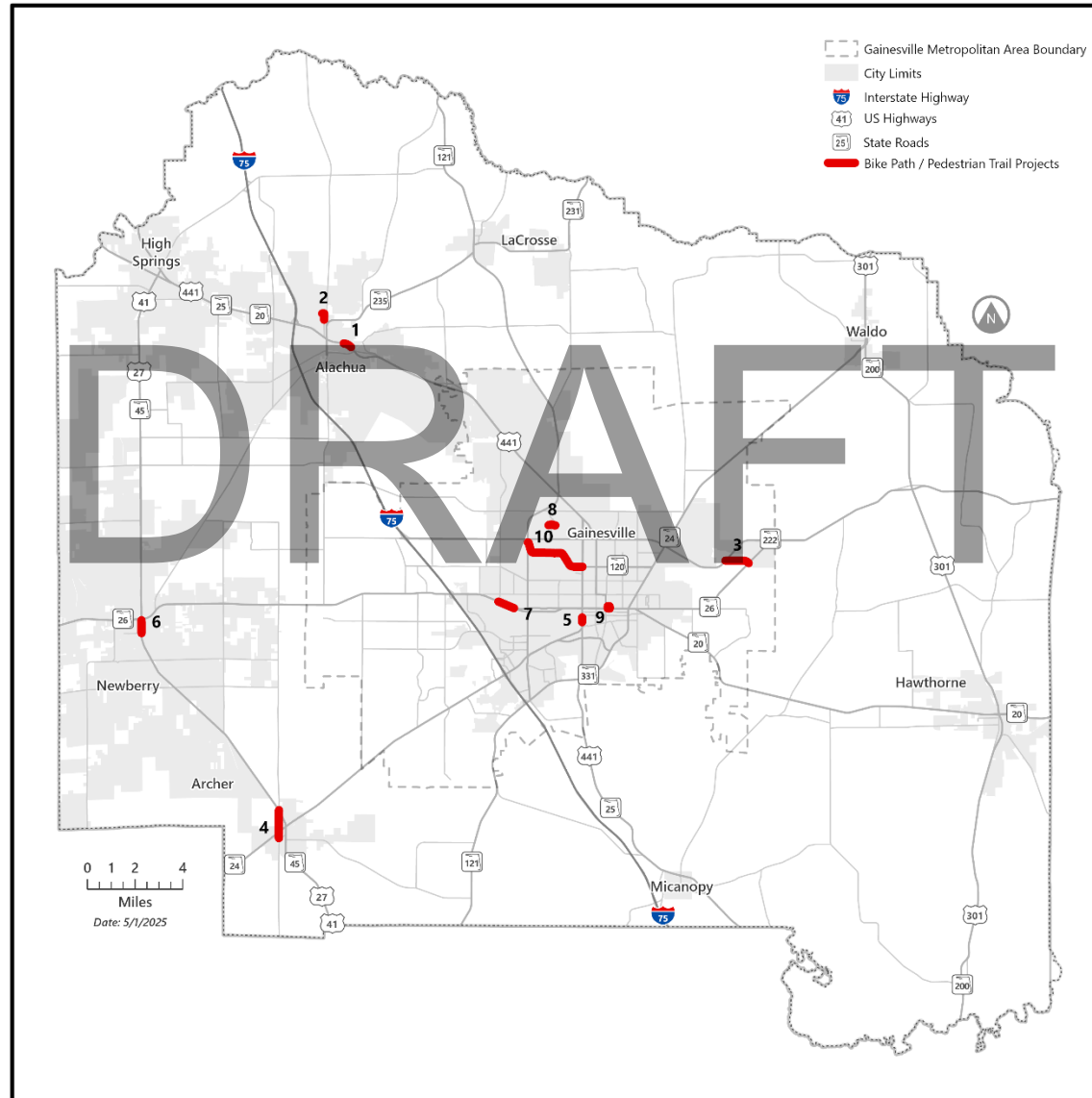
**Table 6 (Continued)
Airport Projects**

Gainesville Regional Airport Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30				
Aviation Capacity												
Type Work	Aviation Capacity	Design and Construction	-	-	-	-	-	205,000	CAP	-	3,915,500	DPTO
Map Number	15		-	-	-	-	-	3,690,000	CAP	-	-	FAA
Project Location	Gainesville Regional Airport							20,500	CAP			LF
Project Length (miles)	0											
Project Description	Commercial Terminal Expansion Design & Construct Txy C PFL0012567											
FDOT Finance Number	4387392											
Responsible Agency	GRAA											
SIS / Non-SIS	SIS											
LRTP Consistency	VS, P-1, P-2, P-3, P-4											
LRTP ID	-											
Federal Funds	Yes	All Phases	-	-	-	-	-	-	-	-	3,915,500	
											SUM	
Federal Funding			3,600,000	0	5,859,000	3,600,000	6,336,000	19,395,000				
State Funding			1,737,000	1,675,000	1,500,000	2,025,000	849,500	7,786,500				
Local Funding			1,737,000	1,675,000	1,500,000	2,025,001	665,000	7,602,001				
Total Funding			7,074,000	3,350,000	8,859,000	7,650,001	7,850,500	34,783,501				

Aviation Projects:

CAP - Capital for Aviation; DDR - Dedicated District Revenue; DPTO - Dedicated Public Transportation Office; FAA - Federal Aviation Administration; FDOT - Florida Department of Transportation; GRAA - Gainesville Regional Airport Authority; ID - Identification; LF - Local Funds; LRTP – Long Range Transportation Plan; SIS - Strategic Intermodal System

Illustration III Bicycle and Pedestrian Projects (Independent)



B. Bicycle and Pedestrian Projects (Independent)

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

Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)					Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29			
Type Work	Sidewalk	Preliminary	7,214		-		-	-	236,888	DS
Map Number	1	Engineering	229,674							SR2T
Project Location	US 441(N/MLK Mem Hwy)	Right-Of-Way								
	FM: NW 125 Street									
	TO: West of NW 129 Terrace									
Project Length (miles)	0.303									
Project Description	Sidewalk	Construction			717,631 CST				717,631	SR2T
FDOT Finance Number	2076486									
Responsible Agency	FDOT									
SIS / Non-SIS	Non-SIS									
L RTP Consistency	VS, P-1, P-4									
L RTP ID	Table 64, page 272									
Target Achievement	PM1, PM3									
Federal Funds	Yes	All Phases	236,888						954,519	
Type Work	Sidewalk	Preliminary	68,614	15,000 PE	-		-	-	83,614	SR2T
Map Number	2	Engineering								
Project Location	NW 141 Street and NW 166 Place	Right-Of-Way								
	FM: -									
	TO: -									
Project Length (miles)	0.294									
Project Description	Sidewalk	Construction			421,803 CST				421,803	SR2T
FDOT Finance Number	4273262									
Responsible Agency	FDOT/Alachua County									
SIS / Non-SIS	Non-SIS									
L RTP Consistency	VS, P-1, P-4									
L RTP ID	Table 64, page 272									
Target Achievement	PM3									
Federal Funds	Yes	All Phases	68,614						505,417	

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

Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Total Funding	Fund Code Table 1	
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding			
Type Work Map Number Project Location	Sidewalk 3 NE 27th Ave FM: SR222(NE39th Blvd) TO: SR26(NE 55th Blvd)	Preliminary Engineering				367,822	PE	-	-	-	367,822	TALN
Project Length (miles) Project Description	- Sidewalk	Construction							1,320,271 518,453	CST CST	1,838,724	TALT TALU
FDOT Finance Number Responsible Agency SIS / Non-SIS L RTP Consistency L RTP ID Target Achievement Federal Funds	4273264 FDOT/Alachua County Non-SIS VS, P-1, P-4 Table 64, page 272 PM3 Yes	All Phases	-								2,206,546	
Type Work Map Number Project Location	Bike Path/Trail 4 SW 170 Street FM: SW 134th TO: US41	Preliminary Engineering	322,881	15,000	PE	-	-	-	-	-	337,881	TALN
Project Length (miles) Project Description	0.000 Bike Path/Trail	Construction										
FDOT Finance Number Responsible Agency SIS / Non-SIS L RTP Consistency L RTP ID Target Achievement Federal Funds	4322403 Alachua County Non-SIS VS, P-1, P-4 Table 64, page 272 PM3 Yes	All Phases	322,881								337,881	

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

Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)						Future Funding	Total Funding	Fund Code Table 1	
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30				
Type Work	Bike Path/Trail	Preliminary		145,002	PE			-	-	-	678,455	TALT
Map Number	5	Engineering		518,453	PE							TALU
Project Location	SR24(US441)SW13th/MLK Jr Hwy FM: Museum Road				15,000	PE						TALU
Project Length (miles)	0.172	Construction					2,822,562	CST			3,341,015	TALT
Project Description	Bike Path/Trail						518,453	CST				TALU
FDOT Finance Number	4322404											
Responsible Agency	Non-SIS											
SIS / Non-SIS	VS, P-1, P-4											
L RTP Consistency	Table 64, page 272											
L RTP ID	PM3											
Target Achievement	Yes	All Phases									4,019,470	
Federal Funds	Yes											
Type Work	Sidewalk	Preliminary	20	-							47,783	DIH
Map Number	6	Engineering	47,763									TALN
Project Location	SR45(US41)											
Project Length (miles)	0.47	Right of Way	24,900								36,256	DDR
Project Description	Sidewalk	Construction	10,000									DIH
FDOT Finance Number	4391761		1,356								549,172	DS
Responsible Agency	FDOT				244,596	CST						TALL
SIS / Non-SIS	Non-SIS				304,576	CST						TALT
L RTP Consistency	VS, P-1, P-4											
L RTP ID	Table 64, page 272											
Target Achievement	PM1, PM3	All Phases	84,019								633,211	
Federal Funds	Yes											

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

Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)						Future Funding	Total Funding	Fund Code Table 1	
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30				
Type Work	Bike Lane/Sidewalk	Preliminary		25,000	PE		-	-	-	-	1,025,000	SA
Map Number	7	Engineering		1,000,000	PE							SU
Project Location	SR26(Newberry Road) FM: NW 43rd St. TO: SW 38th St.	Construction						829,929	CST		4,417,721	CM
Project Length (miles)	0.615							87,567	CST			SA
Project Description	Bike Lane/Sidewalk							3,500,225	CST			SU
FDOT Finance Number	441046-2											
Responsible Agency	FDOT											
SIS / Non-SIS	Non-SIS											
L RTP Consistency	VS, P-1, P-4											
L RTP ID	Table 64, page 272											
Target Achievement	PM1, PM3											
Federal Funds	Yes	All Phases	-								5,442,721	
Type Work	Pedestrian Safety Improvement	Preliminary	102,136					-		-	102,136	SR2T
Map Number	8	Engineering										
Project Location	NW 45th Dr FM: Black Forest Way TO: C.W. Norton Elem School.	Right-Of-Way										
Project Length (miles)	0.26											
Project Description	Pedestrian Safety Improvement	Construction		365,820	CST						365,820	SR2T
FDOT Finance Number	4455731											
Responsible Agency	City of Gainesville											
SIS / Non-SIS	Non-SIS											
L RTP Consistency	VS, P-1, P-4											
L RTP ID	Table 64, page 272											
Target Achievement	PM1, PM3											
Federal Funds	Yes	All Phases	102,136								467,956	

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

Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY)							Fund Code Table 1		
			Costs / Project Phase (see Table 2)									
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding		Total Funding	
Type Work Map Number Project Location	Sidewalk 9 City of Gainesville Multiple Locations	Preliminary Engineering		-		-		-		-		
Project Length (miles) Project Description	1 Sidewalk	Construction		41,146 CST 548,854 CST							590,000	TALL TALL
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	4472332 City of Gainesville Non-SIS VS, P-1, P-4 Table 64, page 272 PM1, PM3 Yes	All Phases	-								590,000	
Type Work Map Number Project Location	Bike Path/Trail 10 R120(NW31st Ave/NW23rd Blvd) FM: SR121(NW34th St) TO: SR25(US441)SW13th	Preliminary Engineering		-					242,179 PE 931,189 PE		1,173,368	TALL TALL
Project Length (miles) Project Description	2.496 Bike Path/Trail	Construction										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	4544841 City of Gainesville Non-SIS VS, P-1, P-4 Table 64, page 272 PM1, PM3 No	All Phases	-								1,763,368	
Sum												
Federal Funding				2,674,275	1,703,606	3,708,837	4,417,721	3,012,092		15,516,531		
State Funding				0	0	0	0	0		0		
Local Funding				0	0	0	0	0		0		
Total Funding				2,674,275	1,703,606	3,708,837	4,417,721	3,012,092		15,516,531		

Bicycle and Pedestrian Projects:

CM – Congestion Mitigation - AQ; CST - Construction; FDOT - Florida Department of Transportation; ID - Identification; LRTP – Long Range Transportation Plan; PE - Preliminary Engineering; SA - Surface Transportation Block Grant - Any Area; SIS - Strategic Intermodal System; SR2T - Safe Routes to School; SU - Surface Transportation Block Grant - Areas with population greater than 200,000; TALL - Transportation Alternative Under 200,000 Population; TALN – Transportation Alts- < 5K; TALT - Transportation Alternative - Any Areas; TALU - Transportation Alternative- Over 200,000 Population

C. Planning/Administrative Activity

**Table 8
 Planning/Administrative Activity**

Planning / Administration Activity	Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)								Fund Code Table 1	
		Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding	Total Funding		
Transportation Planning											
Type Work Map Number Project Location	Transportation Planning -	Planning	1,596,752	767,628	PLN	-	-	-	-	2,364,380	PL
Project Length (miles) Project Description	- FY 2024/2025-2025/2026 UPWP										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4393185 MTPO Non-SIS VS, P-2, P-3 - Yes	All Phases	1,596,752							2,364,380	
Type Work Map Number Project Location	Transportation Planning -	Planning	-	767,631	PLN	767,631	PLN	-	-	1,535,262	PL
Project Length (miles) Project Description	- FY 2026/2027-2027/2028 UPWP										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Federal Funds	4393186 - Non-SIS VS, P-2, P-3 - Yes	All Phases	-							1,535,262	

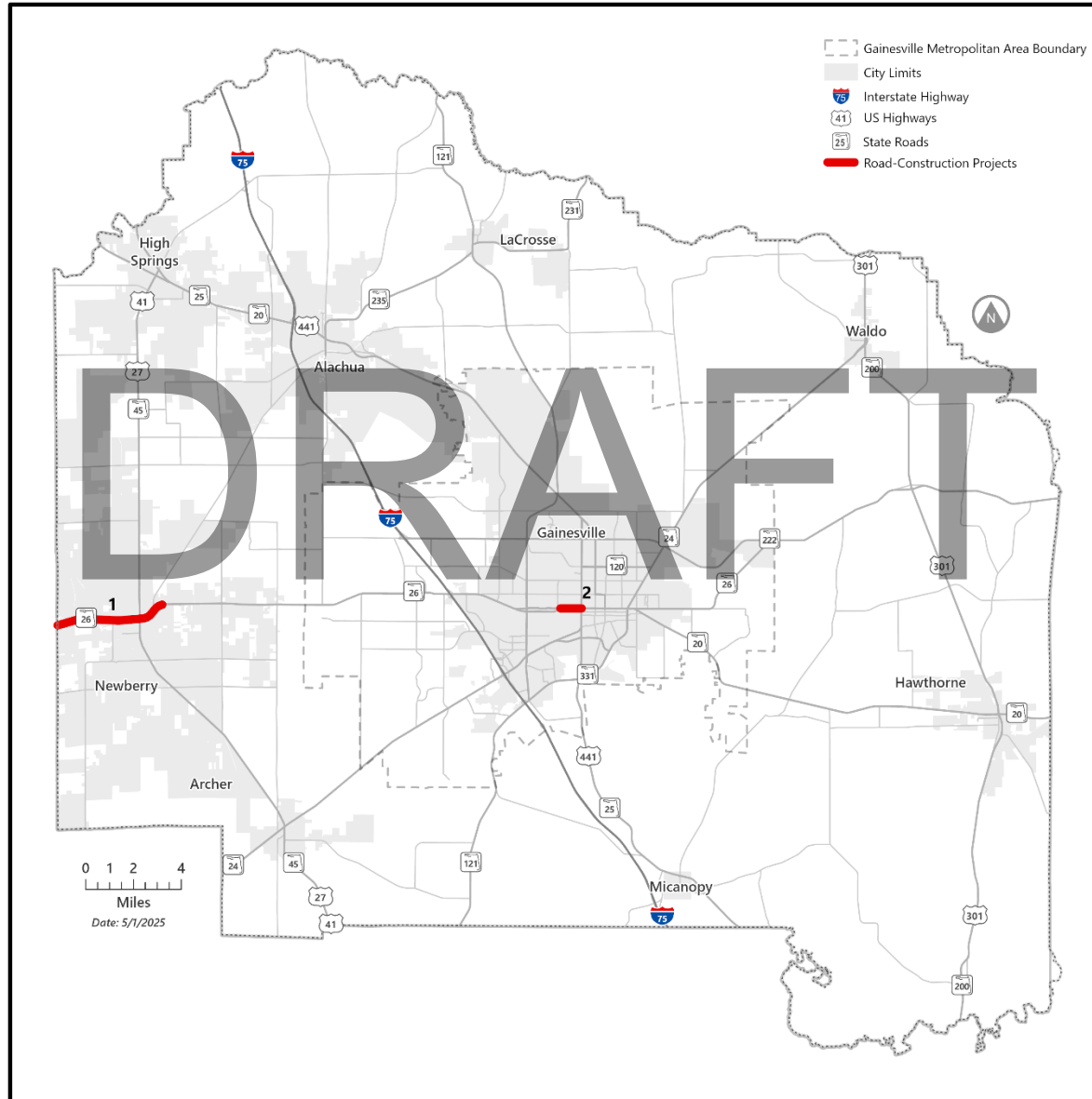
**Table 8 (Continued)
 Planning / Administrative Activity**

Planning / Administration Activity	Phase	Fiscal Year (FY)									Fund Code Table 1		
		Costs / Project Phase (see Table 2)											
		Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding	Total Funding				
Transportation Planning													
Type Work	Transportation Planning	Planning					767,629	PLN	767,629	PLN	-	1,535,258	PL
Map Number	-												
Project Location	Gainesville MPO												
Project Length (miles)	-												
Project Description	FY 2028/2029-2029/2030 UPWP												
FDOT Finance Number	4393187												
Responsible Agency	-												
SIS / Non-SIS	Non-SIS												
L RTP Consistency	VS, P-2, P-3												
L RTP ID	-												
Federal Funds	Yes	All Phases	-									1,535,258	
Sum													
Federal Funding			767,628	767,631	767,631	767,629	767,629			3,838,148			
State Funding			0	0	0	0	0			0			
Local Funding			0	0	0	0	0			0			
Total Funding			767,628	767,631	767,631	767,629	767,629			3,838,148			

Planning/Administrative Projects:

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

Illustration IV Road - Construction Projects



D. Road Projects

**Table 9
 Road - Construction Projects**

Road Construction Projects	Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Total Funding	Fund Code Table 1		
		Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding				
Roadway Projects - Construction												
Type Work	Add Lanes & Reconstruct	Project Development	1,294,434					-	-	-	1,770,576	DDR
Map Number	1	Environment	367,576									DIH
Project Location	SR 26 Corridor		108,566									DS
	FM: Gilchrist Countyline	Preliminary	700,796								7,420,813	ART
Project Length (miles)	4.031	Engineering	3,982,563									DDR
Project Description	Add Lanes & Reconstruct		2,158,755									DI
		Environmental	463,427									DIH
			115,272									DS
			16,805								166,805	DDR
					150,000	ENV						ART
		Railroad and Utilities	1,050,001		7,500,112	RRU					8,949,759	ART
			80,000									DDR
FDOT Finance Number	2078502		193,106									DS
			126,540									LF
		Right-of-Way	50,000	2,218,969	ROW	98,380	ROW				15,146,321	ART
			10,579,974									BNIR
			122,851									DDR
			1,120,000									DIH
			730,934									DS
			225,213									DIH
Responsible Agencies	FDOT	Construction			55,163,294	CST					56,120,942	ART
					949,019	CST						DIH
					8,629	CST						LF
SIS / Non-SIS	SIS											
L RTP Consistency	VS, G-1, G-5											
L RTP ID	-											
Target Achievement	PM3											
Federal Funds	Yes	All Phases	23,486,813								89,575,216	

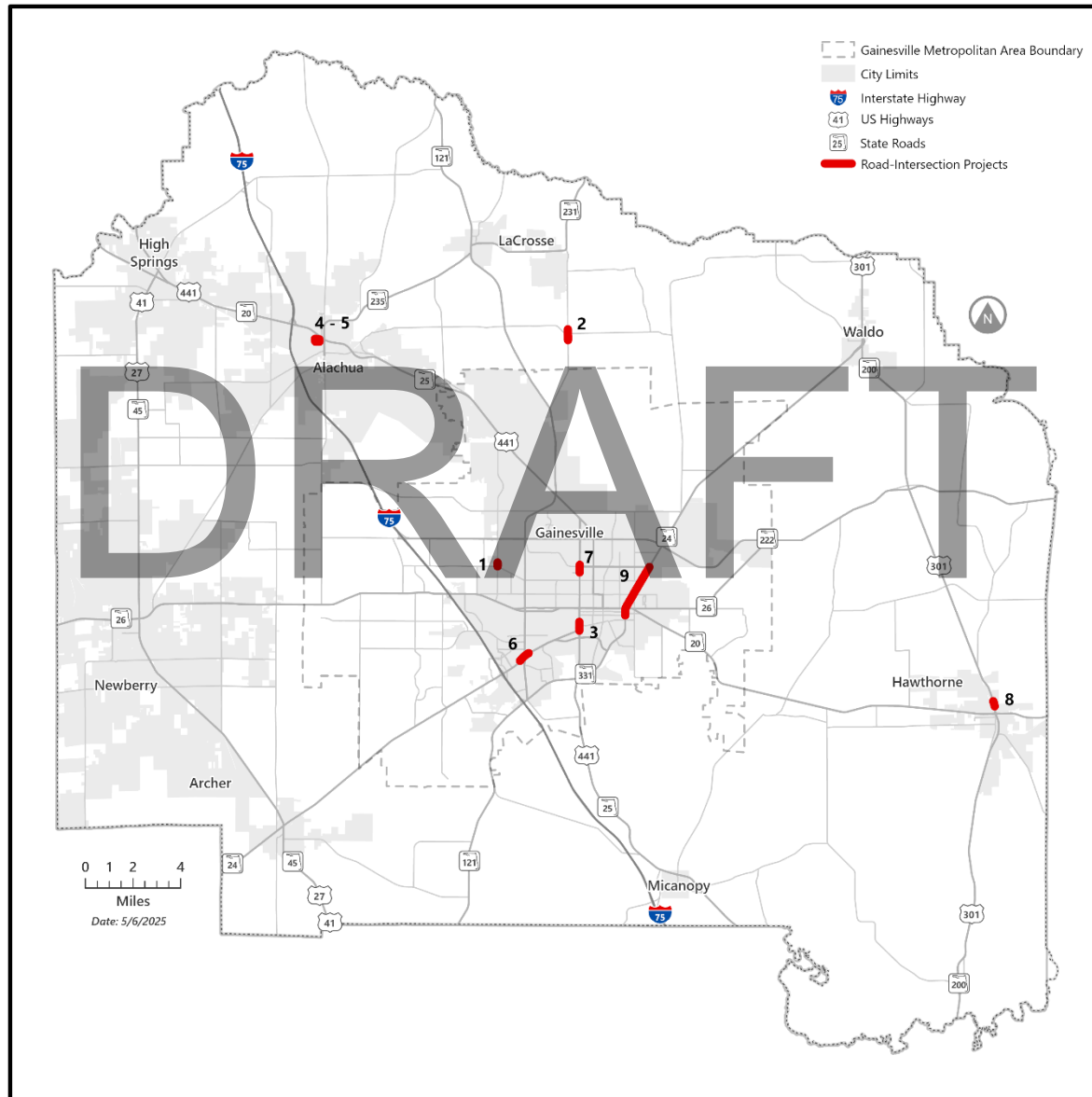
**Table 9 (Continued)
Road - Construction Projects**

Road Construction Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Fund Code Table 1	
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding		Total Funding
Roadway Projects - Lighting											
Type Work	Lighting	Preliminary Engineering	832,863		-			-		832,863	SA
Map Number	2										
Project Location	SR26(W University Ave)	Construction							4,184,308 CST	5,169,454	DDR
	FM: SR 26A(SW 2nd Avenue)								83,211 CST		DIH
Project Length (miles)	0.776	Environmental							901,935 CST		DS
Project Description	Lighting										
FDOT Finance Number	2076583	Railroad and Utilities									
Responsible Agency	FDOT										
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-1, P-4, P-6, P-7										
L RTP ID	-										
Target Achievement	PM1										
Federal Funds	Yes	All Phases	832,863							6,002,317	
Sum											
Federal Funding			0	0	0	0	0	0	0	0	
State Funding			2,218,969	63,860,805	0	0	5,169,454	71,249,228			
Local Funding			0	8,629	0	0	0	8,629			
Total Funding			2,218,969	63,869,434	0	0	5,169,454	71,257,857			

Road - Construction Projects:

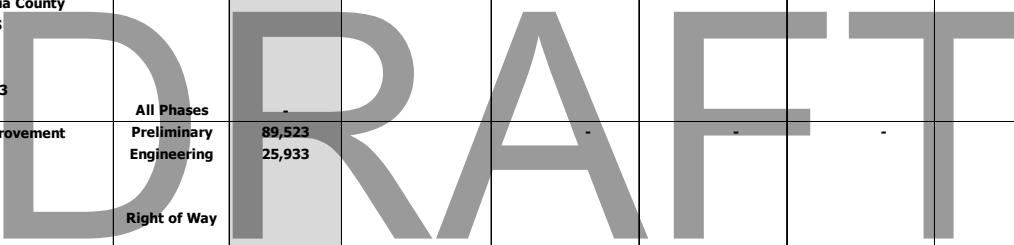
ART – Arterial Highways Programs; CST - Construction; DDR – District Dedicated Revenue; DI – ST. - S/W Inter/Intrastate Hwy; DIH – State In-House Product Support; ENV – Environmental; FDOT - Florida Department of Transportation; ID - Identification; LF - Local Funds; L RTP - Long Range Transportation Plan; RRU – Railroad & Utilities; SA - Surface Transportation Block Grant - Any Area; SIS - Strategic Intermodal System; SR - State Road; St - Street; SW - Southwest

Illustration V Road - Intersection Projects



**Table 10
Road - Intersection Projects**

Intersection Projects	Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Total Funding	Fund Code Table 1	
		Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding			
Realignment / Roundabout / Turn Bay / Lane											
Type Work Map Number Project Location Project Length (miles) Project Description FDOT Finance Number Responsible Agency NHS / SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	Median Modification 1 NW 43 Street AT: North of NW 16 Blvd and NW 23rd Avenue 0.14 Median Modification 2112092 FDOT and Alachua County Non-SIS VS, P-3 - PM1, PM3 Yes	Preliminary Engineering Construction All Phases	235,987 PE		287,916 CST	863,749 CST	-	-	-	235,987 1,151,665 1,387,652	ACSS ACSS
Type Work Map Number Project Location Project Length (miles) Project Description FDOT Finance Number Responsible Agency NHS / SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	Intersection Improvement 2 CR231 AT: NW 156th Avenue 0.4 Intersection Improvement 4474761 FDOT Non-SIS VS, P-3 - PM1, PM3 Yes	Preliminary Engineering Right of Way Construction All Phases	89,523 25,933		632,417 CST					115,456 632,417 747,873	ACSS HSP ACSS



**Table 10 (Continued)
Road - Intersection Projects**

Intersection Projects	Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Total Funding	Fund Code Table 1	
		Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding			
Realignment / Roundabout / Turn Bay / Lane											
Type Work Map Number Project Location	Intersection Improvement 3 SR24(US441)SW13th/MLK Jr Hwy AT: SR24(SW Archer Rd)	Preliminary Engineering	548,699 91,450	-						640,149	ACSU SA
Project Length (miles) Project Description	0.323 Intersection Improvement	Construction		10,300 CST 4,559,204 CST						4,569,504	SA SU
FDOT Finance Number Responsible Agency NHS / SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	4358913 FDOT Non-SIS VS, P-3 - PM1, PM3 Yes	All Phases	640149							5,209,653	
Intelligent Transportation System / Traffic Control Devices/System											
Type Work Map Number Project Location	Traffic Control Devices/System 5 Countywide	Maintenance			-	1,367,241 MNT	1,412,361 MNT	1,458,968 MNT		4,238,570	D
Project Length (miles) Project Description	- D-2 Alachua County Traffic Signal Maintenance Agreement										
FDOT Finance Number Responsible Agency SIS / Non-SIS LRTP Consistency LRTP ID Target Achievement Federal Funds	4559861 Non-SIS VS, P-5, P-6, P-7 - PM1, PM3 No	All Phases	0							4,238,570	

**Table 10 (Continued)
Road - Intersection Projects**

Intersection Projects	Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)								Fund Code Table 1		
		Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding	Total Funding			
Traffic Signalization												
Type Work Map Number Project Location	Traffic Signal Update 6 SR24(Archer Rd) AT: SR 121(SW 34 St)	Preliminary Engineering	25,311				-	-	-		25,311	ACSS
Project Length (miles)	0.428	Right-of-Way	106,605								157,647	DDR DIH DS
Project Description	Traffic Signal Update	Construction	30,000 21,042		1,751,340	CST					1,751,340	ACSS
FDOT Finance Number	4498441											
Responsible Agency	FDOT											
NHS / SIS / Non-SIS	Non-SIS											
LRTP Consistency	VS, P-5, P-6, P-7											
LRTP ID	-											
Target Achievement	PM1, PM3											
Federal Funds	Yes	All Phases	182,958								1,934,298	
Type Work Map Number Project Location	Traffic Signal Update 7 SR120(NW 23 Ave) AT: SR25(US441)(NW 13 St)	Preliminary Engineering	432,046					-	-		514,322	DDR DIH DS
Project Length (miles)	0.285	Right-Of-Way	70,952 11,324								448,722	DIH DS SA
Project Description	Traffic Signal Update	Construction	35,630 25,127 387,965					2,220,667 37,400	CST CST		2,258,067	DDR DIH
FDOT Finance Number	4358891											
Responsible Agency	FDOT											
NHS / SIS / Non-SIS	Non-SIS											
LRTP Consistency	VS, P-5, P-6, P-7											
LRTP ID	-											
Target Achievement	PM1, PM3											
Federal Funds	Yes	All Phases	963,044								3,221,111	

**Table 10 (Continued)
Road - Intersection Projects**

Intersection Projects	Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)								Fund Code Table 1
		Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding	Total Funding	
Traffic Signalization										
Type Work Map Number Project Location Project Length (miles) Project Description FDOT Finance Number Responsible Agency NHS / SIS / Non-SIS L RTP Consistency L RTP ID Target Achievement Federal Funds	Traffic Signals 8 SR200(US301) AT: SE 57th Ave 0.2 Traffic Signals 2077944 FDOT NHS and SIS VS, P-5, P-6, P-7 - PM1, PM3 Yes	Preliminary Engineering Right-of-Way All Phases	15,887 196,597 742 67,000 29,720 74,901 384,847	- 108,828 ROW -	- - -	- - -	- - -	- - -	213,226 280,449 493,675	DIH DS DS ACSS DS HSP - -
Type Work Map Number Project Location Project Length (miles) Project Description FDOT Finance Number Responsible Agency NHS / SIS / Non-SIS L RTP Consistency L RTP ID Target Achievement Federal Funds	Traffic Signal Update 9 SR331 AT: SE 4th Ave, SE 2nd Ave, SR26, NE 16th Ave, SR120 1.998 Traffic Signal Update Reconstruct 5 Traffic Signals 4358901 FDOT NHS and SIS VS, P-5, P-6, P-7 - PM1, PM3 No	Preliminary Engineering Right-Of-Way Construction All Phases	807,698 83,729 46,591 107,633 140,000 4,026 1,189,677	- - -	- - -	- - -	- - -	- - 5,107,601 CST 86,234 CST 12,494 CST	938,018 251,659 5,206,329 6,396,006	DDR DIH DS DDR DIH DS DDR DIH LF
							Sum			
		Federal Funding	5,546,736	287,916	863,749	0	0	6,698,401		
		State Funding	0	0	1,367,241	3,670,428	6,652,803	11,690,472		
		Local Funding	0	0	0	0	12,494	12,494		
		Total Funding	5,546,736	287,916	2,230,990	3,670,428	6,665,297	18,401,367		

Road - Intersection Projects:

ACSS – Advance Construction (SS,HSP); CR – County Road; CST - Construction; D – Unrestricted State Primary; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities; DITS - Intelligent Transportation System, Statewide Program; DS- State Funds Direct through District; FDOT - Florida Department of Transportation; ID - Identification; LF - Local Funds; L RTP- Long Range Transportation Plan; NHS – National Highway System; NE – Northeast; NW – Northwest; OPS - Operations Funding; PE - Preliminary Engineering; ROW - Right-of-Way; SA - Surface Transportation Block Grant - Any Area; SE – Southeast; SIS - Strategic Intermodal System; SR – State Road; ST – Street; SU – STP, Urban Areas > 200K; SW – Southwest

Illustration VI Road - Interstate/Interchange Projects

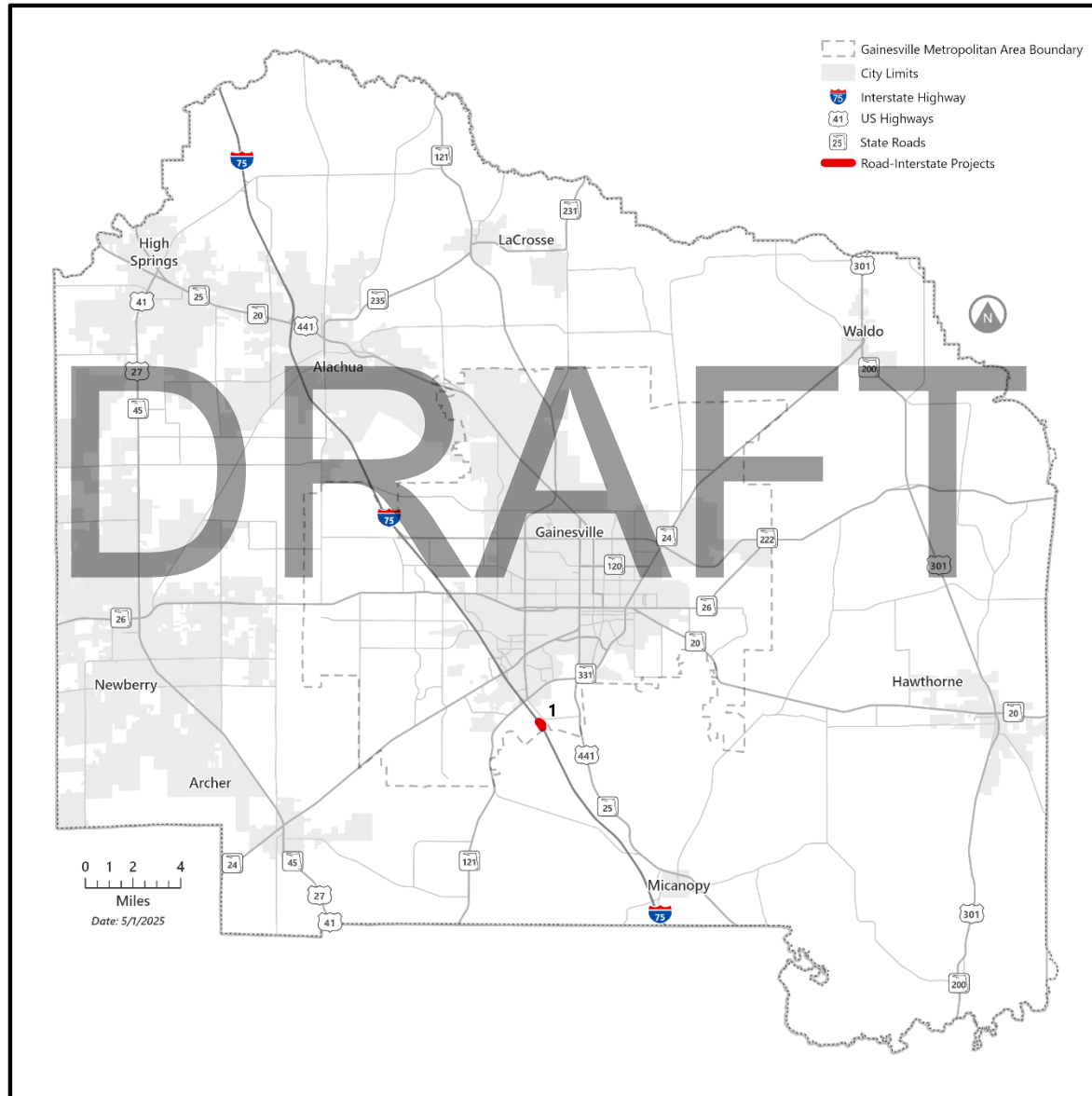


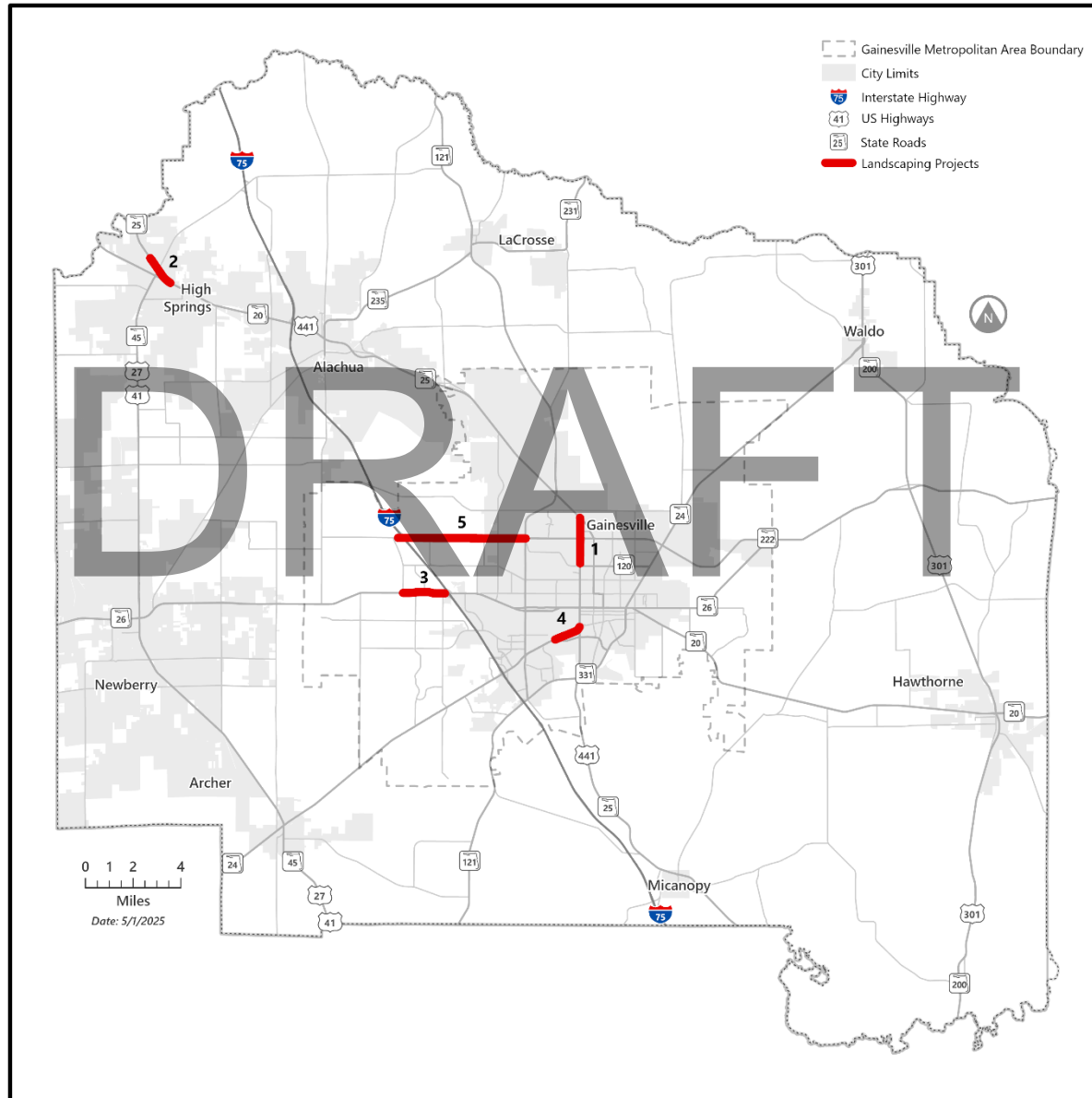
Table 11
Road - Interstate/Interchange Projects

Interstate / Interchange Projects		Phase	Fiscal Year (FY)						Future Funding	Total Funding	Fund Code Table 1
			Costs / Project Phase (see Table 2)								
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30			
Interstate - Interchange Modification / Rest Area											
Type Work	Rest Area	Preliminary Engineering			-	200,000 PE		-		6,300,000	DIH
Map Number	1	Engineering				6,100,000 PE					DRA
Project Location	I-75(SR93) NB Rest Area	Right-of-Way						19,000 ROW		2,072,634	DIH
Project Length (miles)	0.411	Railroad & Utilities						2,053,634 ROW			DRA
Project Description	I-75(SR93) NB Alachua County Rest Area	Construction									
FDOT Finance Number	2149522	All Phases								8,372,634	
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	NHS and SIS										
L RTP Consistency	VS, P-2, P-3										
L RTP ID	-										
Target Achievement	PM3										
Federal Funds	No										
									Sum		
			Federal Funding	0	0	0	0	0		0	
			State Funding	0	0	6,300,000	0	2,072,634		8,372,634	
			Local Funding	0	0	0	0	0		0	
			Total Funding	0	0	6,300,000	0	2,072,634		8,372,634	

Road – Interstate/Interchange Projects:

DIH - State Funds in House Planning Activities; DRA – Rest Areas - State 100%; DS – State Primary Highways & PTO; FDOT - Florida Department of Transportation; ID - Identification; LRTP - Long Range Transportation Plan; NB – Northbound; NHS – National Highway System; PE - Preliminary Engineering; ROW – Right-of-Way; SR - State Road; SIS - Strategic Intermodal System

Illustration VII Road - Landscaping Projects



**Table 12
Road - Landscaping Projects**

Landscaping Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)						Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30		
Type Work Map Number Project Location	Landscaping 1 SR25(US441)SE 13th/MLK Jr.Hwy FM: North of NW23rd TO: NW6th St	Preliminary Engineering			-	-	-	-		
Project Length (miles)	1.656	Construction			1,024,830 CST 16,992 CST				1,041,822	DDR DIH
Project Description	Landscaping									
FDOT Finance Number	2076584									
Responsible Agency	FDOT									
SIS / Non-SIS	Non-SIS									
L RTP Consistency	VS, P-5, P-6, P-7									
L RTP ID	-									
Federal Funds	No	All Phases	-						1,041,822	
Type Work Map Number Project Location	Landscaping 2 SR25(US441)Santa Fe Blvd FM: SR20(US27) TO: N of NW 242nd St	Preliminary Engineering		200,000 PE 7,500 PE			-	-		207,500
Project Length (miles)	1.17	Railroad and Utilities	29,576						29,576	DDR
Project Description	Landscaping	Construction			642,510 CST 10,620 CST				653,130	DDR DIH
FDOT Finance Number	2076585									
Responsible Agency	FDOT									
SIS / Non-SIS	Non-SIS									
L RTP Consistency	VS, P-5, P-6, P-7									
L RTP ID	-									
Federal Funds	No	All Phases	29,576						890,206	

Table 12 (Continued)
Road - Landscaping Projects

Landscaping Projects		Phase	Fiscal Year (FY)						Total Funding	Fund Code Table 1	
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30			Future Funding
Type Work	Landscaping	Preliminary			280,000 PE	-	-	-	-	308,000	DDR
Map Number	3	Engineering			28,000 PE						DIH
Project Location	SR26(W Newberry Rd)										
	FM: NW 98th St										
Project Length (miles)	TO: W of NW 75th St	Construction			150,000 CST	700,000 CST				864,000	DDR
Project Description	1.538					14,000 CST					DIH
	Landscaping										
FDOT Finance Number	4398082										
Responsible Agency	FDOT										
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-5, P-6, P-7										
L RTP ID	-										
Federal Funds	No	All Phases	-							1,172,000	
Type Work	Landscaping	Preliminary		15,000 PE						265,000	DIH
Map Number	4	Engineering		250,000 PE							DS
Project Location	SR24(Archer Road)										
	FM: Southwest 16th Avenue	Construction				21,920 CST				1,435,760	DIH
Project Length (miles)	TO: Southwest 13th Street					1,413,840 CST					DS
Project Description	1.026										
	Landscaping										
FDOT Finance Number	4436381										
Responsible Agency	FDOT										
SIS / Non-SIS	Non SIS										
L RTP Consistency	VS, P-5, P-6, P-7										
L RTP ID	-										
Federal Funds	No	All Phases	-							1,700,760	

Table 12 (Continued)
Road - Landscaping Projects

Landscaping Projects		Phase	Fiscal Year (FY)					Future Funding	Total Funding	Fund Code Table 1	
			Prior Funding	Costs / Project Phase (see Table 2)		Costs / Project Phase (see Table 2)					Costs / Project Phase (see Table 2)
Type Work	Map Number			FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30			
Project Location	SR222(39th Ave)	Preliminary Engineering		539,862 PE 19,497 PE						559,359	DDR DIH
Project Length (miles)	4.964	Construction			1,801,441 CST 27,609 CST					1,829,050	DDR DIH
Project Description	Landscaping										
FDOT Finance Number	4470322										
Responsible Agency	FDOT										
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-5, P-6, P-7										
L RTP ID	-										
Federal Funds	No	All Phases	-							2,388,409	
Sum											
Federal Funding				0	0	0	0	0		0	
State Funding				1,031,859	3,982,002	2,149,760	0	0		7,163,621	
Local Funding				0	0	0	0	0		0	
Total Funding				1,031,859	3,982,002	2,149,760	0	0		7,163,621	

Road - Landscaping Projects:

CST - Construction; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities; DS - State Funds Direct through District; FDOT - Florida Department of Transportation; ID - Identification; LRTP - Long Range Transportation Plan; NW – Northwest; PE - Preliminary Engineering; SIS - Strategic Intermodal System; SE – Southeast; SR – State Road; ST - Street

**Table 13
 Road - Maintenance Projects**

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Fund Code Table 1	
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding		Total Funding
			Lighting								
Type Work	Lighting Agreements	Maintenance	9,785,461	1,400,953 MNT	1,430,810 MNT	-	-	-	-	12,617,224	D
Map Number	-										
Project Location	AT: Countywide										
Project Length (miles)	-										
Project Description	Lighting										
FDOT Finance Number	4144031										
Responsible Agency	Non-SIS										
SIS / Non-SIS	VS, P-2, P-3										
L RTP Consistency	-										
L RTP ID	-										
Federal Funds	No	All Phases	9,785,461							12,617,224	

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**Table 13 (Continued)
 Road - Maintenance Projects**

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)						Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30			
Routine Maintenance											
Type Work	Routine Maintenance	Maintenance	11,011,347	4,000,000 MNT	4,000,000 MNT	4,000,000 MNT	4,000,000 MNT	4,000,000 MNT		31,011,347	D
Map Number	-										
Project Location	AT: Countywide										
Project Length (miles)	-										
Project Description	Routine Maintenance										
FDOT Finance Number	2143014										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-2, P-3, P-5										
L RTP ID	-										
Federal Funds	No	All Phases	11,011,347							31,011,347	
Type Work	Routine Maintenance	Maintenance	229,215	250,000 MNT	250,000 MNT					729,215	D
Map Number	-										
Project Location	AT: Countywide										
Project Length (miles)	-										
Project Description	Alachua County Ditch Cleaning										
FDOT Finance Number	2143015										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-2, P-3, P-5										
L RTP ID	-										
Federal Funds	No	All Phases	229,215							729,215	

**Table 13 (Continued)
Road - Maintenance Projects**

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)						Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30			
Routine Maintenance											
Type Work	Routine Maintenance	Maintenance	13,917,851	4,503,652 MNT	4,503,652 MNT	4,250,000 MNT	4,250,000 MNT			31,425,155	D
Map Number	-										
Project Location	AT: I-75(SR93) Countywide										
Project Length (miles)	-										
Project Description	I-75(SR93) Alachua County Asset Maintenance (Contractor)										
FDOT Finance Number	4404914										
Responsible Agency	FDOT										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-2, P-3, P-5										
L RTP ID	-										
Federal Funds	No	All Phases	13,917,851							31,425,155	
Type Work	Routine Maintenance	Maintenance	2,960,850	100,000 MNT	100,000 MNT	100,000 MNT	100,000 MNT	100,000 MNT		3,460,850	D
Map Number	-										
Project Location	AT: Countywide										
Project Length (miles)											
Project Description	Alachua County Routine Maintenance - Interstate										
FDOT Finance Number	2149384										
Responsible Agency	FDOT										
SIS / Non-SIS	SIS										
L RTP Consistency	VS, P-2, P-3, P-5										
L RTP ID	-										
Federal Funds	No	All Phases	2,960,850							3,460,850	

Table 13 (Continued)
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding		
Routine Maintenance											
Type Work	Routine Maintenance	Maintenance	231,089	115,610 MNT						346,699	D
Map Number	-										
Project Location	AT: Countywide										
Project Length (miles)	-										
Project Description	Concrete Repairs in Alachua County										
FDOT Finance Number	4389052										
Responsible Agency	FDOT										
SIS / Non-SIS	Non SIS										
L RTP Consistency	VS, P-2, P-3, P-5										
L RTP ID	-										
Federal Funds	No	All Phases	231,089							346,699	
Type Work	Routine Maintenance	Maintenance	91,360	45,680 MNT						137,040	D
Map Number	-										
Project Location	AT: Countywide										
Project Length (miles)	-										
Project Description	Herbicide in Alachua County										
FDOT Finance Number	4389053										
Responsible Agency	FDOT										
SIS / Non-SIS	Non SIS										
L RTP Consistency	VS, P-2, P-3, P-5										
L RTP ID	-										
Federal Funds	No	All Phases	91,360							137,040	

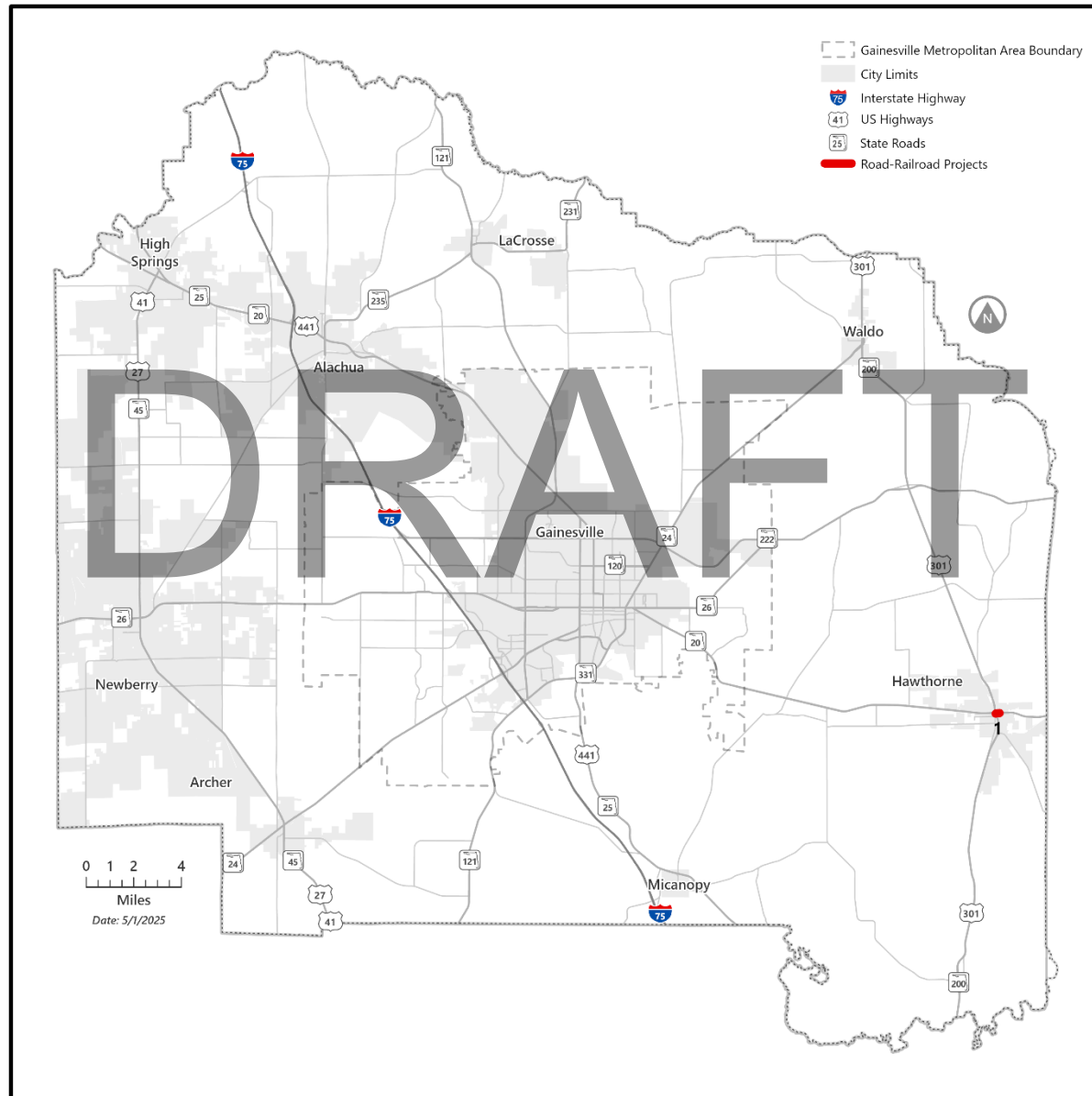
Table 13 (Continued)
Road - Maintenance Projects

Road Maintenance Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)						Total Funding	Fund Code Table 1	
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30			Future Funding
Routine Maintenance											
Type Work	Routine Maintenance	Maintenance		4,860,625	MNT					4,860,625	FC5
Map Number	-										
Project Location	AT: Countywide										
Project Length (miles)	14.687										
Project Description	FC-5 Maintenance Contract in Alachua County										
FDOT Finance Number	4556404										
Responsible Agency	FDOT										
SIS / Non-SIS	SIS										
LRTP Consistency	VS, P-2, P-3, P-5										
LRTP ID	-										
Federal Funds	No	All Phases	-							4,860,625	
									Sum		
			Federal Funding	0	0	0	0	0	0	0	
			State Funding	15,276,520	10,284,462	8,350,000	8,350,000	4,100,000	46,360,982		
			Local Funding	0	0	0	0	0	0	0	
			Total Funding	15,276,520	10,284,462	8,350,000	8,350,000	4,100,000	46,360,982		

Road - Maintenance Projects:

D - District; DDR -Dedicated District Revenue;FC5 – Open Grade Friction Course FC5; FDOT - Florida Department of Transportation; ID - Identification; LRTP- Long Range Transportation Plan; MNT - Maintenance; SIS - Strategic Intermodal System

Illustration VIII Road - Railroad Projects



**Table 14
 Road - Railroad Projects**

Railroad Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)					Future Funding	Total Funding	Fund Code Table 1	
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29				FY 2029-30
Type Work	Railroad Crossing	Railroad/ Utilities	-	450,000 RRU		-	-	-	-	450,000	DDR
Map Number	1										
Project Location	SR20 East On-ramp in Hawthorne RR Crossing #625010J										
Project Length (miles)	0.146										
Project Description	SR20 East On-ramp in Hawthorne RR Crossing #625010J										
FDOT Finance Number	4437011										
Responsible Agency	FDOT										
SIS / Non-SIS	SIS										
L RTP Consistency	-										
L RTP ID	-										
Federal Funds	No	All Phases	-							450,000	
									Sum		
Federal Funding			0	0	0	0	0	0	0	0	
State Funding			450,000	0	0	0	0	0	450,000		
Local Funding			0	0	0	0	0	0	0		
Total Funding			450,000	0	0	0	0	0	450,000		

Road - Railroad Projects:

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

Illustration IX Road - Resurfacing/Repaving Projects

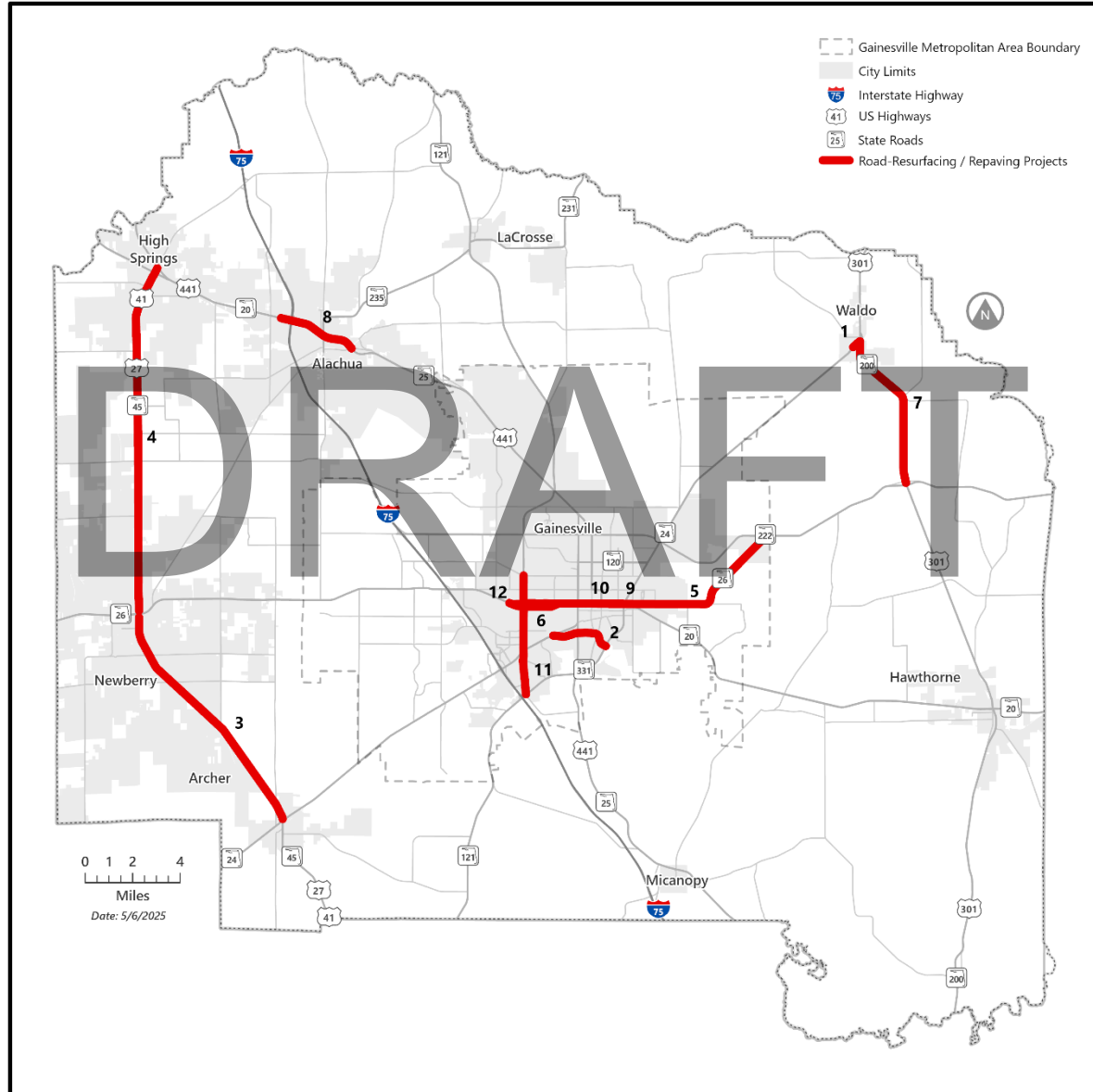


Table 15
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects	Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)								Fund Code Table 1	
		Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding	Total Funding		
Resurfacing Projects - Pavement Rehabilitation - Major/Minor											
Type Work	Resurfacing	Preliminary	40,869	-	-	-	-	-	-	525,919	DIH
Map Number	1	Engineering	24,344								DS
Project Location	SR24(Kennard St) in Waldo		460,706								SA
	FM: NE 148th Ave										
	TO: NE 144th Ave										
Project Length (miles)	0.315										
Project Description	Resurfacing	Construction			5,641,325 CST					6,351,328	ACNP
FDOT Finance Number	4472031				437,457 CST						DDR
Responsible Agency	FDOT				5,212 CST						DIH
NHS / SIS / Non-SIS	Non SIS				267,334 CST						SA
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM2										
Federal Funds	Yes	All Phases	485,050							6,877,247	
Type Work	Resurfacing	Preliminary	810,910	-	-	-	-	-	-	843,087	DDR
Map Number	2	Engineering	32,177								DIH
Project Location	SR24A/SR226(SW16th Ave)										
	FM: SR24(Archer Rd)										
	TO: SR331(SE Williston Rd)										
Project Length (miles)	2.201										
Project Description	Resurfacing	Construction			1,942,222 CST					5,129,753	ACNR
FDOT Finance Number	2075554				2,527,934 CST						DDR
Responsible Agency	FDOT				11,883 CST						DIH
NHS / SIS / Non-SIS	Non SIS				647,714 CST						SA
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM2										
Federal Funds	Yes	All Phases	843,087							5,972,840	

Table 15 (Continued)
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY)						Future Funding	Total Funding	Fund Code Table 1
			Costs / Project Phase (see Table 2)								
Type Work	Map Number	Project Location	Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30			
Resurfacing	3	SR45(US27) FM: SR24(Archer Rd) TO: South of SR26(Newberry Rd)	1,150,459							1,220,444	DDR DIH DS
Project Length (miles)	9.261			50,000 RRU						50,000	DDR
Project Description	Resurfacing				4,861,487 CST 975,768 CST 19,966 CST 3,536,927 CST					9,394,148	ACNR DDR DIH SA
FDOT Finance Number	2077988										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	Non SIS										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM2										
Federal Funds	Yes	All Phases								10,664,592	
Type Work	Resurfacing	4	1,344,078							1,822,840	DDR DIH DS
Map Number	4		157,009								
Project Location	SR45(US27)	FM: North of SR26(W Newberry Rd) TO: SR25(US441)	321,753								
Project Length (miles)	12.662		51,736							51,736	DDR
Project Description	Resurfacing										
				3,690,715 CST 989,199 CST 1,236,953 CST 15,450 CST 37,187 CST 4,116,029 CST 2,234,844 CST						12,320,377	ACNP ACNR DDR DDR DIH DS SA
FDOT Finance Number	2077793										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	NHS and SIS										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM2										
Federal Funds	Yes	All Phases	1,874,576							14,194,953	

Table 15 (Continued)
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)					Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29			
Type Work	Resurfacing	Preliminary		58,327 PE	-		-	-	1,328,171	DIH
Map Number	5	Engineering		1,269,844 PE						SA
Project Location	SR26(University Ave) FM: SR20 TO: SR222(NE 39th Blvd)									
Project Length (miles)	6.045	Construction				3,288,000 CST			10,504,850	ACNR
Project Description	Resurfacing					2,877,766 CST				DDR
						143,470 CST				DIH
						4,195,614 CST				DS
FDOT Finance Number	2075804									
Responsible Agency	FDOT									
NHS / SIS / Non-SIS	Non-SIS									
L RTP Consistency	-									
L RTP ID	-									
Target Achievement	PM2									
Federal Funds	Yes	All Phases							11,833,021	
Type Work	Resurfacing	Preliminary		141,034 PE	-		-	-	735,687	DDR
Map Number	6	Engineering		14,103 PE						DIH
Project Location	SR26A(SW 2nd Ave) FM: SR26(University Ave) TO: SR26(University Ave)			580,550 PE						SA
Project Length (miles)	1.691	Construction				1,096,000 CST			3,219,334	ACNR
Project Description	Resurfacing					2,061,572 CST				DDR
						61,762 CST				DIH
FDOT Finance Number	2077902									
Responsible Agency	FDOT									
NHS / SIS / Non-SIS	Non-SIS									
L RTP Consistency	-									
L RTP ID	-									
Target Achievement	PM2									
Federal Funds	Yes	All Phases							3,955,021	

Table 15 (Continued)
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Total Funding	Fund Code Table 1	
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding			
Type Work	Resurfacing	Preliminary		536,878 PE				-	-	-	2,896,074	DDR
Map Number	7	Engineering	5,000	101,337 PE								DIH
Project Location	SR200(US301) FM: N. of SR26 TO: SR24(NE Waldo Rd.)			2,252,859 PE								SA
Project Length (miles)	5.873	Railroad & Utilities			25,000 RRU						25,000	DDR
Project Description	Resurfacing	Construction				14,808,674 CST					18,096,730	ACNR
FDOT Finance Number	2077565					1,675,230 CST						DDR
Responsible Agency	FDOT					74,044 CST						DIH
NHS / SIS / Non-SIS	SIS					1,538,782 CST						SA
L RTP Consistency	-											
L RTP ID	-											
Target Achievement	PM2											
Federal Funds	Yes	All Phases									21,017,804	
Type Work	Resurfacing	Preliminary	601,042								1,405,349	ACSA
Map Number	8	Engineering	23,784									DDR
Project Location	SR20(US441)N MLK Mem Hwy FM: CR2054 TO: NW 167th Blvd		69,867									DIH
Project Length (miles)	2.88		710,656									DS
Project Description	Resurfacing	Construction		4,027,090 CST							8,094,962	ACNR
FDOT Finance Number	2076487			22,328 CST								DDR
Responsible Agency	FDOT			516,891 CST								DDR
NHS / SIS / Non-SIS	Non SIS			30,879 CST								DIH
L RTP Consistency	-			2,705,853 CST								DS
L RTP ID	-			791,921 CST								SA
Target Achievement	PM2											
Federal Funds	Yes	All Phases	1,405,349								9,500,311	

Table 15 (Continued)
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY)							Total Funding	Fund Code Table 1	
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding			
Type Work	Resurfacing	Preliminary		70,364 PE	-			-	-	-	378,229	DDR
Map Number	9	Engineering		7,064 PE								DIH
Project Location	SR20(E University Ave) FM: SR24(NE Waldo Rd) TO: SR26(E University Ave)			300,801 PE								SA
Project Length (miles)	0.256											
Project Description	Resurfacing	Construction				548,000 CST					1,089,319	ACNR
FDOT Finance Number	2073553					521,053 CST						DDR
Responsible Agency	FDOT					20,266 CST						DIH
NHS / SIS / Non-SIS	SIS											
L RTP Consistency	-											
L RTP ID	-											
Target Achievement	PM2											
Federal Funds	Yes	All Phases									1,467,548	
Type Work	Resurfacing	Preliminary		246,352 PE				-	-	-	1,274,937	DDR
Map Number	10	Engineering		24,635 PE								DIH
Project Location	SR26(W University Ave) FM: Gale Lemerand Dr TO: SR24(NE Waldo Rd)			1,003,950 PE								SA
Project Length (miles)	2.292											
Project Description	Resurfacing	Construction				2,192,000 CST					7,130,641	ACNR
FDOT Finance Number	4355582					4,794,950 CST						DDR
Responsible Agency	FDOT					143,691 CST						DIH
NHS / SIS / Non-SIS	Non SIS											
L RTP Consistency	-											
L RTP ID	-											
Target Achievement	PM2											
Federal Funds	Yes	All Phases	-								8,405,578	

Table 15 (Continued)
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY)							Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding		
Type Work	Resurfacing	Preliminary	1,598,969		-		-	-	-	1,703,668	DDR
Map Number	11	Engineering	104,400								DIH
Project Location	SR121(34th Street) FM: SR331(Williston Rd) TO: NW 16th Blvd		299								DS
Project Length (miles)	4.396										
Project Description	Resurfacing	Construction				1,754,702 CST				13,512,014	DDR
FDOT Finance Number	2077126					70,309 CST					DIH
Responsible Agency	FDOT					5,473,642 CST					DS
NHS / SIS / Non-SIS	Non SIS					6,213,361 CST					SA
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM2										
Federal Funds	Yes	All Phases	1,703,668							15,215,682	
Type Work	Resurfacing	Preliminary	889,837	-						1,103,137	DDR
Map Number	12	Engineering	213,151								DIH
Project Location	SR26(W University Ave) FM: SW 38th St TO: Gale Lemerand Dr		149								DS
Project Length (miles)	2.034	Construction			956,690 CST					4,369,004	DDR
Project Description	Resurfacing				32,293 CST						DIH
FDOT Finance Number	2078175				3,380,021 CST						SA
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	Non-SIS										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM2										
Federal Funds	Yes	All Phases	2,806,805							5,472,141	

Table 15 (Continued)
Road - Resurfacing/Repaving Projects

Resurfacing / Repaving Projects		Phase	Fiscal Year (FY)							Total Funding	Fund Code Table 1
			Costs / Project Phase (see Table 2)								
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Future Funding		
Type Work	Resurfacing	Maintenance		10,552,998 MNT	30,000,000 MNT	-	-	-	-	40,552,998	FC5
Map Number	-										
Project Location	Alachua County										
Project Length (miles)	0.000										
Project Description	Targeted Open Grade Friction Course Program Contingency										
FDOT Finance Number	4559731										
Responsible Agency	FDOT										
NHS / SIS / Non-SIS	Non SIS										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM2										
Federal Funds	Yes	All Phases	-							40,552,998	
									Sum		
Federal Funding				17,141,773	20,277,030	29,684,817	0	0	67,103,620		
State Funding				20,484,662	34,992,203	23,868,071	0	0	79,344,936		
Local Funding				0	0	0	0	0	0		
Total Funding				37,626,435	55,269,233	53,552,888	0	0	146,448,556		

Road – Resurfacing/Repaving Projects:

ACNP – Advance Construction NHPP; ACNR – AC Nat Hwy Perform Resurfacing; CST - Construction; DDR - Dedicated District Revenue; DIH - State Funds in House Planning Activities; DS - State Funds Direct Through District 2; FDOT - Florida Department of Transportation; ID - Identification; LRTP- Long Range Transportation Plan; NHS – National Highway System; NE – Northeast; NW - Northwest; PE - Preliminary Engineering; RRU – Railroad & Utilities; SA - Surface Transportation Block Grant - Any Area; SE - Southeast; SIS - Strategic Intermodal System; SR - State Road; ST – Street; SW - Southwest

E. Transit Projects

**Table 16
Transit Projects**

Regional Transit System Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30				
Regional Transit System Capital Funding												
Type Work	Capital for Fixed Route	Capital	29,687,061	3,987,061 CAP	3,987,061 CAP	3,987,061 CAP	3,987,061 CAP	3,987,061 CAP	-	49,622,366	FTA	
Map Number	-		7,421,765	996,765 CAP	996,765 CAP	996,765 CAP	996,765 CAP	996,765 CAP		12,405,590	LF	
Project Location	AT: Gainesville Metropolitan Area											
Project Length (miles)	-											
Project Description	Gainesville RTS Sec 5307 Formula Grant Misc Capital Purchases											
FDOT Finance Number	4040261											
Responsible Agency	Gainesville											
NHS / SIS / Non-SIS	Non-SIS											
L RTP Consistency	VS, P-1, P-2, P-3, P-4, P-5											
L RTP ID	-											
Target Achievement	RTS-A, RTS-S											
Federal Funds	Yes	All Phases	37,108,826							62,027,956		
Type Work	Transit Improvement	Capital	2,691,157	507,151 CAP	507,151 CAP	507,151 CAP	507,151 CAP	507,151 CAP	-	5,226,912	FTA	
Map Number	-		672,788	126,788 CAP	126,788 CAP	126,788 CAP	126,788 CAP	126,788 CAP		1,306,728	LF	
Project Location	AT: Gainesville Metropolitan Area											
Project Length (miles)	-											
Project Description	Alachua Co RTS Transit Improvement Section 5339											
FDOT Finance Number	4415201											
Responsible Agency	Alachua County											
NHS / SIS / Non-SIS	Non-SIS											
L RTP Consistency	VS, P-1, P-4, P-5											
L RTP ID	-											
Target Achievement	RTS-A, RTS-S											
Federal Funds	Yes	All Phases	3,363,945							6,533,640		

**Table 16 (Continued)
 Transit Projects**

Regional Transit System Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)							Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30				
Regional Transit System Operating Funding												
Type Work	Operating for Fixed Route	Operations	7,700,000	2,300,000 OPS	2,300,000 OPS	2,300,000 OPS	2,300,000 OPS	2,300,000 OPS		19,200,000	FTA	
Map Number	-		7,700,000	2,300,000 OPS	2,300,000 OPS	2,300,000 OPS	2,300,000 OPS	2,300,000 OPS		19,200,000	LF	
Project Location	AT: Gainesville Metropolitan Area											
Project Length (miles)	-											
Project Description	Gainesville RTS Section 5307 Formula Grant Operating Assistance											
FDOT Finance Number	2155462											
Responsible Agency	Gainesville											
NHS / SIS / Non-SIS	Non-SIS											
L RTP Consistency	VS, P-1, P-4, P-5											
L RTP ID	-											
Target Achievement	RTS-A, RTS-S											
Federal Funds	Yes	All Phases	15,400,000							38,400,000		
Type Work	Operating for Fixed Route	Operations	17,101,361	2,077,045 OPS	2,136,913 OPS	2,201,021 OPS	2,267,051 OPS	2,335,062 OPS	-	28,118,453	DDR	
Map Number	-		34,187,625	2,077,045 OPS	2,136,913 OPS	2,201,021 OPS	2,267,051 OPS	2,335,062 OPS		45,204,717	LF	
Project Location	AT: Gainesville Metropolitan Area											
Project Length (miles)	-											
Project Description	Gainesville RTS State Block Grant Operating Fund											
FDOT Finance Number	4117571											
Responsible Agency	Gainesville											
NHS / SIS / Non-SIS	Non-SIS											
L RTP Consistency	VS, P-1, P-4, P-5											
L RTP ID	-											
Target Achievement	RTS-A, RTS-S											
Federal Funds	No	All Phases	51,288,986							73,323,170		

**Table 16 (Continued)
 Transit Projects**

Transportation Disadvantaged Element Projects		Phase	Fiscal Year (FY) Costs / Project Phase (see Table 2)						Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30			
Regional Transit System Operating Funding											
Type Work	Operating/Admin. Assistance	Operations	1,221,777	433,186 OPS	446,183 OPS	459,568 OPS	473,355 OPS	536,280 OPS	-	3,570,349	DU
Map Number	-		1,221,794	433,186 OPS	446,183 OPS	459,568 OPS	473,355 OPS	536,280 OPS		3,570,366	LF
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Alachua County Fed Sec 5311 Rural Transit Funding										
FDOT Finance Number	4272501										
Responsible Agency	Alachua County										
NHS / SIS / Non-SIS	-										
L RTP Consistency	VS, P-1, P-4, P-6, P-7										
L RTP ID	-										
Target Achievement	RTS-A										
Federal Funds	No	All Phases	2,443,571							7,140,715	
Type Work	Urban Corridor Improvements	Operations	600,000	1,164,843 OPS	1,497,094 OPS	1,497,094 OPS	1,497,094 OPS		-	6,256,125	DDR
Map Number	-			332,251 OPS						332,251	DPTO
Project Location	AT: Gainesville Metropolitan Area										
Project Length (miles)	-										
Project Description	Compass Transit Service Gainesville RTS										
FDOT Finance Number	4474453										
Responsible Agency	Gainesville										
NHS / SIS / Non-SIS	-										
L RTP Consistency	VS, P-1, P-4, P-6, P-7										
L RTP ID	-										
Target Achievement	RTS-A										
Federal Funds	No	All Phases	600,000							6,588,376	
									Sum		
Federal Funding			7,227,398	7,240,395	7,253,780	7,267,567	7,330,492	36,319,632			
State Funding			3,574,139	3,634,007	3,698,115	3,764,145	2,335,062	17,005,468			
Local Funding			5,933,784	6,006,649	6,084,142	6,163,959	6,294,895	30,483,429			
Total Funding			16,735,321	16,881,051	17,036,037	17,195,671	15,960,449	83,808,529			

Transit Projects:

CAP - Capital funding for transit; DDR - Dedicated District Revenue; DPTO - Dedicated Public Transportation Office; ; DU - Advanced from State Primary Funds To Be Reimbursed by the Federal Transit Administration; FDOT - Florida Department of Transportation; FTA - Federal Transit Administration; ID - Identification; LF - Local Funds; L RTP - Long Range Transportation Plan; OPS - Operations Funding; SIS - Strategic Intermodal System

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Appendix A Total Project Costs

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Appendix A: Total Project Costs

A. Total Project Cost Process

How do I get to full project costs?

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

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

Projects on the Strategic Intermodal System

The normal project production sequence is to have a Project Development and Environment phase, a Design phase, a Right-of-Way phase and a Construction phase. Some projects may not have a Right-of-Way phase, if additional land is not needed to complete the project. Costs listed in the TIP for projects on the Strategic Intermodal System have historical costs, five years of the current TIP, and five years beyond the current TIP, 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 Year 2045 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 TIP pages for projects not on the Strategic Intermodal System have historical costs and five years of the current TIP, 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 Year 2045 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 STIP for highways on the Strategic Intermodal System. The projects listed in the STIP have a Strategic Intermodal System and a County identifier to aid in finding the total project cost. The STIP 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 STIP 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.

<https://www.fdot.gov/workprogram/federal/stip.shtm>

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

David Tyler, PE, AICP
Transportation Planning Manager
1109 South Marion Avenue
Lake City, FL 32025, MS 2007
386.961.7842
David.Tyler@dot.state.fl.us

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

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

David Tyler, PE, AICP
Transportation Planning Manager
1109 South Marion Avenue
Lake City, FL 32025, MS 2007
386.961.7842
David.Tyler@dot.state.fl.us

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B. Year 2045 Cost Feasible Plan Total Cost Tables

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted its prioritized multimodal Year 2045 Cost Feasible Plan on August 24, 2020. The implementation and funding sources for these projects are at the discretion of the FDOT. The following information from Technical Report 7 Year 2045 Cost Feasible Plan 2 provides project descriptions, phasing and project total costs in year of expenditure dollars:

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

2

https://ncfrpc.info/mtpo/publications/LRTP2045/Technical%20Report%207_Year%202045%20Cost%20Feasible%20Plan%20with%20APP%20E_07-14-2021.pdf

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

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

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

Administrative Modification -June 5, 2023

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

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

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

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

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

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

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Appendix B
Federal Obligations Reports-
Federal Fiscal Year (FFY) 2024
(10/01/23 to 09/30/24)
Federal Transit Administration and
Florida Department of
Transportation (Highways)

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**Appendix B: Federal Obligations Reports-
FFY 2024 (10/01/23 to
09/30/24)**

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**Table B - 1
 Federal Transit Administration Federal Obligations Report- Federal Fiscal Year 2024**

Funding Source	Funding	FDOT Project Identification	Project Description
Section 5307	\$1,800,000 \$1,800,000 \$4,200,000	2155462 2155462 4040261	Operating Assistance Operating Assistance Capital and Operating Grant
Section 5310			
Section 5311			
Section 5339	\$364,001 \$10,660,817 \$26,490,000	4415201 4415202 4473963	Transit Improvement Bus Replacement and Transfer Center Grant [Section 5339(B)] Bus Replacement and Solar Canopy Grant [Section 5339(B)]
FTA Subtotal	\$45,314,818	-	-
FHWA STBG	-	-	-
MTPO/RTS Total	\$45,314,818		

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

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

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

Table B - 2
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024

PAGE 1	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT	DATE RUN: 10/01/2024 TIME RUN: 15.20.41 MEMOBLTP
GAINESVILLE MTPO		
***** HIGHWAYS *****		
ITEM NUMBER: 207611 7 DISTRICT: 02 ROADWAY ID: 26005000 FUND CODE _____ PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP TOTAL 207611 7 TOTAL 207611 7	PROJECT DESCRIPTION: SR222 (NE39TH AVE) AT NE28TH DR COUNTY: ALACHUA PROJECT LENGTH: .093MI 2024 _____ 594,462 594,462 594,462	*NON-SIS* TYPE OF WORK: PEDESTRIAN SAFETY IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
ITEM NUMBER: 207648 6 DISTRICT: 02 ROADWAY ID: 26020000 FUND CODE _____ PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SR2T TOTAL 207648 6 TOTAL 207648 6	PROJECT DESCRIPTION: US441 (N/MLK MEM HWY) FROM NW 125TH STREET TO WEST OF NW 129TH TERRACE COUNTY: ALACHUA PROJECT LENGTH: .303MI 2024 _____ 221,089 221,089 221,089	*NON-SIS* TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
ITEM NUMBER: 207658 2 DISTRICT: 02 ROADWAY ID: 26070000 FUND CODE _____ PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP TOTAL 207658 2 TOTAL 207658 2	PROJECT DESCRIPTION: SR26 (W UNIVERSITY AVE) FROM GALE LEMERAND DR TO NW 14TH ST COUNTY: ALACHUA PROJECT LENGTH: .597MI 2024 _____ 5,253 5,253 5,253	*NON-SIS* TYPE OF WORK: TRAFFIC OPS IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
ITEM NUMBER: 207668 3 DISTRICT: 02 ROADWAY ID: 26070000 FUND CODE _____ PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA TOTAL 207668 3 TOTAL 207668 3	PROJECT DESCRIPTION: SR26 (NEWBERRY RD) FROM WEST OF CR241 SOUTH TO WEST OF I-75 (SR93) COUNTY: ALACHUA PROJECT LENGTH: 6.223MI 2024 _____ 1,000 1,000 1,000	*SIS* TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

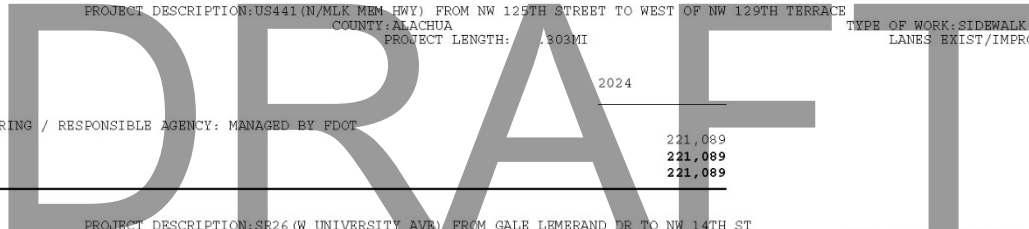


Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024

PAGE 2	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT =====	DATE RUN: 10/01/2024 TIME RUN: 15:20:41 MBROBLTP																																							
GAINESVILLE MTPO	HIGHWAYS =====																																								
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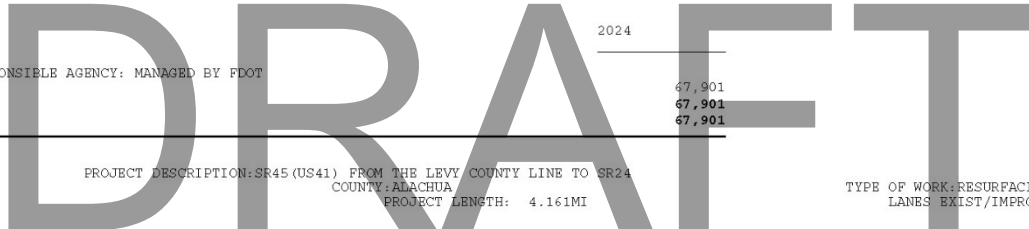


Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024

PAGE 3

GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT

DATE RUN: 10/01/2024
 TIME RUN: 15.20.41
 MERBLTP

 HIGWAYS

ITEM NUMBER: 211365 7	PROJECT DESCRIPTION: SW 62ND BLVD FROM SR24 (ARCHER ROAD) TO SR26 (NEWBERRY ROAD)	*NON-SIS*
DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: RIGHT OF WAY ACQUISITION
ROADWAY ID: 26000094	PROJECT LENGTH: 1.320MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SA	-7,664
TOTAL 211365 7		-7,664
TOTAL 211365 7		-7,664

ITEM NUMBER: 212934 6	PROJECT DESCRIPTION: I-75 (SR93) NB OFF RAMP AT SR222 (NW 39TH AVE) EB	*SIS*
DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: INTERCHANGE IMPROVEMENT
ROADWAY ID: 26260026	PROJECT LENGTH: .094MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	HSP	4,939
TOTAL 212934 6		4,939
TOTAL 212934 6		4,939

ITEM NUMBER: 215599 4	PROJECT DESCRIPTION: SR26 (W UNIVERSITY AVE) FROM NW 34TH ST TO SE 31ST ST	*SIS*
DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: URBAN CORRIDOR PLANNING
ROADWAY ID: 26070000	PROJECT LENGTH: 5.509MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE		
	SU	1,511,724
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SA	1,001
TOTAL 215599 4		1,512,725
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ITEM NUMBER: 423071 3	PROJECT DESCRIPTION: I-75 (SR93) @ SR121	*SIS*
DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: INTERCHANGE - ADD LANES
ROADWAY ID: 26260000	PROJECT LENGTH: .444MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 1
FUND CODE	2024	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	NHPP	1,000
TOTAL 423071 3		1,000
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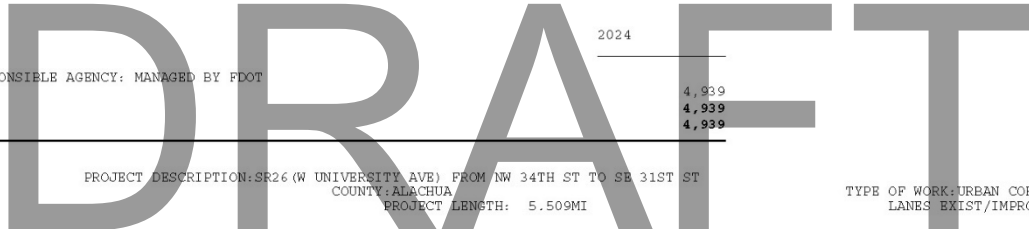


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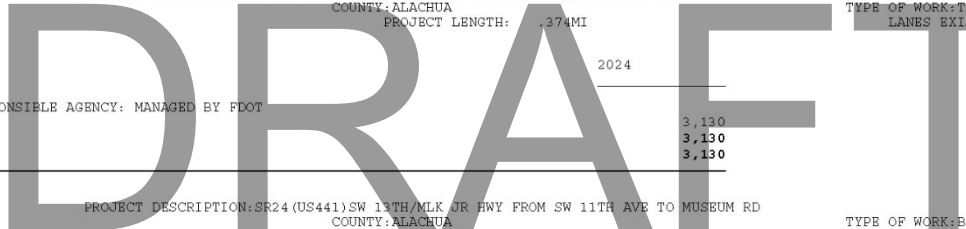


Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024

PAGE 5	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT =====	DATE RUN: 10/01/2024 TIME RUN: 15.20.41 MEMOBLTP
GAINESVILLE MTPO	HIGHWAYS =====	
ITEM NUMBER: 434318 2 DISTRICT: 02 ROADWAY ID: 26060000 FUND CODE _____ PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA TOTAL 434318 2 TOTAL 434318 2	PROJECT DESCRIPTION: SR200(US301) FROM THE MARION COUNTY LINE TO NORTH OF 203RD STREET COUNTY: ALACHUA PROJECT LENGTH: 3.000MI 2024 _____ PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA 1,000 1,000 1,000	TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 *SIS*
ITEM NUMBER: 434396 4 DISTRICT: 02 ROADWAY ID: 26090000 FUND CODE _____ PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP TOTAL 434396 4 TOTAL 434396 4	PROJECT DESCRIPTION: SR24(SW ARCHER RD) AT SW 16TH ST COUNTY: ALACHUA PROJECT LENGTH: .040MI 2024 _____ PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP 2,598 PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP 329,940 332,538 332,538	TYPE OF WORK: LIGHTING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 *NON-SIS*
ITEM NUMBER: 435889 1 DISTRICT: 02 ROADWAY ID: 26010000 FUND CODE _____ PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT SA TOTAL 435889 1 TOTAL 435889 1	PROJECT DESCRIPTION: SR120(NW 23 AVE) & SR25(US441) (NW 13 ST) COUNTY: ALACHUA PROJECT LENGTH: .285MI 2024 _____ PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT SA 11,000 11,000 11,000	TYPE OF WORK: TRAFFIC SIGNAL UPDATE LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 *NON-SIS*
ITEM NUMBER: 436157 1 DISTRICT: 02 ROADWAY ID: 26010000 FUND CODE _____ PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA SL TOTAL 436157 1 TOTAL 436157 1	PROJECT DESCRIPTION: SR25(US441) FROM: MARION COUNTY LINE TO: SR331 COUNTY: ALACHUA PROJECT LENGTH: 11.616MI 2024 _____ PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA SL -18,374 -2,931 -21,305 -21,305	TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 *NON-SIS*

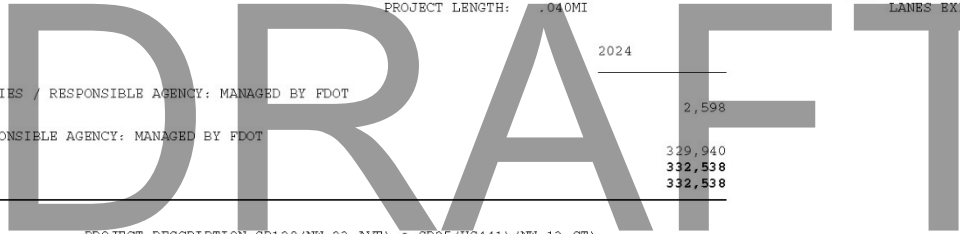
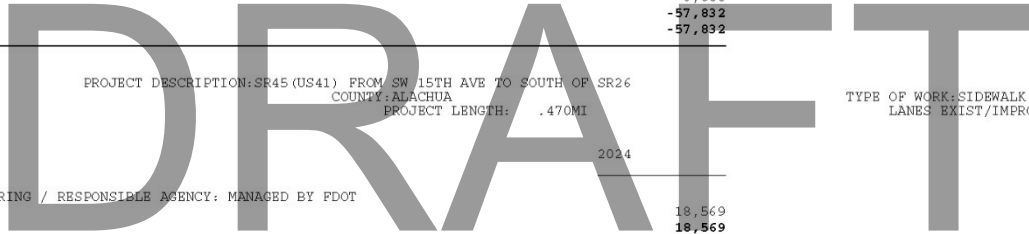


Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024

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ITEM NUMBER: 439177 1 DISTRICT: 02 ROADWAY ID: 26030000	PROJECT DESCRIPTION: SR45 (US41) FROM END OF SIDEWALK TO NW 9TH ROAD COUNTY: ALACHUA PROJECT LENGTH: .520MI	TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 *NON-SIS*																														
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TOTAL 439344 1	35,656																															



**Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024**

PAGE 7	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ***** HIGHWAYS *****	DATE RUN: 10/01/2024 TIME RUN: 15.20.41 MEROBLTP
GAINESVILLE MTPO		

ITEM NUMBER: 439489 1 DISTRICT: 02 ROADWAY ID: 26050000 FUND CODE ----- PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP TOTAL 439489 1 TOTAL 439489 1	PROJECT DESCRIPTION: SR24 FROM: SR26 (UNIVERSITY AVE) TO: SR222 COUNTY: ALACHUA PROJECT LENGTH: 2.640MI 2024 ----- PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA TOTAL 439489 2 TOTAL 439489 2	TYPE OF WORK: LIGHTING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 *NON-SIS* TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 *SIS*

ITEM NUMBER: 439490 1 DISTRICT: 02 ROADWAY ID: 26250000 FUND CODE ----- PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP TOTAL 439490 1 TOTAL 439490 1	PROJECT DESCRIPTION: SR121 FROM: NW 16 AVE TO: US441 COUNTY: ALACHUA PROJECT LENGTH: 3.332MI 2024 ----- PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE SR2T TOTAL 439495 1 TOTAL 439495 1	TYPE OF WORK: TRAFFIC OPS IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 *NON-SIS*

ITEM NUMBER: 439495 1 DISTRICT: 02 ROADWAY ID: 26000000 FUND CODE ----- PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE SR2T TOTAL 439495 1 TOTAL 439495 1	PROJECT DESCRIPTION: NE 18TH AVE FROM: NE 12TH ST TO: NE 15TH ST COUNTY: ALACHUA PROJECT LENGTH: .280MI 2024 ----- PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE SR2T TOTAL 439495 1 TOTAL 439495 1	TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 *NON-SIS*

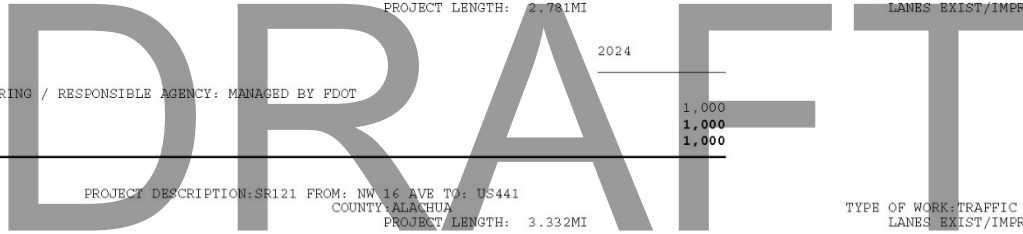


Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024

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<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">ITEM NUMBER: 439500 1</td> <td style="width: 35%;">PROJECT DESCRIPTION: CR235 @ NW 94TH AVE</td> <td style="width: 35%; text-align: right;">*NON-SIS*</td> </tr> <tr> <td>DISTRICT: 02</td> <td>COUNTY: ALACHUA</td> <td style="text-align: right;">TYPE OF WORK: INTERSECTION IMPROVEMENT</td> </tr> <tr> <td>ROADWAY ID: 26500000</td> <td>PROJECT LENGTH: .200MI</td> <td style="text-align: right;">LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0</td> </tr> <tr> <td style="text-align: center;">FUND CODE</td> <td style="text-align: center;">2024</td> <td></td> </tr> <tr> <td colspan="3">PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY</td> </tr> <tr> <td></td> <td style="text-align: right;">HSP</td> <td style="text-align: right;">129,200</td> </tr> <tr> <td>TOTAL 439500 1</td> <td></td> <td style="text-align: right;">129,200</td> </tr> <tr> <td>TOTAL 439500 1</td> <td></td> <td style="text-align: right;">129,200</td> </tr> </table>			ITEM NUMBER: 439500 1	PROJECT DESCRIPTION: CR235 @ NW 94TH AVE	*NON-SIS*	DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: INTERSECTION IMPROVEMENT	ROADWAY ID: 26500000	PROJECT LENGTH: .200MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	FUND CODE	2024		PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY				HSP	129,200	TOTAL 439500 1		129,200	TOTAL 439500 1		129,200						
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TOTAL 439500 1		129,200																														
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<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">ITEM NUMBER: 439804 1</td> <td style="width: 35%;">PROJECT DESCRIPTION: SR331 FROM: SW 16TH AVENUE TO: NW 16TH AVENUE</td> <td style="width: 35%; text-align: right;">*SIS*</td> </tr> <tr> <td>DISTRICT: 02</td> <td>COUNTY: ALACHUA</td> <td style="text-align: right;">TYPE OF WORK: LIGHTING</td> </tr> <tr> <td>ROADWAY ID: 26050000</td> <td>PROJECT LENGTH: 2.946MI</td> <td style="text-align: right;">LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0</td> </tr> <tr> <td style="text-align: center;">FUND CODE</td> <td style="text-align: center;">2024</td> <td></td> </tr> <tr> <td colspan="3">PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT</td> </tr> <tr> <td></td> <td style="text-align: right;">HSP</td> <td style="text-align: right;">129</td> </tr> <tr> <td>TOTAL 439804 1</td> <td></td> <td style="text-align: right;">129</td> </tr> <tr> <td>TOTAL 439804 1</td> <td></td> <td style="text-align: right;">129</td> </tr> </table>			ITEM NUMBER: 439804 1	PROJECT DESCRIPTION: SR331 FROM: SW 16TH AVENUE TO: NW 16TH AVENUE	*SIS*	DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: LIGHTING	ROADWAY ID: 26050000	PROJECT LENGTH: 2.946MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	FUND CODE	2024		PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				HSP	129	TOTAL 439804 1		129	TOTAL 439804 1		129						
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<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">ITEM NUMBER: 441155 1</td> <td style="width: 35%;">PROJECT DESCRIPTION: SE 65TH AVE FROM: SE 215TH TO: SE 210TH</td> <td style="width: 35%; text-align: right;">*NON-SIS*</td> </tr> <tr> <td>DISTRICT: 02</td> <td>COUNTY: ALACHUA</td> <td style="text-align: right;">TYPE OF WORK: SIDEWALK</td> </tr> <tr> <td>ROADWAY ID: 26000000</td> <td>PROJECT LENGTH: .140MI</td> <td style="text-align: right;">LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0</td> </tr> <tr> <td style="text-align: center;">FUND CODE</td> <td style="text-align: center;">2024</td> <td></td> </tr> <tr> <td colspan="3">PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY</td> </tr> <tr> <td></td> <td style="text-align: right;">SL</td> <td style="text-align: right;">-166</td> </tr> <tr> <td colspan="3">PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT</td> </tr> <tr> <td></td> <td style="text-align: right;">HSP</td> <td style="text-align: right;">-2,939</td> </tr> <tr> <td>TOTAL 441155 1</td> <td></td> <td style="text-align: right;">-3,105</td> </tr> <tr> <td>TOTAL 441155 1</td> <td></td> <td style="text-align: right;">-3,105</td> </tr> </table>			ITEM NUMBER: 441155 1	PROJECT DESCRIPTION: SE 65TH AVE FROM: SE 215TH TO: SE 210TH	*NON-SIS*	DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: SIDEWALK	ROADWAY ID: 26000000	PROJECT LENGTH: .140MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	FUND CODE	2024		PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY				SL	-166	PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				HSP	-2,939	TOTAL 441155 1		-3,105	TOTAL 441155 1		-3,105
ITEM NUMBER: 441155 1	PROJECT DESCRIPTION: SE 65TH AVE FROM: SE 215TH TO: SE 210TH	*NON-SIS*																														
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<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">ITEM NUMBER: 441160 1</td> <td style="width: 35%;">PROJECT DESCRIPTION: NW 42ND AVENUE FROM NW 13TH ST. TO NW 6TH ST.</td> <td style="width: 35%; text-align: right;">*NON-SIS*</td> </tr> <tr> <td>DISTRICT: 02</td> <td>COUNTY: ALACHUA</td> <td style="text-align: right;">TYPE OF WORK: SIDEWALK</td> </tr> <tr> <td>ROADWAY ID: 26000000</td> <td>PROJECT LENGTH: .300MI</td> <td style="text-align: right;">LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0</td> </tr> <tr> <td style="text-align: center;">FUND CODE</td> <td style="text-align: center;">2024</td> <td></td> </tr> <tr> <td colspan="3">PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE</td> </tr> <tr> <td></td> <td style="text-align: right;">SR2T</td> <td style="text-align: right;">443,676</td> </tr> <tr> <td colspan="3">PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT</td> </tr> <tr> <td></td> <td style="text-align: right;">SR2T</td> <td style="text-align: right;">5,000</td> </tr> <tr> <td>TOTAL 441160 1</td> <td></td> <td style="text-align: right;">448,676</td> </tr> <tr> <td>TOTAL 441160 1</td> <td></td> <td style="text-align: right;">448,676</td> </tr> </table>			ITEM NUMBER: 441160 1	PROJECT DESCRIPTION: NW 42ND AVENUE FROM NW 13TH ST. TO NW 6TH ST.	*NON-SIS*	DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: SIDEWALK	ROADWAY ID: 26000000	PROJECT LENGTH: .300MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	FUND CODE	2024		PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE				SR2T	443,676	PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				SR2T	5,000	TOTAL 441160 1		448,676	TOTAL 441160 1		448,676
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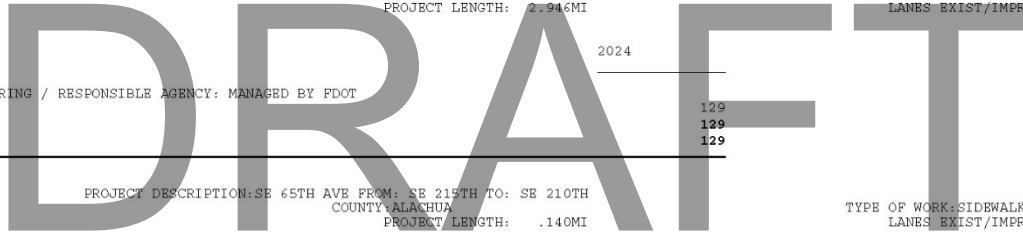


Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024

PAGE 9	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT =====	DATE RUN: 10/01/2024 TIME RUN: 15.20.41 MEROBLTP
GAINESVILLE MTPO	HIGHWAYS =====	
ITEM NUMBER: 441218 1 DISTRICT: 02 ROADWAY ID: 26506001 FUND CODE _____ 2024	PROJECT DESCRIPTION: SW 20TH AVENUE FROM: SW 43RD STREET TO: SW 34TH STREET COUNTY: ALACHUA PROJECT LENGTH: 1.034MI	*NON-SIS* TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY HSP		1,922
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP		782
TOTAL 441218 1		2,704
TOTAL 441218 1		2,704
ITEM NUMBER: 441219 1 DISTRICT: 02 ROADWAY ID: 26000110 FUND CODE _____ 2024	PROJECT DESCRIPTION: NE 53RD AVE @ ANIMAL SERVICES DRIVE COUNTY: ALACHUA PROJECT LENGTH: .100MI	*NON-SIS* TYPE OF WORK: INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY HSP		14,872
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP		-243
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY HSP		193,133
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP		5,843
TOTAL 441219 1		213,605
TOTAL 441219 1		213,605
ITEM NUMBER: 443252 1 DISTRICT: 02 ROADWAY ID: 26500000 FUND CODE _____ 2024	PROJECT DESCRIPTION: NEWBERRY LN AT CR235 COUNTY: ALACHUA PROJECT LENGTH: .100MI	*NON-SIS* TYPE OF WORK: INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA		705
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY HSP		28,418
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP SA		192 5,000
TOTAL 443252 1		34,315
TOTAL 443252 1		34,315

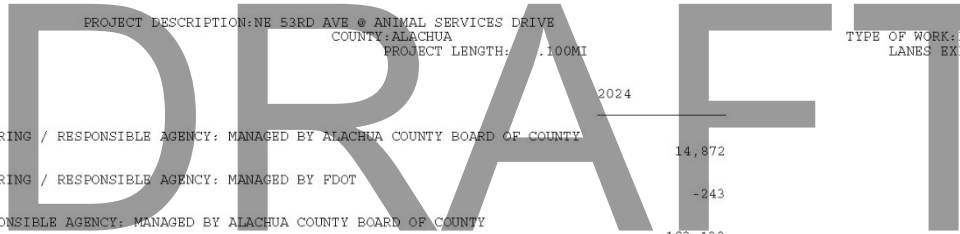


Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024

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GAINESVILLE MTPO																										
<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">ITEM NUMBER: 443258 1</td> <td style="width: 40%;">PROJECT DESCRIPTION: SR20 (SE HAWTHORNE ROAD) FROM: CR325 TO: WEST OF US301</td> <td style="width: 30%; text-align: right;">*SIS*</td> </tr> <tr> <td>DISTRICT: 02</td> <td>COUNTY: ALACHUA</td> <td></td> </tr> <tr> <td>ROADWAY ID: 26080000</td> <td>PROJECT LENGTH: 5.375MI</td> <td style="text-align: right;">TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0</td> </tr> <tr> <td style="padding-left: 40px;">FUND CODE</td> <td style="text-align: center;">2024</td> <td></td> </tr> <tr> <td colspan="3" style="padding-left: 20px;">PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT</td> </tr> <tr> <td></td> <td style="text-align: right;">SA</td> <td style="text-align: right;">21,966</td> </tr> <tr> <td>TOTAL 443258 1</td> <td></td> <td style="text-align: right;">21,966</td> </tr> <tr> <td>TOTAL 443258 1</td> <td></td> <td style="text-align: right;">21,966</td> </tr> </table>			ITEM NUMBER: 443258 1	PROJECT DESCRIPTION: SR20 (SE HAWTHORNE ROAD) FROM: CR325 TO: WEST OF US301	*SIS*	DISTRICT: 02	COUNTY: ALACHUA		ROADWAY ID: 26080000	PROJECT LENGTH: 5.375MI	TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	FUND CODE	2024		PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				SA	21,966	TOTAL 443258 1		21,966	TOTAL 443258 1		21,966
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<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">ITEM NUMBER: 445061 1</td> <td style="width: 40%;">PROJECT DESCRIPTION: CITY OF GAINESVILLE/UF ARTERIAL CORRIDOR</td> <td style="width: 30%; text-align: right;">*NON-SIS*</td> </tr> <tr> <td>DISTRICT: 02</td> <td>COUNTY: ALACHUA</td> <td></td> </tr> <tr> <td>ROADWAY ID: 26000000</td> <td>PROJECT LENGTH: .425MI</td> <td style="text-align: right;">TYPE OF WORK: TRAFFIC CONTROL DEVICES/SYSTEM LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0</td> </tr> <tr> <td style="padding-left: 40px;">FUND CODE</td> <td style="text-align: center;">2024</td> <td></td> </tr> <tr> <td colspan="3" style="padding-left: 20px;">PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT</td> </tr> <tr> <td></td> <td style="text-align: right;">SA</td> <td style="text-align: right;">1,151</td> </tr> <tr> <td>TOTAL 445061 1</td> <td></td> <td style="text-align: right;">1,151</td> </tr> <tr> <td>TOTAL 445061 1</td> <td></td> <td style="text-align: right;">1,151</td> </tr> </table>			ITEM NUMBER: 445061 1	PROJECT DESCRIPTION: CITY OF GAINESVILLE/UF ARTERIAL CORRIDOR	*NON-SIS*	DISTRICT: 02	COUNTY: ALACHUA		ROADWAY ID: 26000000	PROJECT LENGTH: .425MI	TYPE OF WORK: TRAFFIC CONTROL DEVICES/SYSTEM LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	FUND CODE	2024		PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT				SA	1,151	TOTAL 445061 1		1,151	TOTAL 445061 1		1,151
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ITEM NUMBER: 445573 1	PROJECT DESCRIPTION: NW 45TH DR FROM BLACK FOREST WAY TO C.W. NORTON ELEM SCHOOL.	*NON-SIS*																								
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	SR2T	22,096																								
TOTAL 445573 1		22,096																								
TOTAL 445573 1		22,096																								
<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">ITEM NUMBER: 447032 1</td> <td style="width: 40%;">PROJECT DESCRIPTION: SR222 (39TH AVE) FROM NW 95TH BLVD TO NW 40TH TERRACE</td> <td style="width: 30%; text-align: right;">*NON-SIS*</td> </tr> <tr> <td>DISTRICT: 02</td> <td>COUNTY: ALACHUA</td> <td></td> </tr> <tr> <td>ROADWAY ID: 26005000</td> <td>PROJECT LENGTH: 3.451MI</td> <td style="text-align: right;">TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0</td> </tr> <tr> <td style="padding-left: 40px;">FUND CODE</td> <td style="text-align: center;">2024</td> <td></td> </tr> <tr> <td colspan="3" style="padding-left: 20px;">PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT</td> </tr> <tr> <td></td> <td style="text-align: right;">SA</td> <td style="text-align: right;">188,745</td> </tr> <tr> <td>TOTAL 447032 1</td> <td></td> <td style="text-align: right;">188,745</td> </tr> <tr> <td>TOTAL 447032 1</td> <td></td> <td style="text-align: right;">188,745</td> </tr> </table>			ITEM NUMBER: 447032 1	PROJECT DESCRIPTION: SR222 (39TH AVE) FROM NW 95TH BLVD TO NW 40TH TERRACE	*NON-SIS*	DISTRICT: 02	COUNTY: ALACHUA		ROADWAY ID: 26005000	PROJECT LENGTH: 3.451MI	TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	FUND CODE	2024		PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				SA	188,745	TOTAL 447032 1		188,745	TOTAL 447032 1		188,745
ITEM NUMBER: 447032 1	PROJECT DESCRIPTION: SR222 (39TH AVE) FROM NW 95TH BLVD TO NW 40TH TERRACE	*NON-SIS*																								
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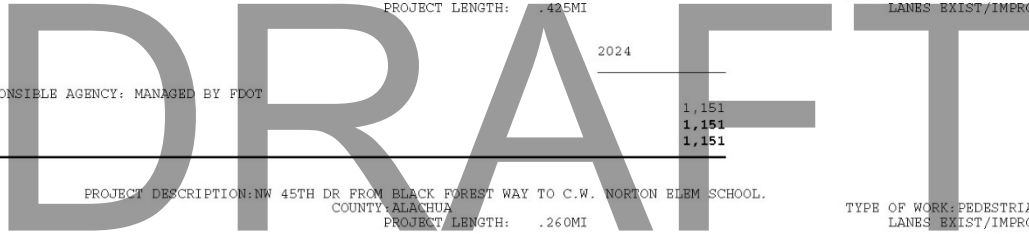
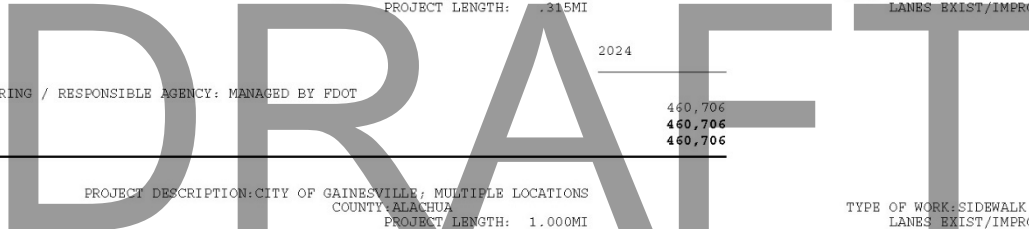


Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024

PAGE 11	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ***** HIGHWAYS *****	DATE RUN: 10/01/2024 TIME RUN: 15.20.41 MEROBLTP																											
GAINESVILLE MTPO																													
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ITEM NUMBER: 447033 1	PROJECT DESCRIPTION: SR25 (US441) FROM SR331 (WILLISTON ROAD) TO SR24 (ARCHER ROAD)	*NON-SIS*																											
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ITEM NUMBER: 447203 1	PROJECT DESCRIPTION: SR24 (KENNARD ST) IN WALDO FROM NE 148TH AVE TO NE 144TH AVE	*NON-SIS*																											
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FUND CODE	2024																												
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TOTAL 447203 1		460,706																											
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<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">ITEM NUMBER: 447233 1</td> <td style="width: 35%;">PROJECT DESCRIPTION: CITY OF GAINESVILLE; MULTIPLE LOCATIONS</td> <td style="width: 35%; text-align: right;">*NON-SIS*</td> </tr> <tr> <td>DISTRICT: 02</td> <td>COUNTY: ALACHUA</td> <td></td> </tr> <tr> <td>ROADWAY ID: 26000000</td> <td>PROJECT LENGTH: 1.000MI</td> <td style="text-align: right;">TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0</td> </tr> <tr> <td style="padding-left: 40px;">FUND CODE</td> <td style="text-align: center;">2024</td> <td></td> </tr> <tr> <td colspan="3">PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE</td> </tr> <tr> <td></td> <td style="text-align: right;">TALL</td> <td style="text-align: right;">-122,140</td> </tr> <tr> <td></td> <td style="text-align: right;">TALT</td> <td style="text-align: right;">-1,773</td> </tr> <tr> <td>TOTAL 447233 1</td> <td></td> <td style="text-align: right;">-123,913</td> </tr> <tr> <td>TOTAL 447233 1</td> <td></td> <td style="text-align: right;">-123,913</td> </tr> </table>			ITEM NUMBER: 447233 1	PROJECT DESCRIPTION: CITY OF GAINESVILLE; MULTIPLE LOCATIONS	*NON-SIS*	DISTRICT: 02	COUNTY: ALACHUA		ROADWAY ID: 26000000	PROJECT LENGTH: 1.000MI	TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	FUND CODE	2024		PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE				TALL	-122,140		TALT	-1,773	TOTAL 447233 1		-123,913	TOTAL 447233 1		-123,913
ITEM NUMBER: 447233 1	PROJECT DESCRIPTION: CITY OF GAINESVILLE; MULTIPLE LOCATIONS	*NON-SIS*																											
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FUND CODE	2024																												
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	TALT	-1,773																											
TOTAL 447233 1		-123,913																											
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<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">ITEM NUMBER: 447475 1</td> <td style="width: 35%;">PROJECT DESCRIPTION: NW 97TH BLVD AND SR222 (NW 39TH AVE)</td> <td style="width: 35%; text-align: right;">*NON-SIS*</td> </tr> <tr> <td>DISTRICT: 02</td> <td>COUNTY: ALACHUA</td> <td></td> </tr> <tr> <td>ROADWAY ID: 26512000</td> <td>PROJECT LENGTH: .151MI</td> <td style="text-align: right;">TYPE OF WORK: INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0</td> </tr> <tr> <td style="padding-left: 40px;">FUND CODE</td> <td style="text-align: center;">2024</td> <td></td> </tr> <tr> <td colspan="3">PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY</td> </tr> <tr> <td></td> <td style="text-align: right;">HSP</td> <td style="text-align: right;">2,200</td> </tr> <tr> <td>TOTAL 447475 1</td> <td></td> <td style="text-align: right;">2,200</td> </tr> <tr> <td>TOTAL 447475 1</td> <td></td> <td style="text-align: right;">2,200</td> </tr> </table>			ITEM NUMBER: 447475 1	PROJECT DESCRIPTION: NW 97TH BLVD AND SR222 (NW 39TH AVE)	*NON-SIS*	DISTRICT: 02	COUNTY: ALACHUA		ROADWAY ID: 26512000	PROJECT LENGTH: .151MI	TYPE OF WORK: INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	FUND CODE	2024		PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY				HSP	2,200	TOTAL 447475 1		2,200	TOTAL 447475 1		2,200			
ITEM NUMBER: 447475 1	PROJECT DESCRIPTION: NW 97TH BLVD AND SR222 (NW 39TH AVE)	*NON-SIS*																											
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	HSP	2,200																											
TOTAL 447475 1		2,200																											
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**Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024**

PAGE 12	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2024
GAINESVILLE MTPO	OFFICE OF WORK PROGRAM	TIME RUN: 15.20.41
	ANNUAL OBLIGATIONS REPORT	MEROBLTP
	=====	
	HIGHWAYS	
	=====	
ITEM NUMBER: 447476 1	PROJECT DESCRIPTION: CR231 AT NW156TH AVENUE	*NON-SIS*
DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: INTERSECTION IMPROVEMENT
ROADWAY ID: 26520000	PROJECT LENGTH: .400MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY HSP		25,217
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP		716
TOTAL 447476 1		25,933
TOTAL 447476 1		25,933
DRAFT		
ITEM NUMBER: 447962 1	PROJECT DESCRIPTION: SR331 FROM NORTH OF SR25 (US441) TO SOUTH OF SR26	*SIS*
DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: RESURFACING
ROADWAY ID: 26050000	PROJECT LENGTH: 3.301MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA		-92,640
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT CARL SA		210,000
TOTAL 447962 1		421,893
TOTAL 447962 1		539,253
ITEM NUMBER: 447964 1	PROJECT DESCRIPTION: SR24 FROM SR222 TO SR200 (US301)	*NON-SIS*
DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: RESURFACING
ROADWAY ID: 26050000	PROJECT LENGTH: 10.711MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA		-232,233
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHRE SA		15,464,213
TOTAL 447964 1		490,549
TOTAL 447964 1		15,722,529
TOTAL DIST: 02		15,722,529
TOTAL HIGHWAYS		25,988,933
		25,988,933

Table B - 2 (Continued)
Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2024

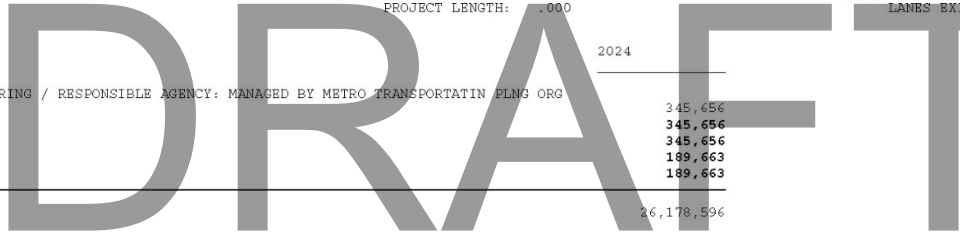
PAGE 13
 GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT
 =====
PLANNING
 =====

DATE RUN: 10/01/2024
 TIME RUN: 15.20.41
 MEROBLTP

ITEM NUMBER: 439318 4	PROJECT DESCRIPTION: GAINESVILLE MPO FY 2022/2023-2023/2024 UFWP	*NON-SIS*
DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: TRANSPORTATION PLANNING
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY METRO TRANSPORTATIN PLNG ORG		
	PL	-155,993
TOTAL 439318 4		-155,993
TOTAL 439318 4		-155,993

ITEM NUMBER: 439318 5	PROJECT DESCRIPTION: GAINESVILLE MPO FY 2024/2025-2025/2026 UFWP	*NON-SIS*
DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: TRANSPORTATION PLANNING
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY METRO TRANSPORTATIN PLNG ORG		
	PL	345,656
TOTAL 439318 5		345,656
TOTAL 439318 5		345,656
TOTAL DIST: 02		189,663
TOTAL PLANNING		189,663
<hr/>		
GRAND TOTAL		26,178,596



Appendix C Federally Funded Projects for Fiscal Years 2025-26 to 2028-29

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Appendix C: Federally Funded Projects for Fiscal Years 2025-26 to 2028-29

**Table C - 1
TIP Funding Summary Table
for Federally Funded Projects
[Four-Year Summary of Funding Sources in Year of Expenditure Dollars]**

Financial Summary of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Priorities by Major Funding Categories					
Funding Category*1 (Funding Code)	Fiscal Year Costs				Totals
	2025-26	2026-27	2027-28	2028-29	
Air Quality Mitigation					
CMAQ (CM)	\$0	\$0	\$0	\$829,929	\$829,929
Aviation					
Federal Aviation Administration (FAA)	\$3,600,000	\$0	\$5,859,000	\$3,600,000	\$13,059,000
Roadway Facilities					
Bridge Replacement (BRT, BRTZ, MBPD)	\$0	\$0	\$0	\$0	\$0
Equity Bonus (EB)	\$0	\$0	\$0	\$0	\$0
Federal Highway Administration Other (ACER, ACFP, FEMA, TSM, ACPR, HP, CARU)	\$0	\$0	\$0	\$0	\$0
High Priority Project (HPP, REPE)	\$0	\$0	\$0	\$0	\$0
Interstate Maintenance (ACIM, IM)	\$0	\$0	\$0	\$0	\$0
Interstate Development (IRD)	\$0	\$0	\$0	\$0	\$0
National Highway System (ACNP, ACNR, NH, NHPP, NHRE)	\$8,707,004	\$12,445,034	\$21,932,674	\$0	\$43,084,712
STBG High Priority Project (S147, HPP)	\$0	\$0	\$0	\$0	\$0
STBG Alternatives (ACTA, ACTL, SE, TALL, TALN, TALT, TALU, SR2S, SR2T)	\$1,649,275	\$1,703,606	\$3,708,837	\$0	\$7,061,718
STBG Regular (ACSA, BA, MA, SA, SAAN, XA)	\$8,470,069	\$7,831,996	\$7,752,143	\$87,567	\$24,141,775
STBG Safety Related (ACSS, HSP, SH, SP, SR, SS, HSID)	\$977,232	\$2,039,256	\$863,749	\$0	\$3,880,237
STBG Under 200,000 (ACST, BL, FSSL, GFSL, ML, PL, SL, XL, SM, SN)	\$767,628	\$767,631	\$767,631	\$767,629	\$3,070,519
STBG Over 200,000 [BU, MU, SU, XU, ACSU]	\$5,559,204	\$0	\$0	\$3,500,225	\$9,059,429
Transit					
FTA [5305(d) (DU), 5307, 5310, 5311 (DU), 5339]	\$7,227,398	\$7,240,395	\$7,253,780	\$7,267,567	\$28,989,140
Totals	\$36,957,810	\$32,027,918	\$48,137,814	\$16,052,917	\$133,176,459

See Table 3 for project funding acronyms.

*1 Includes Advance Construction (AC) project funding

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

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

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

**Table C - 2
 Aviation Projects
 Federally Funded Fiscal Years 2025-26 to 2028-29**

Federal Aviation Administration Prjects		Fiscal Year (FY) Costs			
Project Description (Finance Number)	Type Work	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
Aviation Capacity					
Aviation Preservation					
Aviation Preservation Project 4288321	Airfield Drainage Improvements PFL008733	3,600,000		-	-
Aviation Revenue / Operating					
Aviation Revenue /Operating Project -	-	-	-	-	-
Aviation Safety					
Aviation Safety Project 4365942	Land Acq to Facilitate Obstacle Removal PFL0012818	-	-	-	3,600,000
Aviation Safety Project 4365944	North Commercial Apron Expansion PF0014605	-	-	5,859,000	-
Total		3,600,000	0	5,859,000	3,600,000

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**Table C - 3
 Federal Highway Administration - Other Projects
 Federally Funded Fiscal Years 2025-26 to 2028-29**

Federal Highway Other Projects		Fiscal Year (FY) Costs			
Project Description (Finance Number)	Type Work	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
SR26(Newberry Road) NW 43rd St. to SW 38th St. 4410462	Bike Lane/Sidewalk	-	-	-	829,929
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
Total		0	0	0	829,929

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**Table C - 4
National Highway Projects
Federally Funded Fiscal Years 2025-26 to 2028-29**

National Highway System Projects		Fiscal Year (FY)			
		Costs			
Project Description (Finance Number)	Type Work	FY	FY	FY	FY
		2025-26	2026-27	2027-28	2028-29
SR20(E University Ave) SR24(NE Waldo Rd) to SR26(E University Ave) 2073553	Resurfacing	-	-	548,000	-
SR24A/SR226(SW16th Ave) SR24(Archer Rd) to SR331(SE Williston Rd) 2075554	Resurfacing	-	1,942,222	-	-
SR26(University Ave) SR20 to SR222(NE 39th Blvd) 2075804	Resurfacing	-	-	3,288,000	-
SR20(US441)N MLK Mem Hwy CR2054 to NW 167th Blvd 2076487	Resurfacing	4,027,090	-	-	-
SR200(US301) N. of SR26 to SR24(NE Waldo Rd.) 2077565	Resurfacing	-	-	14,808,674	-
SR45(US27) N. of SR26(W Newberry Rd) to SR25(US441) 2077793	Resurfacing	3,690,715 989,199	-	-	-
SR26A(SW 2nd Ave) SR26(University Ave) to SR26(University Ave) 2077902	Resurfacing	-	-	1,096,000	-
SR45(US27) SR24(Archer Rd) to S. of SR26(Newberry Rd) 2077988	Resurfacing	-	4,861,487	-	-
SR26(W University Ave) Gale Lemerand Dr to SR24(NE Waldo Rd) 4355582	Resurfacing	-	-	2,192,000	-
SR24(Kennard St) in Waldo NE 148th Ave to NE 144th Ave 4472031	Rigid Pavement Reconstruction	-	5,641,325	-	-
Total		8,707,004	12,445,034	21,932,674	0

**Table C - 5
Surface Transportation Block Grant Projects
Federally Funded Fiscal Years 2025-26 to 2028-29**

Surface Transportation Block Grant Projects		Costs			
Project Description (Finance Number)	Type Work	FY	FY	FY	FY
		2025-26	2026-27	2027-28	2028-29
Surface Transportation Block Grant Alternative (SE, ACSE, ACTA, ACTL,TALL, TALT, TALU, TALN, SR2S, SR2T)					
US 441(N/MLK Mem Hwy) NW 125 Street to West of NW 129 Terrace 2076486	Sidewalk	-	717,631	-	-
NW 141 Street and NW 16th6 Place 4273262	Sidewalk	15,000	421,803	-	-
NE 27th Ave SR222(NE39th Blvd) to SR26(NE 55th Blvd) 4273264	Sidewalk	-	-	367,822	-
SW 170th/SW 134th to US 41 4322403	Bike Path/Trail	15,000	-	-	-
SR24(US441)SW13th/MLK Jr Hwy Museum Road to Inner Road 4322404	Bike Path/Trail	145,002 518,453	15,000	2,822,562 518,453	-
SR41(US41) SW 15th Ave to South of SR26 4391761	Sidewalk	-	244,596 304,576	-	-
NW 45th Dr Black Forest Way to C.W. Norton Elem School. 4455731	Pedestrian Safety Improvement	365,820	-	-	-
City of Gainesville Multiple Locations 4472332	Sidewalk	41,146 548,854	-	-	-
Surface Transportation Block Grant Regular (ACSA, BA, MA, SA, XA, SM, SN)					
SR20(E University Ave) SR24(NE Waldo Rd) to SR26(E University Ave) 2073553	Resurfacing	300,801	-	-	-
SR24A/SR226(SW16th Ave) SR24(Archer Rd) to SR331(SE Williston Rd) 2075554	Resurfacing	-	647,714	-	-
SR26(University Ave) SR20 to SR222(NE 39th Blvd) 2075804	Resurfacing	1,269,844	-	-	-
SR20(US441)N MLK Mem Hwy CR2054 to NW 167th Blvd 2076487	Resurfacing	791,921	-	-	-
SR121(34th Street) SR331(Williston Rd) to NW 16th Blvd 2077126	Resurfacing	-	-	6,213,361	-
SR200(US301) N. of SR26 to SR24(NE Waldo Rd.) 2077565	Resurfacing	2,252,859	-	1,538,782	-
SR45(US27) North of SR26(W Newberry Rd) to SR25(US441) 2077793	Resurfacing	2,234,844	-	-	-
SR26A(SW 2nd Ave) SR26(University Ave) to SR26(University Ave) 2077902	Resurfacing	580,550	-	-	-
SR45(US27) SR24(Archer Rd) to South of SR26(Newberry Rd) 2077988	Resurfacing	-	3,536,927	-	-
SR26(W University Ave) SR331(Williston Rd) to NW 16th Blvd 2078175	Resurfacing	-	3,380,021	-	-
SR26(W University Ave) Gale Lemerand Dr to SR24(NE Waldo Rd) 4355582	Resurfacing	1,003,950	-	-	-
SR24(US441)SW13th/MLK Jr Hwy At SR24(SW Archer Rd) 4358913	Intersection Improvement	10,300	-	-	-
SR26(Newberry Road) NW 43rd St. to SW 38th St. 4410462	Bike Lane/Sidewalk	25,000	-	-	87,567
SR24(Kennard St) in Waldo NE 148th Ave to NE 144th Ave 4472031	Rigid Pavement Reconstruction	-	267,334	-	-
Surface Transportation Block Grant Safety-Related (ACSS, HSP, RHP, SH, HSID)					
SR200(US301) At SE 57 Ave 2077944	Traffic Signals	108,828	-	-	-
NW 43rd St At North of NW 16 Boulevard/NW 23 Avenue 2112092	Median Modification	235,987	287,916	863,749	-
CR231 At NW 156 Avenue 4474761	Pedestrian Safety Modification	632,417	-	-	-
SR24(SW Archer Rd) At SR121(SW34th St) 4498441	Intersection Improvement	-	1,751,340	-	-
Surface Transportation Block Grant Under 200,000 (BL, GFSL, ML, PL, SL, XL)					
Unified Planning Work Program Fiscal Years 2024-25 - 2029-30 4393185, 4393186, 4393187 and Carryover	Transportation Planning	767,628	767,631	767,631	767,629
Surface Transportation Block Grant Over 200,000 (SU, ACSU, XU)					
SR24(US441)SW13th/MLK Jr Hwy At SR24(SW Archer Rd) 4358913	Intersection Improvement	4,559,204	-	-	-
SR26(Newberry Road) NW 43rd St. to SW 38th St. 4410462	Bike Lane/Sidewalk	1,000,000	-	-	3,500,225
Total		17,423,408	12,342,489	13,092,360	4,355,421

Table C - 6
Transit - Federal Transit Administration Projects
Federally Funded Fiscal Years 2025-26 to 2028-29

Regional Transit System Projects		Fiscal Year (FY) Costs			
Project Description (Finance Number)	Type Work	FY	FY	FY	FY
		2025-26	2026-27	2027-28	2028-29
Regional Transit System Capital Funding					
Fixed Route System Capital Section 5307 4040261	Formula Grant Misc Capital Purchases Capital for Fixed Route	3,987,061	3,987,061	3,987,061	3,987,061
Fixed Route System Capital Section 5339 4415201	Transit Improvement	507,151	507,151	507,151	507,151
Regional Transit System Operating Funding					
Fixed Route System Operating Section 5311 4272501	Rural Transit Funding Operating/Administration Assistance	433,186	446,183	459,568	473,355
Fixed Route System Operating Section 5307 2155462	Formula Grant Operating Assistance Operating for Fixed Route	2,300,000	2,300,000	2,300,000	2,300,000
Federal Transit Administration Planning Assistance Grant Funding					
Fixed Route System Operating		-	-	-	-
Transportation Disadvantaged Operating Assistance Funding					
Transportation Disadvantaged					
Total		7,227,398	7,240,395	7,253,780	7,267,567

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

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

Table D-1 includes the Alachua County locally-funded projects for Fiscal Years 2024 to 2028 for information only. The Metropolitan Transportation Planning Organization has utilized the Transportation Capital Improvement Program that was provided by Alachua County Growth Management Department. These projects do not include funding from the Federal Highway Administration, Federal Transit Administration and Florida Department of Transportation. Below is the link to Alachua County Transportation Capital Improvement Program:

<https://alachuacounty.us/Depts/Communications/Documents/ADACompliant/CIP230523-AlachuaCountyTCIP.pdf>

Exhibit D-1 shows the local funding summary for Fiscal Year 2024 to 2028 for Roadway Widening and Bridge Construction/Rehabilitation; Intersection (turnlanes, traffic signals, midblock crossings) Pavement Management (rejuvenation, milling and resurfacing); and Bicycle and Pedestrian projects.

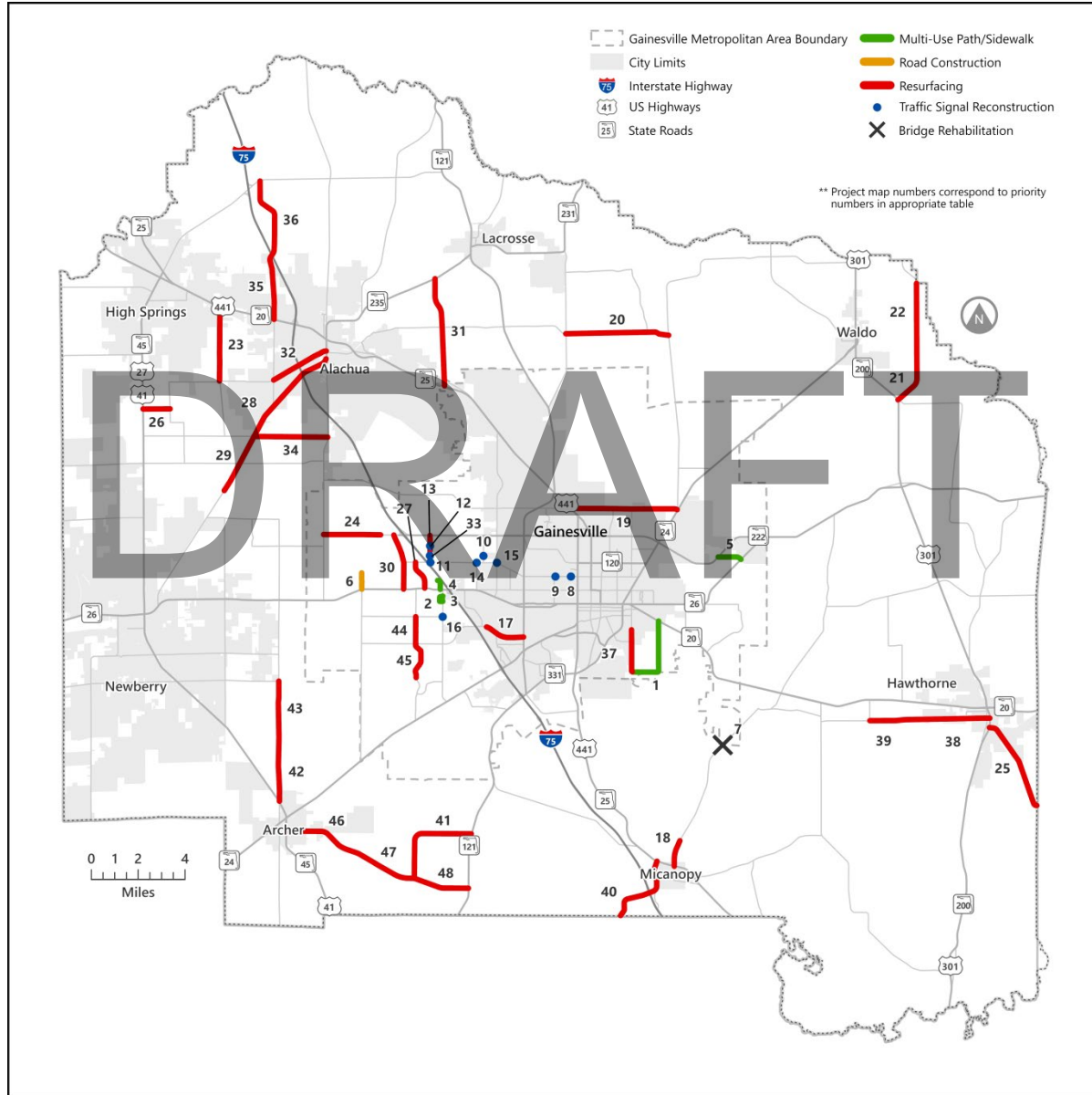
**Exhibit D-1
Alachua County Capital Improvement Program Funding Summary**

Project Type	Fiscal Year					Total
	2024	2025	2026	2027	2028	
Road Widening/ Bridge Rehabilitation	\$247,434	\$0	\$0	\$360,000	\$0	\$607,434
Intersection/ Turn Signals/ Mid-Block	\$677,481	\$1,111,885	\$853,772	\$887,923	\$664,292	\$4,195,353
Pavement Management	\$18,011,679	\$17,843,440	\$19,470,133	\$20,204,605	\$39,286,866	\$114,816,723
Bicycle/ Pedestrian	\$100,500	\$2,882,551	\$1,087,861	\$702,501	\$0	\$4,773,413
Total	\$19,037,094	\$21,837,876	\$21,411,466	\$22,155,029	\$39,951,158	\$124,392,623

Source- Alachua County Transportation Capital Improvement Program

Illustration D-1 and Table D-1, identify Road Widening, Bridge Rehabilitation, Turn Signal Reconstructions, major Pavement Management (above \$1,000,000) and Bicycle/Pedestrian Alachua County-funded projects for inclusion in the Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program.

Illustration D - 1 Alachua County Local-Funded Projects



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

Alachua County Bicycle/Pedestrian Facility Projects			Fiscal Year (FY)								Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding	Total Funding	
Type Work Map Number Project Location	Multi-Use Path 1 Kincaid Loop Trail FM: SW 22 Avenue TO: Hawthorne Road [SR 20]	Design & Prmitting	261,000	-	-	-	-	-	-	261,000	LF
Project Length (miles) Project Description	- Construct Multi-Use Path on SW 15 Street-SW 41 Avenue- SW 27 Street	Construction			2,817,551					2,817,551	LF
Responsible Agency LRTP Consistency LRTP ID	Alachua County VS, P-1, P-4 Table 64, page 272	All Phases	261,000							3,078,551	
Type Work Map Number Project Location	Sidewalk 2 NW 76 Druve/W University Avenue FM: Tower Road TO: Tower Road	Design & Prmitting	-	28,000	-	-	-	-	-	28,000	LF
Project Length (miles) Project Description	- Coansruct Sidewalk	Construction				305,946				305,946	LF
Responsible Agency LRTP Consistency LRTP ID	Alachua County VS, P-1, P-4 -	All Phases	0							333,946	

**Table D - 1
 Alachua County Local-Funded Projects (Continued)**

			Fiscal Year (FY)							Fund Code		
			Costs (\$000) / Project Phase (see Table 2)									
Alachua County Bicycle/Pedestrian Facility Projects			Phase	Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding	Total Funding	Table 1
Type Work	Sidewalk	Design & Prmitting	-	14,500	-	-	-	-	-	-	14,500	LF
Map Number	3											
Project Location	NW 75 Drive	Construction				157,135					157,135	LF
	FM: NW 76 Drive											
Project Length (miles)	TO: West University Avenue											
Project Description	-											
Responsible Agency	Coansruct Sidewalk											
LRTTP Consistency	Alachua County											
LRTTP ID	VS, P-1, P-4	All Phases	0								171,635	
	-											
Type Work	Sidewalk	Design & Prmitting	-	58,000	-	-	-	-	-	-	58,000	LF
Map Number	4											
Project Location	NW 76 Boulevard	Construction				624,780					624,780	LF
	FM: Newberry Road											
Project Length (miles)	TO: End of Road											
Project Description	-											
Responsible Agency	Coansruct Sidewalk											
LRTTP Consistency	Alachua County											
LRTTP ID	VS, P-1, P-4	All Phases	0								682,780	
	-											
Type Work	Sidewalk	Design & Prmitting	-	-	65,000	-	-	-	-	-	65,000	LF
Map Number	5											
Project Location	NW 27 Avenue	Construction					702,501				702,501	LF
	FM: State Road 222											
Project Length (miles)	TO: State Road 26											
Project Description	-											
Responsible Agency	Coansruct Sidewalk											
LRTTP Consistency	Alachua County											
LRTTP ID	VS, P-1, P-4	All Phases	0								767,501	
	-											

**Table D - 1
 Alachua County Local-Funded Projects (Continued)**

Alachua County Road Construction Projects		Phase	Fiscal Year (FY)							Fund Code	
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding	Total Funding	Table 1
Roadway Widening											
Type Work Map Number	Roadway Widening 6	Design & Prmitting	396,510		-	-	-	-	-	396,510	LF
Project Location	NW 122 Street FM: Newberry Road [SR 26] TO: NW 17 Avenue										
Project Length (miles)	-	Construction	2,623,900	237,434						2,861,334	LF
Project Description	Construct Roadway Extension										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases	2,623,900							3,257,844	
Bridge Rehabilitation / Repair											
Type Work Map Number	Bridge Rehabilitation 7	Design & Prmitting	-	-	-	-	360,000	-	-	360,000	LF
Project Location	County Road 234 AT: Camps Canal										
Project Length (miles)	-	Construction							2,140,000	2,140,000	LF
Project Description	Rehabilitate Bridge No. 260017										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases	-							2,500,000	

**Table D - 1
 Alachua County Local-Funded Projects (Continued)**

			Fiscal Year (FY)							Fund Code		
			Costs (\$000) / Project Phase (see Table 2)									
Alachua County Intersection Projects			Phase	Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding	Total Funding	Table 1
Intersection Projects - Traffic Signals												
Type Work	Intersection Modification	Design & Prmitting	65,000	-		-	-	-	-	-	65,000	LF
Map Number	8											
Project Location	NW 16 Avenue	Construction			451,027						516,027	LF
AT:	NW 16 Terrqce											
Project Length (miles)	-											
Project Description	Traffic Signal Reconstruction											
Responsible Agency	Alachua County											
L RTP Consistency	VS, P-1, P-4											
L RTP ID	-	All Phases	65000								581,027	
Type Work	Intersection Modification	Design & Prmitting	65,000	-		-	-	-	-	-	65,000	LF
Map Number	9											
Project Location	NW 16 Avenue	Construction			451,027						516,027	LF
AT:	NW 22 Street											
Project Length (miles)	-											
Project Description	Traffic Signal Reconstruction											
Responsible Agency	Alachua County											
L RTP Consistency	VS, P-1, P-4											
L RTP ID	-	All Phases	65,000								581,027	
Type Work	Intersection Modification	Design & Prmitting		67,600							67,600	LF
Map Number	10											
Project Location	NW 51 Street	Construction				354,332					354,332	LF
AT:	NW 27 Avenue											
Project Length (miles)	-											
Project Description	Traffic Signal Reconstruction											
Responsible Agency	Alachua County											
L RTP Consistency	VS, P-1, P-4											
L RTP ID	-	All Phases									421,932	

**Table D - 1
 Alachua County Local-Funded Projects (Continued)**

		Phase	Fiscal Year (FY)							Fund Code	
			Costs (\$000) / Project Phase (see Table 2)								
Alachua County Intersection Projects			Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding	Total Funding	Table 1
Intersection Projects - Traffic Signals											
Type Work	Intersection Modification	Design & Prmitting		67,600	-					67,600	LF
Map Number	11										
Project Location	NW 83 Street	Construction				354,332				354,332	LF
AT:	NW 23 Avenue										
Project Length (miles)	-										
Project Description	Traffic Signal Reconstruction										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases	-							421,932	
Type Work	Intersection Modification	Design & Prmitting		-	70,304					70,304	LF
Map Number	12										
Project Location	NW 83 Street	Construction					368,505			368,505	LF
AT:	South Road										
Project Length (miles)	-										
Project Description	Traffic Signal Reconstruction										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases	-							438,809	
Type Work	Intersection Modification	Design & Prmitting		-	70,304					70,304	LF
Map Number	13										
Project Location	NW 83 Street	Construction					368,505			368,505	LF
AT:	North Road										
Project Length (miles)	-										
Project Description	Traffic Signal Reconstruction										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases	-							438,809	

**Table D - 1
 Alachua County Local-Funded Projects (Continued)**

			Fiscal Year (FY)							Fund Code		
			Costs (\$000) / Project Phase (see Table 2)									
Alachua County Intersection Projects			Phase	Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding	Total Funding	Table 1
Intersection Projects - Traffic Signals												
Type Work	Intersection Modification	Design & Prmitting			-	73,116	-				73,116	LF
Map Number	14	Construction							507,344		507,344	LF
Project Location	NW 23 Avenue AT: NW 55 Street											
Project Length (miles)	-											
Project Description	Traffic Signal Reconstruction											
Responsible Agency	Alachua County											
L RTP Consistency	VS, P-1, P-4											
L RTP ID	-	All Phases	-								580,460	
Type Work	Intersection Modification	Design & Prmitting	-	-	-	-	76,041	-			76,041	LF
Map Number	15	Construction								527,638	527,638	LF
Project Location	NW 23 Avenue/NW 16 Avenue AT: NW 43 Street											
Project Length (miles)	-											
Project Description	Traffic Signal Reconstruction											
Responsible Agency	Alachua County											
L RTP Consistency	VS, P-1, P-4											
L RTP ID	-	All Phases	0								603,679	
Type Work	Intersection Modification	Design & Prmitting			-	-	-		79,082		79,082	LF
Map Number	16	Construction								548,744	548,744	LF
Project Location	SW 75 Street/Tower Road AT: SW 8 Avenue											
Project Length (miles)	-											
Project Description	Traffic Signal Reconstruction											
Responsible Agency	Alachua County											
L RTP Consistency	VS, P-1, P-4											
L RTP ID	-	All Phases	-								627,826	

Table D - 1
Alachua County Local-Funded Projects (Continued)

Alachua County Pavement Management Program		Phase	Fiscal Year (FY)							Fund Code	Table 1
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding		
Resurfacing Projects - Pavement Rehabilitation - Major/Minor											
Type Work	Pavement Rehabilitation	Design & Prmitting		150,282	-	-	-	-	-	150,282	LF
Map Number	17										
Project Location	SW 20 Avenue										
	FM: Hogtown Creek	Construction		1,728,241						1,728,241	LF
Project Length (miles)	-										
Project Description	Minor Rehabilitation										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases								1,878,523	
Type Work	Pavement Rehabilitation	Design & Prmitting	560,747							560,747	LF
Map Number	18										
Project Location	NE 1 Street/CR 2082/CR 234										
	FM: Paynes Prairie Entrance	Construction		5,361,725						5,922,472	LF
Project Length (miles)	-										
Project Description	Major Rehabilitation										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases	560,747							6,483,219	
Type Work	Pavement Rehabilitation	Design & Prmitting	305,544	416,220						721,764	LF
Map Number	19										
Project Location	NE/NW 53 Avenue										
	FM: US Highway 441 [SR 25]	Construction		6,810,879						7,116,423	LF
Project Length (miles)	-										
Project Description	Major Rehabilitation										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases	305544							7,838,187	
Type Work	Pavement Rehabilitation	Design & Prmitting		171,083	171,083					342,166	LF
Map Number	20										
Project Location	NE/NW 156 Avenue										
	FM: County Road 231	Construction			1,459,679					1,459,679	LF
Project Length (miles)	-										
Project Description	Major Rehabilitation										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases								1,801,845	

**Table D - 1
Alachua County Local-Funded Projects (Continued)**

			Fiscal Year (FY)							Fund Code		
			Costs (\$000) / Project Phase (see Table 2)									
Alachua County Pavement Management Program			Phase	Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding	Total Funding	Table 1
Resurfacing Projects - Pavement Rehabilitation - Major/Minor												
Type Work	Pavement Rehabilitation	Design & Prmitting	-	236,938	-	-	-	-	-	-	236,938	LF
Map Number	21											
Project Location	NE County Road 1471	Construction			2,724,789						2,724,789	LF
Project Length (miles)	FM: US Highway 301 [SR 200]											
Project Description	TO: NE 143 Avenue											
Responsible Agency	-											
LRTTP Consistency	Major Rehabilitation											
LRTTP ID	Alachua County	All Phases	0								2,961,727	
	VS, P-1, P-4											
	-											
Type Work	Pavement Rehabilitation	Design & Prmitting	-	380,258	126,753	-	-	-	-	-	507,011	LF
Map Number	22											
Project Location	NE County Road 1471	Construction			4,563,096						4,563,096	LF
Project Length (miles)	FM: NE 143 Avenue											
Project Description	TO: Bradford Countyline											
Responsible Agency	-											
LRTTP Consistency	Major Rehabilitation											
LRTTP ID	Alachua County	All Phases	-								5,070,107	
	VS, P-1, P-4											
	-											
Type Work	Pavement Rehabilitation	Design & Prmitting	-	-	238,574	-	-	-	-	-	238,574	LF
Map Number	23											
Project Location	NW 202 Street	Construction			2,743,604						2,743,604	LF
Project Length (miles)	FM: County Road 2054											
Project Description	TO: US Highway 441											
Responsible Agency	-											
LRTTP Consistency	Minor Rehabilitation											
LRTTP ID	Alachua County	All Phases	-								2,982,178	
	VS, P-1, P-4											
	-											
Type Work	Pavement Rehabilitation	Design & Prmitting	-	-	228,319	-	-	-	-	-	228,319	LF
Map Number	24											
Project Location	NW 39 Avenue	Construction				2,625,668					2,625,668	LF
Project Length (miles)	FM: NW 143 Street											
Project Description	TO: NE 112 Terrace											
Responsible Agency	-											
LRTTP Consistency	Minor Rehabilitation											
LRTTP ID	Alachua County	All Phases	0								2,853,987	
	VS, P-1, P-4											
	-											

**Table D - 1
Alachua County Local-Funded Projects (Continued)**

Alachua County Pavement Management Program		Phase	Fiscal Year (FY)							Fund Code Table 1	
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding		Total Funding
Resurfacing Projects - Pavement Rehabilitation - Major/Minor											
Type Work Map Number Project Location	Pavement Rehabilitation 25 Holden Park Road FM: US Highway 301 [SR 200] TO: Putnam Countyline	Design & Prmitting	-	-	332,916	-	-	-	-	332,916	LF
Project Length (miles) Project Description Responsible Agency LRTP Consistency LRTP ID	- Minor Rehabilitation Alachua County VS, P-1, P-4 -	Construction	-	-	-	3,366,155	-	-	-	3,366,155	LF
		All Phases	-	-	-	-	-	-	-	3,699,071	
Type Work Map Number Project Location	Pavement Rehabilitation 26 NW 110 Avenue FM: State Road 45 TO: NW 234 Street	Design & Prmitting	-	-	240,119	-	-	-	-	240,119	LF
Project Length (miles) Project Description Responsible Agency LRTP Consistency LRTP ID	- Reconstruction Alachua County VS, P-1, P-4 -	Construction	-	-	-	2,761,363	-	-	-	2,761,363	LF
		All Phases	-	-	-	-	-	-	-	3,001,482	
Type Work Map Number Project Location	Pavement Rehabilitation 27 Fort Clarke Boulevard FM: Newberry Road [SR 26] TO: NW 23 Avenue	Design & Prmitting	-	-	175,164	-	-	-	-	175,164	LF
Project Length (miles) Project Description Responsible Agency LRTP Consistency LRTP ID	- Major Rehabilitation Alachua County VS, P-1, P-4 -	Construction	-	-	-	2,014,389	-	-	-	2,014,389	LF
		All Phases	0	-	-	-	-	-	-	2,189,553	
Type Work Map Number Project Location	Pavement Rehabilitation 28 County Road 235 FM: NW 94 Avenue TO: State Road 235	Design & Prmitting	-	-	-	742,075	-	-	-	742,075	LF
Project Length (miles) Project Description Responsible Agency LRTP Consistency LRTP ID	- Major Rehabilitation Alachua County VS, P-1, P-4 -	Construction	-	-	-	-	6,678,677	-	-	6,678,677	LF
		All Phases	-	-	-	-	-	-	-	7,420,752	

**Table D - 1
Alachua County Local-Funded Projects (Continued)**

		Phase	Fiscal Year (FY)							Fund Code	
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding		Total Funding
Resurfacing Projects - Pavement Rehabilitation - Major/Minor											
Type Work Map Number	Pavement Rehabilitation 29	Design & Prmitting		-	-	700	-	-	-	700	LF
Project Location	County Road 235	Construction					4,087,616			4,087,616	LF
Project Length (miles)	FM: NW 62 Avenue TO: NW 94 Avenue										
Project Description	Major Rehabilitation	All Phases								4,088,316	
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-										
Type Work Map Number	Pavement Rehabilitation 30	Design & Prmitting		-	-	331,590	-	-	-	331,590	LF
Project Location	NW 98 Street	Construction					3,352,743			3,352,743	LF
Project Length (miles)	FM: Newberry Road [SR 26] TO: NW 39 Avenue										
Project Description	Major Rehabilitation	All Phases								3,684,333	
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-		0								
Type Work Map Number	Pavement Rehabilitation 31	Design & Prmitting		-	-	9,500	231,524	-	-	241,024	LF
Project Location	NW County Road 237	Construction					5,750,000			5,750,000	LF
Project Length (miles)	FM: US Highway 441 [SR 25] TO: West State Road 235										
Project Description	Major Rehabilitation	All Phases								5,991,024	
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-										
Type Work Map Number	Pavement Rehabilitation 32	Design & Prmitting		-	-	329,343	-	-	-	329,343	LF
Project Location	Peggy Road	Construction					3,330,021			3,330,021	LF
Project Length (miles)	FM: County Road 235A TO: County Road 241										
Project Description	Major Rehabilitation	All Phases								3,659,364	
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-										

**Table D - 1
Alachua County Local-Funded Projects (Continued)**

Alachua County Pavement Management Program		Phase	Fiscal Year (FY)							Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)							
			Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding	
Resurfacing Projects - Pavement Rehabilitation - Major/Minor										
Type Work Map Number Project Location	Pavement Rehabilitation 33 NW 83 Street FM: NW 23 Avenue TO: NW 39 Avenue	Design & Prmitting	-	-	-	-	195,846	-	195,846	LF
Project Length (miles) Project Description Responsible Agency LRTP Consistency LRTP ID	- Major Rehabilitation Alachua County VS, P-1, P-4 -	Construction						2,252,229	2,252,229	LF
		All Phases	0						2,448,075	
Type Work Map Number Project Location	Pavement Rehabilitation 34 NW 94 Avenue FM: County Road 235 TO: County Road 241	Design & Prmitting	-	-	-	-	451,823	-	451,823	LF
Project Length (miles) Project Description Responsible Agency LRTP Consistency LRTP ID	- Minor Rehabilitation Alachua County VS, P-1, P-4 -	Construction						4,588,656	4,588,656	LF
		All Phases	-						5,040,479	
Type Work Map Number Project Location	Pavement Rehabilitation 35 NW County Road 235A FM: US Highway 441 [SR 25] TO: NW 190 Avenue	Design & Prmitting	-	-	-	-	656,488	-	656,488	LF
Project Length (miles) Project Description Responsible Agency LRTP Consistency LRTP ID	- Reconstruction Alachua County VS, P-1, P-4 -	Construction						5,908,395	5,908,395	LF
		All Phases	-						6,564,883	
Type Work Map Number Project Location	Pavement Rehabilitation 36 NW County Road 235A FM: NW 190 Avenue TO: NW County Road 236	Design & Prmitting	-	-	-	-	-	1,086,083	1,086,083	LF
Project Length (miles) Project Description Responsible Agency LRTP Consistency LRTP ID	- Reconstruction Alachua County VS, P-1, P-4 -	Construction						9,774,744	9,774,744	LF
		All Phases	0						10,860,827	

**Table D - 1
Alachua County Local-Funded Projects (Continued)**

Alachua County Pavement Management Program		Phase	Fiscal Year (FY)							Fund Code	Table 1
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding		
Resurfacing Projects - Pavement Rehabilitation - Major/Minor											
Type Work Map Number	Pavement Rehabilitation 37	Design & Prmitting	-	-	-	-	121,892	-	-	121,892	LF
Project Location	SE 15 Street	Construction									
Project Length (miles)	FM: SE 14 Avenue								1,401,760		
Project Description	TO: SE 41 Avenue									1,401,760	LF
Responsible Agency	Minor Rehabilitation	All Phases									
L RTP Consistency	Alachua County										
L RTP ID	VS, P-1, P-4									1,523,652	
Type Work Map Number	Pavement Rehabilitation 38	Design & Prmitting	-	-	-	-	138,077	-	-	138,077	LF
Project Location	SE 69 Avenue [CR 2082]	Construction									
Project Length (miles)	FM: Hawthorne High School										
Project Description	TO: US Highway 301 [SR 200]									1,587,885	LF
Responsible Agency	Major Rehabilitation	All Phases									
L RTP Consistency	Alachua County										
L RTP ID	VS, P-1, P-4										1,725,962
Type Work Map Number	Pavement Rehabilitation 39	Design & Prmitting	-	-	-	-	576,852	-	-	576,852	LF
Project Location	SE County Road 2082	Construction									
Project Length (miles)	FM: SE 152 Street [CR 2041]										
Project Description	TO: SE 69 Avenue [CR 2082]									5,191,669	LF
Responsible Agency	Major Rehabilitation	All Phases									
L RTP Consistency	Alachua County										
L RTP ID	VS, P-1, P-4										5,768,521
Type Work Map Number	Pavement Rehabilitation 40	Design & Prmitting	-	-	-	-	287,992	-	-	287,992	LF
Project Location	SE County Road 234	Construction									
Project Length (miles)	FM: Marion Countyline										
Project Description	TO: US Highway 441 [SR 25]									2,911,921	LF
Responsible Agency	Major Rehabilitation	All Phases									
L RTP Consistency	Alachua County										
L RTP ID	VS, P-1, P-4										3,199,913
L RTP ID	-		0								

**Table D - 1
 Alachua County Local-Funded Projects (Continued)**

Alachua County Pavement Management Program		Phase	Fiscal Year (FY)							Fund Code	Table 1
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding		
Resurfacing Projects - Pavement Rehabilitation - Major/Minor											
Type Work Map Number	Pavement Rehabilitation 41	Design & Prmitting	-	-	-	-	-	466,538	-	466,538	LF
Project Location	SW 137 Avenue/SW 91 Street FM: SW Williston Road [SR 121] TO: SW County Road 346	Construction	-	-	-	-	-	-	4,717,215	4,717,215	LF
Project Length (miles)	-										
Project Description	Major Rehabilitation										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases	-	-	-	-	-	-	-	5,183,753	
Type Work Map Number	Pavement Rehabilitation 42	Design & Prmitting	-	-	-	-	-	415,429	-	415,429	LF
Project Location	SW 170 Street FM: SW 79 Avenue TO: State Road 45	Construction	-	-	-	-	-	-	4,200,447	4,200,447	LF
Project Length (miles)	-										
Project Description	Major Rehabilitation										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases	-	-	-	-	-	-	-	4,615,876	
Type Work Map Number	Pavement Rehabilitation 43	Design & Prmitting	-	-	-	-	-	339,955	-	339,955	LF
Project Location	SW 170 Street FM: SW 46 Avenue TO: SW 79 Avenue	Construction	-	-	-	-	-	-	3,437,320	3,437,320	LF
Project Length (miles)	-										
Project Description	Major Rehabilitation										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases	-	-	-	-	-	-	-	3,777,275	
Type Work Map Number	Pavement Rehabilitation 44	Design & Prmitting	-	-	-	-	-	81,631	-	81,631	LF
Project Location	SW 91 Street FM: SW 24 Avenue TO: SW 8 Avenue	Construction	-	-	-	-	-	-	938,753	938,753	LF
Project Length (miles)	-										
Project Description	Minor Rehabilitation										
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-	All Phases	0	-	-	-	-	-	-	1,020,384	

Table D - 1
Alachua County Local-Funded Projects (Continued)

		Phase	Fiscal Year (FY)							Fund Code	Table 1
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Funding		
Resurfacing Projects - Pavement Rehabilitation - Major/Minor											
Type Work Map Number	Pavement Rehabilitation 45	Design & Prmitting	-	-	-	-	-	135,654	-	135,654	LF
Project Location	SW 91 Street	Construction							1,560,020	1,560,020	LF
Project Length (miles)	FM: SW 44 Avenue TO: SW 24 Avenue										
Project Description	Minor Rehabilitation	All Phases	0	-	-	-	-	-	-	1,695,674	
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-										
Type Work Map Number	Pavement Rehabilitation 46	Design & Prmitting	-	-	-	-	-	341,987	-	341,987	LF
Project Location	SW County Road 346	Construction							3,457,864	3,457,864	LF
Project Length (miles)	FM: SW State Road 45 TO: SW 129 Terrace										
Project Description	Major Rehabilitation	All Phases	-	-	-	-	-	-	-	3,799,851	
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-										
Type Work Map Number	Pavement Rehabilitation 47	Design & Prmitting	-	-	-	-	-	365,322	-	365,322	LF
Project Location	SW County Road 346	Construction							3,693,809	3,693,809	LF
Project Length (miles)	FM: SW 129 Terrace TO: SW 91 Street										
Project Description	Major Rehabilitation	All Phases	-	-	-	-	-	-	-	4,059,131	
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-										
Type Work Map Number	Pavement Rehabilitation 48	Design & Prmitting	-	-	-	-	-	248,049	-	248,049	LF
Project Location	SW County Road 346	Construction							2,852,565	2,852,565	LF
Project Length (miles)	FM: SW91 Street TO: SW Williston Road [SR 121]										
Project Description	Major Rehabilitation	All Phases	-	-	-	-	-	-	-	3,100,614	
Responsible Agency	Alachua County										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	-										

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

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

Illustration E-1 and Table E-1 include the locally-funded projects for Fiscal Years 2024 to 2028 for information only. These projects were provided by City of Gainesville Public Works Department. These projects do not include funding from the Federal Highway Administration, Federal Transit Administration and Florida Department of Transportation.

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Illustration E - 1 City of Gainesville Local-Funded Projects

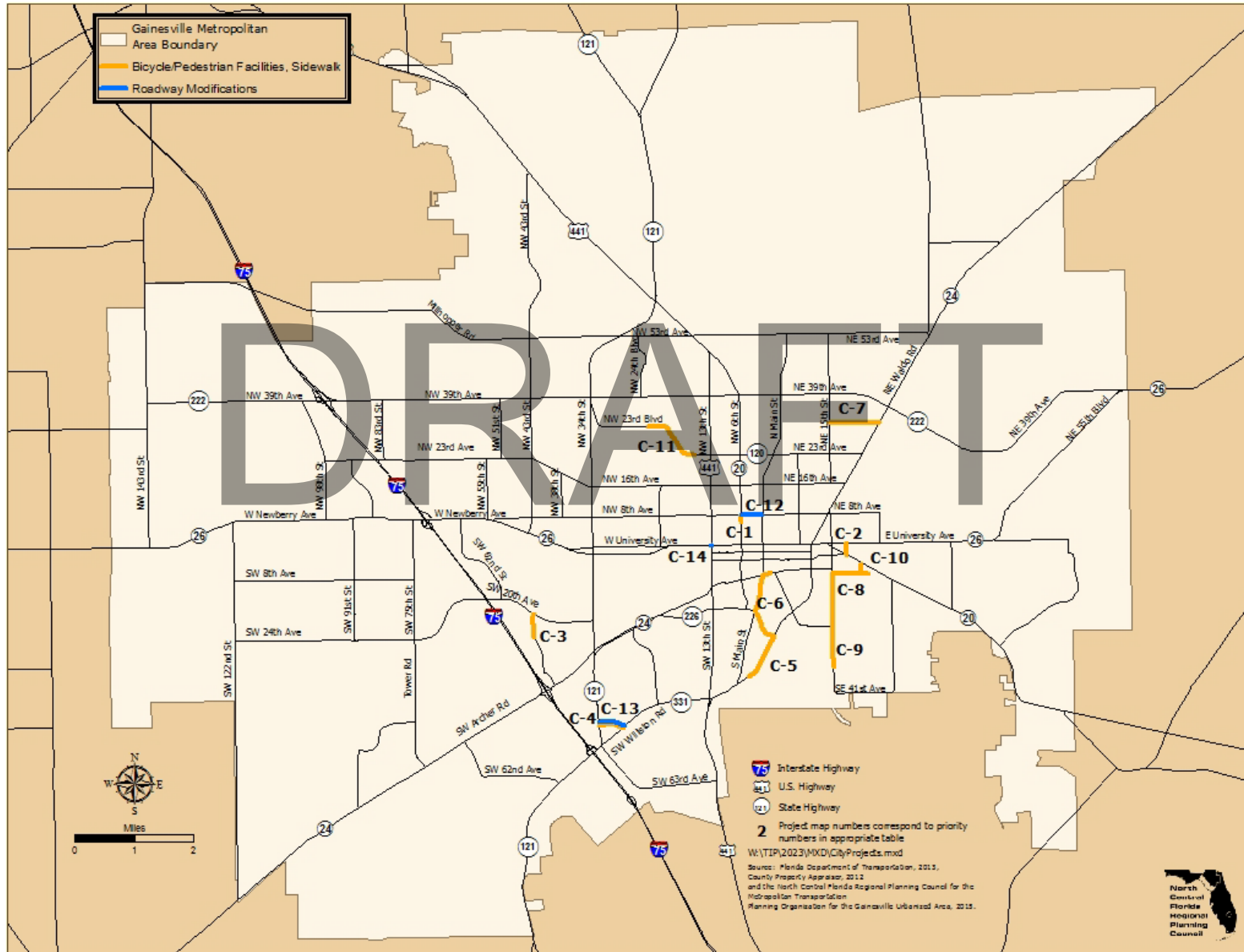


Table E - 1
City of Gainesville Local-Funded Projects

		Phase	Fiscal Year (FY)							Total Funding	Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
Gainesville Bicycle/Pedestrian Facility Projects			Prior Funding	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Future Funding		
Type Work	Bicycle/Pedestrian Facility	Design	23,000		-	-	-	-	-	23,000	LF
Map Number	C-1										
Project Location	NW 6 Street FM: NW 7 Avenue TO: NW 8 Avenue	Construction		123,000 CST						123,000	LF
Project Length (miles)	0.1										
Project Description	Add Bicycle lanes and Sidewalk										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM1, PM3										
Federal Funds	No	All Phases	23,000							146,000	
Type Work	Sidewalk	Design	16,000		-	-	-	-	-	16,000	LF
Map Number	C-2										
Project Location	SE 18 Street FM: Hawthorne Road TO: East University Avenue	Construction		200,000 CST						200,000	LF
Project Length (miles)	0.1										
Project Description	Add New Sidewalk to Fill Sidewalk Gap										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM1, PM3										
Federal Funds	No	All Phases	16,000							216,000	

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

		Phase	Fiscal Year (FY)							Total Funding	Fund Code Table 1
			Prior Funding	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Future Funding		
Gainesville Bicycle/Pedestrian Facility Projects											
Type Work	Bicycle/Pedestrian Facility	Design	46,000	-	-	-	-	-	-	46,000	LF
Map Number	C-3										
Project Location	SW 43 Street	Construction	700,000	Project Underway						700,000	LF
	FM: SW 24 Avenue TO: SW 20 Avenue										
Project Length (miles)	0.2										
Project Description	Add Bicycle lanes and Sidewalk to Complete Multimodal Network										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM1, PM3										
Federal Funds	No	All Phases	746,000							746,000	
Type Work	Bicycle/Pedestrian Facility	Design	130,000	-	-	-	-	-	-	130,000	LF
Map Number	C-4										
Project Location	SW 47 Avenue Multimodal Trail	Construction		750,000 CST						750,000	LF
	FM: SW 34 Street TO: SW 27 Street										
Project Length (miles)	0.5										
Project Description	Add New Multimodal Trail										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM1, PM3										
Federal Funds	No	All Phases	130,000							880,000	

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

		Phase	Fiscal Year (FY)							Total Funding	Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
Gainesville Bicycle/Pedestrian Facility Projects			Prior Funding	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Future Funding		
Type Work	Bicycle/Pedestrian Facility	Design	91,000		-	-	-	-	-	91,000	LF
Map Number	C-5										
Project Location	Sweetwater Recreational Trail	Construction		1,000,000 CST						1,000,000	LF
	FM: Sweetwater Wetlands Park										
	TO: SE 16 Avenue										
Project Length (miles)	0.5										
Project Description	Add New Bicycle/Pedestrian Trail Segment										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM1, PM3										
Federal Funds	No	All Phases	91,000							1,091,000	
Type Work	Bicycle/Pedestrian Facility	Design	352,000		-	-	-	-	-	352,000	LF
Map Number	C-6										
Project Location	Sweetwater Recreational Trail	Construction		1,500,000 CST						1,500,000	LF
	FM: SE 16 Avenue										
	TO: Depot Park										
Project Length (miles)	0.7										
Project Description	Add New Bicycle/Pedestrian Trail Segment										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM1, PM3										
Federal Funds	No	All Phases	352,000							1,852,000	

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

		Phase	Fiscal Year (FY)							Total Funding	Fund Code Table 1
			Prior Funding	FY 2024-25		FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29		
Gainesville Bicycle/Pedestrian Facility Projects											
Type Work	Bicycle/Pedestrian Facility	Design	92,000		-	-	-	-	-	92,000	LF
Map Number	C-7										
Project Location	NE 31 Avenue Trail	Construction		846,000 CST						846,000	LF
	FM: NE 15 Street										
	TO: Waldo Road										
Project Length (miles)	1.5										
Project Description	Add New Bicycle/Pedestrian Trail Segment										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM1, PM3										
Federal Funds	No	All Phases	92,000							938,000	
Type Work	Bicycle/Pedestrian Facility	Design		75,000 DES		-	-	-	-	75,000	LF
Map Number	C-8										
Project Location	SE 8 Avenue Trail	Construction			750,000 CST					750,000	LF
	FM: GTEC Building										
	TO: Waldo Road										
Project Length (miles)	0.7										
Project Description	Add New Bicycle/Pedestrian Trail Segment										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM1, PM3										
Federal Funds	No	All Phases	-							825,000	

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

		Phase	Fiscal Year (FY)							Total Funding	Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
Gainesville Bicycle/Pedestrian Facility Projects			Prior Funding	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Future Funding		
Type Work	Bicycle/Pedestrian Facility	Design		100,000	DES	-	-	-	-	100,000	LF
Map Number	C-9										
Project Location	SE 15 Street Trail	Construction			827,000	CST				827,000	LF
	FM: Bouleware Springs Park TO: SE 8 Avenue										
Project Length (miles)	1.5										
Project Description	Add New Bicycle/Pedestrian Trail Segment										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM1, PM3										
Federal Funds	No	All Phases	-							927,000	
Type Work	Bicycle/Pedestrian Facility	Design	81,000		-	-	-	-	-	81,000	LF
Map Number	C-10										
Project Location	SE 21 Street Trail	Construction		380,000	CST					380,000	LF
	FM: GTEC Building TO: SE 8 Avenue										
Project Length (miles)	0.7										
Project Description	Add New Bicycle/Pedestrian Trail Segment - Lincoln Yard Trail										
FDOT Finance Number	-										
Responsible Agency	City of Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4										
L RTP ID	Table 64, page 272										
Target Achievement	PM1, PM3										
Federal Funds	No	All Phases	81,000							461,000	

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

Gainesville Bicycle/Pedestrian Facility Projects		Phase	Fiscal Year (FY)							Future Funding	Total Funding	Fund Code Table 1
			Prior Funding	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Costs (\$000) / Project Phase (see Table 2)			
Type Work	Bicycle/Pedestrian Facility	Design	-	-	80,000	DES	-	-	-	-	80,000	LF
Map Number	C-11											
Project Location	NW 23 Avenue Trail	Construction				293,000	CST				293,000	LF
	FM: NW 16 Terrace											
	TO: NW 23 Terrace											
Project Length (miles)	0.5											
Project Description	Add New Bicycle/Pedestrian Trail Segment											
FDOT Finance Number	-											
Responsible Agency	City of Gainesville											
SIS / Non-SIS	Non-SIS											
L RTP Consistency	VS, P-1, P-4											
L RTP ID	Table 64, page 272											
Target Achievement	PM1, PM3											
Federal Funds	No	All Phases	-	-	-	-	-	-	-	-	373,000	
Type Work	Bicycle/Pedestrian Facility	Design	-	-	-	-	-	-	-	-	0	LF
Map Number	-											
Project Location	-	Construction									0	LF
Project Length (miles)	-											
Project Description	-											
FDOT Finance Number	-											
Responsible Agency	-											
SIS / Non-SIS	-											
L RTP Consistency	-											
L RTP ID	-											
Target Achievement	-											
Federal Funds	-	All Phases	-	-	-	-	-	-	-	-	-	

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

Gainesville Road Construction Projects		Phase	Fiscal Year (FY)							Total Funding	Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Future Funding		
Roadway Projects											
Type Work	Lane Repurposing	Design	41,000	-	-	-	-	-	-	41,000	LF
Map Number	C-12	Construction		61,000 CST						61,000	LF
Project Location	NW 8 Avenue										
Project Length (miles)	0.5										
Project Description	Restripe Roadway to Rremove Outside General Prupose Lane for Protected Bicycle Lanes										
Responsible Agency	Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4, P-6, P-7										
L RTP ID	-	All Phases	41,000							102,000	
Type Work	Construction	Design	57,000							57,000	LF
Map Number	C-13	Design/		500,000 ROW						500,000	LF
Project Location	SW 47 Avenue Extension	Right-of-Way									
Project Length (miles)	3.3	Construction			800,000 CST					800,000	LF
Project Description	Phased Construction of Roadway Extension per City Comprehensive Plan										
Responsible Agency	Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4, P-6, P-7										
L RTP ID	-	All Phases	57,000							1,357,000	

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

Gainesville Road Construction Projects		Phase	Fiscal Year (FY)							Fund Code Table 1	
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Future Funding	Total Funding	
Roadway Projects											
Type Work	Reconstruction	Project Development	1,000,000	Project Underway	-	-	-	-	-	1,000,000	LF
Map Number	C-14	Environment									
Project Location	West University Avenue (SR 26) AT: West 13 Street	Construction									
Project Length (miles)	0.3										
Project Description	Reconstruction										
Responsible Agency	Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4, P-6, P-7										
L RTP ID	-	All Phases								1,000,000	
Type Work	-									0	
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
Responsible Agency	-										
SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-	All Phases								0	

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

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

Illustration F-1 and Table F-1 include the Public Education Capital Outlay and locally-funded projects for Fiscal Years 2024 to 2028 for information only. These projects were provided by the University of Florida Planning, Design and Construction Division. These projects do not include funding from the Federal Highway Administration, Federal Transit Administration and Florida Department of Transportation.

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Illustration F - 1
University of Florida Local-Funded Projects

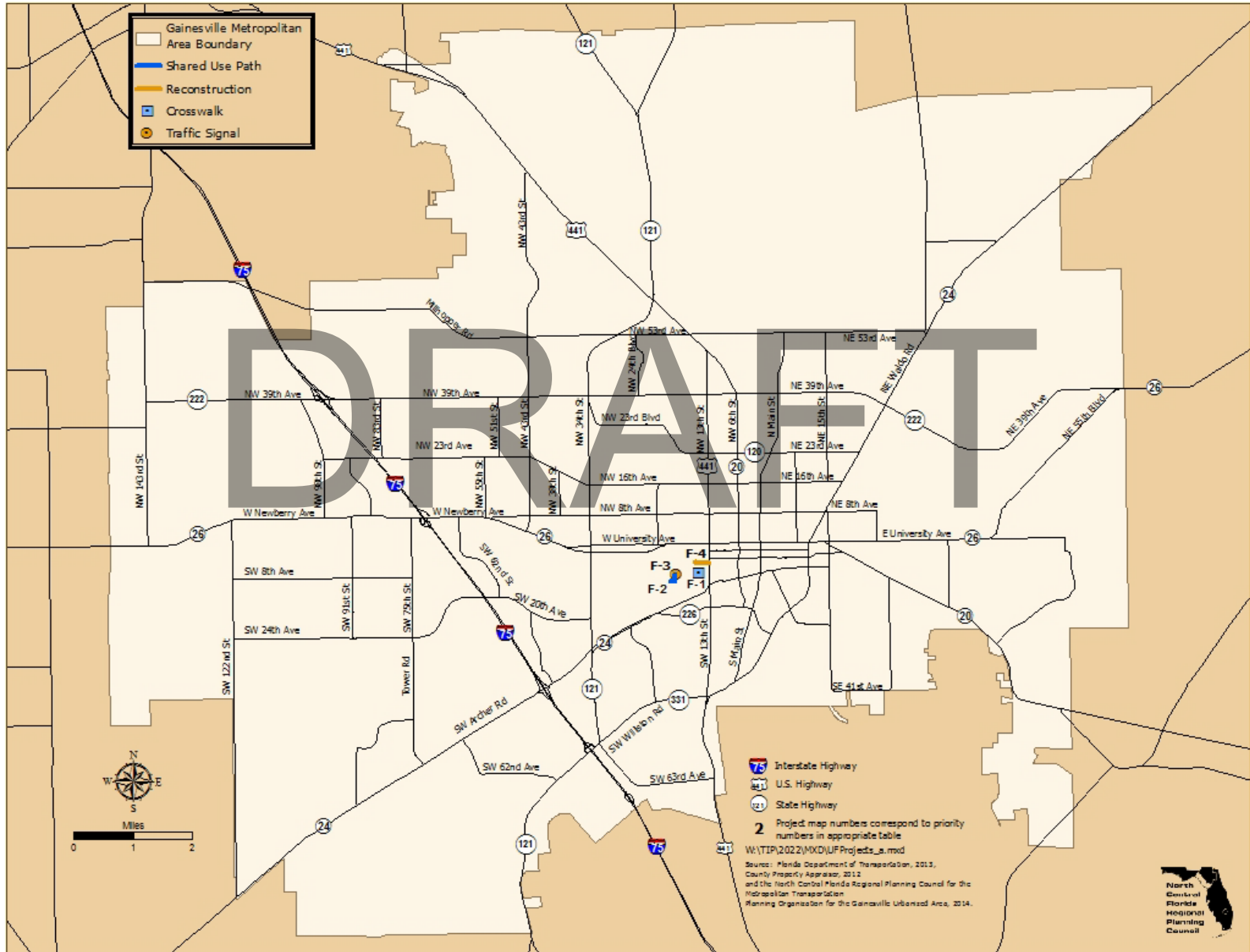


Table F - 1
University of Florida Local-Funded Projects

University of Florida Roadway Projects		Phase	Fiscal Year (FY)							Total Funding	Fund Code Table 1
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Future Funding		
Roadway Projects - Construction /Reconstruction											
Type Work	Reconstruction	Preliminary Engineering	35,000,000	Project Underway	-	-	-	-	-	35,000,000	LF
Map Number	F-1	Design									
Project Location	Inner Drive FM: Newell Drive TO: SW 13 Street (US 441)	Construction									
Project Length (miles)	-										
Project Description	Reconstruction as two-way roadway										
Responsible Agency	Gainesville										
SIS / Non-SIS	Non-SIS										
L RTP Consistency	VS, P-1, P-4, P-6, P-7										
L RTP ID	-	All Phases	35,000,000							35,000,000	
Type Work	-										
Map Number	-										
Project Location	-										
Project Length (miles)	-										
Project Description	-										
Responsible Agency	-										
SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-	All Phases	-							0	

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

University of Florida Resurfacing / Repaving Projects		Phase	Fiscal Year (FY)							Fund Code Table 1	
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Future Funding	Total Funding	
Roadway Projects - Resurfacing											
Type Work	F-2	Design	279,800	Design	-	-	-	-	-	279,800	LF
Map Number	Bledsoe Drive	Construction		Umdrway						0	
Project Location	FM: Hull Road TO: Radio Road										
Project Length (miles)	0.3										
Project Description	Resurfacing										
Responsible Agency	University of Florida										
NHS / SIS / Non-SIS	Non-SIS										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM2										
Federal Funds	Yes	All Phases								279,800	
Type Work	F-3	Design	1,000,000	Design	-	-	-	-	-	1,000,000	LF
Map Number	McCarty Drive	Construction		Umdrway						0	
Project Location	FM: Museum Road TO: Newell Drive										
Project Length (miles)	0.3										
Project Description	Resurfacing										
Responsible Agency	University of Florida										
NHS / SIS / Non-SIS	Non-SIS										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM2										
Federal Funds	Yes	All Phases	1,000,000							1,000,000	

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

University of Florida Resurfacing / Repaving Projects		Phase	Fiscal Year (FY)							Fund Code Table 1	
			Costs (\$000) / Project Phase (see Table 2)								
			Prior Funding	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Future Funding	Total Funding	
Roadway Projects - Resurfacing											
Type Work	F-4	Design	895,000	Design	-	-	-	-	-	895,000	LF
Map Number	Newell Drive			Umdrway							
Project Location	FM: McCarty Drive TO: Union Drive	Construction								0	
Project Length (miles)	0.4										
Project Description	Resurfacing										
Responsible Agency	University of Florida										
NHS / SIS / Non-SIS	Non-SIS										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	PM2										
Federal Funds	Yes	All Phases								895,000	
Type Work	-	Design								0	
Map Number	-										
Project Location	-	Construction								0	
Project Length (miles)	-										
Project Description	-										
Responsible Agency	-										
NHS / SIS / Non-SIS	-										
L RTP Consistency	-										
L RTP ID	-										
Target Achievement	-										
Federal Funds	-	All Phases								0	

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Appendix G TIP Public Comment Summary and Comment Tracking

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Appendix G: TIP Public Comment Summary and Comment Tracking

A. Public Comment Summary and Comment Tracking

In addressing requirements in Title 23 United States Code of Federal Regulations Section 450.316, significant written or oral public comments provided to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area regarding projects in the TIP are maintained in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TIP General File. Comment summaries and subsequent Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area action/response are included in Table G-1.

Exhibits G-1 and G-2 consist of the email meeting notifications for the May 21, 2025 Citizens Advisory Committee and Technical Advisory Committee meetings that featured review and comment on the draft TIP for Fiscal Years 2025-26 to 2029-30. Exhibits G-3 and G-4 consist of the meeting notifications for the June 2, 2025 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meeting that featured review, public comment opportunity and approval of the TIP for Fiscal Years 2025-26 to 2029-30.

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.

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Table G - 1
Public Comment Summary and Public Comment Tracking
Fiscal Years 2025-26 to 2029-30
Transportation Improvement Program

Comment Summary		Tracking - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Action / Response
Name- None -	Date-	-
Name- None -	Date-	-
Name- None -	Date-	-
Name- None -	Date-	-
Name- None -	Date-	-
Name- None -	Date-	-
Name- None -	Date-	-

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TFDOT = Florida Department of Transportation
 MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
 TIP = Transportation Improvement Program

There were no public comments at the Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee meetings that impacted that draft TIP. This transmittal copy of the TIP for Fiscal Years 2025-26 to 2029-30 addresses review agency comments on the draft TIP. In addition, supplementary comments related to projects in the approved TIP were sent to the Florida Department of Transportation District 2 office.

Exhibit G - 1
Transportation Improvement Program Email

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Exhibit G - 2
Transportation Improvement Program Email

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Exhibit G - 3
Transportation Improvement Program Email

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Exhibit G - 4
Transportation Improvement Program Email

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Appendix H
Transportation
Performance Measures Consensus
Planning Document

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Appendix H: Transportation Performance Measures Consensus Planning Document

A. Transportation Performance Measures Consensus Planning Document

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

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

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

Exhibit H - 1
Transportation Performance Measures
Consensus Planning Document

5/9/2022



Transportation Performance Measures
Consensus Planning Document

Purpose and Authority

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

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

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

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

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

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

Roles and Responsibilities

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

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

1. Transportation performance data:

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

2. Selection of performance targets:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Reporting performance targets:

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

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

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

For more information, contact:

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

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

**Exhibit H - 2
Resolution 2019-02**

CERTIFICATE

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

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


Charles S. Chestnut IV, Secretary/Treasurer

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Exhibit H - 2
Resolution 2019-02 (Continued)

RESOLUTION NO. 2019-02

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

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

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

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

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

Exhibit H - 2
Resolution 2019-02 (Continued)

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

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

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

METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA




Ken Cornell, Chair

ATTEST:



Charles S. Chestnut IV, Secretary/Treasurer

APPROVED AS TO FORM



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

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Appendix I Revisions to Fiscal Years 2025-26 to 2029-30

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Appendix I: Revisions to Fiscal Years 2025-26 to 2029-30

B. TIP Revision Log

The following log of projects is approved administrative modifications and amendments to the Fiscal Years 2024-25 through 2028-29 TIP. This TIP revision log, Exhibit I-1, includes the following information:

1. TIP revision number (as assigned by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area);
2. Date the TIP revision was approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area;
3. TIP revision 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 TIP Chapter III as the TIP is revised in order to ensure the consistency and accuracy of an up-to-date TIP document.

**Exhibit I - 1
Revision Log
Fiscal Years 2025-26 to 2029-30
Transportation Improvement Program**

Transportation Improvement Program Revision			Project Description					
Number	Approval Date	Purpose	Table	FDOT Identification Number	Type Work	Project Year	Project Funding	Fund Code Table 3
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
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-	-	-	-	-	-	-	-	-

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

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Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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VII. Action Item B



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

May 21, 2025

MEETING MEMORANDUM

To: Technical Advisory Committee/
Citizens Advisory Committee

From: Brad Thoburn

Subject: **Long Range Transportation Plan – Needs Plan**

RECOMMENDATION

It is recommended that the Technical Advisory Committee and the Citizens Advisory Committee review and approve the Long Range Transportation Plan (LRTP) Needs Plan.

BACKGROUND

The Metropolitan Transportation Planning Organization for Gainesville and Alachua County Area (GMTPO) is currently updating the 2050 Long Range Transportation Plan. The Needs Plan is a critical component of the LRTP, guiding the identification and evaluation of multimodal transportation needs across the regional roadway network. It is used to develop the cost feasible plan. The Needs Plan will be presented to the Metropolitan Transportation Planning Organization Board for approval on June 2, 2025.

The LRTP Needs Plan Executive Summary is attached.

Attachment



2050 Long Range Transportation Needs Plan Executive
Summary

May 2025

2050 Long Range Transportation Plan Needs Plan- Executive Summary

The Needs Plan serves as a critical component of the 2050 Gainesville Metropolitan Transportation Planning Organization (MTPO) Long Range Transportation Plan (LRTP), guiding the identification and evaluation of multimodal transportation needs across the regional roadway network. The evaluation of needs was conducted based on the following goals and objectives of the LRTP (Table 1):

Table 1: 2050 LRTP Goals & Objectives

Goal	Objective
1. Support economic vitality	Improve mobility in high growth areas
	Improve mobility on heavy truck routes
2. Increase safety and security for motorized and non-motorized users	Reduce fatal & severe injury crashes
	Reduce fatal & severe injury crashes
	Maintain mobility on evacuation routes
	Improve safety for vulnerable road users
3. Increase accessibility and of people and freight	Improve multimodal access to public transit
	Improve bicycle and pedestrian
	Improve directness of freight hub connection
4. Protect environment	Limit impacts to natural resources like parks
	Limit impacts to historic and cultural
5. Enhance integration and connectivity of transportation systems across different modes	Fill gaps in sidewalk network
	Fill gaps in trail and bike lane network
	Improve transit service to major activity
	Improve transit service in transportation
	Improve roadway network connectivity
6. Promote efficient system management/operations	Increase use of technological and/or operational strategies
	Improve travel time reliability
7. Emphasize the preservation of the existing	Address pavement in poor condition

The evaluation process utilized a comprehensive, data-driven methodology to assess transportation system performance and to identify gaps and future demand. Multimodal needs were analyzed through the lens of anticipated population and employment growth, travel demand forecasts, safety evaluation and multimodal facilities. The plan integrates the needs of all users—motorists, pedestrians, bicyclists, micromobility users, transit riders, and freight traffic.

Table 2 shows the corresponding performance measures for each goal and objective, as well as the scoring scheme:

Table 2: Needs Evaluation Performance Measures

Goal	Objective	Criteria/Performance Measure
1. Support economic vitality	Improve mobility in high growth areas	0-2050 E+C V/C is less than 1 in high growth areas
		1-2050 E+C V/C is more than 1 in high growth areas
	Improve mobility on heavy truck routes	0-2050 E+C V/C is less than 1 on freight roadways
		1-2050 E+C V/C is more than 1 on freight roadways
2. Increase safety and security for motorized and non-motorized users	Reduce fatal & severe injury crashes	0-not on High Injury Network (HIN)
		0.5-not on Alachua HIN but on GNV High Risk Network (HRN)
		1-on High Injury Network
	Reduce fatal & severe injury crashes involving vulnerable users	0-not on vulnerable user HIN network
		1-on vulnerable user HIN network
	Maintain mobility on evacuation routes	0-2050 E+C LOS D or better on evacuation route
		1-2050 E+C LOS E or F on evacuation route
	Improve safety for vulnerable road users	0-without high vulnerable road users demand
1-with high vulnerable road users demand		
3. Increase accessibility and of people and freight	Improve multimodal access to public transit	0-sidewalk/bike lane w/in ½ mile of transit
		1-no sidewalk/bike lane w/in ½ mile of transit**
	Improve bicycle and pedestrian infrastructure in transportation disadvantaged areas	0-sidewalk/bike lane in TD area
		1-no sidewalk/bike lane in TD area**
	Improve directness of freight hub connection	0-with direct connection to freight hub
		1-without direct connection to freight hub
4. Protect environment*	Limit impacts to natural resources like parks and preservation areas	0-roadway capacity improvement in or near environmentally sensitive area
		1-not in or near environmentally sensitive area or operational improvement
	Limit impacts to historic and cultural resources	0- capacity improvement in or near historic/cultural resources
		1-not in or near historic/cultural resources or operational improvement

Goal	Objective	Criteria/Performance Measure
5. Enhance integration and connectivity of transportation systems across different modes	Fill gaps in sidewalk network	0-existing sidewalk
		1-no existing sidewalk**
	Fill gaps in trail and bike lane network	0-separated/buffered bike lane or path
		0.5-existing shoulder or bike lane***
		1-no existing bike lane or shoulder**
	Improve transit service to major activity centers	0-high level of transit service on major facilities accessing the activity centers
		1-low level of transit service on major facilities accessing the activity centers
	Improve transit service in transportation disadvantaged areas	0-high level of transit service in transportation disadvantaged areas
		1-low level of transit service in**
	Improve roadway network connectivity around activity centers	0 – low circuitry ratio
1 – high circuitry ratio		
6. Promote efficient system management/operations	Increase use of technological and/or operational strategies*	0-capacity improvement
		1-operational improvement
	Improve travel time reliability	0-on reliable roadways
		1-on unreliable roadways
7. Emphasize the preservation of the existing transportation system*	Address pavement in poor condition	0-on roads with good pavement condition
		1-on roads with poor pavement condition

*Objectives for project prioritization only.

**Roadways outside of the urban area boundary get half the points, roadways within urban area boundary but outside of the urban core and UF context area gets 0.75 points.

***Roadways outside of the urban area boundary get 0.125 points, roadways within urban area boundary but outside of the urban core and UF context area gets 0.25 points.

In addition to evaluating system performance, the data-driven Needs Plan process was also used to prioritize projects sourced from local and regional partners, including Alachua County, the City of Gainesville, the University of Florida, and the adopted projects from the 2045 L RTP.

The application of performance measures was completed in a disaggregate manner that grouped the objectives into four needs types categories to better specify what types of gaps, or needs, are present on the roadway network. The needs types include:

- Mobility
 - Evaluated with mobility objectives in goal 1.
 - Proposed projects related to improving mobility are prioritized with performance measures included in this type.
- Multimodal
 - Evaluated with objectives related to active transportation facilities, such as bike lanes, sidewalks and transit services.
 - Proposed projects aiming to improve the connection of active transportation facilities are prioritized with performance measures included in this type.
- Safety
 - Evaluated with the safety objectives in goal 2.
 - Proposed projects aiming to improve safety are prioritized with performance measures included in this type.
- Connectivity.
 - Evaluated with objectives related to roadway connectivity around activity centers and freight hubs.
 - Proposed projects related to adding new roadways or extending roadways are prioritized with performance measures included in this type.

Each proposed project was scored and prioritized based on its alignment with the objectives and the type of needs it addresses. Table 3 shows the needs type and the corresponding objectives.

Table 3: Needs Type

Needs Type	Objectives
Mobility (Goal 1)	Improve mobility in high growth areas
	Improve mobility on heavy truck routes
Multimodal (Goals 3 and 5, includes objectives related to multimodal)	Improve multimodal access to public transit
	Improve bicycle and pedestrian infrastructure in transportation disadvantaged areas
	Fill gaps in sidewalk network
	Fill gaps in trail and bike lane network
	Improve transit service to major activity centers
	Improve transit service in transportation disadvantaged areas
Safety (Goal 2)	Reduce fatal & severe injury crashes
	Reduce fatal & severe injury crashes involving vulnerable users
	Maintain mobility on evacuation routes
	Improve safety for vulnerable road users
Connectivity (Goals 3 and 5 connectivity and accessibility objectives)	Improve roadway network connectivity around activity centers
	Improve directness of freight hub connection

The needs evaluations are mapped by the four needs types. Figure 1 to Figure 4 illustrate the results.

Figure 1: Mobility Needs Score

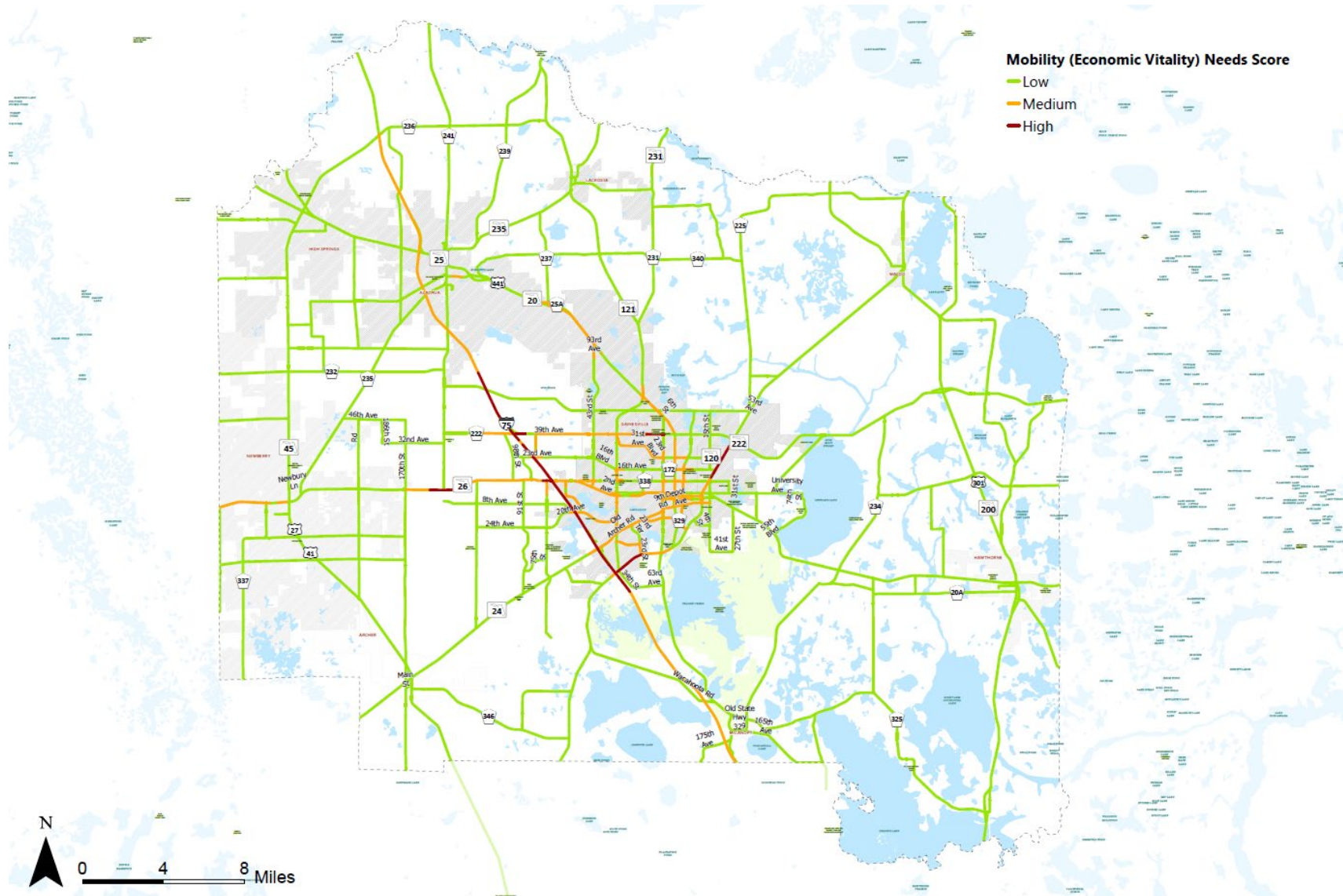


Figure 2: Multimodal/Safety Needs Score

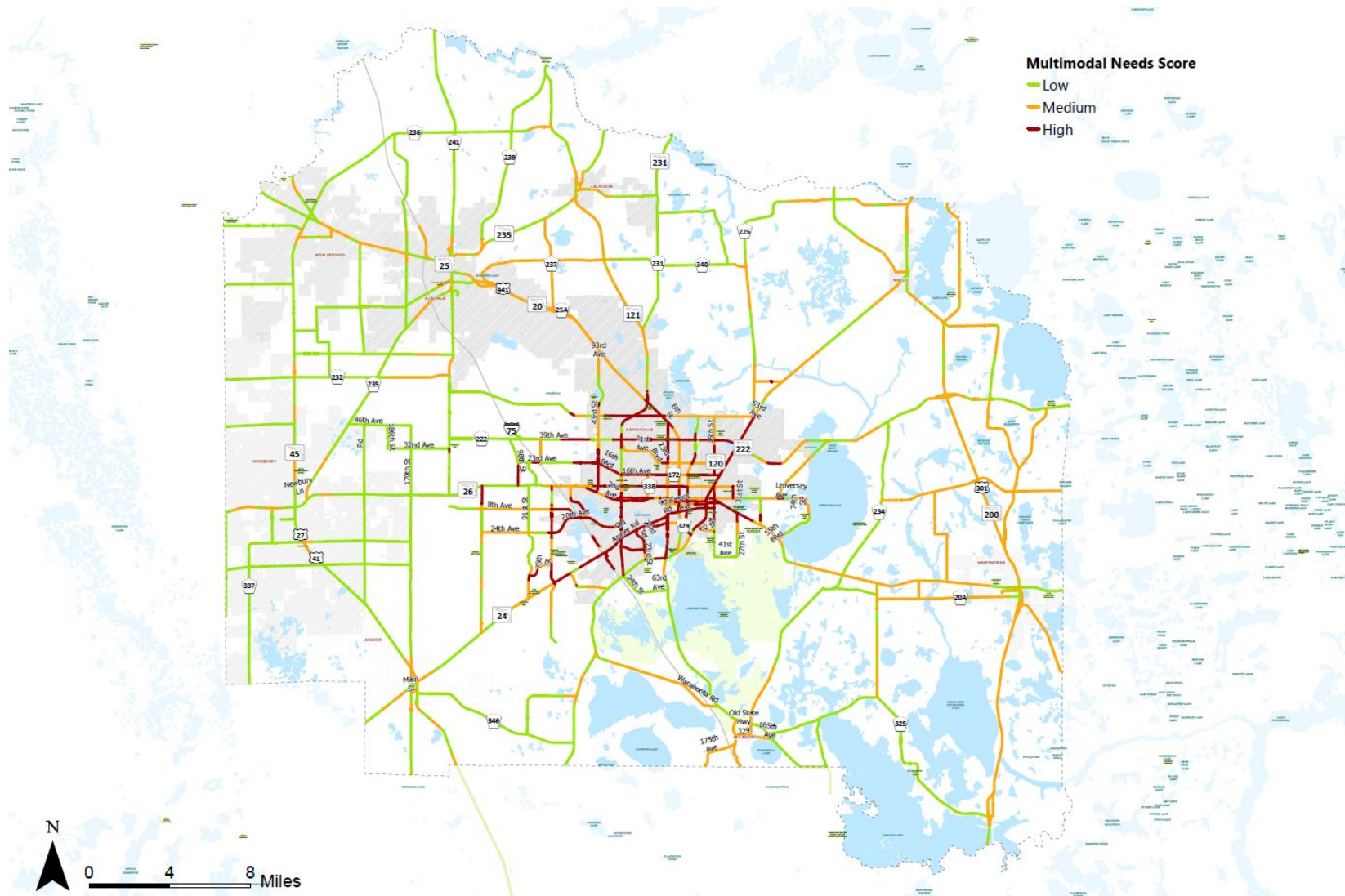


Figure 3: Safety Needs Score

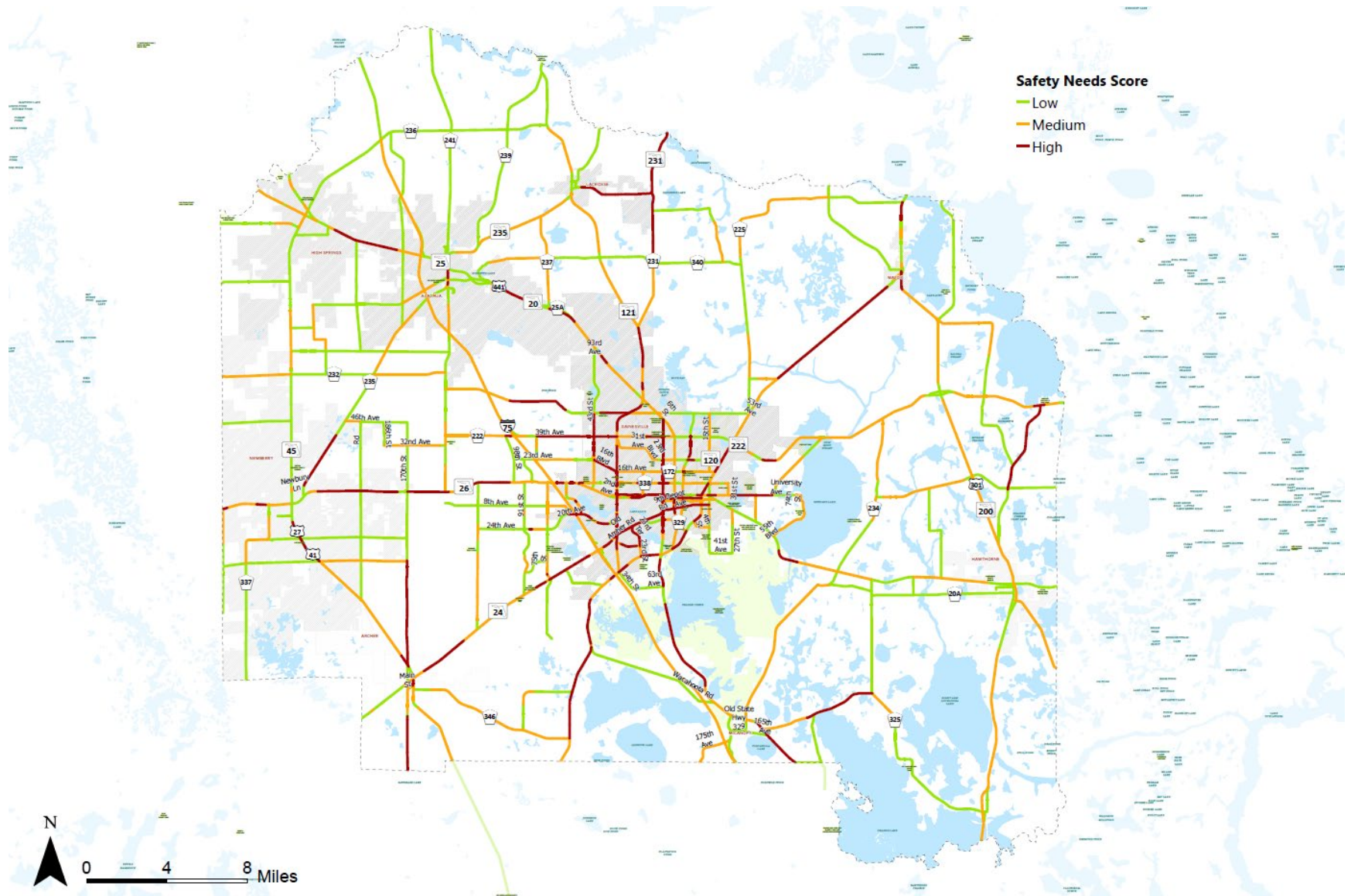
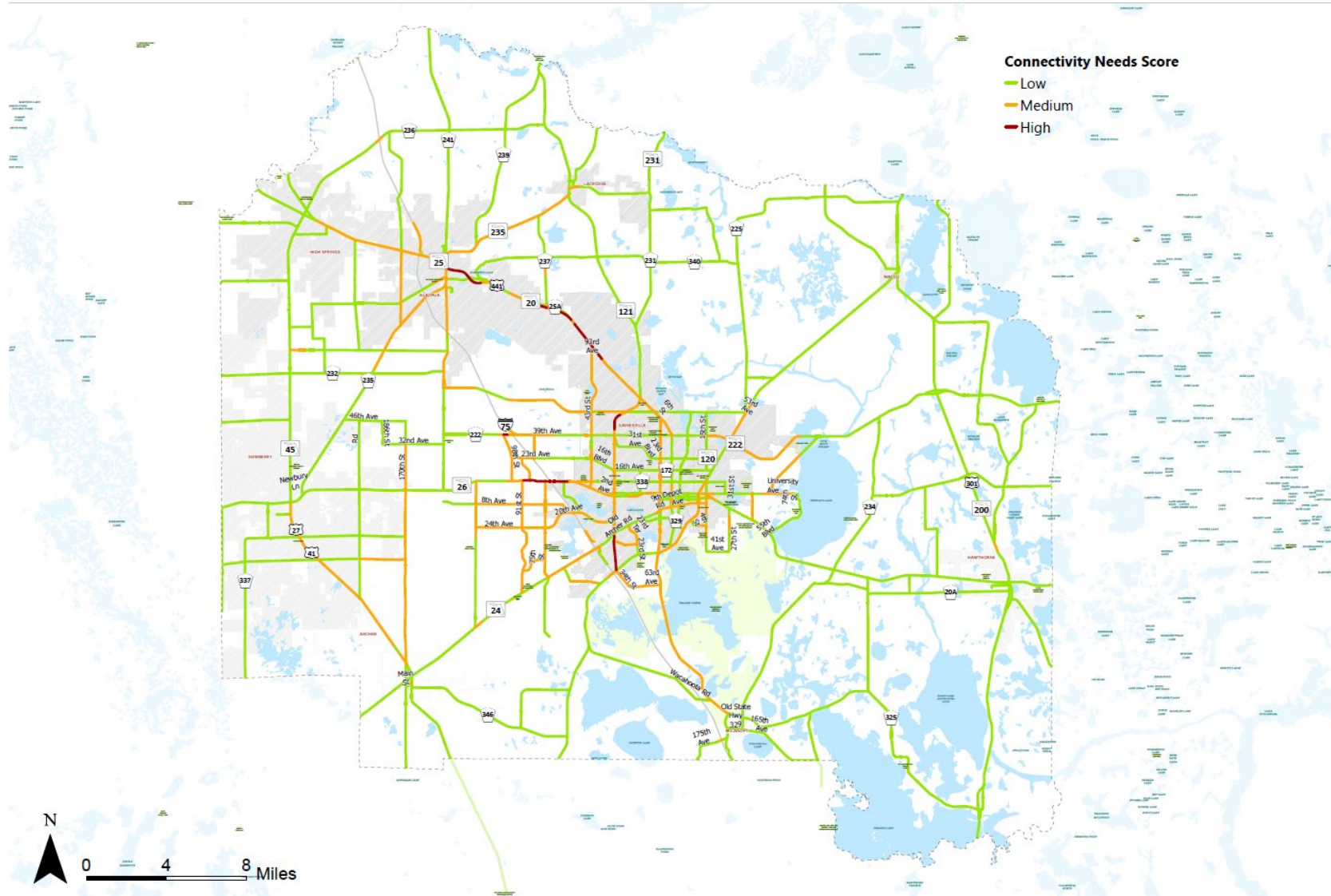


Figure 4: Connectivity Needs Score



The Needs Plan informs the development of the Cost Feasible Plan by identifying and prioritizing projects that represent the region's most critical transportation needs. These prioritized needs serve as the foundation for determining which projects should be included in the Cost Feasible Plan.

The resulting prioritized list of multimodal projects provides a framework for advancing future investments and funding strategies. It ensures that the Gainesville MTPO region can meet the evolving transportation demands of its communities while promoting a balanced, forward-looking transportation system. The list of projects and the corresponding maps of the needs plan are presented in Appendix A.

Appendix A

Table A4: Mobility Agency Projects

Project ID	Mobility Score	Environmental Protection Score	Preservation Score	Total Score	Street	From	To	Type	Urban	E+C
1	6.27	14.32	12.18	32.77	NW 53rd Avenue	NW 13th Street (US 441)	NW 34th Street (SR 121)	Widen Two (2) Lane to Four (4) Lane	1	0
2	12.54	14.32	0.00	26.86	I-75	SE County Road 234	SW Williston Road	Widening	0	0
3	12.54	14.32	0.00	26.86	I-75	NW 39th Ave (SR 222)	MLK Memorial Hwy (US 441)	Widening	0	0
4	0.00	14.32	12.18	26.50	NE 53rd Avenue	North Main Street	NW 13th Street (US 441)	Widen Two (2) Lane to Four (4) Lane	1	0
5	6.27	14.32	0.00	20.59	SW 20th Avenue (I-75 Overpass)	SW 52nd Boulevard	SW 61st Street	Widen Two (2) Lane to Four (4) Lane	1	0
6	6.27	14.32	0.00	20.59	NW 34th Street (SR 121)	NW 39th Ave (SR 222)	MLK Memorial Hwy (US 441)	Convert Two (2) Lane to Two (2) Lane Divided	1	0
7	6.27	14.32	0.00	20.59	North Main Street	NE 16th Avenue	NE 23rd Avenue (SR 120)	Convert 4/5 Lane to Two (2) Lane Divided	1	0
8	6.27	14.32	0.00	20.59	NE 16th Avenue	NE 12th Street	North Main Street	Upgrade to Two (2) Lane Urban Section Road	1	0
9	6.27	14.32	0.00	20.59	NW 23rd Street (SR 121)	MLK Memorial Hwy (US 441)	CR 231	Widen Two (2) Lane to Four (4) Lane	1	0
10	6.27	14.32	0.00	20.59	SE 16th Avenue (SR 226)	Williston Road (SR 331)	South Main Street	Widen Two (2) Lane to Four (4) Lane	1	0
11	6.27	14.32	0.00	20.59	NW 23Road Avenue	Fort Clarke Boulevard	NW 83rd Street	Widen to 4	1	0
12	0.00	7.16	12.18	19.34	NE 53rd Avenue	Waldo Road (SR 24)	North Main Street	Widen Two (2) Lane to Four (4) Lane	0	0
13	0.00	14.32	0.00	14.32	NE 39th Avenue (SR 222)	NE 55th Boulevard (SR 26)	Gainesville Regional Airport Entrance	Widen Two (2) Lane to Four (4) Lane	1	0
14	0.00	14.32	0.00	14.32	SW Williston Road (SR 121)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	Widen Two (2) Lane to Four (4) Lane	0	0
15	0.00	14.32	0.00	14.32	NW 53rd Avenue	NW 34th Street (SR 121)	NW 43rd Street	Widen Two (2) Lane to Four (4) Lane	1	0
16	0.00	14.32	0.00	14.32	NE 16th Avenue	Waldo Road (SR 24)	NE 12th Street	Upgrade to Two (2) Lane Urban Section Road	1	0
17	0.00	14.32	0.00	14.32	Archer Road/SR 24	SW 122nd Street	SW 91st Street	Widen to 4 Lane	1	1
18	0.00	14.32	0.00	14.32	NW 23Road Avenue	NW 98th Street	Fort Clarke Blvd	Widen to 4	1	0
19	0.00	14.32	0.00	14.32	Archer Road	SW 91st Street	SW 76th Court	Widen to 4	1	1
20	6.27	7.16	0.00	13.43	SW Williston Road (SR 121)	SW 41st Boulevard (Fred Bear Drive)	SW 62nd Avenue	Widen Two (2) Lane to Four (4) Lane	0	0
21	6.27	7.16	0.00	13.43	Williston Road/SR 121	SW 62nd Avenue	SW 35th Drive	Widen to 4 Lane	0	0
22	0.00	7.16	0.00	7.16	Archer Road	SW 73rd Avenue	SW 91st Street	Widen to 4	1	1

Table A5: Mobility Projects- 2045 L RTP

Project ID	Mobility Score	Environmental Protection Score	Preservation Score	Total Score	Street	From	To	Type
1	6.27	14.32	12.18	32.77	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes 2 dedicated transit lanes
2	6.27	14.32	0.00	20.59	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lanes Complete Street/replace 2 lane rural section
3	6.27	14.32	0.00	20.59	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with Bus Rapid Transit lanes; median included
4	0.00	14.32	12.18	26.50	NW 98th Street	Newberry Road (State Road 26)	NW 39th Avenue	New construction of 4 lanes/ replace a 2-lane rural section
5	6.27	14.32	0.00	20.59	NW 8th Avenue (State Road 20)	NW 6th Street	Main Street	Two Lane reduction/ Complete Streets
6	0.00	14.32	12.18	26.50	Ft. Clark Boulevard	Newberry Road (State Road 26)	NW 23rd Avenue	Widen to 4 lanes/ 2 dedicated transit lanes
7	6.27	14.32	12.18	32.77	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/replace a 2-lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace
8	6.27	14.32	0.00	20.59	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/replace a 2-lane rural section, including bridge over I-75 + Transit Pre-emption Provisions
9	6.27	14.32	0.00	20.59	SW 62nd Boulevard	Newberry Road (State Road 26)	SW 20th Avenue	Widen to 4 lanes with Bus Rapid Transit lanes; median included

Table A6: Multimodal/ Safety Projects- City of Gainesville

Project ID	Multimodal Score	Environmental Protection Score	Total Score	Street	From	To	Type
1	4.25	14.32	18.57	NW 42nd Avenue	NW 13th Street	NW 6th Street	Sidewalk Priority
2	4.25	14.32	18.57	NE 3rd Avenue	NE 25 Street	NE Waldo Road	Bike Boulevard
3	4.00	14.32	18.32	SW 2nd Avenue	S Main Street	SW 6th Street	Protected Bike Lane
4	4.00	14.32	18.32	W University Avenue /(SR 26)	NW 13th Street (US 441)	NW 20th Street	Funded
5	3.50	14.32	17.82	SE / SW 4th Avenue	Williston Road (SR 331)	SW 13th Street (US 441)	One-Way Multimodal Pair
6	3.50	14.32	17.82	SW 62nd Avenue	Williston Road (SR 331)	Archer Road (SR 24)	Multi-Use Trail
7	3.00	14.32	17.32	West University Avenue (SR 26)	NW 6th Street	NW 13th Street (US 441)	Reimagine University Ave
8	3.00	14.32	17.32	Archer Road (SR 24)	SW 13th Street (US 441)	SW 16th Street	Reimagine Archer Rd / SR 24
9	3.00	14.32	17.32	Archer Road (SR 24)	SW 16th Street	Interstate 75	Reimagine Archer Rd / SR 24
10	3.00	14.32	17.32	SW 40th Boulevard	Archer Road	4100 Block (existing)	Sidewalk Priority
11	3.00	14.32	17.32	6th Street Trail Extension	NW 39th Avenue (SR 222)	NW 13th Street (US 441)	Multi-Use Trail
12	3.00	14.32	17.32	SW 34th Street (SR 121)	Williston Road (SR 331)	NW 2nd Avenue (SR 26A)	Widen Sidewalk to 8'
13	3.00	14.32	17.32	SW 13th Street (US 441)	NW 39th Avenue (SR 222)	NW 6th Street (SR 20)	Widen Sidewalk to 8'
14	3.00	14.32	17.32	Williston Road (SR 331)	SE 2nd Avenue	SE 16th Avenue	Multi-Use Trail
15	3.00	14.32	17.32	NW 8th Avenue	NW 34th Street (SR 121)	NW 43rd Street	Widen Sidewalk to 8'
16	3.00	14.32	17.32	SE 2nd Avenue & SE 11th Avenue	Depot Avenue Trail	E University Avenue (SR 26)	Multi-Use Trail
17	3.00	14.32	17.32	SW 40th Boulevard	Archer Road (SR 24)	Terminus of existing trail	Multi-Use Trail
18	3.00	14.32	17.32	Waldo Greenway Upgrade Phase 1	E University Avenue (SR 26)	NE 16th Avenue	Trail Upgrade
19	3.00	14.32	17.32	Kermit Sigmon (Old Archer) Trail	SW 16th Street	SW 34th Street (SR 121)	Trail Upgrade
20	2.50	14.32	16.82	MLK Memorial Hwy (US 441)	NW 53rd Avenue	NW 34th Boulevard (SR 121)	Multi-Use Trail
21	2.50	14.32	16.82	MLK Memorial Hwy (US 441)	NW 6th Street (SR 121)	NW 53rd Avenue	Multi-Use Trail
22	2.50	14.32	16.82	NW 53rd Avenue	ML King Memorial Highway (US 441)	NW 34th Boulevard / SR 121	Multi-Use Trail
23	2.50	14.32	16.82	N 53rd Avenue	NE 15th Street	ML King Memorial Highway (US 441)	Multi-Use Trail
24	2.50	14.32	16.82	East University Avenue (SR 26)	Fred Cone Park (NE 31st Street)	Waldo Road (SR 24)	Reimagine University Ave
25	2.50	14.32	16.82	NW 6th Street (SR 20)	NW 8th Avenue	NW 16th Avenue	Complete Streets Study
26	2.50	14.32	16.82	SW 12th Street	SW 8th Avenue	West University Avenue (SR 26)	One-Way Multimodal Pair
27	2.50	14.32	16.82	SW 35th Place	SW 23rd Ter	existing	Sidewalk Priority
28	2.50	14.32	16.82	SE 9th Street	SE 7th Avenue	SE 12th Avenue	Sidewalk Priority
29	2.50	14.32	16.82	SW 35th Place	SW 32nd Ter	Enclave entrance	Sidewalk Priority
30	2.50	14.32	16.82	SW 40th Boulevard	SW 30th Avenue	3300 Block (existing)	Sidewalk Priority
31	2.50	14.32	16.82	MLK Memorial Hwy (US 441)	NW 34th Boulevard (SR 121)	NW 43rd Street	Multi-Use Trail
32	2.50	14.32	16.82	SW 34th Street (SR 121)	NW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	Multi-Use Trail
33	2.50	14.32	16.82	SW 13th Street (US 441)	NW 23rd Avenue (SR 120)	NW 39th Avenue (SR 222)	Widen Sidewalk to 8'
34	2.50	14.32	16.82	Hawthorne Road (SR 20)	SE 27th Street	E University Avenue (SR 26)	Widen Sidewalk to 8'
35	2.50	14.32	16.82	S Main Street	SE 16th Avenue	Williston Road (SR 311)	Widen Sidewalk to 8'
36	2.50	14.32	16.82	NE 9th Street	E University Avenue / SR 26	NE 23rd Avenue	Funded
37	2.50	14.32	16.82	SE 3rd Avenue	Hawthorne Road (SR 20)	SE 11th Street (SR 331)	Buffered or Protected Bike Lane
38	2.50	14.32	16.82	NE 15th Street	NE 8th Avenue	E University Avenue / SR 26	Buffered or Protected Bike Lane
39	2.50	14.32	16.82	SW 2nd Avenue	SW 6th Street	SW 13th Street (US 441)	Protected Bike Lane

Project ID	Multimodal Score	Environmental Protection Score	Total Score	Street	From	To	Type
40	2.50	14.32	16.82	NW 8th Avenue (SR 20)	NW 4th Street	NW 6th Street	Funded
41	2.50	14.32	16.82	NW 8th Avenue (SR 20)	N Main Street	NW 4th Street	Funded
42	2.50	14.32	16.82	SW 40th Boulevard	Hogtown Boardwalk	Archer Road (SR 24)	Multi-Use Trail
43	2.50	14.32	16.82	NE 31st Avenue	NE Waldo Road (SR 24)	NE 15th Street	Funded
44	2.50	14.32	16.82	NW 43rd Street	NW 8th Avenue	NW 53rd Avenue	Widen Sidewalk to 8'
45	2.50	14.32	16.82	SW 13th Street (US 441)	Archer Road (SR 24)	Museum Road	Multi-Use Trail
46	2.50	14.32	16.82	Newberry Road (SR 26)	NW 43rd Street	NW 8th Avenue	Widen Sidewalk to 8'
47	2.50	14.32	16.82	NW 43rd Street	Newberry Road (SR 26)	NW 8th Avenue	Widen Sidewalk to 8'
48	2.50	14.32	16.82	Newberry Road (SR 26)	NW 38th Street	NW 43rd Street	Funded
49	2.25	14.32	16.57	Waldo Greenway Extension	NE 47th Avenue	Northern City Limits	Multi-Use Trail
50	2.25	14.32	16.57	Hawthorne Road (SR 20)	SE 43rd Street	SE 27th Street	Multi-Use Trail
51	2.25	14.32	16.57	NW 43rd Street	NW 53rd Avenue	NW 43rd Way	Multi-Use Trail
52	2.25	14.32	16.57	NE 15th Street	NE 53rd Avenue	NE 31st Avenue	Multi-Use Trail
53	2.00	14.32	16.32	SW 6th Street	SW Depot Avenue	SW 16th Avenue	Complete Street Reconstruction
54	2.00	14.32	16.32	West University Avenue (SR 26)	NW 2nd Street	NW 6th Street	Reimagine University Ave
55	2.00	14.32	16.32	East University Avenue (SR 26)	Waldo Road (SR 24)	SW 2nd Street	Reimagine University Ave
56	2.00	14.32	16.32	N Main Street (gap)	N 16th Avenue	N 1800 block	Sidewalk Priority
57	2.00	14.32	16.32	SW 4th Avenue	SW 3rd Street	SW 5th Street	Sidewalk Priority
58	2.00	14.32	16.32	NW 23rd Boulevard	NW 22nd Street	Gaineswood Entrance	Sidewalk Priority
59	2.00	14.32	16.32	NW 23rd Boulevard	NW 22nd Street	Gaineswood Entrance	Sidewalk Priority
60	2.00	14.32	16.32	SW 34th Street (SR 121)	NW 8th Avenue	NW 16th Avenue	Widen Sidewalk to 8'
61	2.00	14.32	16.32	SW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue (SR 120)	Widen Sidewalk to 8'
62	2.00	14.32	16.32	SW 13th Street (US 441)	NW 10th Avenue	NW 16th Avenue	Widen Sidewalk to 8'
63	2.00	14.32	16.32	NW 43rd Street	NW 73rd Avenue	ML King Memorial Hwy (US 441)	Multi-Use Trail
64	2.00	14.32	16.32	Glen Springs Braid Trail	NW 16th Ter	NW 34th Street	Multi-Use Trail
65	2.00	14.32	16.32	SE 7th Avenue	SE 15th Street	SE 11th Street (SR 331)	Bike Lane
66	2.00	14.32	16.32	Newberry Road (SR 26)	NW 8th Avenue	NW 62nd Street	Widen Sidewalk to 8'
67	2.00	14.32	16.32	N 23rd Avenue (SR 120)	6th Street Rail Trail Extension	NW 6th Street	Widen Sidewalk to 8'
68	2.00	14.32	16.32	NW 16th Avenue	6th Street Trail	NW 6th Street	Widen Sidewalk to 8'
69	2.00	14.32	16.32	SW 13th Street (US 441)	Inner Road	W University Avenue (SR 26)	Multi-Use Trail
70	2.00	14.32	16.32	NW 8th Avenue	NW 43rd Street	Newberry Road (SR 26)	Widen Sidewalk to 8'
71	2.00	14.32	16.32	NW 16th Avenue Trail	N Main Street	6th Street Trail	Multi-Use Trail
72	2.00	14.32	16.32	NW 16th Avenue	NW 6th Street	NW 13th Street (US 441)	Widen Sidewalk to 8'
73	2.00	14.32	16.32	N 23rd Avenue (SR 120)	NW 6th Street	NW 13th Street (US 441)	Widen Sidewalk to 8'
74	1.75	14.32	16.07	NW 6th Street (SR 20)	NW 39th Avenue (SR 222)	NW 13th Street (US 441)	Complete Streets Study
75	1.75	14.32	16.07	NW 34th Boulevard (SR 121)	NW 53rd Avenue	ML King Memorial Hwy (US 441)	Widen Sidewalk to 8'
76	1.75	14.32	16.07	SW 34th Street (SR 121)	NW 39th Avenue (SR 222)	NW 53rd Avenue	Widen Sidewalk to 8'
77	1.75	14.32	16.07	SW 34th Street (SR 121)	NW 16th Avenue	NW 39th Avenue (SR 222)	Widen Sidewalk to 8'
78	1.75	14.32	16.07	NE 39th Avenue (SR 222)	Placeanned Koppers Trail	NW 6th Street (SR 20)	Widen Sidewalk to 8'
79	1.75	14.32	16.07	NE 39th Avenue (SR 222)	Regional Juvenile Detention Center	NW 6th Street (SR 20)	Widen Sidewalk to 8'
80	1.75	14.32	16.07	NE 39th Avenue (SR 222)	NW 6th Street (SR 20)	NW 43rd Street	Widen Sidewalk to 8'

Project ID	Multimodal Score	Environmental Protection Score	Total Score	Street	From	To	Type
81	1.75	14.32	16.07	NE 25th Street	NE 8th Avenue	E University Avenue (SR 26)	Buffered or Protected Bike Lane
82	1.75	14.32	16.07	SE 43rd Street	E University Avenue (SR 26)	SE Hawthorne Road (SR 20)	Multi-Use Trail
83	1.63	14.32	15.95	MLK Memorial Hwy (US 441)	NW 43rd Street	Deerhaven Trail	Multi-Use Trail
84	1.50	14.32	15.82	NW 6th Street (SR 20)	NW 16th Avenue	NW 39th Avenue (SR 222)	Complete Streets Study
85	1.50	14.32	15.82	Williston Road (SR 331)	SW 34th Street (SR 121)	SW 41st Boulevard (Fred Bear Dr)	Multi-Use Trail
86	1.50	14.32	15.82	Williston Road (SR 331)	S Main Street	SW 13th Street (US 441)	Widen Sidewalk to 8'
87	1.50	14.32	15.82	NE 27th Avenue	NE 55th Boulevard	NE 39th Boulevard / SR 222	Funded
88	1.50	14.32	15.82	NE 9th Street	NE 31st Avenue	NE 23rd Avenue	Bike Boulevard
89	1.50	14.32	15.82	N 23rd Avenue (SR 120)	Waldo Road (SR 24)	6th Street Rail Trail Extension	Widen Sidewalk to 8'
90	1.00	14.32	15.32	Pine Ridge South Trail	NW 53rd Avenue	NW 45th Avenue	Multi-Use Trail
91	3.50	7.16	10.66	SW 24th Avenue	I-75 overpass	SW 75th Street (Tower Road)	Multi-Use Trail
92	3.00	7.16	10.16	Williston Road (gap)	SW 16th Avenue	Existing	Sidewalk Priority
93	3.00	7.16	10.16	NW 8th Avenue	NW 18th Ter	NW 23rd Street	Multi-Use Trail
94	3.00	7.16	10.16	SW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	SW 23rd Street	Widen Sidewalk to 8'
95	3.00	7.16	10.16	SE 22nd Avenue / SE 4th Street	SE 15th Street	Williston Road (SR 331)	Widen Sidewalk to 8'
96	2.50	7.16	9.66	SW 34th Street (SR 121)	W University Avenue (SR 26)	NW 8th Avenue	Widen Sidewalk to 8'
97	2.25	7.16	9.41	SE 13th Avenue	SE 15th Street	Williston Road (SR 331)	Multi-Use Trail
98	2.00	7.16	9.16	NW 22nd Street	NW 8th Avenue	NW 16th Avenue	Sidewalk Priority
99	2.00	7.16	9.16	NW 23rd Avenue Trail (NW 34th to Glen Springs Connection)	NW 23rd Avenue	NW 23rd Ter	Multi-Use Trail
100	2.00	7.16	9.16	SW 13th Street (US 441)	Museum Road	Inner Road	Funded
101	2.00	7.16	9.16	NW 22nd Street	NW 16th Avenue	NW 8th Avenue	Multi-Use Trail
102	1.75	7.16	8.91	SE 15th Street Trail	Boulevard Springs Park	SE 7th Avenue	Funded
103	1.63	7.16	8.79	NE 53rd Avenue	Waldo Road (SR 24)	ML King Memorial Hwy (US 441)	Multi-Use Trail
104	1.63	7.16	8.79	Deerhaven Trail (SR 121)	NW 128th Ln	SR 121 @ CR 231 SPLIT	Multi-Use Trail
105	1.50	7.16	8.66	SW 63rd Boulevard	Archer Road (SR 24)	SW 41st Place	Multi-Use Trail
106	1.50	7.16	8.66	Williston Road (SR 331)	Entrance to Sweetwater Wetlands Park	S Main Street	Widen Sidewalk to 8'
107	1.13	7.16	8.29	Williston Road (SR 331)	SW 41st Boulevard (Fred Bear Dr)	SW 62nd Boulevard	Widen Sidewalk to 8'
108	1.00	7.16	8.16	E University Avenue (SR 26)	SE 43rd Street	SE 31st Street	Multi-Use Trail

Table A7: Multimodal/ Safety Projects- Alachua County

Project ID	Multimodal Score	Environmental Protection Score	Total Score	Street	From	To	Type
1	4.00	14.32	18.32	To Eastside Activity Center			Express Transit
2	3.50	14.32	17.82	SW 20th Avenue	SW 61st Street	SW 52nd Street	Complete Street
3	3.00	14.32	17.32	SW Archer Road	SW 91st Terrace	SW 45th Street	Dedicated Transit Line
4	3.00	14.32	17.32	SW 75 Street	SW Archer Road	W University Avenue	Shared Transit Line
5	3.00	14.32	17.32	Archer Road/SR 24	SW 122nd Street	SW 75th Street	Buffered Bike Lane
6	3.00	14.32	17.32	Newberry/ Jonesville Express			Express Transit
7	3.00	14.32	17.32	Santa Fe/ Tower Express			Express Transit
8	3.00	14.32	17.32	Haile Plantation Express			Express Transit
9	2.50	14.32	16.82	Santa Fe/ Tower Express			Express Transit
10	2.50	14.32	16.82	NW 23 Avenue	Fort Clark Boulevard	NW 83rd Street	Shared Transit Line
11	2.50	14.32	16.82	SW 45 Street	SW Archer Road	South of SW 36th Road	Dedicated Transit Line
12	2.50	14.32	16.82	SW 75 Street	W University Avenue	W Newberry Road	Shared Transit Line
13	2.25	14.32	16.57	SE HAWTHORNE Road	SE 43rd Street	SE 27th Street	Dedicated Transit Line
14	2.25	14.32	16.57	NE WALDO Road	Gainesville Regional Airport	NE 63rd Avenue	Dedicated Transit Line
15	2.25	14.32	16.57	SW 20th Avenue	NW 83rd Street	NW 51st Street	Multi-Use Path
16	2.25	14.32	16.57	Hawthorne Road/SR 20	SE 8th Avenue	SE 43rd Street	Multi-Use Path
17	2.25	14.32	16.57	Waldo Road/SR 24	Gainesville Regional Airport	US 301	Multi-Use Path
18	2.00	14.32	16.32	W Newberry Road	NW 143rd Street	I-75	Dedicated Transit Line
19	1.75	14.32	16.07	SW 122 Street	SW 31st Avenue	W University Avenue	Dedicated Transit Line
20	1.75	14.32	16.07	NW 122 Street	W University Avenue	NW 17th Avenue	Dedicated Transit Line
21	1.63	14.32	15.95	CR 234	US 441	SE Hawthorne Road	Multi-Use Path
22	1.63	14.32	15.95	SR 26	US 301	West Boulevard	Multi-Use Path
23	1.63	14.32	15.95	SR 26	NE County Road 234	US 301	Multi-Use Path
24	1.63	14.32	15.95	US 301	SE 71st Avenue	SE County Road 219A	Multi-Use Path
25	1.63	14.32	15.95	CR 219A	US 301	NE State Road 26	Multi-Use Path
26	1.50	14.32	15.82	NW 83 Street	NW 23rd Avenue	NW 39th Avenue	Dedicated Transit Line
27	1.50	14.32	15.82	CR 234	SE Hawthorne Road	NE State Road 26	Multi-Use Path
28	1.50	14.32	15.82	SW 75th Street	SW 75th Way	SW 73rd Avenue	Multi-Use Path
29	1.50	14.32	15.82	Williston Road/SR 121	I-75	SW 34th Street	Multi-Use Path
30	1.50	14.32	15.82	E University/SR 26	NE 24th Street	SE 43rd Street	Multi-Use Path
31	1.50	14.32	15.82	E University/SR 26	SE 43rd Street	E University Avenue	Multi-Use Path
32	1.13	14.32	15.45	NW 143rd St	NW 39th Avenue	Millhopper Road	Multi-Use Path
33	1.13	14.32	15.45	Williston Road/SR 121	SW 85th Avenue	SW 62nd Avenue	Multi-Use Path
34	1.00	14.32	15.32	Williston Road/SR 121	SW 41st Road	I-75	Multi-Use Path
35	0.63	14.32	14.95	Newberry Road/SR 26	SW 170th Street	SW 143rd Street	Multi-Use Path
36	2.25	7.16	9.41	SW 91 Street	SW Archer Road	SW 46th Boulevard	Dedicated Transit Line
37	2.00	7.16	9.16	Hawthorne Road/SR 20	SE 43rd Street	Lake Shore Drive	Multi-Use Path

Project ID	Multimodal Score	Environmental Protection Score	Total Score	Street	From	To	Type
38	1.75	7.16	8.91	SE 43 Street	SE Hawthorne Road	SE 11th Place	Dedicated Transit Line
39	1.13	7.16	8.29	SR 26	West Boulevard	Quail Street	Multi-Use Path
40	0.75	7.16	7.91	Fort Clarke Boulevard	NW 15th Place	NW 23rd Avenue	Dedicated Transit Line
41	0.75	7.16	7.91	Haile Plantation Express			Express Transit

Table A8: Safety Projects

Project ID	Safety Score	Preservation Score	Environmental Protection Score	Total Score	Street	From	To	Type
1	13.37	0	14.32	27.69	SW 13th Street (US 441)	Williston Road (SR 331)	SW 16th Street	Safety Enhancement
2	13.37	0	14.32	27.69	SW 13th Street (US 441)	SW 16th Street	W University Boulevard (SR 26)	Safety Enhancement
3	8.91	0	14.32	23.23	NW 13th Street (US 441)	NW8th Avenue	NW 16th Avenue	Safety Enhancement
4	8.91	0	14.32	23.23	NW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue	Safety Enhancement
5	8.91	0	14.32	23.23	SW 13th Street (US 441)	W University Boulevard (SR 26)	NW 8th Avenue	Safety Enhancement
6	4.46	0	14.32	18.78	NE 8th Avenue	NE 11th Street	North Main Street	Safety Enhancement
7	4.46	0	14.32	18.78	NE 8th Avenue	Waldo Road (SR 24)	NE 11th Street	Safety Enhancement

Table A9: Connectivity Projects

Project ID	Connectivity Score	Street	From	To	Type
1	2	New Street			New Roads
2	2	SW 47th Avenue Extension (Phase 1 New Street) (Extension includes part of SW 29th Dr)	SE Williston Road (SR 331)	SW 34th Street (SR 121)	New Roads
3	1	New Street	Bledsoe Drive	Hull Road	New roadway from Bledsoe Dr to Hull Road with new intersection at SW 34th Street
4	1	Fletcher Drive			Conversion of Fletcher Dr to one way southbound with cycle track and Buckman Dr one way northbound with cycle track
5	1	NW 122nd Street			New Roads
6	1	SW 63rd Boulevard			New Roads
7	1	SW 69th Street			New Roads
8	1	New Street			New Roads
9	1	New Street			New Roads
10	1	SW 44th Street			New Roads
11	1	SE 20th Street Extension (New Street)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads
12	1	SE 15th Avenue Extension (New Street)	SE 15th Avenue (Existing Eastern Terminus)	SE 27th Avenue	New Roads
13	1	SW 35th Terrace Extension (New Street)	SW 35th Terrace (Existing Southern Terminus)	SW 47th Avenue	New Roads
14	1	SW 40th Boulevard Connector	SW 62nd Boulevard	SW 40th Boulevard (Existing Northern Terminus)	New Roads
15	1	SW 37th Street (New Street)	SW 39th Boulevard	SW 40th Boulevard	New Roads
16	1	SW 49th Street (New Street)	SW 51st Drive	SW 62nd Boulevard	New Roads
17	1	SW 55th Terrace Extension (New Street)	SW 55th Terrace	SW 62nd Ave	New Roads
18	1	SW 63rd Boulevard Extension (New Road)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	New Roads
19	0	New roundabout at intersection of Hull Road and Mowry Road			New Roads
20	0	New Street			New Roads
21	0	New Street			New Roads
22	0	New Street			New Roads
23	0	SE 10th Avenue Extension (New Street)	SE 7th Street Extension (New Street)	SE 4th Street	New Roads
24	0	SE 21st Street Extension (New Street)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads
25	0	SE 7th Street Extension (New Street)	SE Depot Avenue	SE 11th Place	New Roads
26	0	SW 47th Avenue Extension (Phase 2 New Street)	SW 47th Avenue Extension (Phase 1 New Street)	SW 40th Place (Existing Western Terminus)	New Roads
27	0	Hull Rd Extension (Phase 1)	Hull Road (Existing Western Terminus)	SW 43rd Street	New Roads
28	0	SE 22nd Avenue Extension (New Street)	SE 21st Street Extension (New Street)	SE 15th Street	New Roads
29	0	SW 13th Rd Extension (New Street)	South Main Street	SW 6th Street	New Roads
30	0	SW 10th Avenue Extension (New Street)	South Main Street	SW 6th Street	New Roads
31	0	SW 57th Rd (New Road)	SW 63rd Boulevard	SW 75th Street	New Roads
32	0	SW 57th Avenue (New Road)	SW 49th Street (New Street)	SW 63rd Boulevard	New Roads
33	0	SW 73rd Avenue Extension (New Road)	Williston Road (SR 331)	SW 75th Street	New Roads

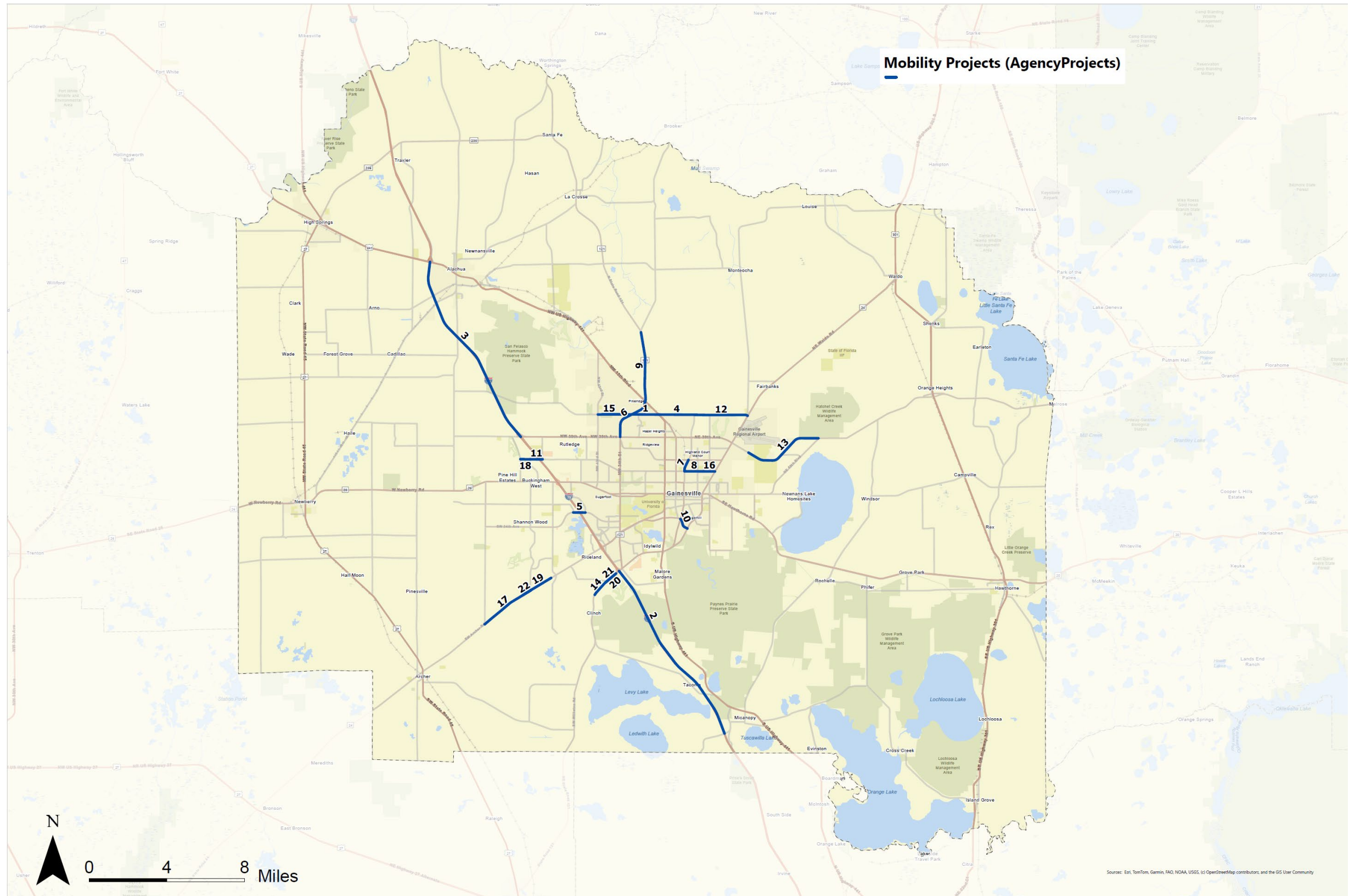


Figure A5: Mobility Agency Projects

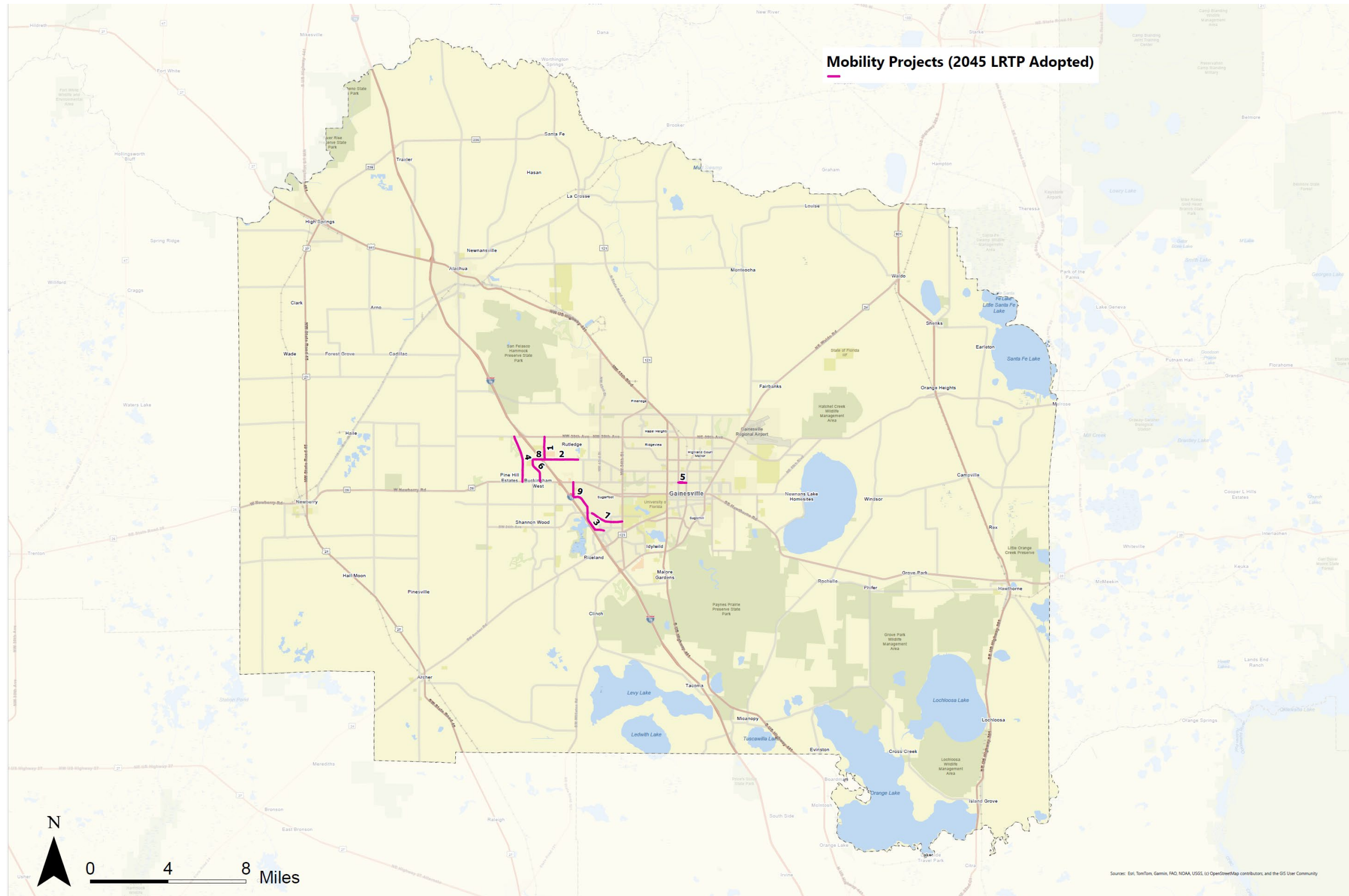


Figure A6: Mobility 2045 LRTP Projects

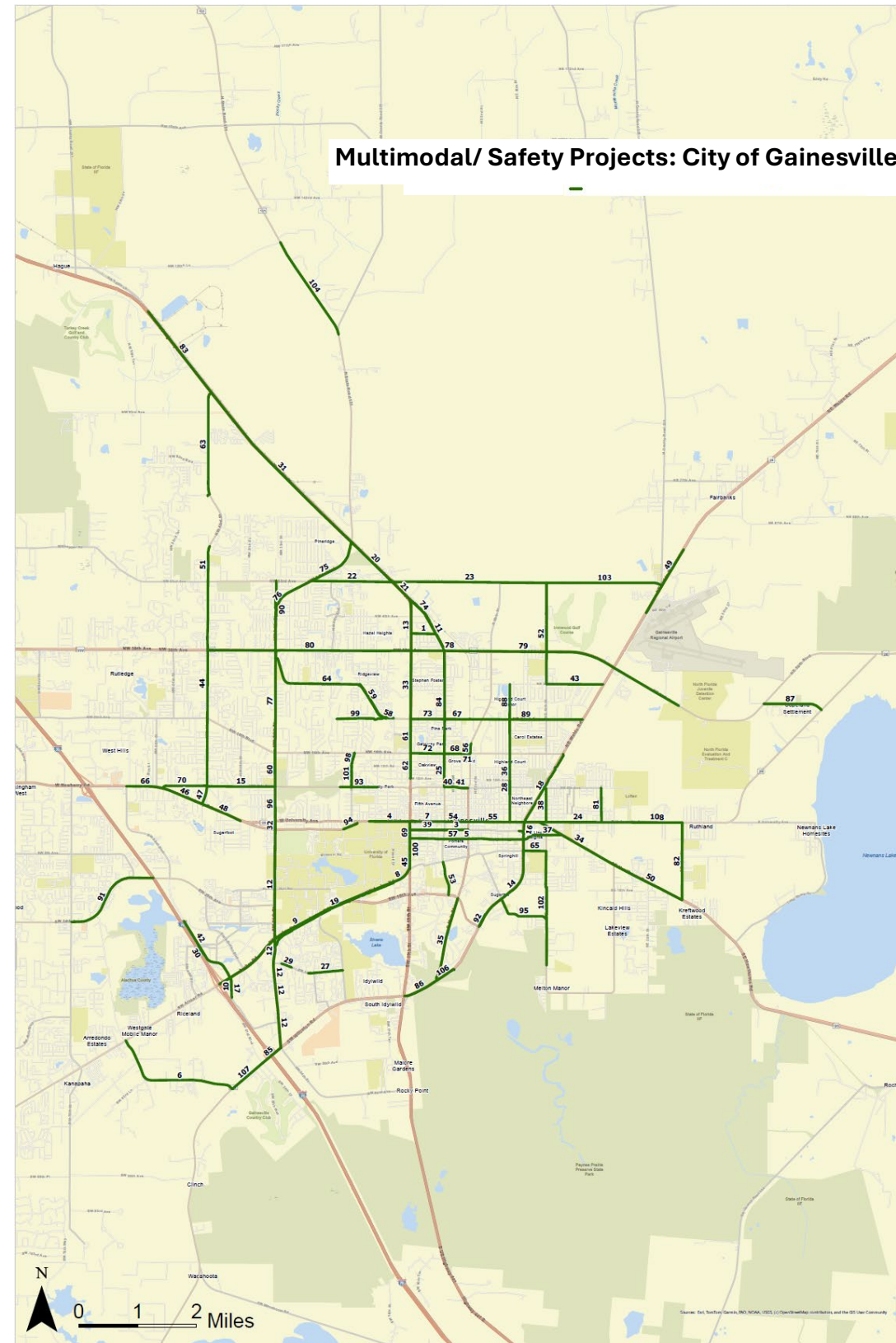


Figure A7: Multimodal/ Safety Projects- City of Gainesville

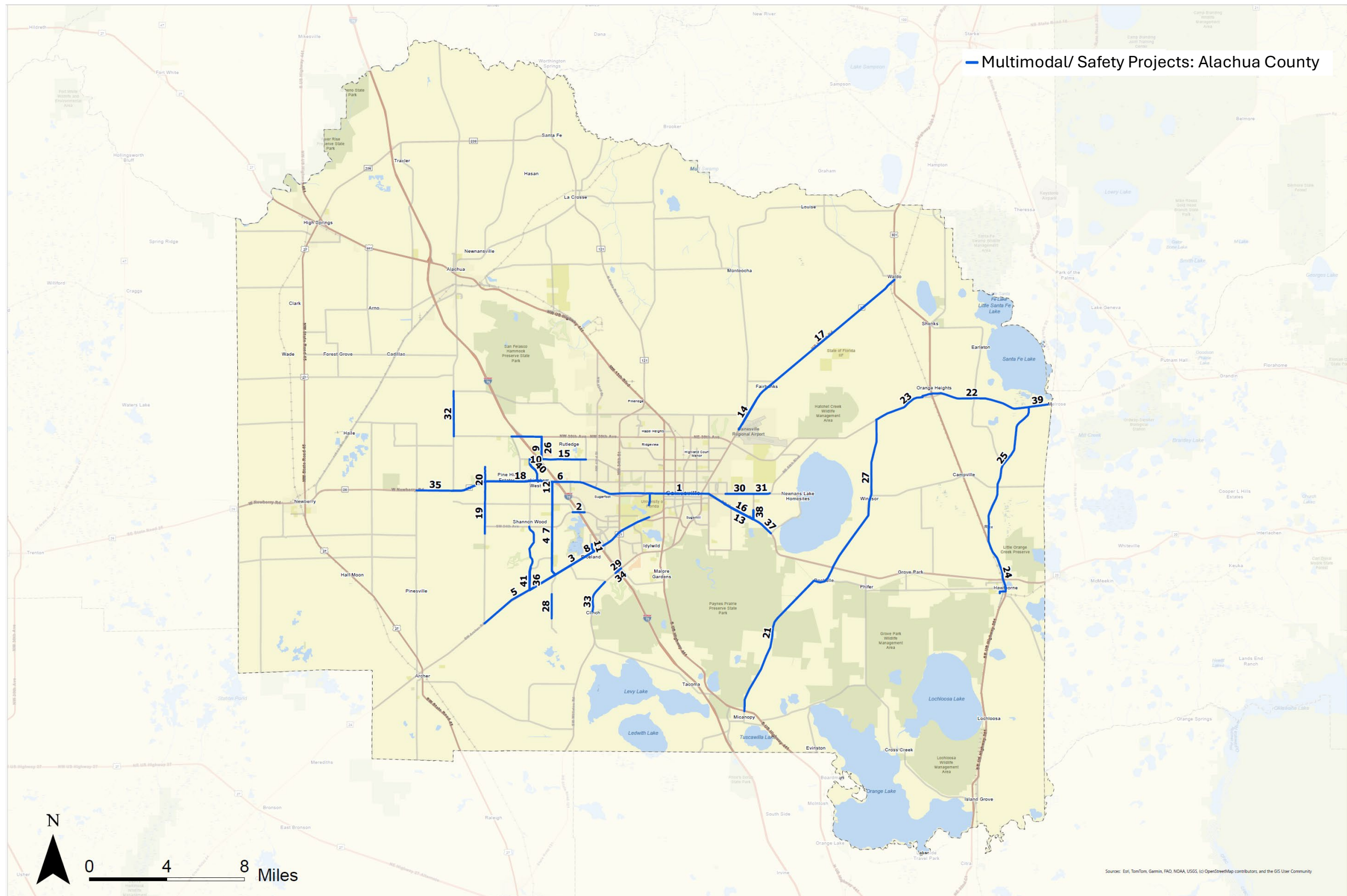


Figure A8: Multimodal/ Safety Projects- Alachua County

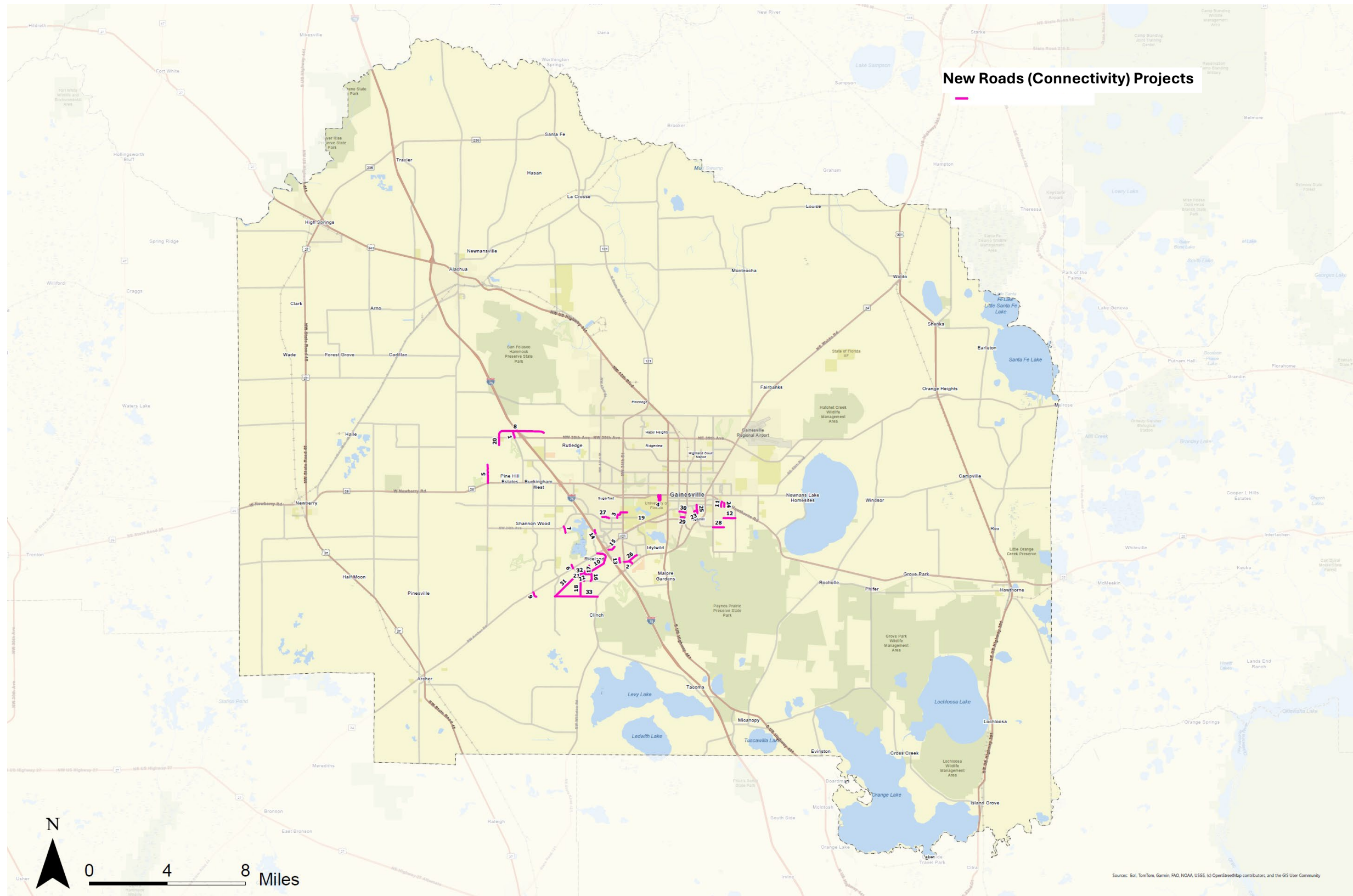


Figure A9: New Roads (Connectivity) Projects

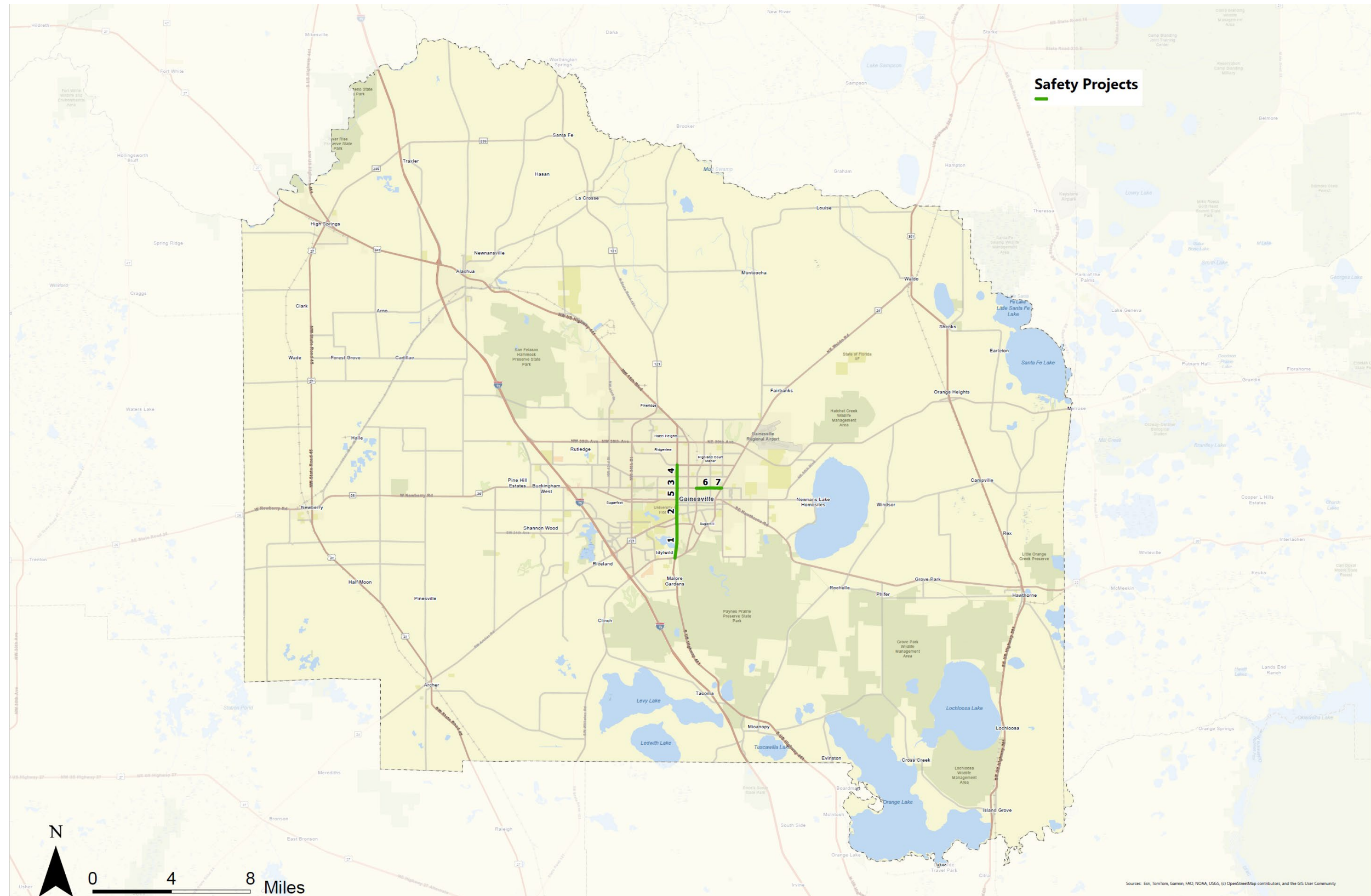


Figure A10: Safety Projects



VII. Action Item C



Metropolitan Transportation Planning Organization For the Gainesville and Alachua County Area

May 21, 2025

MEETING MEMORANDUM

To: Technical Advisory Committee/
Citizens Advisory Committee

From: Brad Thoburn

Subject: **GMTPO SU Funding Plan**

RECOMMENDATION

It is recommended that the Technical Advisory Committee and the Citizens Advisory Committee approve the GMTPO SU Funding Plan. The agreement will be presented to the board for adoption on June 2, 2025.

BACKGROUND

The Metropolitan Transportation Planning Organization for Gainesville and Alachua County Area (GMTPO) prioritizes project funding for surface transportation projects. The Florida Department of Transportation has updated their SU Funding Plan with three new projects. The SU Funding Plan has been provided for review and comment. It will be presented to the Metropolitan Transportation Planning Organization Board for adoption on June 2, 2025.

The SU Funding Plan is attached.

Attachment

Gainesville MTPO SU Funding Plan

5/1/2025

SU Funded Projects	Project Number	Funded Thru Phase	Project Description
SR 26 from NW 34th St to SE 31st Street	215599-4	Design FY 24/25	Complete Streets
SR 24 from NE 3 rd Ave to SR 222 (NE 39th Ave)	427326-5	CST FY 24/25	Intersection Improvement
US 441 from Archer Rd to Museum Rd	435891-3	CST FY 25/26	Intersection/Multiuse Path
SR 26 from NW 43rd Street to SW 38th Street	441046-2	CST FY 28/29	Add Bike Lanes
SR 26 from SW 38 th Street to Gale Lemerand Dr (Priority #4)	207817-5	CST FY 26/27	Ped Upgrades added to Resurfacing
NW 143rd Street from Newberry Rd to NW 39 th Avenue (Priority #6)		PD&E FY 26/27	Construct a Multiuse path
US 441 at Stadium Rd (Priority #5)		Design FY 27/28 CST FY 29/30	Ped Intersection Modification

Red = New Project



Metropolitan Transportation Planning Organization
For the Gainesville and Alachua County Area

VII. Action Item D



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

May 21, 2025

MEETING MEMORANDUM

To: Technical Advisory Committee/
Citizens Advisory Committee

From: Brad Thoburn

Subject: **Intergovernmental Coordination and Review**

RECOMMENDATION

It is recommended that the Technical Advisory Committee and the Citizens Advisory Committee review and approve the updated Intergovernmental Coordination and Review. It will be presented to the board for adoption on June 2, 2025.

BACKGROUND

The Intergovernmental Coordination and Review (ICAR) outlines the responsibilities between multiple regional governmental entities and the Florida Department of Transportation. The governmental entities represented in the ICAR include the MTPO, the North Central Florida Regional Planning Council, the City of Gainesville's Regional Transit System (RTS), the Gainesville-Alachua County Regional Airport Authority, and the University of Florida. The ICAR is a federal mandate whose intent is to ensure collaboration between these regional and state entities in local and regional planning efforts for the Gainesville and Alachua County area. The document primarily outlines responsibilities related to drafting and updating MTPO documents while ensuring there are no inconsistencies between the MTPO and other local governmental organizations and outlines a dispute resolution process.

The updated Draft ICAR is attached.

Attachment

**INTERGOVERNMENTAL COORDINATION AND REVIEW
AND**

PUBLIC TRANSPORTATION COLLABORATIVE PLANNING AGREEMENT

THIS INTERGOVERNMENTAL COORDINATION AND REVIEW AND PUBLIC TRANSPORTATION COLLABORATIVE PLANNING AGREEMENT is made and entered into on this [insert day of month] day of [insert month], 2025, by and between the FLORIDA DEPARTMENT OF TRANSPORTATION (Department); the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; the North Central Florida Regional Planning Council; City of Gainesville - Regional Transit System; and the Gainesville-Alachua County Regional Airport Authority; collectively referred to as the Parties.

RECITALS

WHEREAS, the Federal Government, under the authority of 23 United States Code (USC) § 134 and 49 USC § 5303 and any subsequent applicable amendments, requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process in designated urbanized areas to develop and implement plans and programs consistent with the comprehensively planned development of the metropolitan area;

WHEREAS, 23 USC § 134, 49 USC § 5303, and Section 339.175, Florida Statutes (F.S.), provide for the creation of metropolitan planning organizations to develop transportation plans and programs for urbanized areas;

WHEREAS, 23 Code of Federal Regulations (CFR) § 450 requires that the State, the Metropolitan Planning Organization, and the operators of publicly owned transportation systems shall enter into an agreement clearly identifying the responsibilities for cooperatively carrying out such transportation planning (including multimodal, systems-level corridor and subarea planning studies pursuant to 23 CFR § 450) and programming;

WHEREAS, pursuant to Section 20.23, F.S., the Department has been created by the State of Florida, and the Department has the powers and duties relating to transportation, as outlined in Section 334.044, F.S.;

WHEREAS, pursuant to 23 USC § 134, 49 USC § 5303, 23 CFR § 450, and Section 339.175 F.S., the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, herein after referred to as the MPO, has been designated and its membership apportioned by the Governor of the State of Florida, with the agreement of the affected units of general purpose local government, to organize and establish the Metropolitan Planning Organization;

WHEREAS, pursuant to Section 339.175 F.S., the MPO shall execute and maintain an agreement with the metropolitan and regional intergovernmental coordination and review agencies serving the Metropolitan Planning Area;

WHEREAS, the agreement must describe the means by which activities will be coordinated and specify how transportation planning and programming will be part of the comprehensively planned development of the Metropolitan Planning Area;

WHEREAS, pursuant to Section 186.505, F.S., the RPC is to review plans of metropolitan planning organizations to identify inconsistencies between those agencies' plans and applicable local government comprehensive plans adopted pursuant to Chapter 163, F.S.;

WHEREAS, the RPC, pursuant to Section 186.507, F.S., is required to prepare a Strategic Regional Policy Plan, which will contain regional goals and policies that address regional transportation issues;

WHEREAS, based on the RPC statutory mandate to identify inconsistencies between plans of metropolitan planning organizations and applicable local government comprehensive plans, and to prepare and adopt a Strategic Regional Policy Plan, the RPC is appropriately situated to assist in the intergovernmental coordination of the transportation planning process;

WHEREAS, pursuant to Section 186.509, F.S., the RPC has adopted a conflict and dispute resolution process;

WHEREAS, the purpose of the dispute resolution process is to reconcile differences in planning and growth management issues between local governments, regional agencies, and private interests;

WHEREAS, the Parties hereto have determined that the voluntary dispute resolution process can be useful in resolving conflicts and disputes arising in the transportation planning process;

WHEREAS, pursuant to 23 CFR § 450 and Section 339.175, F.S., the MPO must execute and maintain an agreement with the operators of public transportation systems, including transit systems, commuter rail systems, airports, seaports, and spaceports, describing the means by which activities will be coordinated and specifying how public transit, commuter rail, aviation, and seaport planning (including multimodal, systems-level corridor and subarea planning studies pursuant to 23 CFR § 450) and programming will be part of the comprehensively planned development of the Metropolitan Planning Area;

WHEREAS, it is in the public interest that the MPO, operators of public transportation systems, including transit systems, commuter rail systems, port and aviation authorities, jointly pledge their intention to cooperatively participate in the planning and programming of transportation improvements within this Metropolitan Planning Area;

WHEREAS, the Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement, dated enter date, is hereby replaced and superseded in its entirety by this Agreement.

WHEREAS, the undersigned Parties have determined that this Agreement satisfies the requirements of and is consistent with 23 CFR § 450 and Section 339.175, F.S.; and

WHEREAS, the Parties to this Agreement desire to participate cooperatively in the performance, on a continuing basis, of a cooperative, and comprehensive transportation planning process to assure that highway facilities, transit systems, bicycle and pedestrian facilities, rail systems, air transportation, and other facilities will be located and developed in relation to the overall plan of community development.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the Parties desiring to be legally bound, do agree as follows:

ARTICLE 1

RECITALS AND DEFINITIONS

1.01. **Recitals.** Each and all of the foregoing recitals are incorporated herein and acknowledged to be true and correct. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.

1.02. **Definitions.** The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

- (a) **Agreement** means this instrument, as may be amended from time to time.
- (b) **Corridor or Subarea Study** means studies involving major investment decisions or as otherwise identified in 23 CFR § 450.
- (c) **Department** means the Florida Department of Transportation, an agency of the State of Florida, created pursuant to Section 20.23, F.S.
- (d) **FHWA** means the Federal Highway Administration.
- (e) **Long Range Transportation Plan (LRTP)** means the 20-year transportation planning horizon which identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation activities; and, in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plan, all as required by 23 USC § 134, 49 USC § 5303, 23 CFR § 450, and Section 339.175, F.S.
- (f) **Metropolitan Planning Area** means the planning area as determined by agreement between the MPO and the Governor for the urbanized areas designated by the United States Bureau of the Census as described in 23 USC § 134, 49 USC § 5303, and Section 339.175, F.S., and including the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, which shall be subject to the Metropolitan Planning Organization's planning authority.
- (g) **Metropolitan Planning Organization (MPO)** means the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area formed pursuant to Interlocal Agreement as described in 23 USC § 134, 49 USC § 5303, and Section 339.175, F.S. This may also be referred to as a Transportation Planning Organization (TPO).
- (h) **Regional Planning Council (RPC)** means the North Central Florida Regional Planning Council created pursuant to Section 186.504, F.S., and identified in Rule 29C, F.A.C.
- (i) **Transportation Improvement Program (TIP)** means the staged multi-year program of transportation improvement projects developed by a Metropolitan Planning Organization consistent with the Long Range Transportation Plan, developed pursuant to 23 USC §§ 134 and 450, 49 USC § 5303, and Section 339.175, F.S.
- (j) **Unified Planning Work Program (UPWP)** means a biennial program developed in cooperation with the Department and public transportation providers, that identifies the

planning priorities and activities to be carried out within a metropolitan planning area to be undertaken during a 2-year period, together with a complete description thereof and an estimated budget, as required by 23 CFR § 450.308(c), and Section 339.175, F.S.

ARTICLE 2

PURPOSE

2.01. Coordination with public transportation system operators. This Agreement is to provide for cooperation between the Parties in the development and preparation of the UPWP, the TIP, the LRTP, and any applicable Corridor or Subarea Studies.

2.02. Intergovernmental coordination; Regional Planning Council. Further, this Agreement is to provide a process through the RPC for intergovernmental coordination and review and identification of inconsistencies between proposed MPO transportation plans and local government comprehensive plans adopted pursuant to Chapter 163, F.S., and reviewed by the Division of Community Development within the Florida Department of Economic Opportunity.

2.03. Dispute resolution. This Agreement also provides a process for conflict and dispute resolution through the RPC.

ARTICLE 3

COOPERATIVE PROCEDURES FOR PLANNING AND PROGRAMMING WITH OPERATORS OF PUBLIC TRANSPORTATION SYSTEMS

3.01. Cooperation with operators of public transportation systems; coordination with local government approved comprehensive plans.

- (a) The MPO shall cooperate with the City of Gainesville - Regional Transit System and the Gainesville-Alachua County Regional Airport Authority to optimize the planning and programming of an integrated and balanced intermodal transportation system for the Metropolitan Planning Area.
- (b) The MPO shall implement a continuing, cooperative, and comprehensive transportation planning process that is consistent, to the maximum extent feasible, with port and aviation master plans, and public transit development plans of the units of local governments whose boundaries are within the Metropolitan Planning Area.
- (c) As a means towards achievement of the goals in paragraphs (a) and (b) and in an effort to coordinate intermodal transportation planning and programming, the MPO may include, but shall include if within a transportation management area, as part of its membership officials of agencies that administer or operate major modes or systems of transportation, including but not limited to transit operators, sponsors of major local airports, maritime ports, and rail operators per Federal regulations. The representatives of the major modes or systems of transportation may be accorded voting or non-voting advisor status. In the Metropolitan Planning Area if authorities or agencies are created by law to perform transportation functions and are not under the jurisdiction of a general purpose local government represented on the MPO, the MPO may request the Governor to designate said authority or agency as a voting member of the MPO in accordance with the requirements of Section 339.175, F.S. If the new member would significantly alter local government representation in the MPO, the MPO shall propose a revised apportionment plan to the Governor to ensure voting

membership on the MPO to be an elected official representing public transit authorities which have been, or may be, created by law.

The MPO shall ensure that representatives of ports, transit authorities, rail authorities, and airports within the Metropolitan Planning Area are provided membership on the MPO Technical Advisory Committee.

3.02. Preparation of transportation related plans.

- (a) Although the adoption or approval of the UPWP, the TIP, and the LRTP is the responsibility of the MPO, development of such plans or programs shall be viewed as a cooperative effort involving the Parties to this Agreement. In developing its plans and programs, the MPO shall solicit the comments and recommendations of the other Parties to this Agreement in the preparation of such plans and programs.
- (b) When preparing the UPWP, the TIP, or the LRTP, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO shall provide notice to all other Parties to this Agreement to advise them of the scope of the work to be undertaken and inviting comment and participation in the development process. The MPO shall ensure that the chief operating officials of the other Parties receive written notice at least 15 days prior to the date of all public workshops and hearings, or within the specified number of days per MPO bylaws or public participation plan, relating to the development of such plans and programs.
- (c) Local government comprehensive plans.
 - (1) In developing the TIP, the LRTP, or Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO and Transportation Authorities shall review for consistency for each local government in the Metropolitan Planning Area:
 - (i) each comprehensive plan's future land use element;
 - (ii) the goals, objectives, and policies of each comprehensive plan; and
 - (iii) the zoning, of each local government in the Metropolitan Planning Area.
 - (2) Based upon the foregoing review and in consideration of other relevant growth management plans, the MPO and Transportation Authorities shall provide written recommendations to local governments in the Metropolitan Planning Area in the development, amendment, and implementation of their comprehensive plans. A copy of the recommendations shall be sent to the RPC.
 - (3) The MPO agrees that, to the maximum extent feasible, the LRTP and the projects and project-phases within the TIP shall be consistent with the future land use element and the goals, objectives, and policies of each comprehensive plan of the local governments in the Metropolitan Planning Area. If the MPO's TIP is inconsistent with a local government's comprehensive plan, the MPO shall so indicate, and the MPO shall present, as part of the TIP, justification for including the project in the program.
- (d) Multi-modal transportation agency plans.

- (1) In developing the TIP, the LRTP, or Corridor or Subarea studies, or preparing other than a minor amendment thereto (as determined by the MPO), the MPO shall analyze the master plans of the Transportation Authorities. Based upon the foregoing review and a consideration of other transportation related factors, the MPO, shall from time to time and as appropriate, provide recommendations to the other Parties to this Agreement as well as local governments within the Metropolitan Planning Area, for the development, amendment, and implementation of their master, development, or comprehensive plans.
- (2) In developing or revising their respective master, development, or comprehensive plans, the Parties to this Agreement shall analyze the draft or approved UPWP, TIP, LRTP, or Corridor or Subarea studies, or amendments thereto. Based upon the foregoing review and a consideration of other transportation related factors, the Parties to this Agreement shall as appropriate, provide written recommendations to the MPO with regard to development, amendment, and implementation of the plans, programs, and studies.
- (3) The MPO agrees that, to the maximum extent feasible, the TIP shall be consistent with the affected growth management and other relevant plans of the other Parties to this Agreement.

ARTICLE 4

INTERGOVERNMENTAL COORDINATION AND REVIEW

4.01. Coordination with Regional Planning Council. The RPC shall do the following:

- (a) Within 30 days of receipt, the RPC shall review the draft TIP, LRTP, Corridor and Subarea studies, or amendments thereto, as requested by the MPO, to identify inconsistencies between these plans and programs and applicable local government comprehensive plans adopted pursuant to Chapter 163, F.S., for counties and cities within the Metropolitan Planning Area and the adopted Strategic Regional Policy Plan.
 - (1) The Parties recognize that, pursuant to Florida law, the LRTP and the TIP of the MPO must be considered by cities and counties within the Metropolitan Planning Area in the preparation, amendment, and update/revision of their comprehensive plans. Further, the LRTP and the projects and project phases within the TIP are to be consistent with the future land use element and goals, objectives, and policies of the comprehensive plans of local governments in the Metropolitan Planning Area. Upon completion of its review of a draft TIP or LRTP, the RPC shall advise the MPO and each county or city of its findings;
 - (2) The RPC shall advise the MPO in writing of its concerns and identify those portions of the submittals which need to be reevaluated and potentially modified if the RPC review identifies inconsistencies between the draft TIP or LRTP and local comprehensive plans; and
 - (3) Upon final adoption of the proposed TIP, LRTP, Corridor and Subarea studies, or amendments thereto, the MPO may request that the RPC consider adoption of regional transportation goals, objectives, and policies in the Strategic Regional Policy Plan implementing the adopted TIP, LRTP, Corridor and Subarea studies, or amendments thereto. If the proposed plan, program, or study, or amendments

thereto, was the subject of previous adverse comment by the RPC, the MPO will identify the change in the final adopted plan intended to resolve the adverse comment, or alternatively, the MPO shall identify the reason for not amending the plan as suggested by the RPC.

- (b) Provide the availability of the conflict and dispute resolution process as set forth in Article 5 of this Agreement.

ARTICLE 5

CONFLICT AND DISPUTE RESOLUTION PROCESS

5.01. Disputes and conflicts under this Agreement. This process shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. Except as otherwise provided in this Article 5, only representatives of a party to this Agreement with conflicts or disputes shall engage in conflict resolution.

5.02. Initial resolution. The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the following officials:

Department: District Director for Planning and Programs

MPO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

RPC: North Central Florida Regional Planning Council

Scott Koons, Executive Director

5.03. Resolution by senior agency official. If the conflict remains unresolved, the conflict shall be resolved by the officials listed on section 5.02 of this Agreement, with the exception of the Department's listed official, which for purposes of this section 5.03 shall be the District Secretary.

5.04. Resolution by the Office of the Governor. If the conflict is not resolved through conflict resolution pursuant to sections 5.01, 5.02, and 5.03 of this Agreement, the affected parties shall petition the Executive Office of the Governor for resolution of the conflict pursuant to its procedures. Resolution of the conflict by the Executive Office of the Governor shall be binding on the affected parties.

ARTICLE 6

MISCELLANEOUS PROVISION

6.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the Parties. In addition, this Agreement does not relieve any of the Parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the Parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

6.02. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all Parties hereto with the same formalities as the original Agreement.

6.03. Duration; withdrawal procedure.

(a) Duration. This Agreement shall have a term of five (5) years and the Parties hereto shall examine the terms hereof and agree to amend the provisions or reaffirm the same in a timely manner. However, the failure to amend or to reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

(b) Withdrawal procedure. With the exception of the MPO, any party to this Agreement may withdraw after presenting in written form a notice of intent to withdraw to the other Parties to this Agreement, at least ninety (90) days prior to the intended date of withdrawal; provided, that financial commitments made prior to withdrawal are effective and binding for their full term and amount regardless of withdrawal.

6.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested, to the officials identified for each party in section 5.02 of this agreement.

A party may unilaterally change its address or addressee by giving notice in writing to the other Parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

6.05. Interpretation.

(a) Drafters of Agreement. All Parties to this Agreement were each represented by, or afforded the opportunity for representation by legal counsel, and participated in the drafting of this Agreement and in the choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.

(b) Severability. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgment, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.

(c) Rules of construction. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:

(1) The singular of any word or term includes the plural;

(2) The masculine gender includes the feminine gender; and

(3) The word “shall” is mandatory, and “may” is permissive.

6.06. Attorney’s Fees. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own costs and attorney’s fees in connection with such proceeding.

6.07. Agreement execution; use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

6.08. Effective date. This Agreement shall become effective on the date last signed by the Parties hereto.

6.09. Other authority. In the event that any election, referendum, approval, permit, notice, or other proceeding or authorization is required under applicable law to enable the Parties to enter into this Agreement or to undertake the provisions set forth hereunder, or to observe, assume or carry out any of the provisions of the Agreement, said Parties will initiate and consummate, as provided by law, all actions necessary with respect to any such matters as required.

6.10. Parties not obligated to third parties. No party hereto shall be obligated or be liable hereunder to any party not a signatory to this Agreement. There are no express or intended third-party beneficiaries to this Agreement.

6.11. Rights and remedies not waived. In no event shall the making by the Department of any payment to the MPO constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the MPO, and the making of any such payment by the Department while any such breach or default exists shall in no way impair or prejudice any right or remedy available to the Department in respect of such breach or default.

6.12. Data, records, reports and other documents. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, F.S., the Parties, excluding the Department, shall provide to each other such data, reports, records, contracts, and other documents in its possession relating to the MPO as is requested. Charges are to be in accordance with Chapter 119, F.S.

**INTERGOVERNMENTAL COORDINATION AND REVIEW
AND
PUBLIC TRANSPORTATION COLLABORATIVE PLANNING AGREEMENT**

Signed, sealed and delivered in the presence of:

FLORIDA DEPARTMENT OF TRANSPORTATION

By: _____

Name: _____

Title: _____

Date: _____

Approved as to form and legal sufficiency

Attorney: _____

Name: _____



Metropolitan Transportation Planning Organization
For the Gainesville and Alachua County Area

VII. Action Item E



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

May 21, 2025

MEETING MEMORANDUM

To: Technical Advisory Committee/
Citizens Advisory Committee

From: Brad Thoburn

Subject: **Transportation Improvement Program Amendment – SR 20 (East University Ave) from SR24 (NE Waldo Ave) to SR26 (East University Ave)**

RECOMMENDATION

It is recommended that the Technical Advisory Committee and Citizens Advisory Committee approve the amendment to its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to include funding in FY2026 for the resurfacing of SR 20 (East University Ave) from SR24 (NE Waldo Ave) to SR26 (East University Ave).

BACKGROUND

The Florida Department of Transportation (FDOT) has requested that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program (TIP) to include \$378,229 in FY2026 for the resurfacing of SR 20 (East University Ave) from SR24 (NE Waldo Ave) to SR26 (East University Ave). Funding would be programmed for preliminary engineering (PE).

For these funds to be expended, the Metropolitan Transportation Planning Organization needs to modify its Fiscal Years 2024-25 to 2028-29 TIP to add this project in FY2026. This item is appearing before the MTPO Board for action on June 2, 2025. The request from FDOT is attached.

Attachment



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

May 15, 2025

Alison Moss, AICP
Transportation Planning Manager
Gainesville MTPO
10 SW 2nd Ave
Gainesville, FL 32601

Re: FDOT Amendment request for the Gainesville TPO Transportation Improvement Program (TIP) for FY 2024/25 – FY 2028/29

Dear Alison:

The Florida Department of Transportation (FDOT) requests Board approval for an amendment to the Transportation Improvement Program (TIP) for FY 2024/25 through FY 2028/29. Please add the following TIP Amendment requests for action by the Gainesville TPO Board at their June meeting.

Please include the amounts listed for the total project in the TIP Amendment Report.

The following are new individual projects added to the current STIP:

207355-3 SR20(E UNIVERSITY AVE) FM SR24(NE WALDO RD) TO SR26(E UNIVERSITY AVE)

Resurfacing – Alachua County

SIS

<u>Fund</u>	<u>Phase</u>	<u>FY 2026</u>
DDR	PE	\$70,364
DIH	PE	\$7,064
SA	PE	\$300,801

435558-2 SR26(W UNIVERSITY AVE) FROM GALE LEMERAND DR TO SR24(NE WALDO RD)

Resurfacing – Alachua County

Non-SIS

<u>Fund</u>	<u>Phase</u>	<u>FY 2026</u>
DDR	PE	\$246,352
DIH	PE	\$24,635
SA	PE	\$1,003,950

If you have any questions, please do not hesitate to contact me: Paige.DeBold@dot.state.fl.us or call: (904) 360-5681.

Sincerely,

Paige DeBold
Transportation Planner
FDOT District Two

cc: Achaia Brown



Metropolitan Transportation Planning Organization
For the Gainesville and Alachua County Area

VII. Action Item F



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

May 21, 2025

MEETING MEMORANDUM

To: Technical Advisory Committee/
Citizens Advisory Committee

From: Brad Thoburn

Subject: **Transportation Improvement Program Amendment – SR 26 (West University Ave) from Gale Lemerand Drive to SR24 (NE Waldo Ave)**

RECOMMENDATION

It is recommended that the Technical Advisory Committee and Citizens Advisory Committee approve the amendment to its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to include funding in FY2026 for the resurfacing of SR 26 (West University Ave) from Gale Lemerand Drive to SR24 (NE Waldo Ave).

BACKGROUND

The Florida Department of Transportation (FDOT) has requested that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program (TIP) to include \$1,274,937 in FY2026 for the resurfacing of SR 26 (West University Ave) from Gale Lemerand Drive to SR24 (NE Waldo Ave). Funding would be programmed for preliminary engineering (PE).

For these funds to be expended, the Metropolitan Transportation Planning Organization needs to modify its Fiscal Years 2024-25 to 2028-29 TIP to add this project in FY2026. This item is appearing before the MTPO Board for action on June 2, 2025. The request from FDOT is attached.

Attachment



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

May 15, 2025

Alison Moss, AICP
Transportation Planning Manager
Gainesville MTPO
10 SW 2nd Ave
Gainesville, FL 32601

Re: FDOT Amendment request for the Gainesville TPO Transportation Improvement Program (TIP) for FY 2024/25 – FY 2028/29

Dear Alison:

The Florida Department of Transportation (FDOT) requests Board approval for an amendment to the Transportation Improvement Program (TIP) for FY 2024/25 through FY 2028/29. Please add the following TIP Amendment requests for action by the Gainesville TPO Board at their June meeting.

Please include the amounts listed for the total project in the TIP Amendment Report.

The following are new individual projects added to the current STIP:

207355-3 SR20(E UNIVERSITY AVE) FM SR24(NE WALDO RD) TO SR26(E UNIVERSITY AVE)

Resurfacing – Alachua County

SIS

<u>Fund</u>	<u>Phase</u>	<u>FY 2026</u>
DDR	PE	\$70,364
DIH	PE	\$7,064
SA	PE	\$300,801

435558-2 SR26(W UNIVERSITY AVE) FROM GALE LEMERAND DR TO SR24(NE WALDO RD)

Resurfacing – Alachua County

Non-SIS

<u>Fund</u>	<u>Phase</u>	<u>FY 2026</u>
DDR	PE	\$246,352
DIH	PE	\$24,635
SA	PE	\$1,003,950

If you have any questions, please do not hesitate to contact me: Paige.DeBold@dot.state.fl.us or call: (904) 360-5681.

Sincerely,

Paige DeBold
Transportation Planner
FDOT District Two

cc: Achaia Brown



VII. Information Item A



Metropolitan Transportation Planning Organization

For the Gainesville Urbanized Area

May 21, 2025

MEETING MEMORANDUM

To: Technical Advisory Committee/
Citizens Advisory Committee

From: Brad Thoburn

Subject: **Establishment Interlocal Agreement**

The Draft Establishment Interlocal Agreement is provided as an information item to the Technical Advisory Committee and Citizens Advisory Committee for their review.

BACKGROUND

The Establishment Interlocal Agreement is the agreement that creates or establishes the Metropolitan Transportation Planning Organization for Gainesville and Alachua County Area as a Metropolitan Planning Organization (MPO). The agreement outlines the responsibilities for each entity involved in carrying out the MPO's duties. The Establishment Interlocal Agreement is updated, at a minimum, every five years or when the MPO's membership changes. The Draft Establishment Interlocal Agreement has been updated to include new Metropolitan Transportation Planning Organization board members.

The draft agreement is attached.

Attachment

***INTERLOCAL AGREEMENT FOR CREATION OF THE METROPOLITAN
TRANSPORTATION PLANNING ORGANIZATION***

THIS INTERLOCAL AGREEMENT is made and entered into this _____ day of _____, 2025 by and between the FLORIDA DEPARTMENT OF TRANSPORTATION; ALACHUA COUNTY, FLORIDA; **the CITY OF WALDO**; the CITY OF GAINESVILLE, FLORIDA; the GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY, a public body corporate and an independent special district; the ALACHUA COUNTY SCHOOL BOARD and the UNIVERSITY OF FLORIDA BOARD OF TRUSTEES, a public body corporate of the state of Florida.

RECITALS

WHEREAS, the federal government, under the authority of Title 23 United States Code (USC) §134 and Title 49 USC §5303, requires each metropolitan area, as a condition for the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the metropolitan area;

WHEREAS, the parties to this Interlocal Agreement desire to participate cooperatively in the performance, on a continuing basis, of a coordinated, comprehensive transportation planning process to assure that highway facilities, mass transit systems, bicycle and pedestrian facilities, rail systems, air transportation and other facilities will be properly located and developed in relation to the overall plan of community development;

WHEREAS, Title 23 USC §134 and Title 49 USC §§5303-5305, as amended by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Section 339.175, Florida Statutes (F.S.), provide for the creation of Metropolitan Planning Organizations (MPOs) to develop transportation plans and programs for urbanized areas;

WHEREAS, pursuant to Titles 23 USC §134(d), 49 USC §5303, 23 CFR §450.310(b), and Section 339.175(2), F.S., a determination has been made by the Governor and units of general purpose local government representing at least 75 percent of the affected population (including the largest incorporated city, based on population as named by the Bureau of Census) in the urbanized area to designate a MPO;

WHEREAS, pursuant to this Interlocal Agreement, the parties wish to collectively participate in the metropolitan planning process as the Metropolitan Transportation Planning Organization for the Gainesville urbanized area, herein after referred to as “the Metropolitan Transportation Planning Organization” or “the MTPO”. Further, the parties approved by unanimous vote an apportionment and boundary plan for presentation to the Governor on the

2nd day of October 2023;

WHEREAS, pursuant to Section 339.175(4), F.S., the Governor, by letter dated the 8th day of August 2024, approved the apportionment and boundary plan submitted by the MTPO;

WHEREAS, pursuant to Title 23 CFR §450.314(a), and Section 339.175(10), F.S., an agreement must be entered into by the Department, the MTPO, and the governmental entities and public transportation operators to identify the responsibility of each party for cooperatively carrying out a comprehensive transportation planning process;

WHEREAS, this Interlocal Agreement is required to create the MTPO and delineate the provisions for operation of the MTPO;

WHEREAS, the undersigned parties have determined that this Interlocal Agreement is consistent with Section 339.175(10), F.S.;

WHEREAS, the undersigned parties have determined that this Interlocal Agreement is consistent with statutory requirements set forth in Section 163.01, F.S., relating to Interlocal Agreements; and

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

***ARTICLE 1 RECITALS;
DEFINITIONS***

Section 1.01. Recitals. Each and all of the foregoing recitals are incorporated herein and acknowledged to be true and correct to the best of the parties' knowledge. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Interlocal Agreement.

Section 1.02. Definitions. The following words when used in this Interlocal Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings: the following meanings:

Interlocal Agreement means and refers to this instrument, as may be amended from time to time.

Department means and refers to the Florida Department of Transportation, an agency of the State of Florida created pursuant to Section 20.23, F.S.

FHWA means and refers to the Federal Highway Administration.

FTA means and refers to the Federal Transit Administration.

FAA means and refers to the Federal Aviation Administration.

Long Range Transportation Plan (LRTP) is the 20-year transportation planning horizon which includes transportation facilities; identifies a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation activities; and in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plan, all as required by Title 23 USC §134(c), Title 49 USC §5303, Title 23 CFR §450.322, and Section 339.175(7), F.S.

Metropolitan Planning Area means and refers to the planning area determined by agreement between the MTPO and the Governor for the urbanized area containing at least a population of 50,000 as described in Title 23 USC §134(b)(1), Title 49 USC §5303, and Section 339.175(2)(c) and (d), F.S., and including the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, which shall be subject to the Metropolitan Planning Organization's planning authority.

MTPO means and refers to the Metropolitan Transportation Planning Organization formed pursuant to this Interlocal Agreement as described in 23 USC §134(b)(2), 49 USC §5303, and Section 339.175(1), F.S.

Transportation Improvement Program (TIP) is the staged multi-year program of transportation improvement projects developed by a Metropolitan Planning Organization consistent with the Long Range Transportation Plan, developed pursuant to 23 USC §134(j), 49 USC §5303, 23 CFR §450.324 and Section 339.175(8), F.S.

Unified Planning Work Program (UPWP) is the biennial program developed in cooperation with the Department and public transportation providers, that identifies the planning priorities and activities to be carried out within a metropolitan planning area to be undertaken during a 2-year period, together with a complete description thereof and an estimated budget, all as required by 23 CFR §450.308, and Section 339.175(9), F.S.

ARTICLE 2 PURPOSE

Section 2.01. General Purpose. The purpose of this Agreement is to establish the MTPO and recognize the boundary and apportionment approved by the Governor. This agreement shall serve:

- (a) To assist in the development of transportation systems embracing various modes of transportation in a manner that will maximize the mobility of people and goods within and through this metropolitan planning area of this state and minimize, to the maximum extent feasible, for transportation-related fuel consumption and air pollution;
- (b) To develop transportation plans and programs, in cooperation with the Department, which plans and programs provide for the development of transportation facilities that will function as multi-modal and an intermodal transportation system for the metropolitan planning area;
- (c) To implement and ensure a continuing, cooperative and comprehensive transportation planning process that results in coordinated plans and programs consistent with the

comprehensively planned development of this affected metropolitan area in cooperation with the Department;

- (d) To ensure eligibility for the receipt of Federal capital and operating assistance pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303, 5304, 5305, 5307, 5309, 5310, 5311, 5314, 5339, 5340, 5326, 5337, 5339 and 5340; and
- (e) To carry out the metropolitan transportation planning process, in cooperation with the Department, as required by federal, state and local laws.

Section 2.02. Major MPO Responsibilities. The MPO is intended to be a forum for cooperative decision making by officials of the governmental entities that are party to this Agreement in the development of transportation-related plans and programs, including but not limited to:

- (a) The LRTP;
- (b) The TIP;
- (c) The UPWP;
- (d) Incorporating performance goals, measures, and targets into the process of identifying and selecting needed transportation improvements and projects;
- (e) A congestion management system for the metropolitan area and coordinated development of all other transportation management systems required by state or federal law;
- (f) Assisting the Department in mapping transportation planning boundaries required by state or federal law;
- (g) Supporting the Department in performing its duties relating to access management, functional classification of roads and data collection; and
- (h) Performing such other tasks required by state or federal law.

Section 2.03. Coordination with the Department and Consistency with Comprehensive Plans. Chapter 334, F.S, grants broad authority for the Department's role in transportation. Section 334.044, F.S., includes the legislative intent that the Department shall be responsible for coordinating the planning of a safe, viable and balanced state transportation system serving all regions of the State. Section 339.155, F.S., requires the Department to develop a statewide transportation plan, which considers, to the maximum extent feasible, strategic regional policy plans, MPO plans and approved local government comprehensive plans. Section 339.175, F.S., specifies the authority and responsibility of the MPO and the Department in the management of a continuing, cooperative and comprehensive transportation planning process for the metropolitan area.

In fulfillment of this purpose and in the exercise of the various powers granted by Chapters 334

and 339, F.S., the parties to this Interlocal Agreement acknowledge that decisions made by the MPO will be coordinated with the Department. All parties to this Interlocal Agreement acknowledge that actions taken pursuant to this Interlocal Agreement will be consistent with local government comprehensive plans.

ARTICLE 3

MTPO ORGANIZATION AND CREATION

Section 3.01. Establishment of the MPO. The MPO for the metropolitan area as described in the membership apportionment plan approved by the Governor is hereby created and established pursuant to the Interlocal Agreement to carry out the purposes and functions set forth in Articles 2 and 5. The legal name of this Metropolitan Planning Organization shall be the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO).

Section 3.02. MTPO to operate pursuant to law. In the event that any election, referendum, approval, permit, notice, other proceeding or authorization is required under applicable law to undertake any power, duty or responsibility hereunder, or to observe, assume or carry out any of the provisions of this Agreement, the MTPO will, to the extent of its legal capacity, comply with all applicable laws and requirements.

Section 3.03. Governing board to act as policy-making body of MTPO. The governing board established pursuant to Section 4.01 of this Agreement shall be the policy-making body forum of the MPO responsible for coordinating the cooperative decision-making of actions taken by the MPO and will take required actions as the MPO.

Section 3.04. Data, reports, records, and other documents. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, F.S, the parties shall submit to each other such data, reports, records, contracts and other documents relating to its performance as a metropolitan planning organization as is requested. Charges are to be in accordance with Chapter 119, F.S.

Section 3.05. Rights of review. All parties to this Agreement, and the affected Federal funding agency (i.e., FHWA, FTA and FAA) shall have the rights of technical review and comment of MTPO's projects.

ARTICLE 4
COMPOSITION; MEMBERSHIP; TERMS OF OFFICE

Section 4.01. Composition and membership of governing board

- (a) The membership of the MTPO shall consist of 15 voting members and two non-voting advisor(s). The names of the member local governmental entities and the voting apportionment of the governing board as approved by the Governor shall be as follows:

Voting Members: The names of the member local governmental entities and the voting apportionment of the governing board as approved by the Governor shall be as follows:

1. The five members of the Board of County Commissioners of Alachua County, Florida.
 2. The Mayor and the remaining six members of the City Commission of the City of Gainesville, Florida.
 3. One member of the Gainesville-Alachua County Regional Airport Authority Governing Board, appointed by the Gainesville-Alachua County Regional Airport Authority Governing Board.
 4. One rural elected official representative (hereafter referred to as the non-Gainesville municipal representative) of the City of Waldo, Florida, appointed by the City of Waldo's governing board.
 5. One School Board Member of Alachua County, appointed by the School Board of Alachua County.
- (b) Nonvoting Advisors: In addition to the voting members, the MTPO shall consist of one representative from the Florida Department of Transportation District 2 Secretary or his/her designee and one representative from the President of University of Florida or his/her designee.
- (c) In the event that a governmental entity that is a member of the MTPO fails to fill an assigned appointment to the MTPO within sixty calendar days after notification by the Governor of its duty to appoint a representative, the appointment shall then be made by the Governor from the eligible individuals of that governmental entity.

Section 4.02. Terms. (a) The membership of elected officials representing the City of Gainesville and Alachua County as voting members of the MPO shall coincide with their respective elected terms. The term of office for representatives of the Gainesville-Alachua County Regional Airport Authority Governing Board and School Board shall be two years and these representatives may be appointed for one or more additional one-year terms. The Alachua County School Board or Gainesville-Alachua County Regional Airport Authority Governing Board may remove and replace its representatives by majority vote. Vacancies shall be filled by the original appointing entity.

(b) The initial term of office for the non-Gainesville Municipal representative from the City of Waldo shall be two years. Thereafter, rural elected official membership shall alternate between the municipalities of Alachua, Archer, Hawthorne, High Springs, La Crosse, Micanopy, Newberry and Waldo (collectively including the City of Alachua, the “Municipalities”) for like two-year terms, as determined by the affirmative vote of a majority of the Municipalities (one vote per municipality) a minimum of sixty days prior to expiration of an existing term. Alachua County shall appoint the alternate rural elected official representative if the Municipalities fail to do so timely.

(c) All terms will commence on July 1 of the year of appointment and representatives appointed to fill an unexpired term shall be allowed to fulfill the remaining term before commencing with their two-year term. The term of any representative automatically terminates upon the representative leaving the elected or appointed office for any reason.

ARTICLE 5 AUTHORITIES, POWERS, DUTIES AND RESPONSIBILITIES

Section 5.01. General authority. The MTPO shall have all authorities, powers and duties, enjoy all rights, privileges and immunities, exercise all responsibilities and perform all obligations necessary or appropriate to managing a continuing, cooperative and comprehensive transportation planning process as specified in Section 339.175(5) and (6), Florida Statutes.

Section 5.02. Specific authority and powers. The MTPO shall have the following powers and authority:

- (a) As provided in Section 339.175(6)(g), Florida Statutes, the MTPO may employ personnel and/or may enter into contracts with local or state agencies and private planning or engineering firms to utilize the staff resources of local and/or state agencies;
- (b) As provided in Section 163.01(14), Florida Statutes, the MTPO may enter into contracts for the performance of service functions of public agencies;
- (c) As provided in Section 163.01(5)(j), Florida Statutes, the MTPO may acquire, own, operate, maintain, sell or lease real and personal property;
- (d) As provided in Section 163.01(5)(m), Florida Statutes, the MTPO may accept funds, grants, assistance, gifts or bequests from local, State and Federal resources;
- (e) The MTPO may promulgate rules to effectuate its powers, responsibilities and obligations enumerated herein; provided, that said rules do not supersede or conflict with applicable local and state laws, rules and regulations; and
- (f) The MTPO shall have such powers and authority as specifically provided in Sections 163.01 and 339.175(5) and (6), Florida Statutes, and as may otherwise be provided by federal or state law.

Section 5.03. Duties and responsibilities. The MTPO shall have the following duties and responsibilities:

- (a) As provided in Section 339.175(6)(d), Florida Statutes, the MTPO shall create and appoint a technical advisory committee;
- (b) As provided in Section 339.175(6)(e), Florida Statutes, the MTPO shall create and appoint a citizens' advisory committee;
- (c) As provided in Section 163.01(5)(o), Florida Statutes, the MTPO **voting** membership shall be jointly and severally liable for liabilities, and the MTPO may respond to such liabilities through the purchase of insurance or bonds, the retention of legal counsel and, as appropriate, the approval of settlements of claims by its governing board, or in any manner agreed upon by the MTPO. Nothing contained herein shall constitute a waiver by any party of its sovereign immunity or the provisions of section 768.28, F.S.
- (d) As provided in Section 339.175(9), Florida Statutes, the MTPO shall establish an estimated budget which shall operate on a fiscal year basis consistent with any requirements of the UPWP;
- (e) The MTPO, in cooperation with the Department, shall carry out the metropolitan transportation planning process as required by 23 CPR Parts 420 and 450, and 49 CPR Part 613, Subpart A, and consistent with Chapter 339, Florida Statutes, and other applicable state and local laws;
- (f) As provided in Section 339.175(10), Florida Statutes, the MTPO shall enter into agreements with the Department, operators of public transportation systems and the metropolitan and regional intergovernmental coordination and review agencies serving the metropolitan area. These agreements will prescribe the cooperative manner in which the transportation planning process will be coordinated and included in the comprehensively planned development of the area;
- (g) Perform such other tasks presently or hereafter required by state or federal law;
- (h) Execute certifications and agreements necessary to comply with state or federal law; and
- (i) Adopt operating rules and procedures.

ARTICLE 6 FUNDING; INVENTORY REPORT; RECORD-KEEPING

Section 6.01. Funding. The Department shall allocate to the MTPO for its performance of its transportation planning and programming duties, an appropriate amount of federal transportation planning funds consistent with the approved planning funds formula.

Section 6.02. Inventory report. The MTPO agrees to inventory, to maintain records of and to

ensure proper use, control and disposal of all nonexpendable tangible property acquired pursuant to funding under this Agreement. This shall be done in accordance with the requirements of 23 CFR Part 420, Subpart A, 49 CFR Part 18, Subpart C, and all other applicable federal regulations.

Section 6.03. Record-keeping and document retention. The Department and the MTPO shall prepare and retain all records in accordance with the federal and state requirements, including but not limited to 23 CFR Part 420, Subpart A, 49 CFR Part 18, Subpart C, 49 CFR 18.42 and Chapter 119, F.S.

Section 6.04. Compliance with laws. All parties shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the parties in conjunction with this Agreement. Specifically, if a party is acting on behalf of a public agency the party shall:

- (a) Keep and maintain public records that ordinarily and necessarily would be required by the Department in order to perform the services being performed by the party.
- (b) Provide the public with access to public records on the same terms and conditions that the Department would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.
- (c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
- (d) Meet all requirements for retaining public records and transfer, at no cost, to the Department all public records in possession of the party upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. **If a party keeps and maintains public records upon completion of the contract, the party shall meet all applicable requirements for retaining public records. (PENDING FDOT CO REVIE)** All records stored electronically must be provided to the Department in a format that is compatible with the information technology systems of the Department.

ARTICLE 7 MISCELLANEOUS PROVISIONS

Section 7.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

Section 7.02. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties here to with the same formalities as the original Agreement. No amendment may alter the membership apportionment plan or jurisdictional boundaries of the MTPO without approval by the Governor.

Section 7.03 Duration; withdrawal procedure.

- (a) Duration. This Interlocal Agreement shall remain in effect until terminated by the parties to this Interlocal Agreement. The Interlocal Agreement shall be reviewed by the parties at least every five years, concurrent with the decennial census, and/or concurrent with a new Federal Reauthorization bill, and updated as necessary.
- (b) Withdrawal procedure. Any party, except Alachua County and the United States Bureau of the Census designated largest incorporated city, may withdraw from this Interlocal Agreement after presenting in written form a notice of intent to withdraw to the other parties to this Interlocal Agreement and the MTPO, at least 90 days prior to the intended date of withdrawal. Upon receipt of the intended notice of withdrawal:
 - (1) The withdrawing member and the MTPO shall execute a memorandum reflecting the withdrawal of the member and alteration of the list of member governments that are signatories to this Interlocal Agreement. The memorandum shall be filed in the Office of the Clerk of the Circuit Court of each county in which a party hereto is located; and
 - (2) The MTPO shall contact The Office of the Governor and the Governor, with the agreement of the remaining members of the MTPO, shall determine whether any reapportionment of the membership is appropriate. The Governor and the MPO shall review the previous MTPO designation, applicable federal, state and local law, and MTPO rules for appropriate revision. In the event that another entity is afforded membership in the place of the member withdrawing from the MTPO, the parties acknowledge that pursuant to Title 23 CFR §450.310(1)(2), adding membership to the MTPO does not automatically require redesignation of the MTPO. In the event that a party who is not a signatory to this Interlocal Agreement is afforded membership in the MTPO, membership shall not become effective until this Interlocal Agreement is amended to reflect that the new member has joined the MTPO.

Section 7.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice required to be given shall be addressed as follows:

Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399-0450

Alachua County Board of County Commissioners P.O: Box 2877
Gainesville, FL 32602

City of Gainesville Commission
P.O. Box 490
Gainesville, FL 32602

City of Waldo
P.O. Drawer B,
Waldo, Florida 32694

Gainesville Alachua County Regional Airport Authority
3880 N.E. 39th Avenue, Suite A
Gainesville, FL 32609

Alachua County School Board
620 E. University Avenue
Gainesville, FL 32601

University of Florida
P.O. Box 113150
Gainesville, FL 32611-3150

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

Section 7.05. Interpretation.

- (a) Drafters of Agreement. The Department and the members of the MTPO were each represented by, or afforded the opportunity for representation by, legal counsel and participated in the drafting of this Agreement and in choice of wording. Consequently, no provision should be more strongly construed against any party as drafter of this Agreement.
- (b) Severability. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgement, court order or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.
- (c) Rules of construction. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:
 - (1) The singular of any word or term includes the plural;
 - (2) The masculine gender includes the feminine gender; and
 - (3) The word "shall" is mandatory, and "may" is permissive.

Section 7.06. Enforcement by parties hereto. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own costs and attorney's fees in connection with such proceeding.

Section 7.07. Agreement execution: Use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 7.08. Effective date: Cost of recordation.

- (a) Effective date. This Agreement shall become effective upon its filing in the Office of the Clerk of the Circuit Court of Alachua County. Any amendment hereto shall become effective only upon its filing in the Office of the Clerk of the Circuit Court of Alachua County.
- (b) Recordation. The MPO hereby agrees to pay for any costs of recordation or filing of this Agreement in the Office of the Clerk of the Circuit Court of Alachua County. The recorded or filed original hereof, or any amendment, shall be returned to the MPO for filing in its records.

Section 7.09. Supersedes Prior Agreement. This interlocal agreement supersedes and replaces the prior interlocal agreement between the parties hereto, executed May 26, 2004.

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the above designated MPO.

Signed, Sealed and Delivered in the presence of:

BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY, FLORIDA

By _____

CITY COMMISSION
GAINESVILLE, FLORIDA

By _____

WALDO CITY COUNCIL
WALDO, FLORIDA

By _____

FLORIDA DEPARTMENT OF TRANSPORTATION

By _____

ALACHUA COUNTY SCHOOL BOARD

By _____

GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY

By _____

UNIVERSITY OF FLORIDA BOARD OF TRUSTEES

By _____

Attach new Boundary Map



VII. Information Item B



Metropolitan Transportation Planning Organization For the Gainesville and Alachua County Area

May 21, 2025

MEETING MEMORANDUM

To: Technical Advisory Committee
and Citizens Advisory Committee

From: Brad Thoburn

Subject: **Metropolitan Transportation Planning Organization
Bylaws**

The Draft Metropolitan Transportation Planning Organization Bylaws are provided as information for Technical Advisory Committee and Citizens Advisory Committee review. The bylaws will be adopted once the Establishment Interlocal Agreement is enacted by the members of Metropolitan Transportation Planning Organization.

BACKGROUND

The Metropolitan Transportation Planning Organization Bylaws provides an overview of the organization's functions, membership, voting structure, and committees. The bylaws provide a detailed outline of the policies and procedures used by the Metropolitan Transportation Planning Organization Board for collaborative planning in the Gainesville and Alachua County area.

The Metropolitan Transportation Planning Organization Bylaws have been recently updated to reflect new Board members. The updated bylaws document is attached for review.

Attachment

Bylaws

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

Approved by the
Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area

Chair

June XX, 2025

I. Name

- a. The name of this organization shall be the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area.
- b. The governance area for the MTPO consists of the Gainesville Urbanized Area as determined by the most recent census, Alachua County, and Cities of Alachua, Archer, Hawthorne, High Springs, Newberry, and Waldo along with the Towns of La Crosse and Micanopy.

II. Purpose

- a. The MTPO in cooperation with the State of Florida and in cooperation with the publicly owned operators of mass transportation services shall be responsible for carrying out the metropolitan transportation planning process in the Gainesville Urbanized Area as prescribed by the state and federal laws and regulations. The MTPO shall be the forum for cooperative decision making by officials of affected government entities in the development of required plans and programs.
- b. The powers, duties, and responsibilities of the MTPO are specified in §339.175, F.S. and in an interlocal agreement authorized under §163.01, F.S. The MTPO shall perform all acts required by federal or state laws or rules, now and subsequently applicable, which are necessary to qualify for federal and state aid.
- c. The functions of the MTPO shall include, but not be limited to, the following:
 - i. To assure the eligibility of the Gainesville Urbanized Area to receive federal capital and operating assistance pursuant to 23 USC §134 and 49 USC § 5303, 5304, 5305, 5307, 5309, 5310, 5314, 5326, 5337, 5339, and 5340. The Interlocal Agreement for the Establishment of the Metropolitan Transportation Planning Organization, recorded on XXXXXX, XX, 2025, in Official Records instrument ####-#####, Public Records of Alachua County, all as amended from time to time (the "Interlocal Agreement");
 - ii. To promote the coordination of transportation planning and programming process, in cooperation with the Florida Department of Transportation (FDOT), in accordance with Sections 334.30(10) (public-private facilities), 339.155 (3) and (4) transportation planning), 339.175 (Metropolitan Planning Organizations), 163.3161 – 1633211 (Comprehensive Planning Act), and Section 163.01 (the Florida Interlocal Cooperation Act of 1969), Florida Statutes;

- iii. To adopt Transportation Work Programs, including but not limited to the Long-Range Transportation Plan (LRTP), the Transportation Improvement Plan (TIP), the Unified Planning work Program (UPWP), incorporating performance goals, measures, and targets into the process of identifying and selecting needed transportation improvements and projects, and a congestion management process for the MTPO Area and coordinated development of all other transportation management systems as required by state or federal law. 23 CFR §450.306(d) and 23 CFR §§450.324, 450.326; and the Interlocal Agreement;
- iv. To assist in the development of transportation systems embracing various modes of transportation in a manner that will maximize the mobility of people and goods within and through the MTPO Area and minimize, to the maximum extent feasible, transportation-related fuel consumption and air pollution;
- v. To carry out the metropolitan planning process, in cooperation with the FDOT, as required by federal, state, and local laws;
- vi. Establish and maintain a Technical Advisory Committee (TAC) to the MTPO, guide and assist the TAC in its activities and ensure local technical review and coordination with state and local plans in the transportation planning process;
- vii. Establish and maintain a Citizens Advisory Committee (CAC) to the MTPO, guide and assist the CAC in its activities and public involvement programs and ensure meaningful citizen participation in the transportation planning process;
- viii. Ensure local review of bicycle and pedestrian projects to improve safety and encourage these modes by establishing and maintaining a Bicycle/Pedestrian Advisory Board to the MTPO;
- ix. To develop transportation plans and programs, in cooperation with the FDOT, that will function as a multi-modal transportation system for Alachua County and the Gainesville Urbanized Area;
- x. To implement and ensure a continuing, cooperative, and comprehensive transportation planning process that results in coordinated plans and programs consistent with the comprehensive planned development of the Gainesville Urbanized Area in cooperation with the FDOT; and
- xi. Perform other duties designated by federal and state laws or rules and regulations.

III. Membership

- a. Voting Members: Pursuant to the Apportionment Plan approved by the Florida Governor, the MTPO Board of Directors (Board) shall consist of the following voting members:
 - i. The five (5) members of the Alachua County Board of County Commissioners;
 - ii. The seven (7) members of the Gainesville City Commission;
 - iii. One (1) representative of the Gainesville-Alachua County Regional Airport Authority;
 - iv. One (1) School Board Member of Alachua County; and
 - v. One (1) rural elected official representative from the elected officials (mayor, commissioner, or councilperson) serving the Cities of Alachua, Archer, Hawthorne, High Springs, Newberry, and Waldo along with the Towns of La Crosse and Micanopy.

- b. Nonvoting Advisors: In addition to the voting members, the MTPO shall consist of one representative from the Florida Department of Transportation District 2 Secretary or his/her designee and one representative from the President of University of Florida or his/her designee.

- c. Terms:
 - i. The membership of elected officials representing the City of Gainesville and Alachua County as voting members of the MPO shall coincide with their respective elected terms. The term of office for representatives of the Gainesville-Alachua County Regional Airport Authority Governing Board and School Board shall be two years and these representatives may be appointed for one or more additional one-year terms. The Alachua County School Board or Gainesville-Alachua County Regional Airport Authority Governing Board may remove and replace its representatives by majority vote. Vacancies shall be filled by the original appointing entity.
 - ii. The initial term of office for the rural elected official representative from the City of Waldo shall be two years. Thereafter, rural elected official membership shall alternate between the municipalities of Alachua, Archer, Hawthorne, High Springs, La Crosse, Micanopy, Newberry and Waldo (collectively including the City of Alachua, the "Municipalities") for like two-year terms, as determined by the affirmative vote of a majority of the Municipalities (one vote per municipality) a minimum of sixty days prior to expiration of an existing term. Alachua County shall appoint the alternate rural elected official representative if the Municipalities fail to do so timely.
 - iii. All terms will commence on July 1 of the year of appointment and representatives appointed to fill an unexpired term shall be allowed to fulfill the remaining term before commencing with their two-year term. The term of any representative

automatically terminates upon the representative leaving the elected or appointed office for any reason."

- d. Member Participation: regular participation by Board members is critical to the effectiveness of the MTPO. As such:
 - i. the MTPO Board will maintain a member attendance log that will be included in the regular Board meeting packet;
 - ii. if either the non-Gainesville municipal representative or School Board representative is absent for more than 50% of the meetings in a year or three consecutive meetings, a majority of the MTPO Board may remove that representative and request a replacement; and
 - iii. if the representative of the Gainesville-Alachua County Regional Airport Authority is absent for more than 50% of the meetings in a year or misses three consecutive meetings, a majority of the MTPO Board can request a replacement representative.

IV. Regular and Special Meetings

- a. Regular meetings of the MTPO Board shall be held in accordance with an annual regular meeting schedule as adopted and amended by the MTPO.
- b. Special meetings of the MTPO Board shall be called by the Chair or by the initiative of four (4) or more voting members of the MTPO petitioning the Chair.
- c. Notice of regular and special meetings and agendas shall be sent to members at least seven (7) calendar days prior to MTPO meetings.
- d. Regular meetings and special meetings shall be publicly noticed at least seven (7) calendar days prior to such meeting. The notice shall provide the date, time and place, a brief description of the purpose of the meeting and the address (including virtual meeting information) where interested persons may obtain a copy of the agenda.
- e. All MTPO meetings shall be open to the public and news media.
- f. Meetings shall be held in locations that are Americans with Disabilities Act (ADA) compliant.
- g. There must be majority representation to constitute a quorum for the transaction of business. A quorum is defined as 51 percent of the sitting voting members with at least

one (1) member from both the Alachua County Board of County Commissioners and the Gainesville City Commission. A quorum must be present for any matters to be voted on at any duly convened meeting.

- h. Voting and non-voting members are allowed to attend virtually using the meeting information provided in the announcement. Voting members attending virtually are authorized to vote on agenda items. However, virtual attendance by a voting member does not count towards meeting the definition of quorum.

V. Officers and Elections

- a. The MTPO shall hold an organizational meeting each year for the purpose of electing the following officers:
 - i. Chair;
 - ii. Vice-Chair;
 - iii. Representative to the Florida Metropolitan Planning Organization Advisory Council; and
 - iv. Alternative representative to the Florida Metropolitan Planning Organization Council.

The Chair and Vice-Chair shall be members of different member governments.

- b. Officers shall be elected by a majority of the votes of members present at the organizational meeting, scheduled for the last MTPO meeting of the calendar year. If this meeting is cancelled, then the organizational meeting shall occur at the next regularly scheduled meeting. The Chair and Vice-Chair shall serve a term of one year from January 1 to December 31. The representative and alternate to the Florida Metropolitan Planning Organization Advisory Council shall serve a term of three calendar years.
- c. The Chair shall preside at all meetings and shall sign official documents of the MTPO. In the event of the Chair's absence, or at the Chair's direction, the Vice-Chair shall assume the powers and duties of the Chair. In the absence of both a Chair and Vice-Chair at a regular or special Board meeting, a temporary Chair shall be elected by majority vote at said meeting to serve as Chair of the meeting, for this meeting alone. The Chair shall:
 - i. Sign, on behalf of the MTPO resolutions, contracts, deeds, certifications, vouchers and all other instruments whether relating to real or personal property or otherwise;
 - ii. Approve or revise the final agenda presented by the Executive Director;
 - iii. Accept agenda items from other MTPO members with advice of the Executive Director:

- iv. Draft the annual performance evaluation of the Executive Director, distribute it to MTPO membership for comments, and develop the final evaluation for the MTPO approval;
 - v. Have authority to approve certain personnel actions, such as salary adjustments, disciplinary actions, and final approval of staff evaluations completed by the Executive Director; and
 - vi. Perform other duties as, from time to time, may be assigned by the MTPO.
- d. If the Chair is unable to serve the remainder of the Chair's term, the Vice-Chair shall automatically become the Chair and the MTPO shall elect a new vice- chair. In the event of the permanent inability of the Chair or Vice-Chair of the MTPO to serve, a new officer(s) will be elected from the membership at the next meeting.

VI. Executive Director

- a. The Executive Director shall report directly to the MTPO Board for all matters regarding the administration and operation of the MPTO. The Executive Director and staff shall be county employees, however, the MTPO shall be an independent agency. Compensation for the Executive Director shall be established by the MTPO Board. The Alachua County Administrator, with the assistance of the County Human Resources Department, shall be responsible for managing the hiring process of the Executive Director, however the MTPO Board shall be responsible for the hiring and annual evaluation of the MTPO Executive Director. The MTPO Board shall have the exclusive authority to suspend, discharge or remove the MTPO Executive Director.
- b. The Executive Director shall assist the MTPO Chair in preparation and dissemination of agendas, notices, correspondence and reports. The Executive Director or his/her designee will serve as the MTPO clerk and responsible for preparing meeting minutes and maintaining agency records.
- c. The Executive Director shall be authorized to take such actions, such as, but not limited to, signing all federal and state invoices for reimbursement of transportation planning expenses, as may be required consistent with applicable statutes, ordinances and MTPO Board approved agreements to enable the MTPO to achieve its purposes, including in emergency situations.
- d. The Executive Director shall be authorized to sign any new agreements, invoices or task orders containing obligations that are less than \$50,000 but shall place such signed agreements, invoices or task orders on the MPO Board agenda as a noted item.

- e. In the absence of the Executive Director, the County Administrator, or the County Administrator's designee, shall be authorized to perform any duties of the Executive Director including, without limitation, those duties authorized by this Section VI and Section VII.
- f. Annually present an audit report prepared by the County Auditor

VII. Emergency Situations

- a. In cases of emergencies, the Executive Director is authorized to make decisions on staffing, procurement, and continuity of operations, as needed and in documented consultation with the County Administrator and with a written notice to the MTPO Chair (or next successor) when conditions warrant.
- b. In the event of a federal, state, or locally declared emergency which prevents the MTPO Board from convening:
 - i. The Executive Director is authorized to approve amendments to the Transportation Improvement Program (TIP) if said amendments either add a project already in the Long Range Transportation Plan to the TIP, or to add projects or phases of a project with a construction budget of five million dollars or less; and
 - ii. The Executive Director shall execute amendments, supplements, and administrative documents, contracts, Unified Planning Work Programs and other time sensitive agreements as needed to meet mandatory deadlines, to implement action taken by the MPO Board, or to reflect available funding or for deobligation purposes.
- c. Authorizations and actions in accordance with state and federal laws bestowed upon the Executive Director shall not affect the allocation of funds to or by the MTPO or approved project priorities and shall be subject to ratification by the MTPO Board.

VIII. Meeting and Workshop Agendas

- a. At least five (5) to seven (7) days prior to a meeting or workshop, the MTPO shall have prepared, and shall make available, an agenda for distribution on the request of any interested person.
- b. The agenda shall list the items in the order they are to be considered. If directed by the Chair, items on the agenda may be considered out of their stated order.
- c. The agenda shall be specific as to items to be considered. All matters involving the exercise of MTPO discretion and policy making shall be listed and summarized on the

agenda. Additions to agenda items shall be for consideration of solely ministerial or internal-administrative matters which do not affect the interests of the public generally, unless the public has been provided with an opportunity to be heard on such matters in accordance with Section 286.0114, Florida Statutes, or the matter is otherwise exempt from the requirements of Section 286.0114, Florida Statutes.

- d. The MTPO shall provide that the meeting or workshop shall be open to the public unless specifically provided otherwise by law and accordance with MTPO Public Participation Plan.

IX. Committees

- a. The following committees have been created by the MTPO, are ratified herein and shall serve as standing committees.:

- i. The Technical Advisory Committee (TAC), which shall function as provided in Section 339.175(6)(d) and (8)(b), Florida Statutes, and as otherwise directed by the MTPO Board. The TAC serves at the pleasure of the Board.

1. The TAC serves in an advisory capacity to the MTPO on matters related to coordinating transportation planning and programming including, but not limited to, review of MTPO related transportation studies, reports, plans and programs. The TAC shall assist the MTPO by providing technical resources and recommendations as requested.
2. The membership of the TAC must include, whenever possible, planners; engineers; representatives. At minimum this includes representative(s) of the Gainesville-Alachua County Regional Airport Authority, Gainesville Regional Transit System; the University of Florida ; and Alachua County School Board; and other appropriate representatives of affected local governments.
3. In addition, the TAC shall coordinate its actions with local school boards and other local programs and organizations within the metropolitan area which participate in school safety activities, such as locally established community traffic safety teams. Local school boards must provide the MTPO with information concerning future school sites and in the coordination of transportation service.
4. The TAC may have additional advisory (non-voting) members as the MTPO deems advisable.
5. Each member of the TAC is expected to demonstrate interest in the TAC's activities through attendance at the regularly scheduled meetings except for reasons of an unavoidable nature. A majority of the TAC may recommend the removal of any member who fails to attend, or arrange for an alternate to attend,

three or more meetings in a one-year period. Such recommendations shall be forwarded to the appointing agency or governmental unit through the MTPO Executive Director.

- ii. The Citizens Advisory Committee (CAC) shall function as provided in Section 339.175(6)(e)1 and (8)(b), Florida Statutes, and as otherwise directed by the MTPO Board. The CAC membership is subject to appointment by the MTPO Board and serves at the pleasure of the Board. The membership on the CAC must reflect a broad cross-section of local residents with an interest in the development of an efficient, safe, and cost-effective multimodal transportation system. Minorities, the elderly, and the handicapped must be adequately represented as well as representatives and users of various transportation modes.
 1. The community at large shall be represented in the transportation planning process by the CAC. The CAC serves in an advisory capacity to the MTPO for the purpose of assisting in the formulation of the MTPO's goals and objectives, seeking reaction to planning proposals and providing comment with respect to the concerns of various segments of the population regarding their transportation needs.
 2. Notwithstanding the above provisions, the MTPO may, with the approval of the department and the applicable federal governmental agency, adopt an alternative program or mechanism to ensure citizen involvement in the transportation planning process.
 - iii. By Resolution No. 95-3, the MTPO created a Bicycle/Pedestrian Advisory Board, to which the MTPO appoints four (4) members, for the purpose of studying and making recommendations to the MTPO, City of Gainesville, and Alachua County solely related to the maintenance of policies, programs and facilities for the safe and efficient integration of bicyclists and pedestrians into the metropolitan transportation system.
 - iv. Pursuant to Section 427.0157, Florida Statutes, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area appoints the members of the Alachua County Transportation Disadvantaged (TD) Coordinating Board and through agreement with the MTPO Board, the North Central Florida Regional Planning Council provides support and resources to manage and oversee the operations of the TD Coordinating Board.
- b. Other standing or ad-hoc advisory committees may be established by the MTPO as necessary to investigate and report on specific subject areas of interest to the MTPO. Standing and ad-hoc committees meetings shall have the same meeting requirements as MTPO meetings.

X. Amendments

- a. These bylaws may be amended at any non-emergency meeting providing notice of the meeting has been given in accordance with Section IV, the consideration of a bylaws amendment has been included on the agenda made available in accordance with Section IV, and the text of the proposed amendment(s) has been provided with the agenda to each MTPO member and made available to the public.
- b. The affirmative vote of two-thirds of the voting membership of the MTPO Board shall be required to amend these bylaws.



Metropolitan Transportation Planning Organization
For the Gainesville and Alachua County Area

VIII. Information Item C



Metropolitan Transportation Planning Organization For the Gainesville and Alachua County Area

May 21, 2025

MEETING MEMORANDUM

To: Technical Advisory Committee/
Citizens Advisory Committee

From: Brad Thoburn

Subject: **Bicycle/Pedestrian Plan**

BACKGROUND

Alachua County, in collaboration with the City of Gainesville and the University of Florida, is preparing the first significant update to Alachua County's bike and pedestrian master planning in over 20 years. The purpose of the Alachua Countywide Bicycle-Pedestrian Master Plan is to make walking and biking safe and attractive transportation choices for residents and visitors of all ages and abilities. It aims to do so through the creation of goals, policies, programs, and projects that will make walking and biking safer, more comfortable, and more convenient. County Staff will provide an interim project update covering Existing Conditions, Draft Recommendations, Next Steps & How to Get Involved.

The Existing Conditions Report for the Countywide Bike Ped Master Plan is attached.

Attachment

ALACHUA COUNTYWIDE BICYCLE & PEDESTRIAN MASTER PLAN

Technical Memorandum 1:
Existing Conditions Assessment

May 2025



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APPENDIX A FDOT Level of Traffic Stress Methodology & Modifications

INTRODUCTION

Alachua County, in partnership with the City of Gainesville and University of Florida, is developing a Countywide Bicycle and Pedestrian Master Plan (BPMP) to guide the future of walking, biking, and micromobility infrastructure across the region. This plan will provide a framework for improving safety, expanding transportation options, and enhancing connectivity between neighborhoods, business districts, schools, parks, and other key destinations.

While the plan focuses on improving facilities for people who walk, bike, and roll, its benefits extend to everyone—including those who primarily drive. A well-connected bicycle and pedestrian network helps reduce roadway congestion, improves traffic flow, and increases safety for all road users by providing dedicated spaces for non-motorized travelers. Additionally, better walking and biking options give residents more transportation choices, helping to create a more efficient and accessible system that supports economic growth and quality of life.

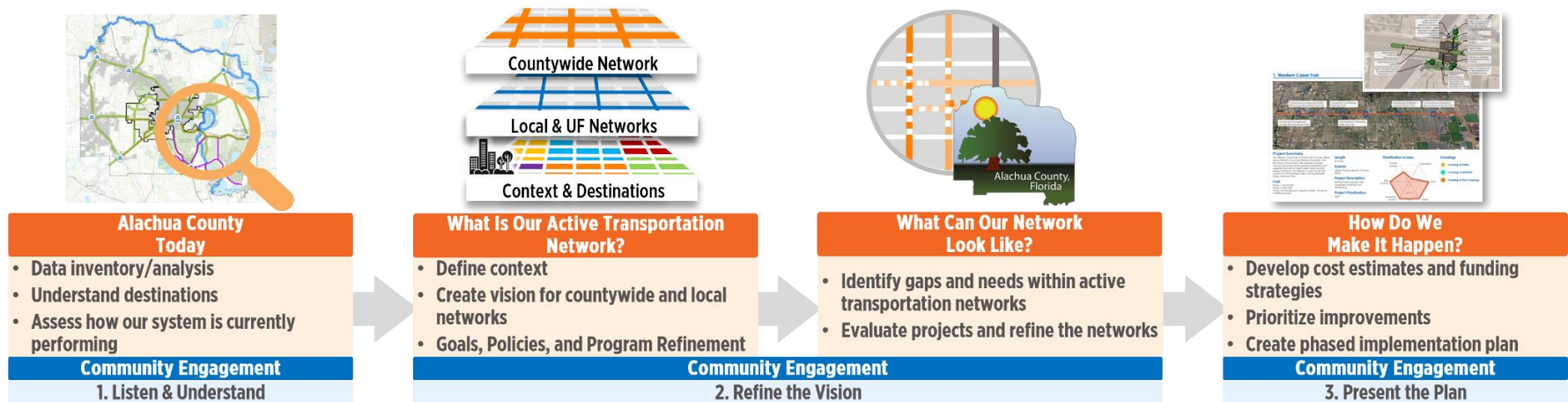
Study Process

The BPMP will be conducted in four phases and supported by community engagement as noted below. This interim report summarizes the existing conditions, needs, and opportunities based on data analysis and community input.

The Master Plan will:

- **Strengthen countywide policies and practices** to support safe and effective multimodal transportation.
- **Identify gaps** in the existing network of sidewalks, bikeways, and shared-use paths.
- **Recommend targeted infrastructure improvements** to enhance connectivity and accessibility.
- **Develop an implementation strategy** to prioritize investments and policy changes.

By planning for a safer and more efficient transportation network, Alachua County is taking a proactive approach to addressing the needs of all residents—whether they walk, bike, drive, or use transit. This plan reflects a commitment to a balanced and forward-thinking transportation system that enhances mobility, safety, and quality of life across the County.



Study Area

The study area for the Alachua County BPMP can be seen in **Figure 1** and includes all of Alachua County. The BPMP will focus on connecting people to everyday destinations within the unincorporated county like schools, grocery stores, and healthcare. Additionally, the BPMP will propose connections between cities and towns and to major destinations like the University of Florida, recreational and conservation areas, major hospitals, schools, and shopping districts.

Alachua County is home to nine municipalities, each with its own character, history, and role within the region. These jurisdictions, along with the unincorporated areas of the county, contribute to the diverse economic, cultural, and environmental landscape of North Central Florida.

- **Gainesville** – The largest city and the economic and cultural hub of Alachua County, Gainesville is home to the **University of Florida (UF)** and **Santa Fe College**, making it a center for education, healthcare, and innovation. With a growing population and a strong focus on sustainability and multimodal transportation, Gainesville plays a key role in regional planning efforts.
- **Alachua** – Known as the "Good Life Community," Alachua combines small-town charm with a growing business sector, including the Progress Corporate Park, which supports biotech and research industries. Its historic downtown and access to nature make it a unique blend of tradition and progress.
- **High Springs** – A historic railroad town turned outdoor recreation destination, High Springs is famous for its proximity to springs, rivers, and state parks. The city is a gateway for eco-tourism, attracting visitors for kayaking, diving, and hiking.
- **Newberry** – A city with strong agricultural roots, Newberry is known for its equestrian culture, farms, and sports facilities, including the Easton-Newberry Sports Complex. It has experienced steady growth while maintaining its rural charm.
- **Hawthorne** – Positioned along U.S. 301, Hawthorne is a small town with strong connections to nature and outdoor recreation, including the Gainesville-Hawthorne State Trail, a popular route for cyclists and pedestrians linking to Gainesville.
- **Archer** – A quiet, historically significant town with a past tied to the railroad and agriculture, Archer retains its rural identity while benefiting from its proximity to Gainesville.
- **Micanopy** – Florida's oldest inland town, Micanopy is known for its historic district, antique shops, and oak-lined streets. It has a deep cultural heritage and remains a popular destination for history enthusiasts.
- **Waldo** – Historically, a major railroad and transportation hub, Waldo is a small town with a strong community focus. It is known for its fishing lakes, rural charm, and antique markets.
- **LaCrosse** – A small town with a strong agricultural heritage, LaCrosse is known for its farming community and rural landscape.

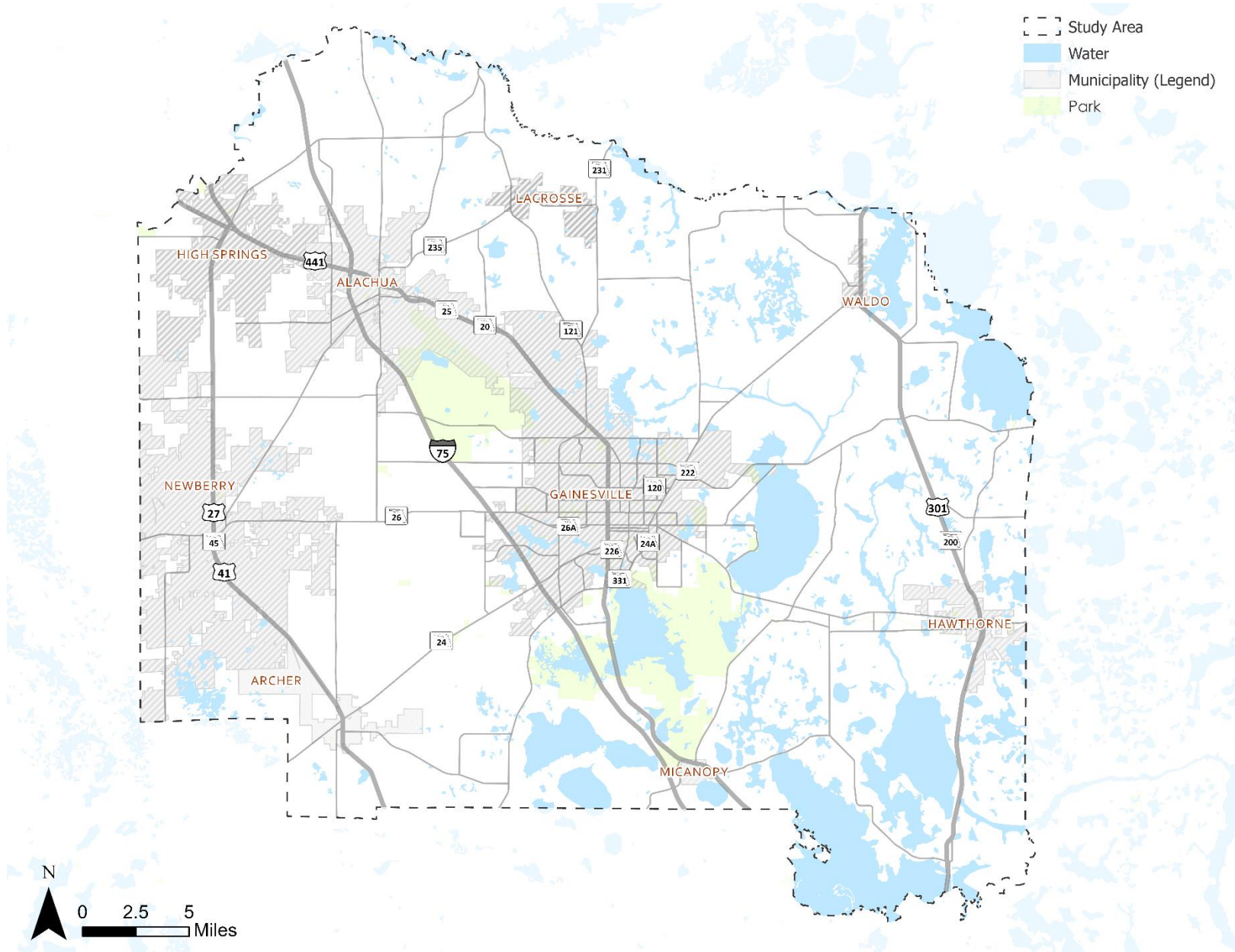


Figure 1. Alachua County BPMP Study Area

COMMUNITY ENGAGEMENT SUMMARY

Data-driven analyses help identify gaps and issues but do not tell the entire story. The plan is based on a strong foundation of community engagement, working with the people who frequent Alachua County's roadways every day to understand where people want to go, how they want to get there, and how they can travel most safely and comfortably. Initial community engagement efforts were conducted to understand the issues and opportunities to provide a safe and connected network for all, a summary of which is outlined below. The efforts included one in-person public workshop, two pop-up events, and an online survey & mapping exercise.

In-Person Engagement

Working Group

A project Working Group was established to solicit input from various organizations, including but not limited to representatives from different departments within Alachua County, local jurisdictions, Florida Department of Transportation (FDOT), the University of Florida, and Gainesville Regional Transit System (RTS) to name a few. The Project Team (Alachua County, City of Gainesville, University of Florida, and Kittelson & Associates, Inc.) met with the Working Group on January 15th, 2025, to gather feedback regarding the goals and strategies of the master plan and verify existing and proposed active transportation facilities in a map-based exercise.

Public Workshop

On Wednesday, November 13th, 2024, Alachua County held an in-person public workshop in conjunction with the County's Safe Streets and Roads for All (SS4A) project (photo shown in **Figure 2**).

Eighty-seven people attended the workshop located at the Harn Museum of Art (3259 Hull Rd, Gainesville, FL 32608). Participants had the opportunity to (1) engage in conversation with the Project Team, (2) provide feedback regarding their level of comfort walking and/or biking in Alachua County, and (3) provide specific geographical feedback at several interactive map stations. The data collected in-person was integrated into the online feedback discussed later in the summary.



Figure 2: Photo of Participants Engaging in In-Person Public Workshop #1

Residents were asked to share their level of comfort **biking** in Alachua County and what would make them feel more comfortable doing so. **Figure 3** shows the findings related to the bicycle facilities people feel comfortable using while biking. Most residents shared that they felt comfortable biking on *separated, wider facilities* (i.e., separated bicycle lanes, a shared-use path, or a trail).

Facility Types

- Desire for *separated bicycle facilities* (i.e., buffered bicycle lanes and other physical barriers) as opposed to painted bicycle lanes to enhance safety.
- Desire for better *bicyclist-scale lighting* at night.
- Issues with *obstructed bicycle lanes* with scooters, illegally parked vehicles, etc.

Vehicle Interaction

- Support for designing roads that encourage *slower vehicle speeds*, including narrowing roads near intersections and adding speed tables.
- Concerns about *distracted driving* (e.g., texting and driving).
- Desire for more traffic enforcement of vehicle laws and better law enforcement to reduce *aggressive driving*.
- Support for *red-light enforcement* near bike lanes.
- Support for *educating drivers about bicyclists' right-of-way*.

Intersections

- Support for *prioritizing bicyclist movements* at major intersections.

Other

- Support for more commuter bicycle trails and *better connectivity* between bicycle paths and major areas like the University of Florida (UF) and Downtown Gainesville.
- Concerns about poor roadway surface conditions and the need for better *maintenance of bicycle lanes* (e.g., removal of debris, potholes, etc.).
- Support for *prioritizing bicyclists over vehicles* when redesigning roadways.

What Bicycle Facility Do You Feel Comfortable Biking On? (Mark All That Apply)

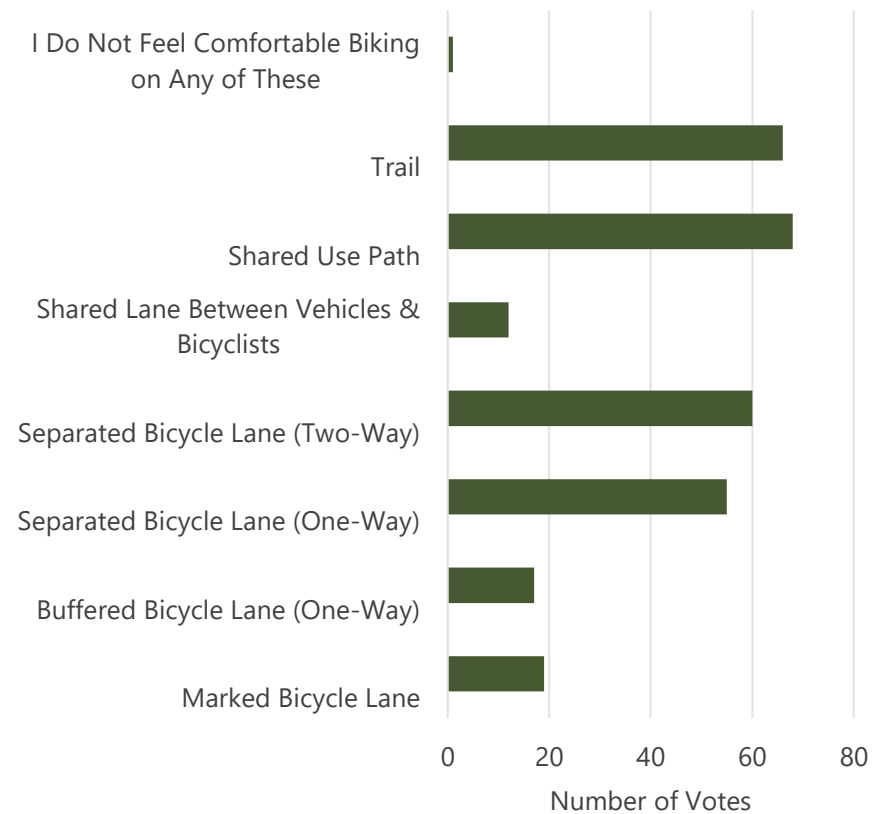


Figure 3: Reported Level of Biking Comfort by Facility Type

Residents were also asked to share their level of comfort **walking** in Alachua County and what would make them feel more comfortable doing so. **Figure 4** shows the findings related to the pedestrian facilities people feel comfortable using while walking. Most residents shared that they felt comfortable walking on a *separated, wider facility, a shared-use path, or a trail.*

- Facility Types**
 - Desire for *separation of pedestrians* from cars (i.e., continuous, wide, and unobstructed sidewalks with physical buffers such as trees or planters).
 - Desire to *improve shade* for comfort and relief from heat, along walkways.
 - Desire for better *pedestrian-scale lighting* at night.
 - Desire to fill infrastructure gaps (i.e., sidewalk gaps) and *improve pedestrian connectivity*.
- Vehicle Interaction**
 - Desire to *ban right-turn-on-red behavior* at pedestrian-heavy intersections.
 - Desire to add safety features such as speed bumps to *slow vehicle traffic*.
 - Desire to enforce vehicle speed limits and traffic laws to *reduce vehicle speeding and driver aggression*.
- Intersections**
 - Support for *prioritizing pedestrian movements* at major intersections.
 - Desire to *increase the frequency of crosswalks*, including more signalized crossings.
 - Desire to add *pedestrian-friendly signal timing* strategies such as leading pedestrian intervals.
- Other**
 - Some concerns about the relationship between police and *marginalized communities*.
 - Support for *prioritizing pedestrians over vehicles* when redesigning roadways.
 - Concerns for *motorized micromobility vehicles* (i.e. e-bicycles, e-scooters, etc.) *sharing sidewalks with heavy pedestrian traffic*.
 - Desire for *more bus routes* and a potential train system to *improve city-wide connectivity and reduce reliance on vehicles*.

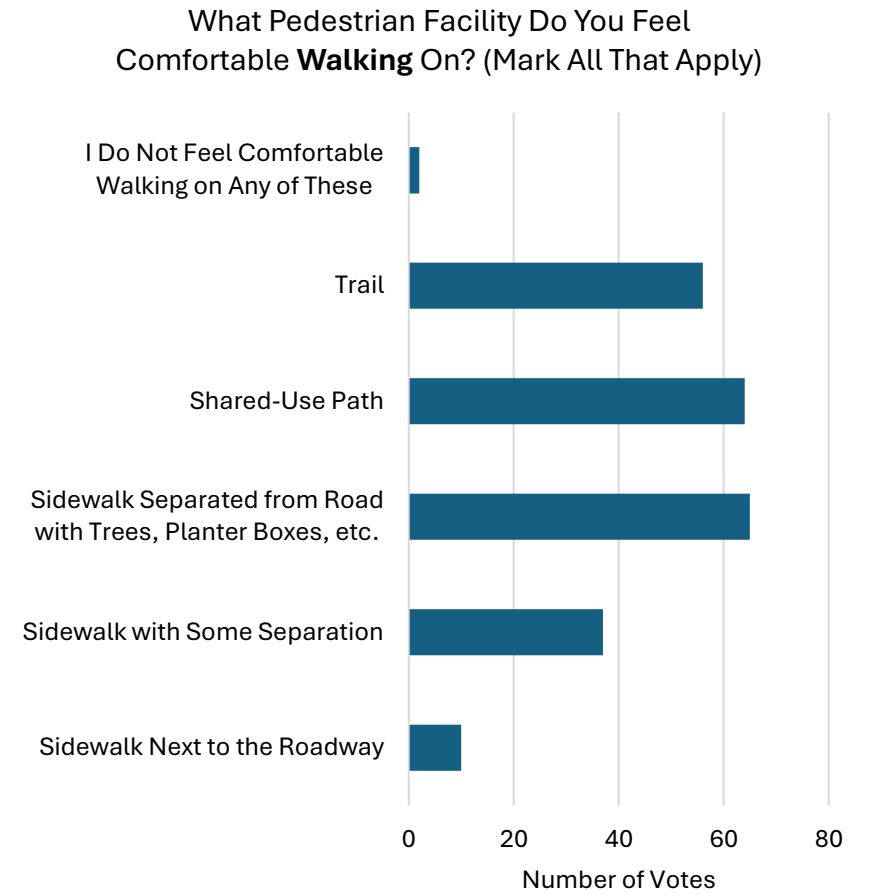


Figure 4: Reported Level of Walking Comfort by Facility Type

Survey

A digital survey was made available from November 1st, 2024, to November 30th, 2024, and gathered similar input that the in-person workshop collected. The survey’s primary goal was to provide the Project Team with insights into community member’s transportation habits within Alachua County, including their preferred modes of transportation, their level of comfort on various bicycle and pedestrian facilities, the challenges they face, and their desired future for walking and biking in Alachua County. In total, the survey consisted of 35 questions. 2,012 people responded to the survey.

Similar to results from the in-person public workshop, the survey revealed that **most Alachua County residents are most comfortable biking and/or walking along wider or separated facilities**. 86% of community members felt comfortable walking on sidewalks with planter boxes or trees. More than 70% of respondents felt comfortable biking along a trail or a shared-use path. Overall, residents reported less comfort biking and/or walking along facilities adjacent to vehicles (i.e., shared lane between vehicles and bicyclists, on-street bicycle lanes, etc.)

Figure 5 shows that more than 50% of participants wanted to walk or bicycle to parks, schools, libraries, social activities, and/or shopping destinations and nearly 50% are interested in walking or biking to work. **Figure 6** shows that 35% of bicyclists and 23% of pedestrians, if it were safe and comfortable, would bicycle or walk more than 20 minutes to get to work, school, shopping, or other daily destinations.

If It Were Safe, Comfortable, And Not Too Far, Which Of The Types Of Places Would You Walk Or Bike To? (Select All That Apply)

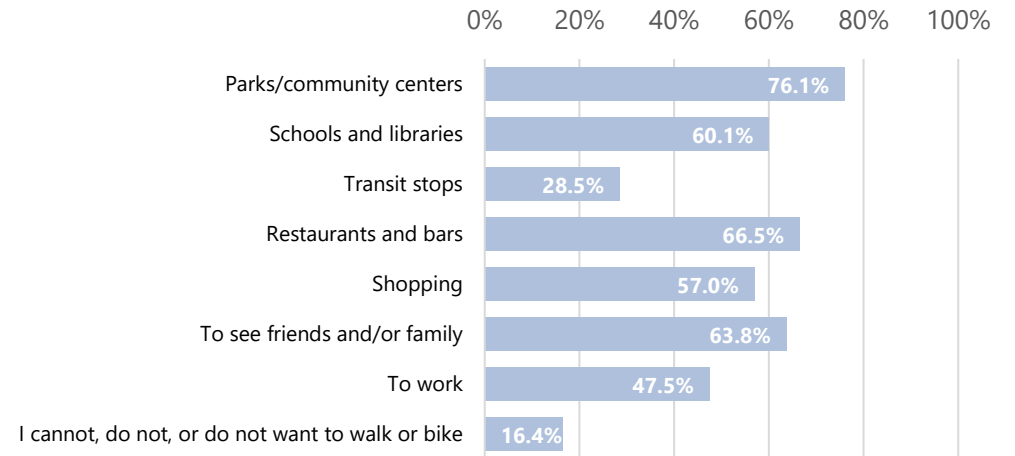


Figure 5: Destination Preferences

If It Were Safe And Comfortable, How Far Would You Walk/Bicycle To Get To Work, School, Shopping, or Other Daily Destinations?

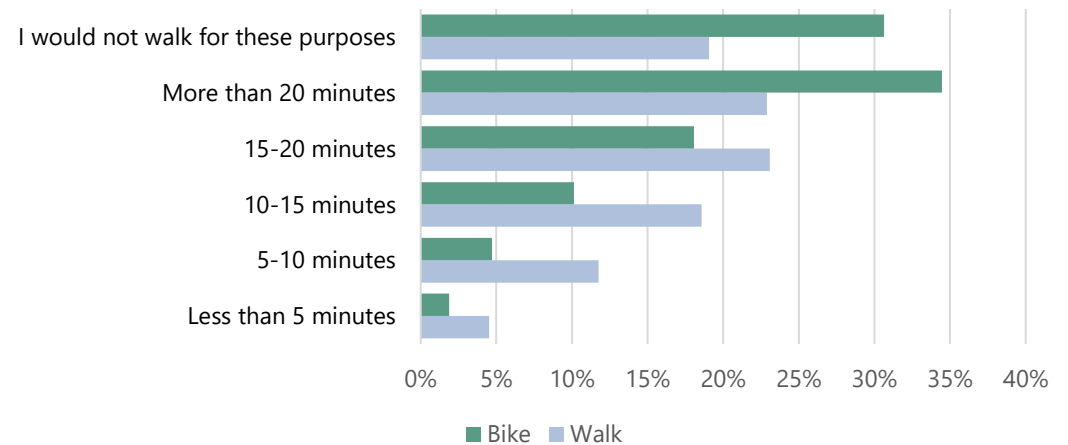


Figure 6: Trip Duration Preferences

Figure 8 shows that the community’s **primary obstacles to walking and biking are high vehicular speeds, dangerous intersections, and bicycle and pedestrian facility gaps.**

Figure 7 shows that the **community’s primary vision for the future of transportation in Alachua County includes improving bicyclist and pedestrian safety, reducing traffic fatalities to zero, and improving bicyclist and pedestrian mobility along roadways.**

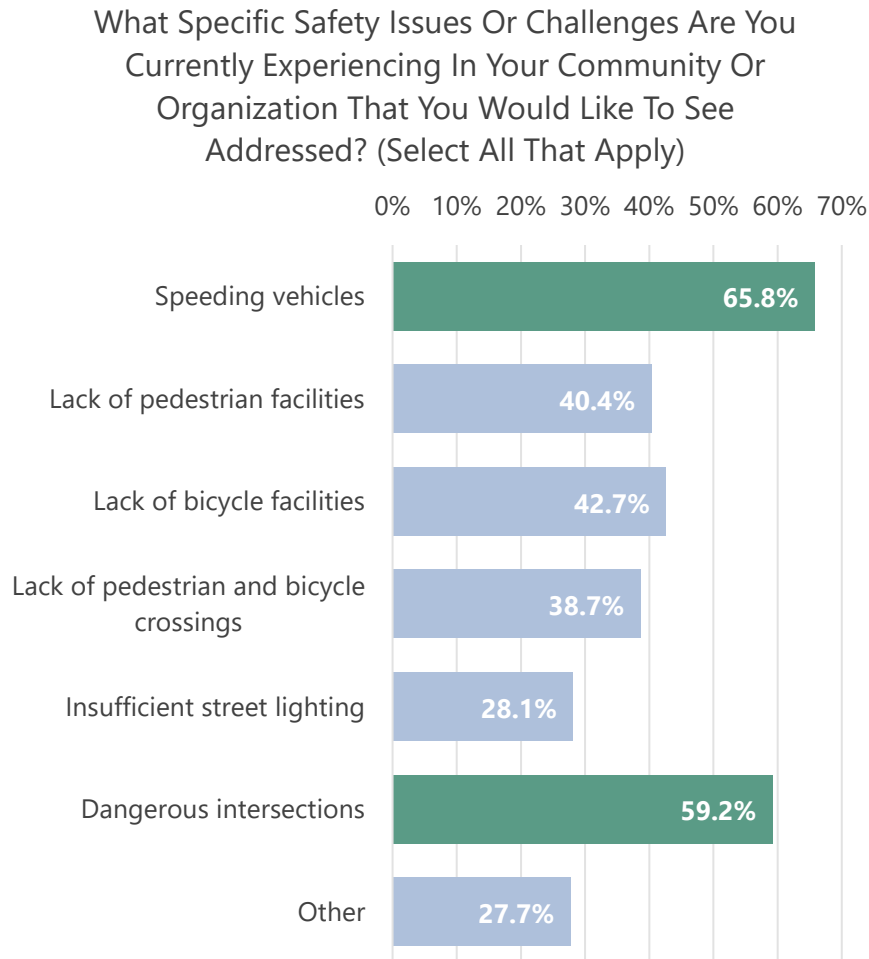


Figure 8: Survey Results for Specific Safety Issues

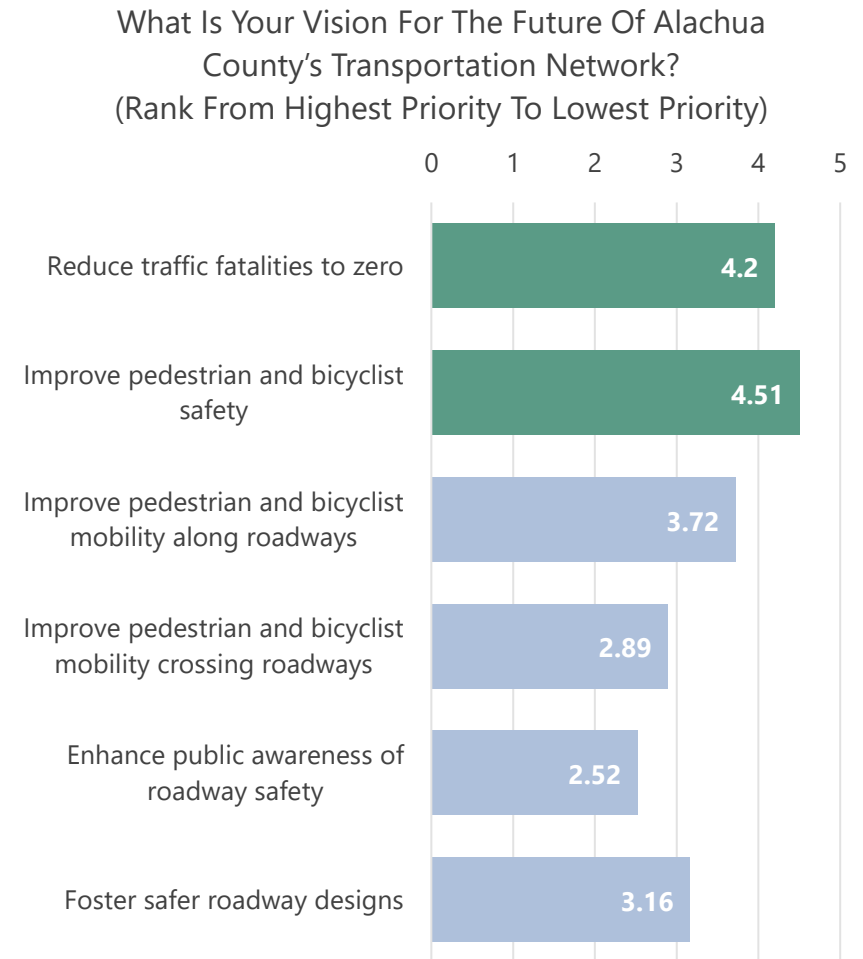


Figure 7: Survey Results for Transportation Vision

Online Map

An online map tool was created in tandem with the online survey and in-person public workshop. The results in the following section reflect comments submitted from November 1st, 2024, to November 30th, 2024. The map tool allowed participants to place points and/or lines to highlight geographic-specific challenges and opportunities relating to bicycling and walking (**Figure 9**). A total of 663 comments were made on the online map or the physical maps during the public workshop.

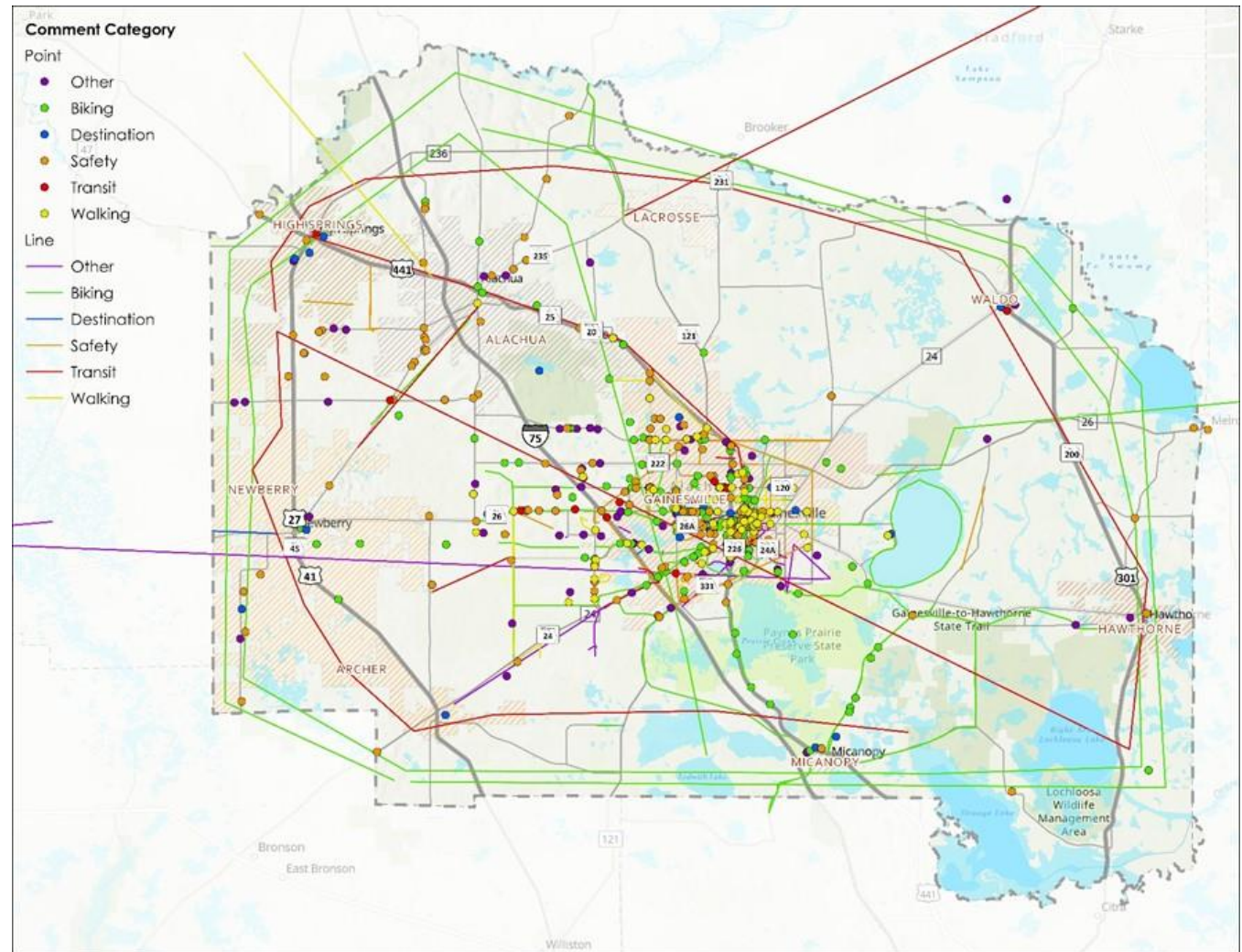


Figure 9: Online Map Comments by Category

From the map comments, the following themes emerged for each portion of the study area:

- City of Gainesville
 - Desire to *reduce driver speed* (i.e., NW 8th Avenue near Loblolly Park).
 - Desire to *increase safe crossing opportunities to schools* (i.e., Littlewood Elementary School, Gainesville High School)
 - Desire to *increase safe crossing opportunities at particular intersections* (i.e., University Avenue & NW 13th St, NW 4th St & NW 8th Avenue along Rail Trail, NW 8th Avenue & NW 6th Street)
 - Desire to *fill sidewalk gaps* (i.e., near Westwood Rd, 53rd Avenue)
 - Desire to *reduce parking spaces downtown to provide plaza spaces* and increase pedestrian and bicyclist activity.
 - Concern about *maintenance* along NW 53rd Avenue multi-use trail
 - Desire to *increase accessibility* for disabled people
 - Desire to *increase the continuity of the trail along Archer Rd*
- Northeast Alachua County
 - Desire for bus and/or bicycle *connections between the City of Waldo and the City of Gainesville*
 - Desire to *slow driver speeds*
- Northwest Alachua County
 - Desire to *increase roadway maintenance* (i.e., debris on Millhopper Road encroaches in bicycle lane, CR 234, etc.)
 - *SR 235 needs safety improvements*
 - Desire to *increase multi-use trail connections between City of High Springs and City of Gainesville*
- Southeast Alachua County
 - Desire for more *trail connections between City of Micanopy and City of Gainesville/existing Hawthorne Trail*
 - Desire for more *paved trails in and around nearby conservation areas* and trails (i.e., Paynes Prairie, Kincaid Trail to Fred Cone Park, Hawthorne Trail)
 - Concern about *maintenance and pavement quality for bicyclists* along CR 234
 - Desire for *buffered bicycle lanes* along US 441 and SR 20
- Southwest Alachua County
 - Desire for *more trail connections between Gainesville and City of Archer/City of Newberry*
 - Desire to *provide wider bike lanes and fill bicycle facility gaps*
 - *Increase crossings and improve safety* along SW 75th St
 - *Increase safety of intersections* due to increase of traffic activity related to the Fletcher's Mill housing development

Other

In addition to the in-person public workshop, Alachua County engaged/will engage in several other in-person outreach events, including the Alachua County Climate Summit on November 16th, 2024; and the Alachua County Bicentennial on January 11th, 2025.

ALACHUA COUNTY TODAY

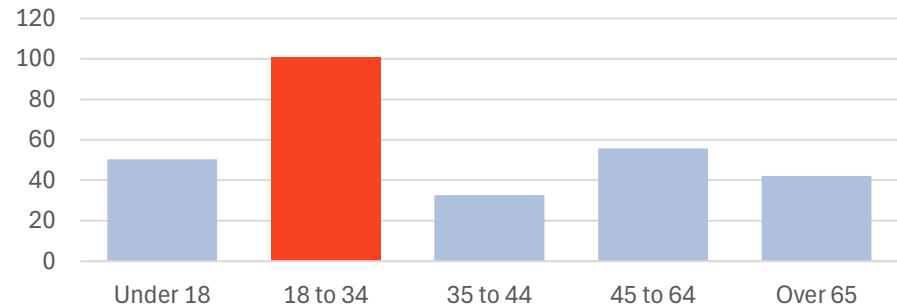
Alachua County, situated in North Central Florida, offers numerous opportunities for outdoor recreation among its several state parks, trails, and freshwater springs. It has a rich history tied to Native American culture; the land has been heavily populated by the native Timucua people for thousands of years. The county is also known for being the home of the University of Florida, located in the City of Gainesville. Much of the county's economy revolves around education, research, and healthcare associated with the University of Florida.

Alachua County is home to the cities and towns of Gainesville, Alachua, Archer, Hawthorne, High Springs, Micanopy, Newberry, Waldo, and LaCrosse. In addition to these incorporated municipalities, the county also includes several large unincorporated areas such as Haile Plantation, a New Urbanist neighborhood and village center located southwest of Gainesville; Tioga, a mixed-use development three miles west of Gainesville; Celebration Pointe, a mixed-use development located off of I-75 and Archer Rd; Jonesville, situated between Gainesville and Newberry; and Melrose, an unincorporated community 17 miles east of Gainesville. These cities, towns, and unincorporated areas contribute to Alachua County's unique character.

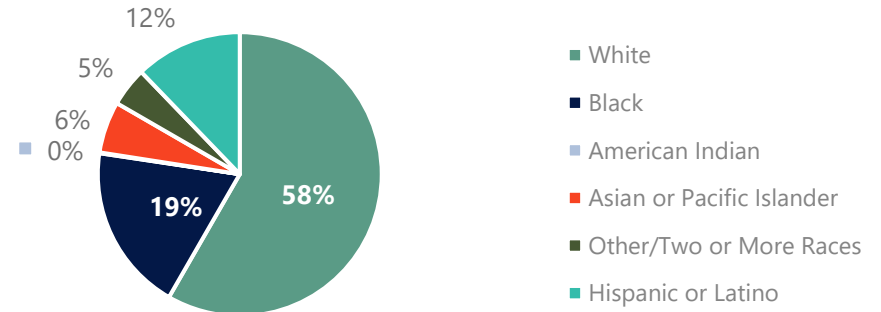
According to the ACS 2023 Community Survey 5-year Estimates:

- The median age is **32.2** years old.
- The median household income is **\$59,659**.
- **47.7%** of residents over the age of 25 have at least a bachelor's degree.
- **41.7%** of people in Alachua County are people of color (non-white).

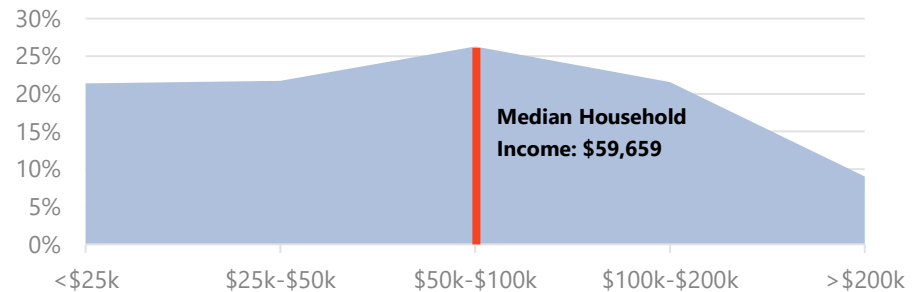
Population by Age (in Thousands)



Population by Race



Median Household Income



Demographics

Just under 300,000 people live in Alachua County, with Gainesville as the largest city, home to approximately 143,000 residents (**Figure 10**). Outside Gainesville, the largest incorporated communities include Alachua (~10,000), Newberry (~7,600), and High Springs (~6,300). Understanding the needs and preferences of different groups helps identify and curate effective improvements relating to how people travel throughout Alachua County.

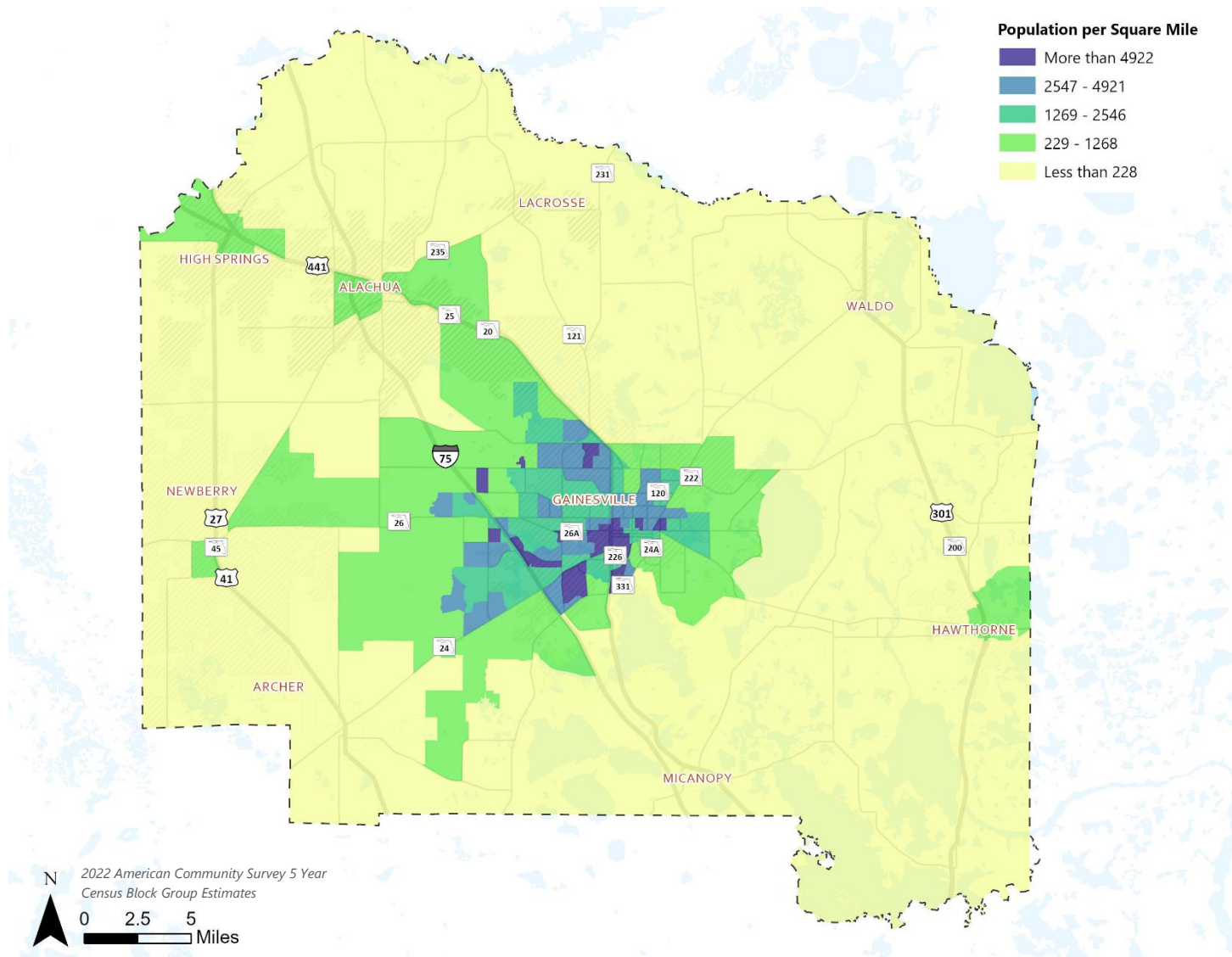


Figure 10: Population Density

POPULATIONS WITHOUT ACCESS TO A VEHICLE

Households without access to a personal vehicle are more likely to rely on other means of transportation such as walking, biking, and transit. **Figure 11** shows people living with disabilities are concentrated in the southern and eastern portions of Gainesville.



6.3%

of households do not have access to a vehicle.

AGES LESS LIKELY TO DRIVE

People over the age of 65 and under the age of 18 may have limited access to a private vehicle, walk and bike at different speeds, need more room to travel, and have greater needs for alternatives to driving.



17.9%

Under the age of 18

14.9%

Are over the age of 65

Figure 12 illustrates the concentration of older and younger populations within Alachua County. High Springs and parts of Alachua have an older population, overall. Parts of Newberry and Alachua have a relatively large concentration of younger people compared to the rest of Alachua County. The BPMP may help provide transportation alternatives to people over the age of 65 and under the age of 18 who may have limited access to a private vehicle. Furthermore, a bicycle and pedestrian network that is accessible and safe for these age groups benefits people of all ages.

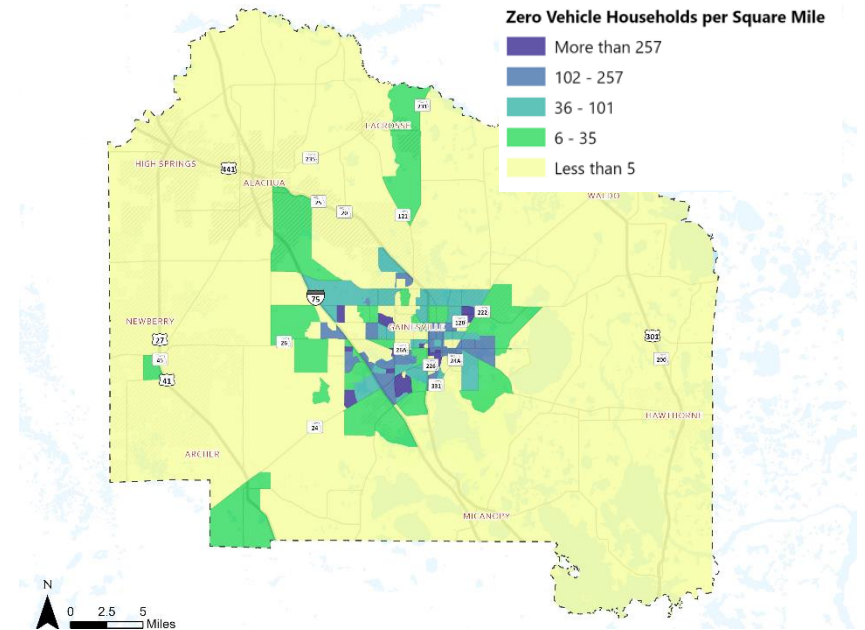


Figure 11: Zero Car Households

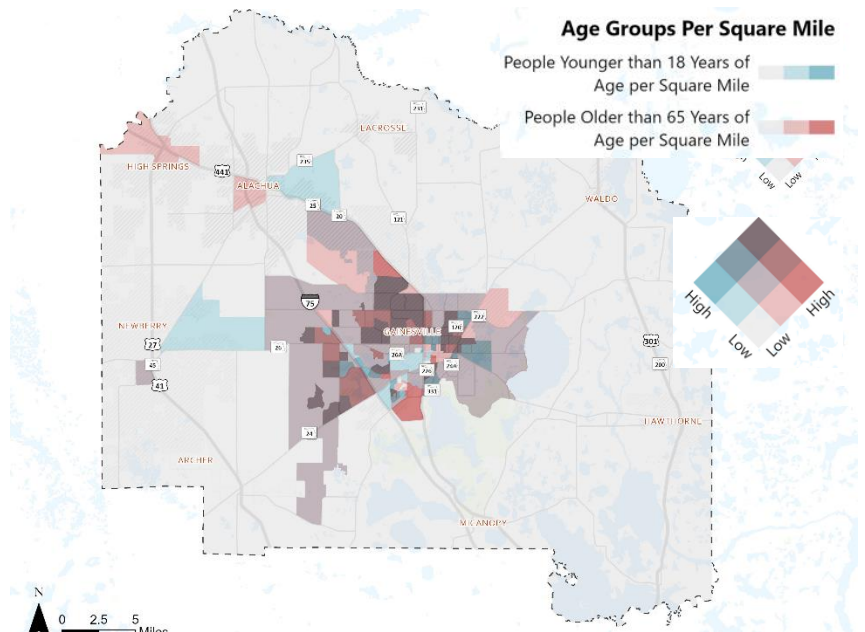


Figure 12: Population Under 18 and Over 65 per Square Mile

PEOPLE WITH DISABILITIES

People living with disabilities may need special accommodations to travel around, such as longer times to cross intersections, and they may be less likely to own a vehicle.



5.9%
of people live with a disability

Figure 13 illustrates the number of residents with a disability per square mile. Within Gainesville, disabled populations are clustered in the southern and eastern portions. Other less dense concentrations of people with a disability are also located in rural areas of the county such as Hawthorne, Newberry, and Alachua.

PEOPLE WHO LIVE IN POVERTY

People living in poverty may not be able to afford or maintain a vehicle, and therefore are more likely to walk, bike, and ride transit instead.



19.0%
of people live in poverty

Figure 14 illustrates the number of residents in poverty per square mile at the census tract level. The southwestern portion of Gainesville has the highest concentration of people living in poverty. Western Alachua County has a higher number of residents living in poverty compared to the eastern portion of Alachua County.

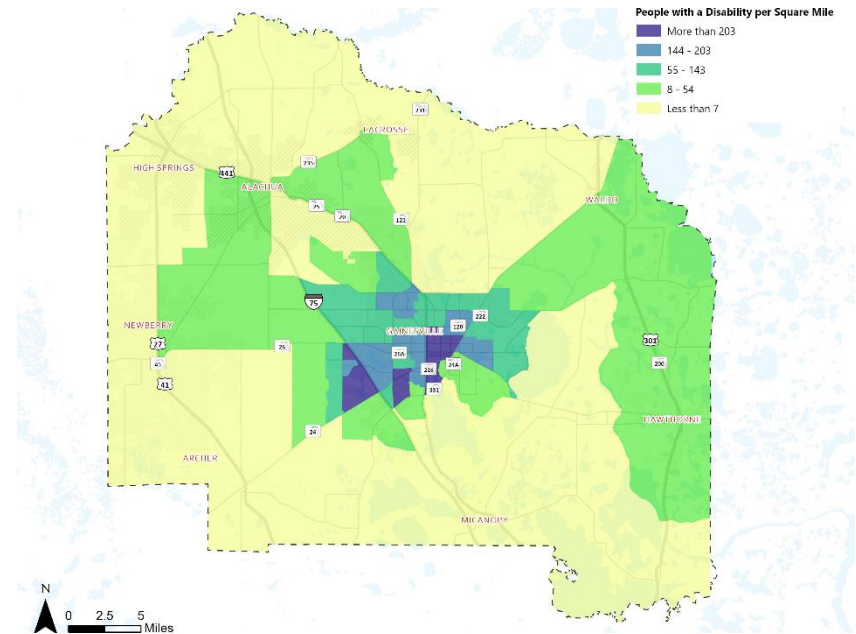


Figure 13: Population with a Disability per Square Mile

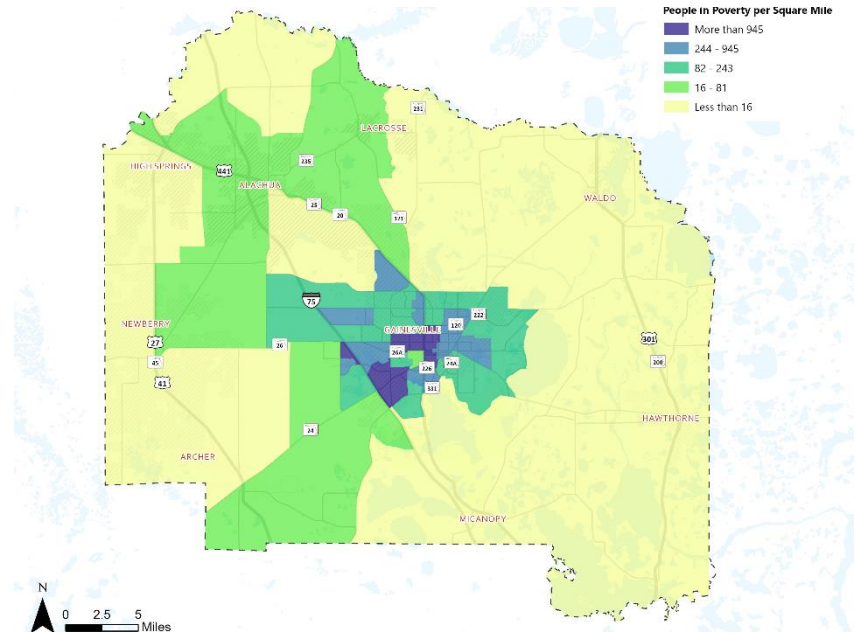


Figure 14: Population in Poverty per Square Mile

2022 American Community Survey 5 Year Census Block Group and Census Tract Estimates

Opportunity Priority Areas in Alachua County

Transportation plays a critical role in ensuring that all residents have access to jobs, education, healthcare, and daily necessities. Recognizing that some communities face greater transportation challenges than others, Alachua County has identified **Priority Areas** to help guide investments in infrastructure where they are needed most. These areas highlight communities that may experience greater barriers to safe, reliable, and affordable transportation options due to economic conditions and historical underinvestment.

To define Priority Areas, the County used a data-driven approach incorporating three key indicators:

- **Low Household Income (185% of Area Median Income, or AMI):** This measure includes households earning up to 185% of the region's median income. Families within this range may be financially constrained when it comes to transportation options, making affordable and safe walking, biking, and transit access especially important.
- **Qualified Census Tracts (QCTs):** Defined by the U.S. Department of Housing and Urban Development (HUD), QCTs are areas where at least 50% of households earn less than 60% of the AMI or have a poverty rate of 25% or higher. These areas often experience infrastructure gaps that limit mobility and access to opportunity.
- **Residential Improvement Value:** Neighborhoods in the bottom 20% of residential improvement value, buffered by 1,320 feet, were included to capture areas where lower housing values may indicate historical disinvestment and fewer existing transportation facilities.

These considerations are further exemplified when considering the combined cost of housing and transportation (H&T). According to the Center for Neighborhood Technology, households should aim to spend no more than 45% of their income on H&T so they can have enough money left over for other living expenses. Considering these elements together as opposed to separately is important, as some people may choose to live in a more expensive but walkable area so they do not need to use a car, and others may choose to live in a more suburban area where they are able to drive to daily needs. In Alachua County, H&T costs make up about 54% of income, with people spending approximately \$16,800 on housing and \$14,000 on transportation per year.

Figure 15 illustrates the equity focus areas defined by the County. Equity focus areas are present in all jurisdictions throughout Alachua County. These areas are especially present in parts of Gainesville, Micanopy, Hawthorne, Waldo, and along the US 441 corridor.

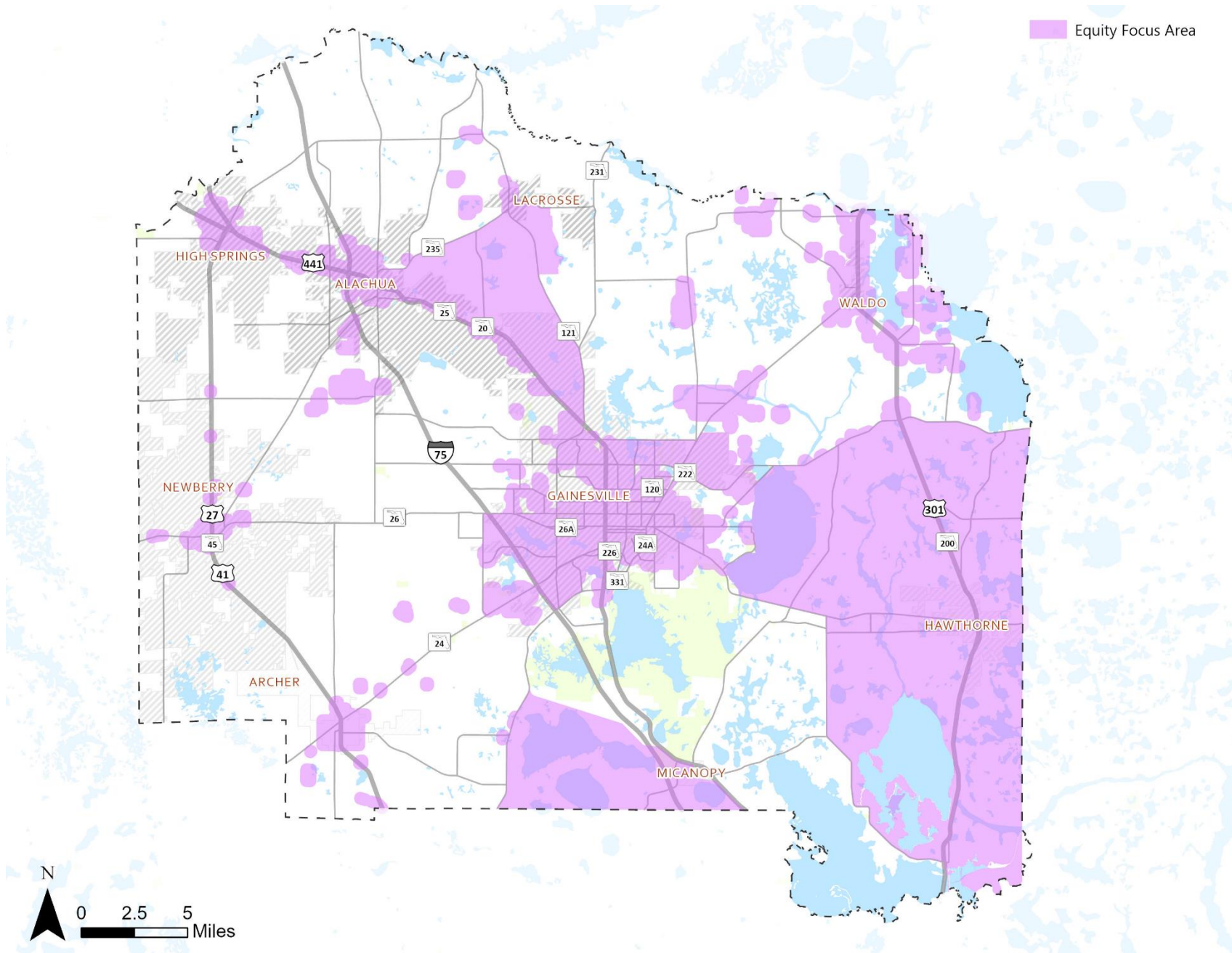


Figure 15: Equity Focus Areas

Land Use

Understanding land use context is a key component to creating a multimodal transportation network that efficiently connects people to where they may live, work, or play throughout Alachua County. The county is a diverse region, consisting of various land uses and landscape characteristics. The following graphic provides a brief summary of the general types of places that exist in Alachua County.



Rural and agricultural areas have limited development but roads within them may serve key long distance connections. They often lack active transportation facilities and may see higher volumes of large vehicles like trucks and farm equipment.



Conservation areas typically have a few intersecting roadways, if any roadways at all. These areas are often destinations for people using all modes of transportation, but roads may be high speed and lack active transportation facilities.



Rural small towns consist primarily of low-density residential single-family homes, surrounded by agricultural land and conservation areas. These areas often have a small, walkable downtown area with retail that can attract people from around the county.



Residential areas consist primarily of single-family homes and low-density developments. These areas typically funnel transportation onto wide, high-speed arterials with limited crossing opportunities that provide access to commercial areas and freeways.



New Urbanist communities such as Haile Plantation and Tioga are walkable neighborhoods with a mix of uses.



Urban areas like the City of Gainesville consist of mixed-uses including commercial, residential, and government spaces. Streets often follow a grid pattern and have many intersections.



The University of Florida has slow speeds and numerous traffic calming devices to support the many people who walk and bike there.



Newer mixed-use developments such as Celebration Pointe promote walkability and include a mix of different land uses but may only be accessible via high speed arterials.

Future Land Use

Evaluating the future land use is a helpful way to evaluate how the County intends to grow and where major attractors are or will be. **Figure 16** shows most of the county is designated as agriculture¹ or conservation. Several clusters in unincorporated areas have a future land use designated as mixed use, particularly in the western portion of the county. Generally, the higher the intensity and diversity of uses, the more likely people are to live near various destinations that they can access via walking or biking.

- Nearly 80% of all land in Alachua County is planned for agriculture or conservation purposes. As noted previously, these areas may be destinations or support long distances active transportation routes.
- Approximately 10% of land is designated for residential uses, most of which is low density. These areas may require additional attention to create all ages and abilities facilities.
- Several areas are zoned for mixed use, mainly near town centers, urban downtowns, or new mixed-use developments. These areas will require high quality walking and biking facilities to support local needs.

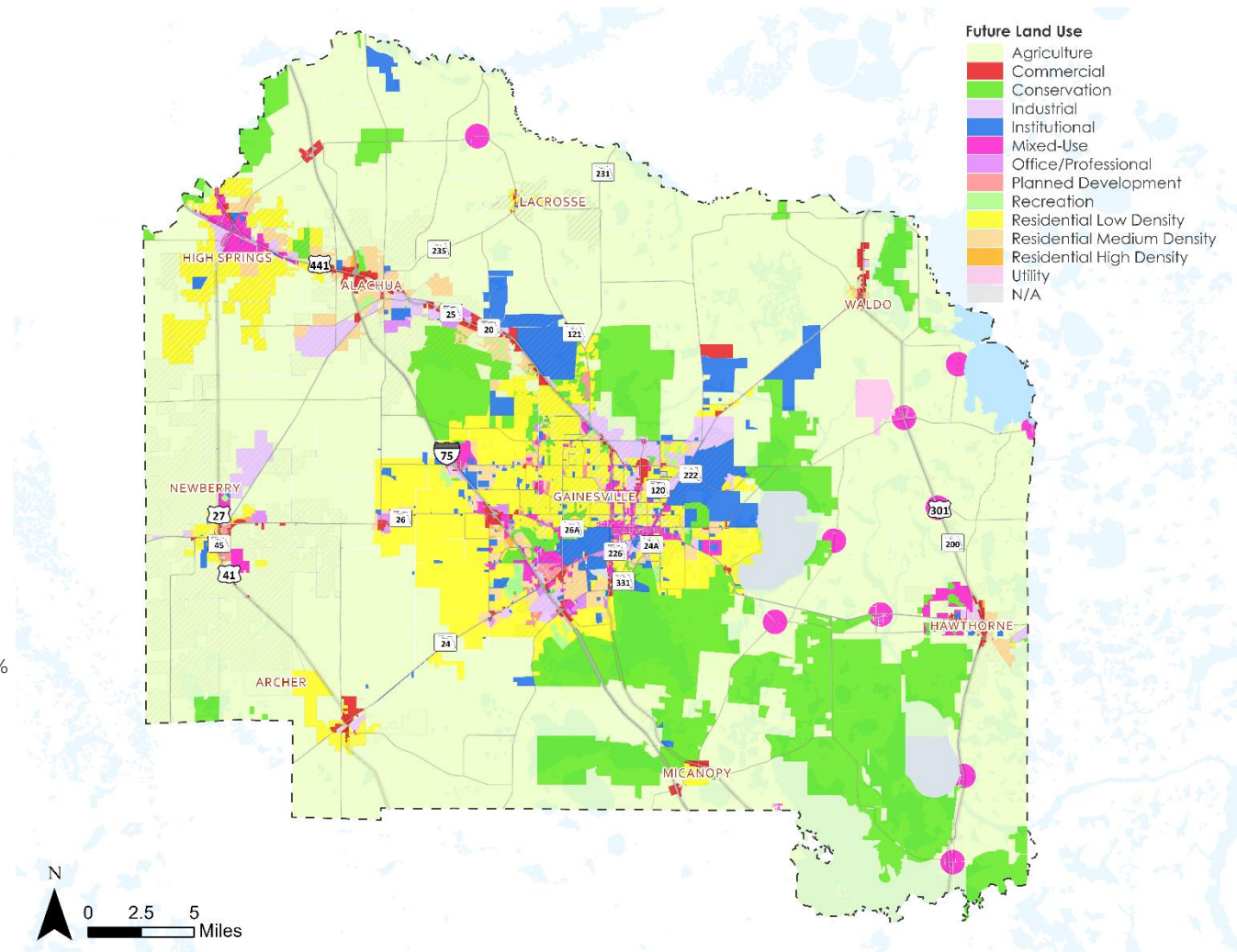
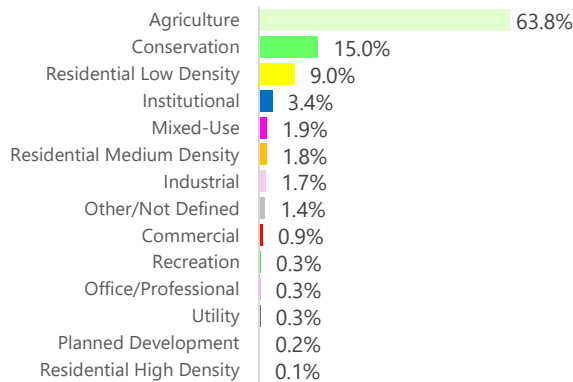


Figure 16: Future Land Use

Future Land Use by Total Land Area



¹ A residential density of one dwelling unit per acre is allowed for land designated for agriculture use.

Destinations

Understanding where people want to go is one key element in developing a safe, convenient, and accessible transportation network. By providing comfortable routes to places like schools, jobs, healthy food, and social opportunities, the Alachua County Bicycle and Pedestrian Master Plan can help encourage people to walk and bike while also expanding access for people without vehicles.

Figure 17 illustrates the local destinations people might want to get to every day. These “points of interest” were gathered from Open Street Map and reflect destinations such as schools, major shopping centers and grocery stores, parks, universities, and healthcare facilities. Most of these are concentrated in and around Gainesville, with smaller concentrations in town centers across the county.

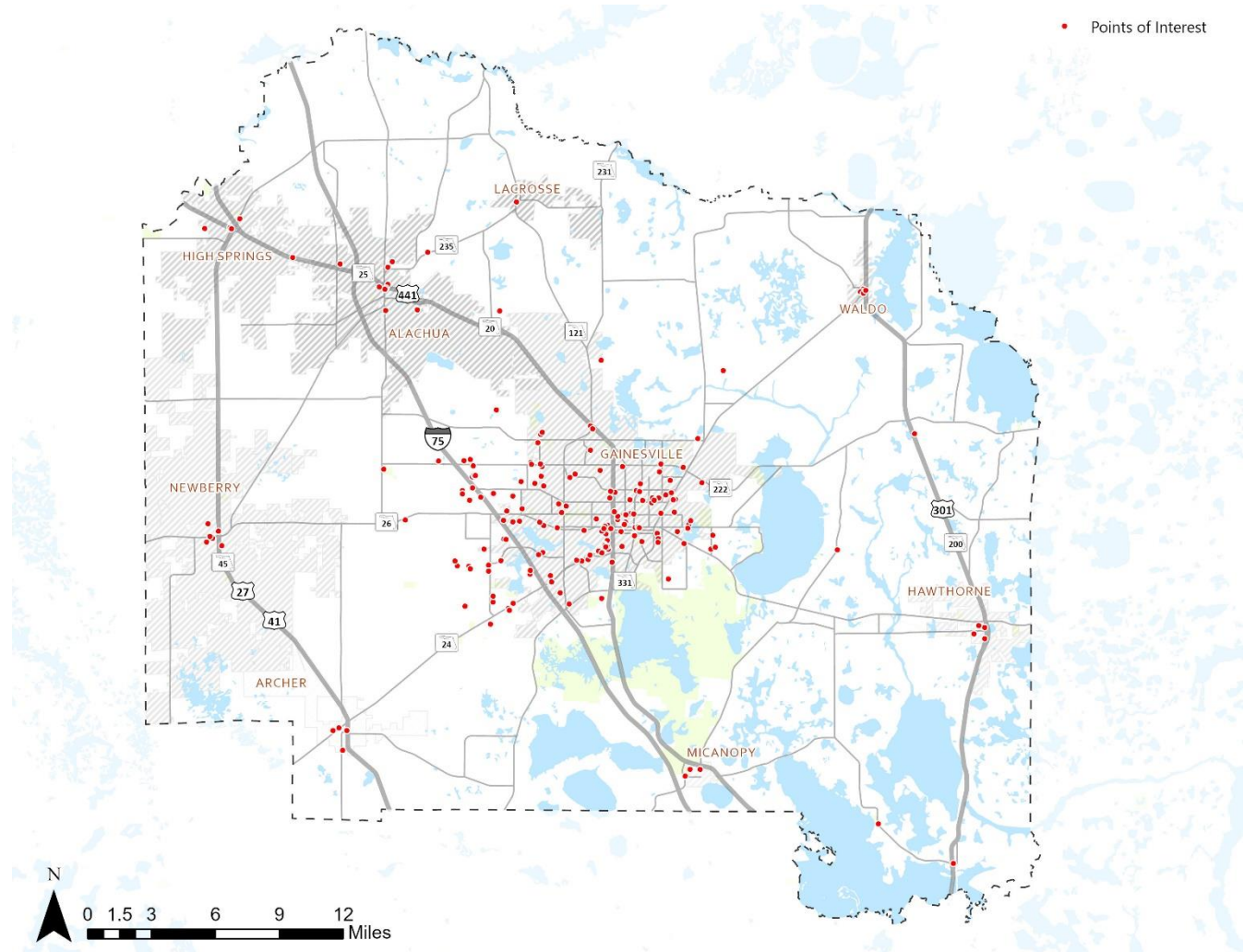
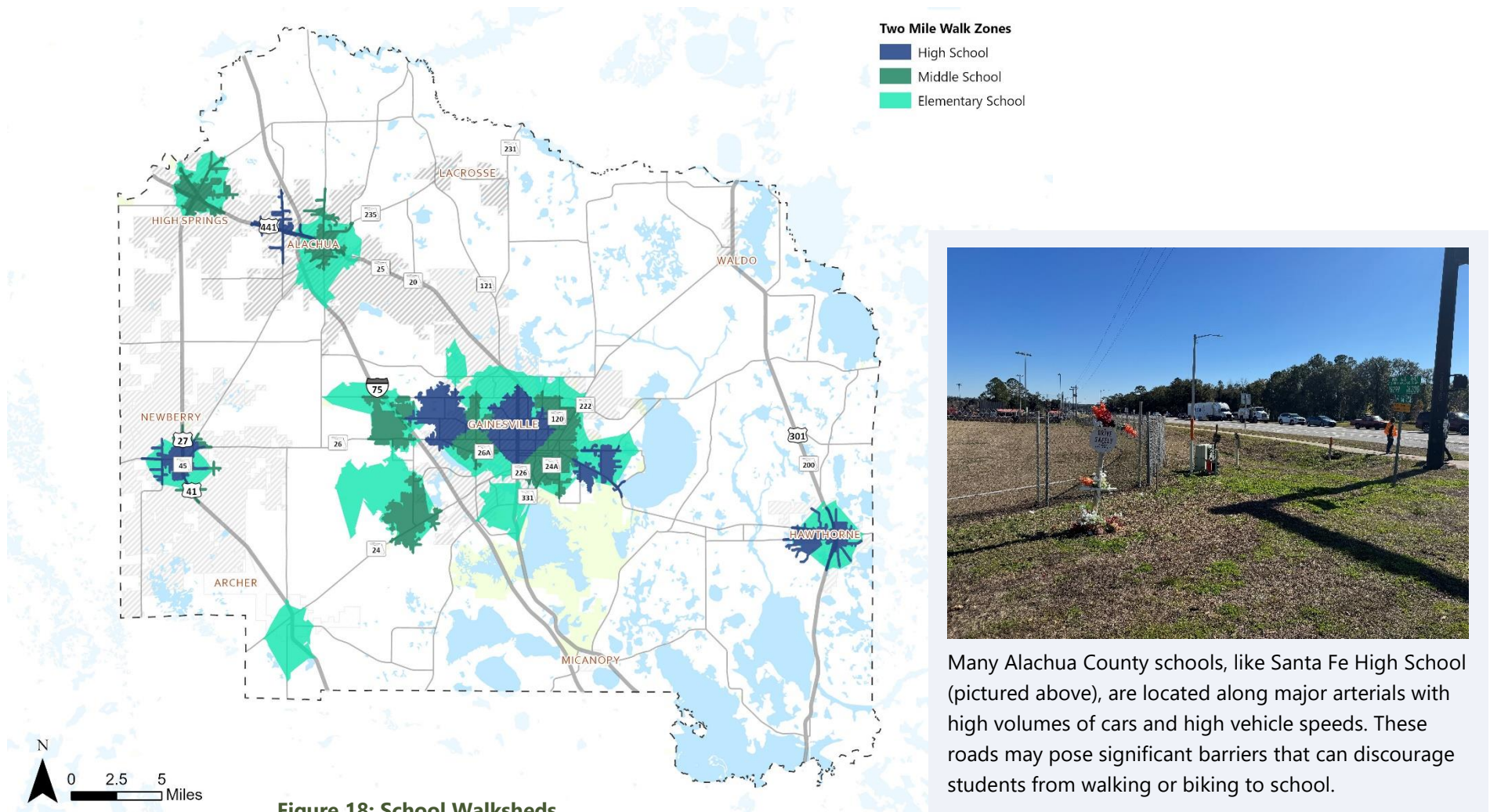


Figure 17: Points of Interest

School Walksheds

Schools are an important destination for comfortable walking and biking facilities, as many students do not drive and are more likely to walk or bike. In Alachua County, bus service is not provided within two-miles of schools, and so students in these areas are either required to walk, bike, be driven to school, or take public transportation. **Figure 18** illustrates two-mile school walk zones for elementary, middle, and high schools in Alachua County. Understanding the extent of these walk zones can help prioritize pedestrian and bicycle infrastructure improvements to create routes that are safe for walking and biking to school.



Many Alachua County schools, like Santa Fe High School (pictured above), are located along major arterials with high volumes of cars and high vehicle speeds. These roads may pose significant barriers that can discourage students from walking or biking to school.

Travel Patterns

Understanding how and where people choose to travel, whether walking, biking, driving, or using transit, is vital for defining the current and future needs and opportunities within the transportation system. This analysis leverages data from Replica, a platform that integrates anonymized information from sources like the US Census Bureau, mobile location data, land use, and economic activity to simulate travel patterns within an area. By examining both average weekday and weekend travel patterns of all trips (**Figure 19**) we gain a comprehensive view of how people move throughout Alachua County, helping us design a network that is safe, efficient, and comfortable for everyone.

Where People Are Going

People travel for many reasons including to go to the doctor, for exercise, or spending time with friends or families. This analysis identified the following trips people in Alachua take:

- Regardless of the day of the week, more than 50% of all daily trips are for shopping, eating, or social purposes.
- Just over 1 out of 5 daily trips are commuting for work on the weekday, and with 1 out of 10 trips for work on the weekend.
- Approximately 1 of 10 trips on the weekday are to or from school.

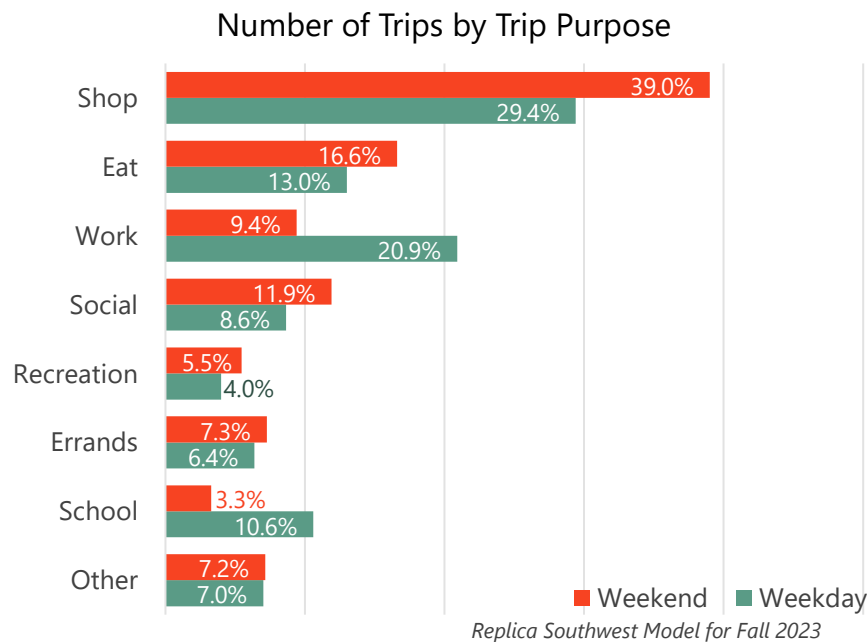


Figure 19: All Trips with Destinations in Alachua County

Where People Take Short Trips

When people travel shorter distances, travel patterns can vary, from the routes people take to the types of destinations people want to reach (**Figure 20**). Shorter trips (those 2 miles or less) are also most likely to be converted to bicycle or pedestrian trips in the future.

- Shopping and eating trips make up a majority of short trips.
- Work trips and school trips are less likely to be short trips.

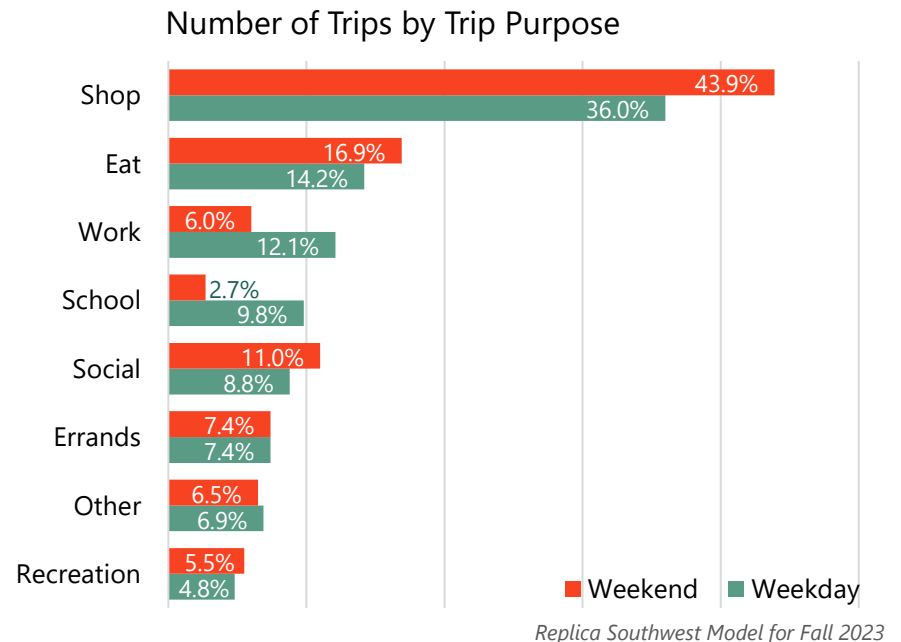


Figure 20: Trips Less than Two Miles with Destinations in Alachua County

How People are Getting There

How we choose to travel may depend on the type of trip, the day of the week, and how far away the destination is (**Table 1** and **Table 2**). Replica data shows that while Alachua County mostly drives to destinations, walking is the second most common way they choose to travel regardless of trip type. This analysis identified several trips that we might take:

Getting to School

All trips to school, colleges, or universities.

- Trips to school are the shortest type of trip measured by both by average distance and average travel time.
- Getting to school is mostly done by driving, followed by walking.
- People use a bike to get to school more than they bike for any other type of trip.

Getting Outside

Trips include all trips to recreational areas such as parks and trailheads (these trips exclude trips without a destination, such as jogging).

- Compared to other trip purposes, people drive the least to recreational destinations on both weekdays and weekends.
- Getting outside is the second most popular type of trip to take by bike or by walking on both weekdays and weekends. It is also the second most common trip taken by transit but only on weekdays.

Traveling for Daily Needs

Trips include all trips to destinations where people run errands, shop, socialize, or dine.

- People walk most on weekends and weekdays for trips that meet their daily needs.
- People bike more for their daily needs on the weekends than on the weekdays.

Getting to Work

Trips include all trips that end at the workplace. Transit is most used for getting to work.

- Regardless of the day of the week, the majority of trips taken by car are work trips.
- Work trips are least likely to be taken by bike.
- Getting to work is the most common trip taken on transit on both weekdays and weekends.

Table 1: How Alachua County Travels on Weekdays

	Drive	Transit	Bike	Walk	Other	Average Travel Time [minutes]	Average Travel Distance [miles]
Getting to Work	87.8%	4.6%	1.9%	5.1%	0.7%	29.5	13
Getting to School	86.3%	2.4%	4.3%	6.9%	0.2%	21.4	6.9
Travel for Daily Needs	77.9%	2.2%	2.4%	16.0%	1.5%	23.1	9.2
Getting Outside	77.3%	3.5%	2.8%	15.4%	0.9%	22.3	8.7

Replica Southwest Model for Fall 2023

Table 2: How Alachua County Travels on Weekends

	Drive	Transit	Bike	Walk	Other	Average Travel Time [minutes]	Average Travel Distance [miles]
Getting to Work	85.5%	3.5%	2.9%	7.5%	0.6%	25.4	9.7
Getting to School	82.2%	1.0%	5.6%	11.0%	0.1%	20.1	5.0
Travel for Daily Needs	74.8%	0.4%	3.4%	19.2%	2.1%	23.5	9.7
Getting Outside	77.2%	0.6%	3.7%	16.9%	1.5%	24.6	11.0

Replica Southwest Model for Fall 2023

NETWORK CONDITIONS

Roadway Characteristics

Roadway design, including posted speed, number of lanes, and the presence of pedestrian and bicycle related infrastructure is crucial for the creation of a well-connected multimodal transportation network. Understanding Alachua County’s existing roadway characteristics is key in order to inform future improvements to the county’s overall network connectivity. The following section summarizes existing roadway conditions throughout Alachua County.



Functional Classification

Functional classification is a hierarchy of roadway classes based on their role in providing access to adjacent properties and facilitating vehicle speeds and volumes (**Figure 21**). Typically, arterials are the highest speed and volume roads but have limited property access, while local roads are lower speed and volume with a higher degree of access. Functional classification can impact the number of lanes and posted speeds when designing a road.



INTERSTATES

are controlled access roadway that provide regional connections. Walking and biking access may be allowed in some rural areas but is generally prohibited. High vehicle speeds and volumes make freeways unfavorable for usage by people on foot or bike. Therefore, they are excluded from this plan.



COLLECTORS

are controlled access roadway that provide regional connections. Walking and biking access may be allowed in some rural areas but is generally prohibited.



ARTERIALS

are major roadways with multiple lanes and higher speeds. They typically connect residential streets with highways or freeways, facilitating the flow of vehicles between local and regional destinations. High vehicle speeds and volumes may make them uncomfortable for people walking and biking, but they may often provide the only route to access destinations.



LOCAL STREETS

are streets with low speeds and traffic volumes that typically provide circulation around neighborhoods and urban areas. They often have 2 to 3 lanes, on street parking, and may include treatments to lower speeds and volumes of vehicles. This can make them comfortable for people to walk and bike on, but local street networks are typically bound by collectors and/or arterials.

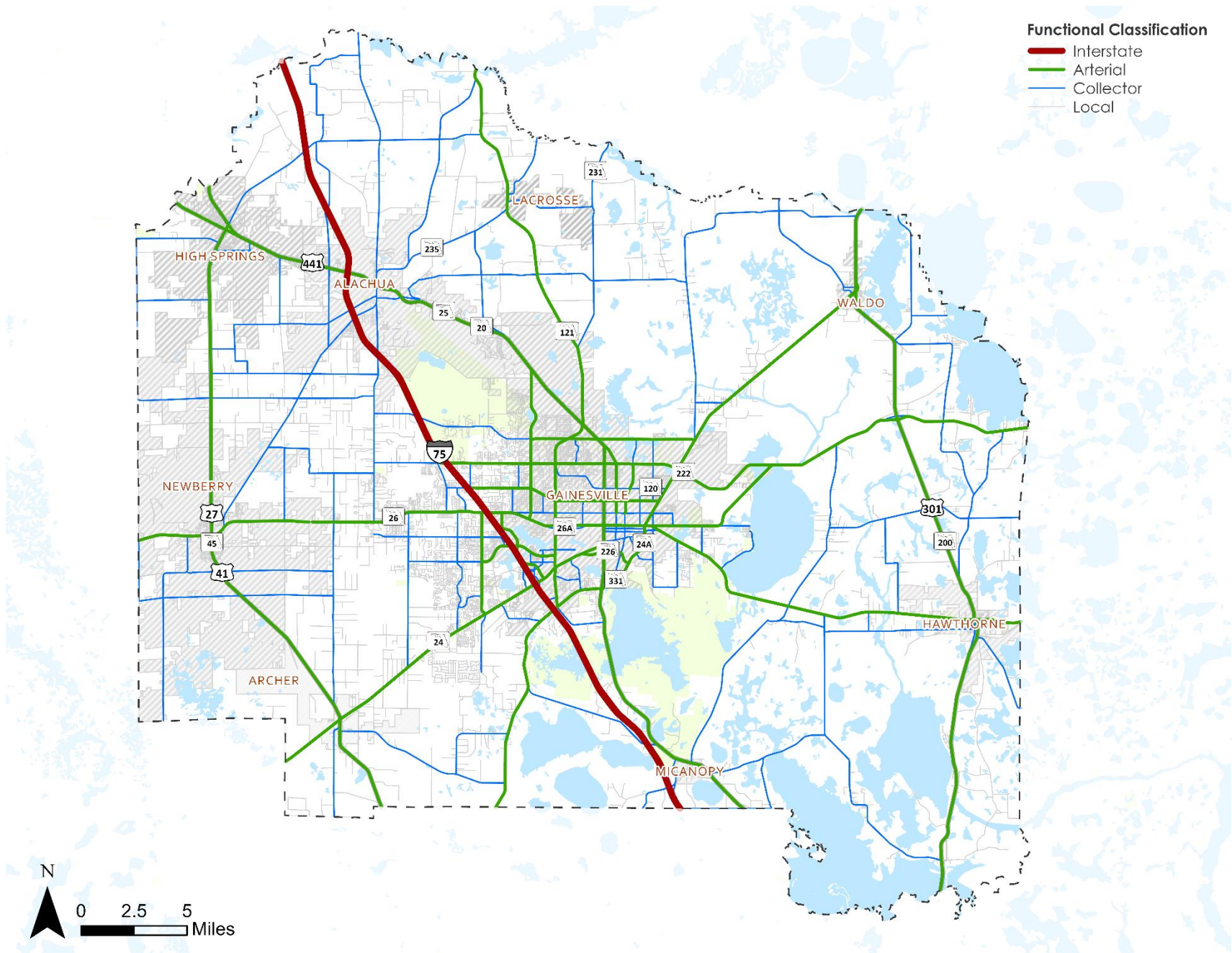


Figure 21: Functional Classification of Roadways in Alachua County (Source: FDOT, 2024)

Intersection Control

Traffic control devices help manage the flow of all road users efficiently. Traffic control devices in Alachua County generally include:



TRAFFIC CONTROL SIGNALS

control vehicles traffic at intersections and are generally located along arterials and collectors.



ROUNDBABOUTS AND TRAFFIC CIRCLES

are intersections in which traffic flows in one direction around a circular area in the middle.



TRAFFIC SIGNS

are signs such as Stop signs or Yield signs that alert drivers to come to a complete stop or yield at intersections.



RECTANGULAR RAPID FLASHING BEACONS (RRFB)

are devices where pedestrians and bicyclists can manually activate flashing lights to increase visibility while crossing midblock or at unsignalized intersections with speed limits typically less than 40 mph.



PEDESTRIAN HYBRID BEACONS (PHB)

are overhead traffic devices mounted on mast arms above the roadway. Pedestrians and bicyclists can manually activate lights that flash yellow to alert drivers to incoming pedestrians. These devices are typically located at midblock crosswalks with speed limits greater than 40 mph.

Traffic Calming

Traffic calming devices help encourage drivers to slow down and help to achieve a roadway design speed:



SPEED HUMPS AND SPEED TABLES

are asphalt or rubber mounds designed to reduce vehicular speed.



RAISED CROSSWALKS AND INTERSECTIONS

are vertical speed control devices to reduce vehicular speed and encourage motorists to yield to pedestrians and bicyclists within crosswalks.



CHICANES

are curves in a roadway designed to reduce vehicular speeds for safety.

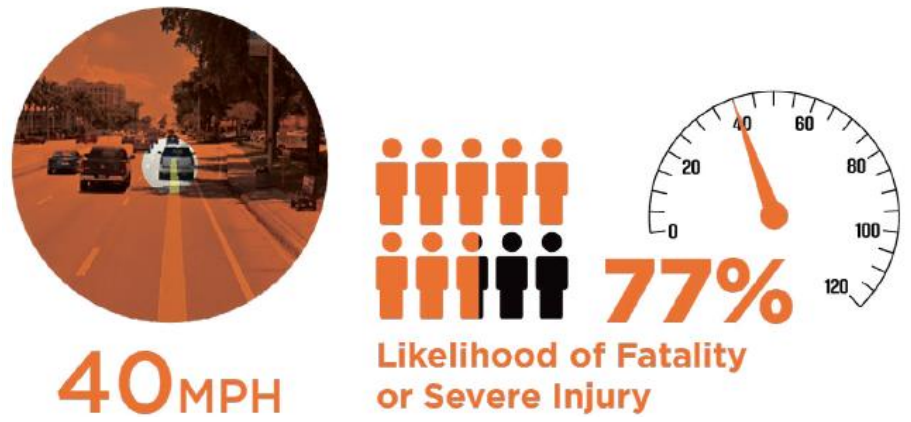
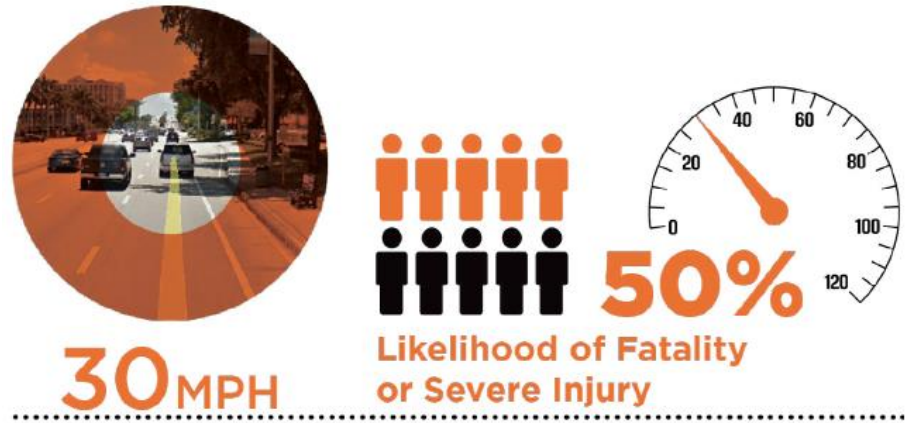
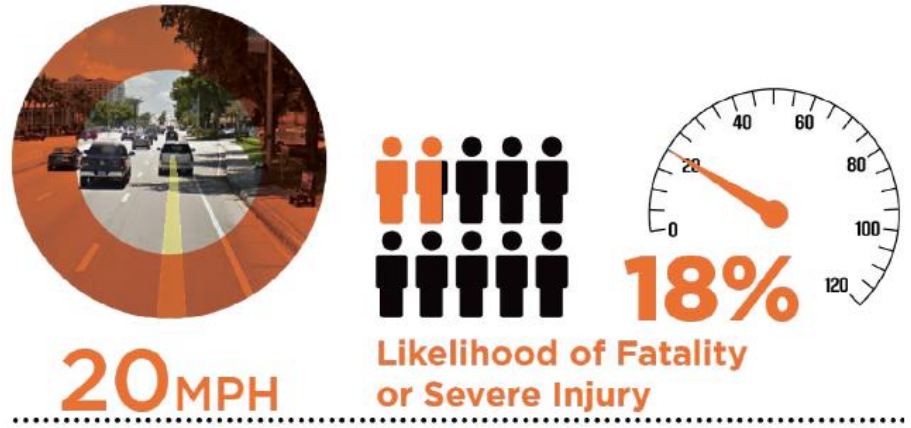


RADAR FEEDBACK SIGNS

display the speed of an approaching vehicle to encourage a slower vehicular speed.

Roadway Speed Limits

A variety of factors impact safety and comfort for people walking and biking, but interaction with vehicles is one of the most critical. As driving speed increases, a driver’s line of sight of the roadway and its surroundings is also impacted. Research shows that when driving at a higher speed, the driver naturally focuses on objects further away. The driver’s peripheral vision is reduced, meaning that people driving at faster speeds are less likely to notice a person biking or waiting to cross the street while people driving at slower speeds are more likely to have better awareness of people around them. Posted speeds in Alachua County are often 25 - 30 miles per hour (MPH) or less on local streets and range from 30 to 65 on collectors and arterials.



Source: *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*. Brian Tefft, AAA Foundation for Traffic Safety, 2011

Walking in Alachua County

A cohesive, connected pedestrian network that is safe and comfortable for all ages and abilities is a key factor in making walking a viable transportation option throughout Alachua County. **Figure 22** shows Alachua County's existing pedestrian network, highlighting crossing opportunities, sidewalks, and shared use paths.

Most walking infrastructure including crossing opportunities are located within incorporated parts of Alachua County. Uniquely, Alachua County also provides a regional system of Shared Use Paths that connect multiple communities including Gainesville, Hawthorne, and Archer. While Gainesville has a sidewalk present on most streets, smaller communities such as Waldo, Lacrosse, Alachua, High Springs, Micanopy, and unincorporated communities have few sidewalks available to them, especially on local roadways.

Varying Sidewalk Conditions

Where sidewalks are present, the condition of the sidewalk may not provide a comfortable walking experience, especially for those using mobility assistive devices or strollers:

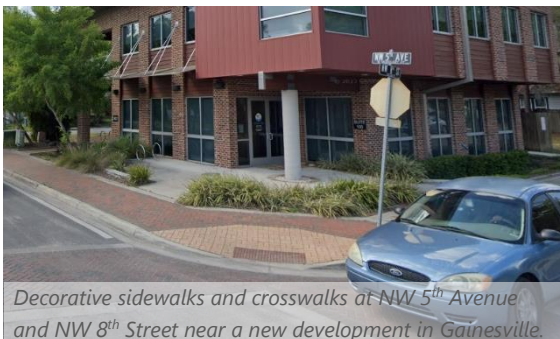
- Throughout sidewalks in Alachua County are narrow—typically meeting the minimum width requirements—but are often further narrowed due to utility poles, overgrown landscaping, refuse bins, or other *obstructions*
- *Sidewalks can terminate without warning or signage*
- *Sidewalks without vertical separation may not be comfortable for people walking*
- *Lack of street lighting on most roadways outside of incorporated communities*



Existing sidewalk narrowed by utility pole and landscape overgrowth along NW 12th Street in Gainesville.



Curb ramp leading to nowhere at SE 65 Ave and SE 215 Way in Hawthorne, Florida.



Decorative sidewalks and crosswalks at NW 5th Avenue and NW 8th Street near a new development in Gainesville.



Sidewalk terminates abruptly with no warning or signage at NW 202 Place and N SR 121 in La Crosse.



No curb or separation between the sidewalk and travel lane along NW 1st Avenue in Newberry.

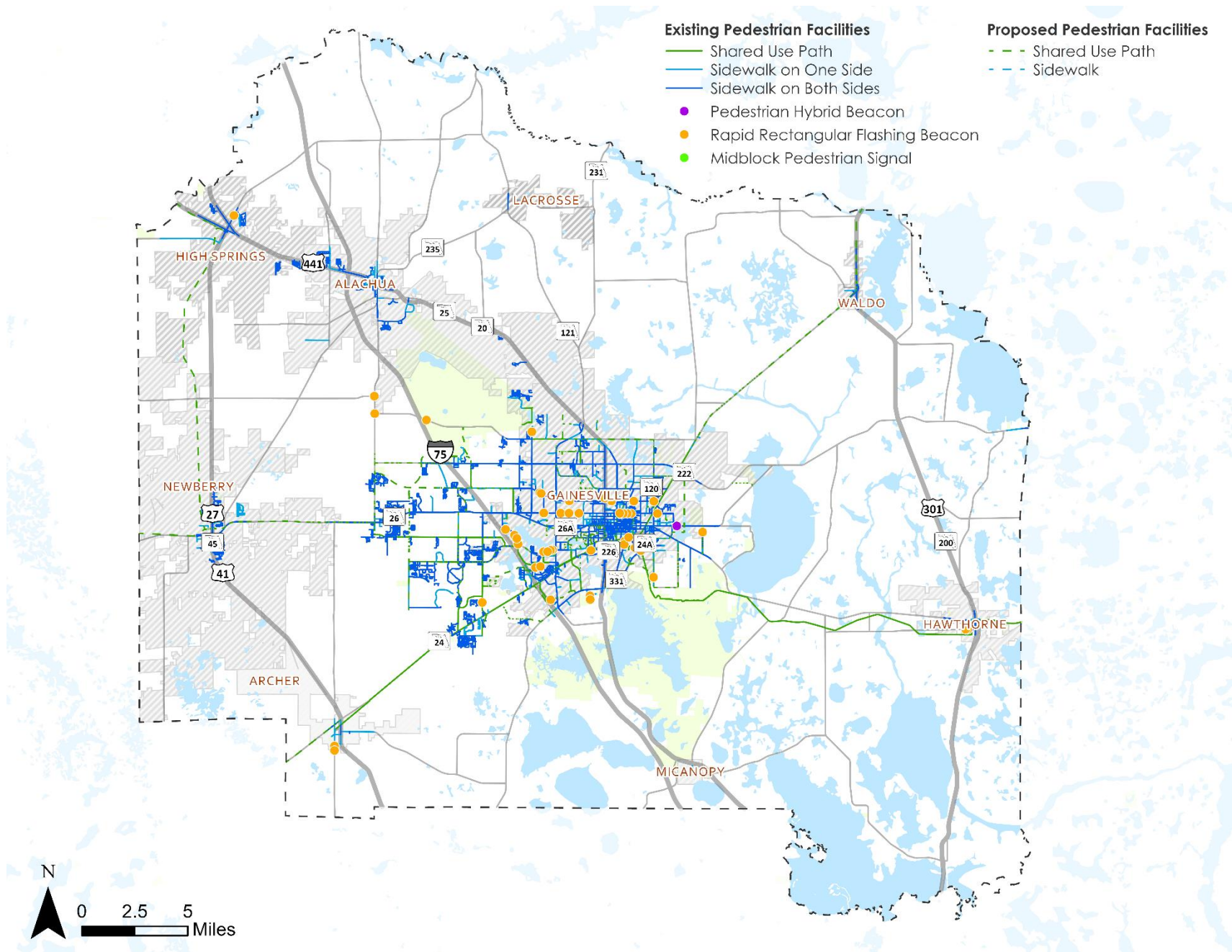


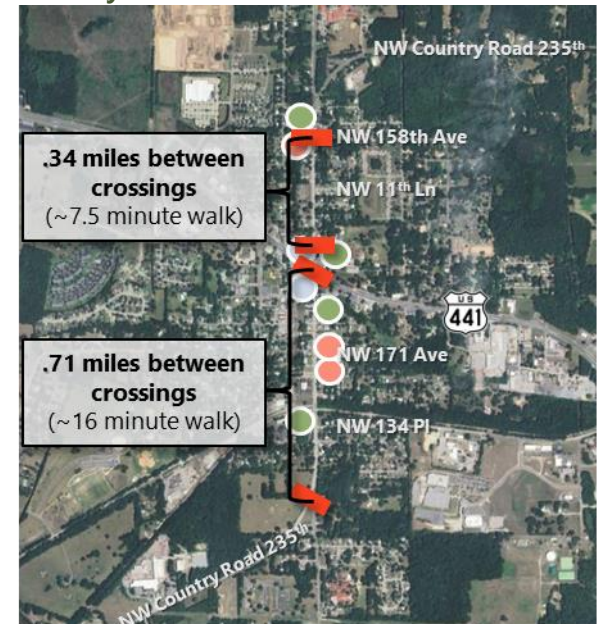
Figure 22: Existing Walking Network in Alachua County

Crossing the Street in Alachua County

One of the most significant elements to making walking comfortable is the frequency, type, and quality of street crossings. Signalized intersections and midblock crossings provide a dedicated time and space for people walking, and can be the most comfortable place for people walking to cross a busy street.

- **THE MAJORITY OF TRAFFIC CONTROLLED MIDBLOCK CROSSINGS ARE IN GAINESVILLE.** Most of the 48 RRFBs and four Pedestrian Hybrid Beacons in Alachua County are in Gainesville.
- **LIMITED PLACES TO CROSS MAIN ROADS IN SMALL TOWNS.** In small communities in Alachua County, very few marked crossings are provided to cross main streets. **Figure 23** shows the City of Alachua with only four east-west crossings across NW County Road 235 which bifurcates the City into east and west sides. Like other main roads, NW County Road 235 is lined with destinations that people walking may want to reach; however, the distances between marked crosswalks (up to a 16-minute walk) may be too far for most people and many may instead choose to use an unmarked crossing. Similar conditions are apparent in other smaller communities, including La Crosse where there are no marked crossings across N SR 121 at all.
- **CHALLENGING SUBURBAN ROADWAYS.** Collectors and arterials in urban and suburban areas create similar conditions where there are long walking distances between traffic-controlled crosswalks. Most destinations, including schools, businesses, and bus stops are located along these streets. People walking may choose to cross outside of signals to avoid walking long distances despite having to navigate high speed, high-volume traffic and negotiate conflicts with motor vehicles.
- **LIMITED WALKING AND BIKING CONNECTIONS TO SCHOOLS.** School bus services are not provided to students who live within 2 miles of a school, creating a natural need for quality walking and biking connections to schools in these areas. However, less than 4.3% of students walk to school in Alachua compared to 6.78% statewide. Providing comfortable connections could encourage more students to walk or bike to school.

Figure 23: Marked Crosswalks across NW Country Road 235th in Alachua



- East-west marked crosswalks across NW Country Road 235th in the City of Alachua
- Destinations along NW Country Road 235th
 - Schools, Libraries, or Community Centers
 - Churches
 - Commercial Center



Pedestrian Comfort

Several factors influence the comfort of someone walking along a roadway, including traffic speed, the presence of sidewalks, and the type of separation—such as landscaping—from moving traffic. To measure how these conditions affect different walkers, the 'Level of Traffic Stress' (LTS) scoring system was developed, with LTS 1 representing the most comfortable conditions and LTS 4 indicating conditions that may only be comfortable for only a few and shown in **Figure 24**. The Florida Department of Transportation (FDOT) outlines a state adopted methodology to calculate bicycle and pedestrian LTS in the **2023 Multimodal Quality / Level of Service (MMQLOS) Handbook**. For consistency, the Alachua County BPMP utilized the FDOT methodology to assess walking and biking comfort on all public streets excluding I-75. However, FDOT's LTS methodology was primarily designed for state roadways and lacks some nuanced context for local roads. To address this, the following modifications were made to the LTS methodology, further described in **APPENDIX A**.

- **LOCAL ROADWAY DISTINCTION.** Local streets with a speed limit of 30 MPH or less were assigned an LTS score of 1 if sidewalks were present on both sides of the road, or an LTS score of 2 if only one or no sides had sidewalks.

The resulting scores are indicated in **Figure 25**. Key findings include:

- Most residential neighborhoods offer comfortable streets to walk and bike on, but they are often cut off from surrounding destinations by higher stress arterials and collectors. Limited crossing opportunities and stressful existing crossings can exacerbate these barriers.
- While most arterials and collectors are uncomfortable, some provide separation, such as landscaped buffers, that increase the comfort of people walking.

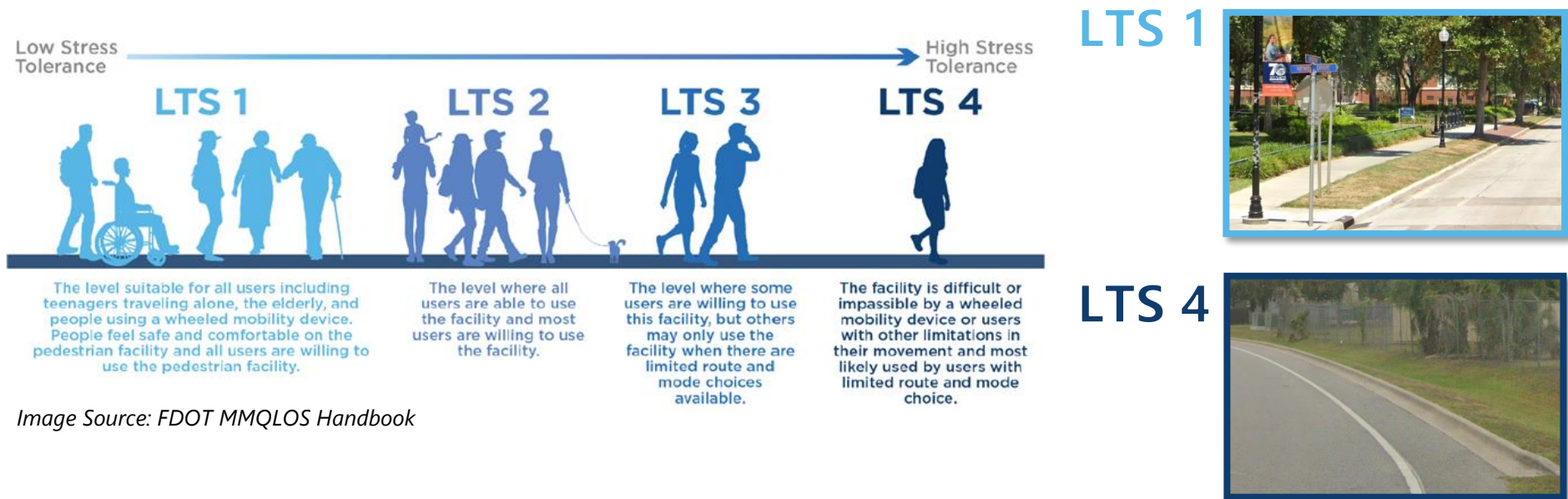


Image Source: FDOT MMQLOS Handbook

Figure 24: Pedestrian Level of Traffic Score

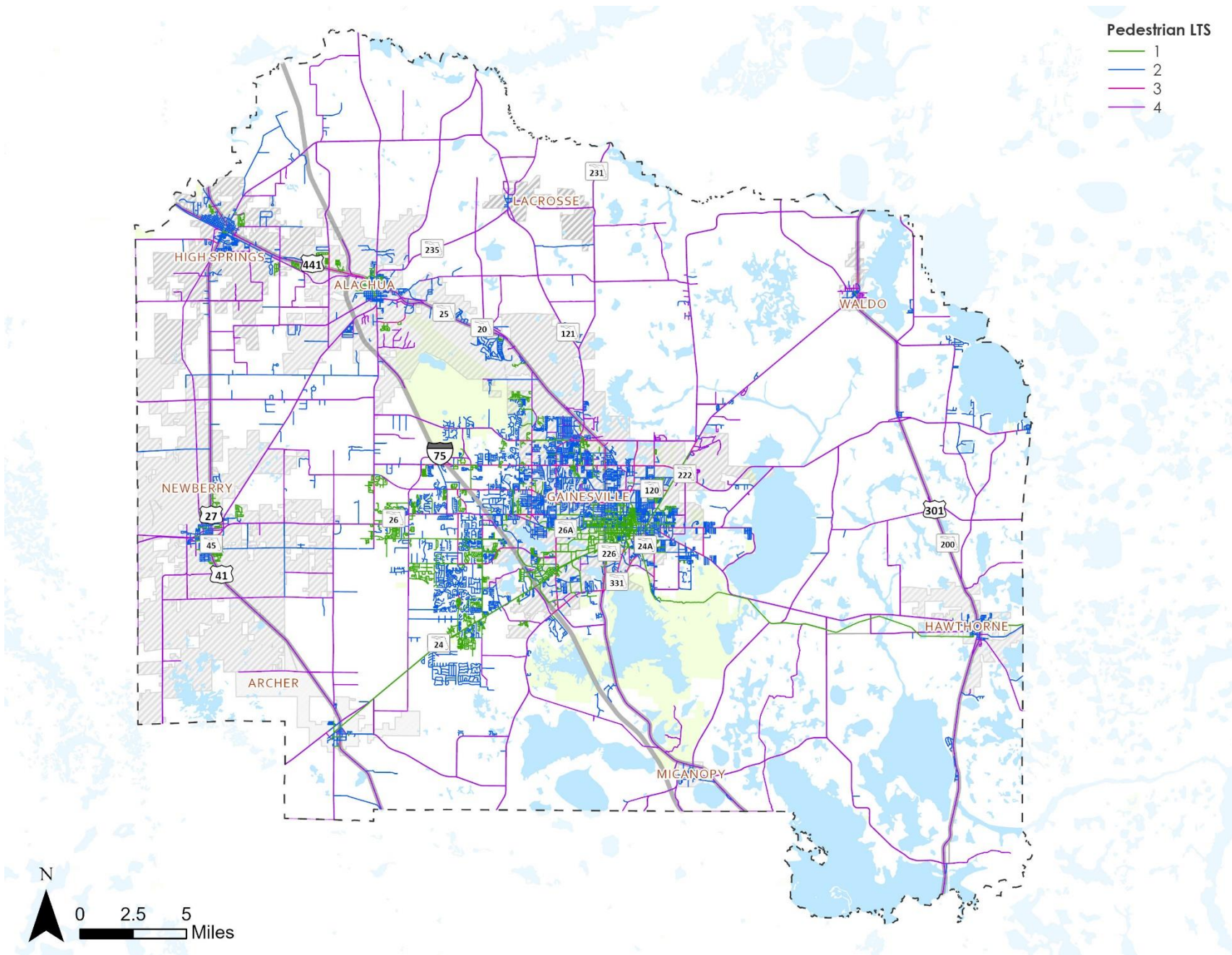


Figure 25: Pedestrian Level of Traffic Stress (LTS)

Biking in Alachua County

A complete, connected bike network that is comfortable and safe for people of all ages and abilities is critical to make biking a viable transportation option for travel in Alachua County. Expanding and enhancing the bicycle network throughout the region can help reduce congestion as people can choose to bike rather than drive. The following are examples of bike facilities currently provided in Alachua County Today.

Figure 26 shows Alachua County’s existing bicycle network, highlighting bicycle lanes, shared use paths, and other types of bicycle related infrastructure. Gainesville is home to several regional rails-to-trails shared use paths, which people use for both active transportation and recreation. However, throughout the county there are bike facilities located on high-speed, high-volume roadways, which can be uncomfortable for bicyclists (i.e., sharrows on 4-lane facilities or 5’ painted bike lanes on 45+ mph facilities).



Types of Biking and Related Facilities in Alachua County



Shared Use Paths (SUPs) are facilities designed to accommodate both pedestrians and bicyclists. They typically measure 10 feet or more in width and are separated from vehicular traffic. With over 300 miles of shared use paths in Alachua County shared use paths make up nearly 50% of all bike facilities.



Separated Bike Lanes are facilities designed exclusively for bicyclists that are physically separated from motor vehicle traffic with vertical separation including lane delimiters such as flex posts, raised bike lanes, or curb separated bike lanes. Separated bike lanes may also be two-way, allowing bikes to travel in both directions on one-side of the road.



Bike Lanes are delineated spaces for bicyclists to ride in the roadway. With approximately 574 miles of roadways with bike lanes in Alachua County bike lanes make up nearly 50% of all bike facilities. **Buffered bike lanes** provide additional delineated space between the bike lane and travel lane with additional painted markings.



Sharrows are pavement markings that indicate a shared lane between vehicles and bicyclists.



Wide Sidewalks may be used as a shared walking and biking facility but do not meet the minimum requirements to be defined as a SUP. While bikes may use them, conflicts may arise between people walking and biking and they may not be comfortable for either user.

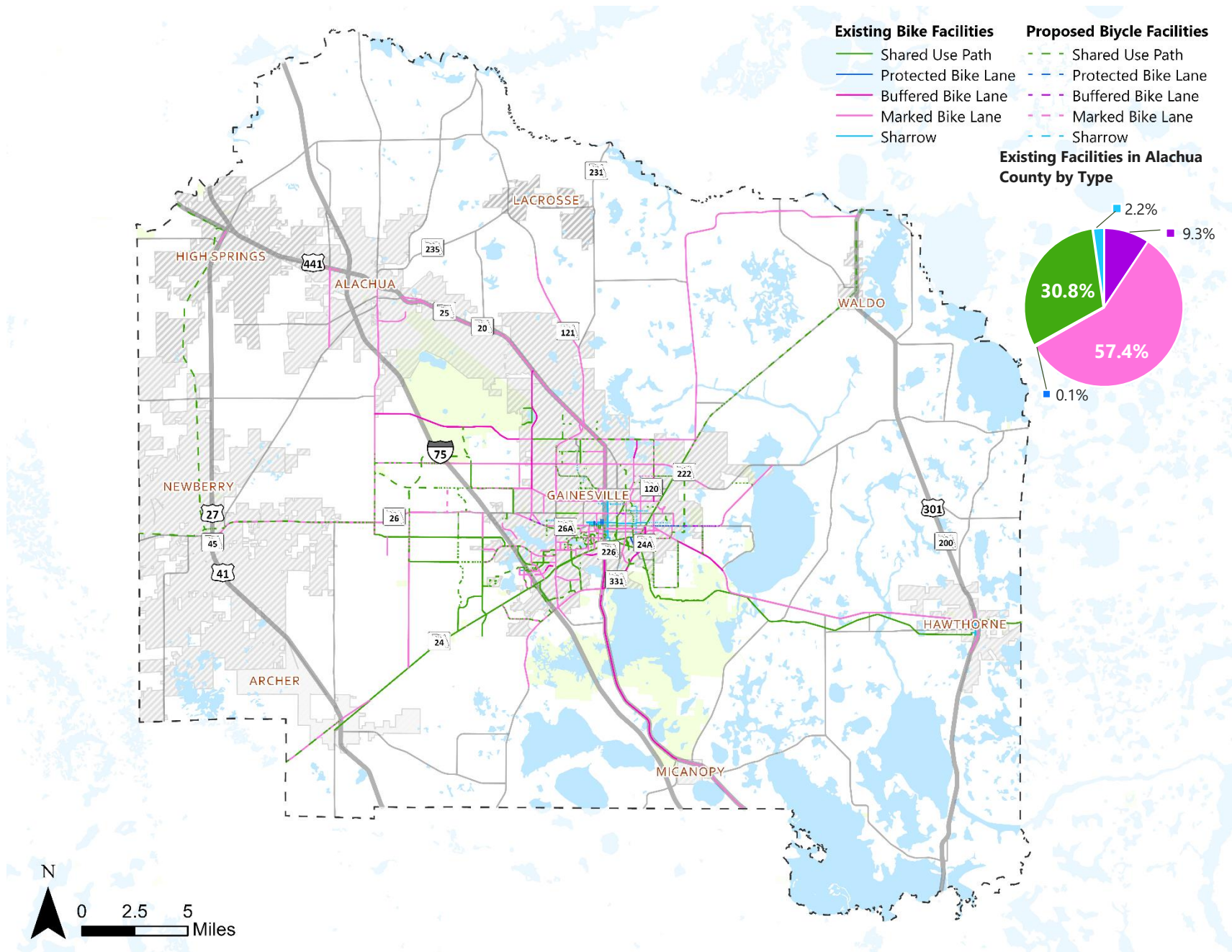


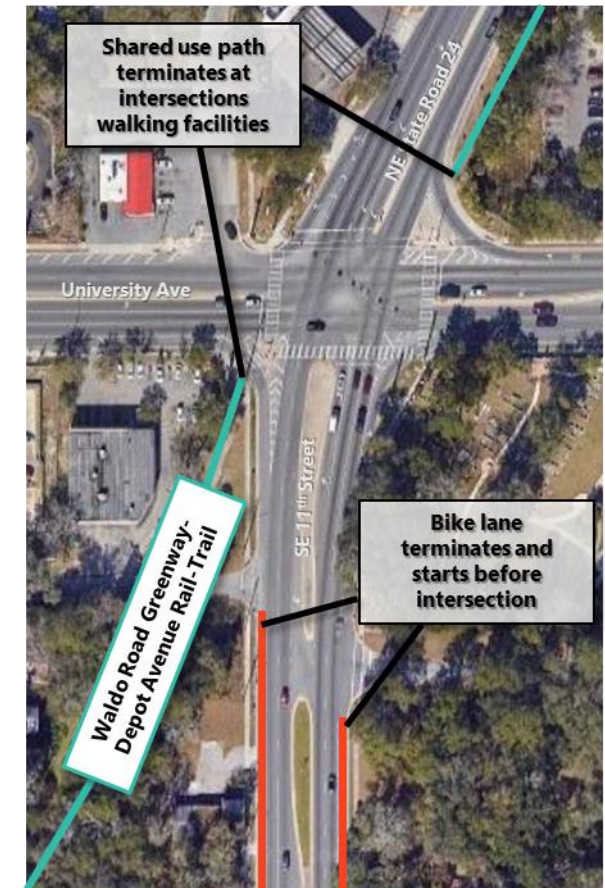
Figure 26: Existing Bicycle Network in Alachua County

Bike Conditions in Alachua

Many bike facilities across Alachua provide a comfortable place to ride for many people; however, facilities are not consistently maintained nor implemented providing a varied experience across the County. Similar to walking infrastructure, a major component of a rider's comfort is the ability to comfortably cross roads or navigate intersections. For most riders, signalized intersections are most comfortable for crossing high-speed, high-volume roadways such as arterials and collectors. However, without biking amenities, signalized intersections may also cause discomfort due to low driver compliance.

- **LACK OF SIGNALIZED CROSSINGS AT SHARED USE PATHS.** Shared use paths are among the most comfortable biking facilities in Alachua County, yet some of their intersections with high-speed and multi-lane roads do not provide signalized traffic control and may be a barrier to some users.
- **LACK OF DEDICATED BIKE INFRASTRUCTURE AT MAJOR INTERSECTIONS.** While biking facilities might exist along a roadway segment, some biking facilities terminate before or at an intersection, as shown in **Figure 27**, requiring riders to either navigate traffic or dismount and utilize pedestrian facilities. Some intersections do continue bike facilities to the intersection but do not provide accommodation for all turn movements, particularly left turns. Further, many bike facilities break at slip lanes when approaching or leaving the intersection, creating conflicts between people biking and potentially fast-moving traffic.
- **INCONSISTENT OR FACILITIES LACK MAINTENANCE.** Biking facilities vary significantly in width across the County, including some not meeting the 4-foot minimum. Further, many bike lanes have overgrown vegetation that narrow the lanes and may require riders to navigate around.

Figure 27: Biking Facilities Terminating Before and At an Intersection in Gainesville



Biking Comfort

While some people are comfortable biking in any environment, many riders—such as families with children—may evaluate comfort differently. Similar to walking, several factors influence biking comfort, including traffic speed and volume, the type of bicycle facility, and road design and FDOT has developed an LTS scoring system, with LTS 1 representing the most comfortable conditions and LTS 4 indicating conditions suitable for only a few and shown in **Figure 28**. As with walking, the FDOT methodology was used to evaluate biking comfort on all roads excluding I-75 with the following modifications to account for local context and data availability, further described in **APPENDIX**. These modifications are consistent with the FHWA Bikeway Selection Guide and the North American City Transportation Officials (NACTO’s) Designing for All Ages and Abilities.

- **TRAFFIC VOLUMES.** FDOT’s LTS requires consideration of AADT to determine LTS in some cases. Volumes are not consistently available for all roads, so the following assumptions were made:
 - Streets with no bike lanes and speeds of 35 MPH or greater were assigned LTS 4. Streets with bike lanes and speeds under 40 MPH were assumed have AADT over 7,000 within

the incorporated jurisdictions and County’s Urban Cluster. Otherwise they were assumed to have volumes of 7,000 or less.

- **BIKE LANE WIDTH.** FDOT’s LTS considers bike lane width when the posted speed is less than 35 MPH and volumes are over 7,000 AADT. Lane widths were not consistently available, and so streets in this category were assigned LTS 3.

The resulting scores are indicated in **Figure 29**. Key findings include:

- Most arterials and collectors are too high stress for most people biking unless a shared use path is present.
- Local roadways are a major part of the comfortable biking network but are often cut-off from final destinations by higher stress arterials or collectors.
- Shared use paths and trails create regional low stress connections, but there are very few low stress connections from residential neighborhoods or destinations from these regional trails.

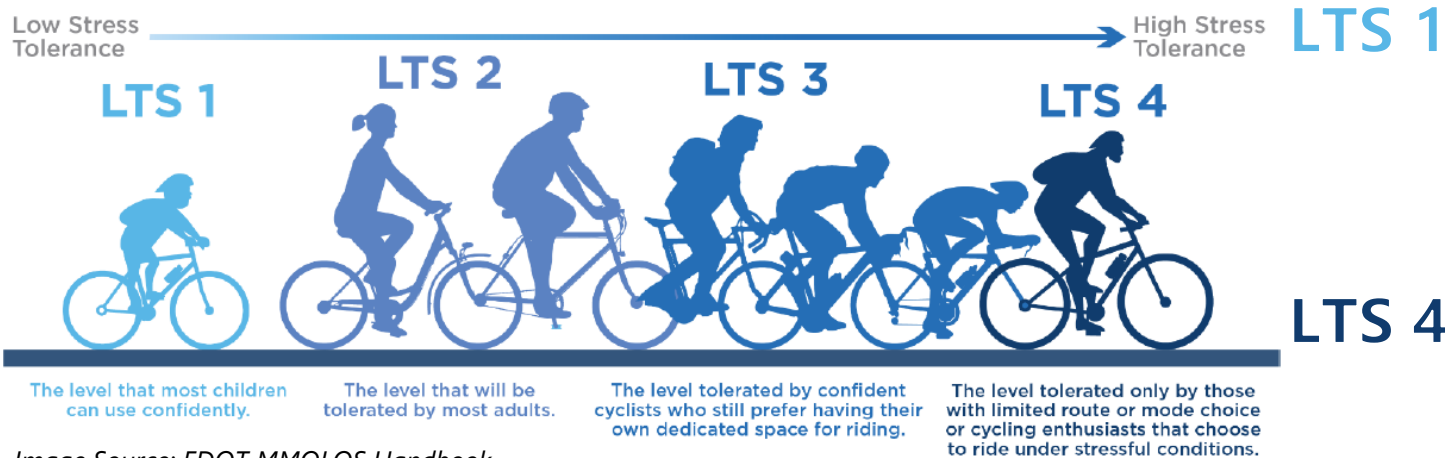


Image Source: FDOT MMQLOS Handbook

Figure 28: Level of Traffic Score

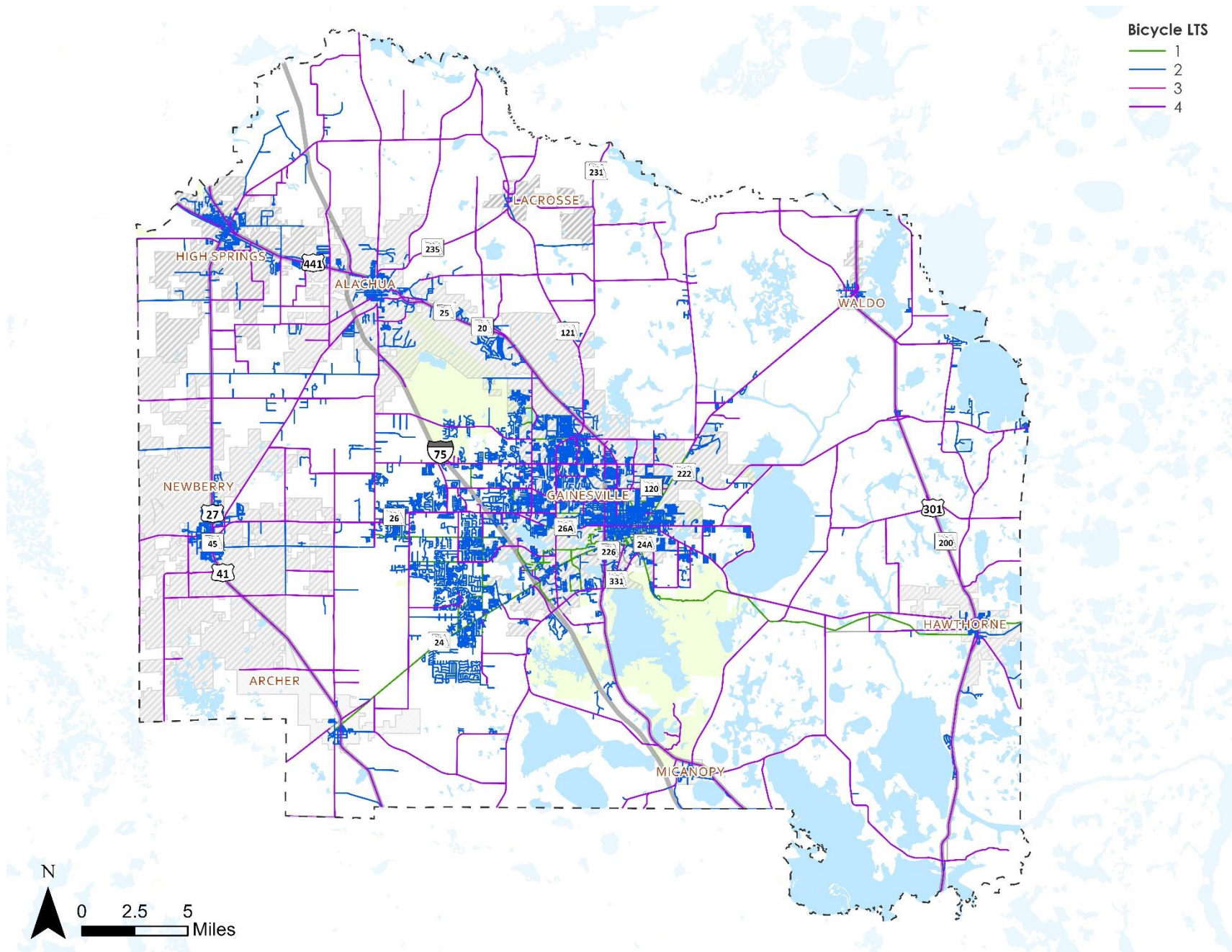


Figure 29: Bicycle Level of Traffic Stress (LTS)

Field Review

A field review was conducted on Wednesday, January 15th, 2025, from 10:00 AM to 3:00 PM to evaluate existing conditions and review bicycle and pedestrian infrastructure gaps. The weather was partly cloudy with an average temperature of 50° F. The study team split into two groups, one surveyed the City of Gainesville and southeast Alachua County and the other surveyed western and northeastern Alachua County. Below is a summary of their key findings:

- During the public workshop in November 2024, members of the public shared the need for increased connections between the City of Gainesville and the City of Micanopy. They shared a desire to provide bicyclist and pedestrian facilities along CR 234 from the City of Micanopy to the Hawthorne trail connection in Rochelle.
 - There are currently no bicycle or pedestrian facilities along CR 234. There is a potential opportunity to provide a shared use path on one side of the roadway along CR 234.
 - There is an opportunity to explore the conversion of an abandoned rail line/utility corridor just east of CR 234 to connect the City of Micanopy to the Hawthorne Trail.
- Members of the public also shared safety concerns with the buffered bicycle lane on US 441 from the City of Micanopy to the City of Gainesville. There is an opportunity to provide pedestrian infrastructure and provide more separation for the current bicycle infrastructure on US 441.



CR 234



Rail Line / Utility Corridor Connection



Bike Lane on US 441

- Many of the roadways within *central Alachua County* have bicycle and pedestrian infrastructure but there are gaps in the network that limit connectivity.
 - The City of Gainesville recently conducted a project along S Main Street from SW 16th Avenue to SW Depot Avenue to provide buffered bicycle lanes, wide sidewalks, on-street parking, and traffic calming elements. S Main Street south of SW 16th Street has a sidewalk but no bicycle facilities or traffic calming elements

- Glen Springs Road/23rd Boulevard, from NW 34th Street to SR 24 has an intermittent sidewalk and no bicycle facility along the corridor which serves residential and civic uses (Glen Springs Elementary School and Alfred A. Ring Park). There is an opportunity to fill sidewalk gaps and widen the sidewalk into a shared-use path to provide a separated bicycle facility. There is also an opportunity to provide a sidewalk connection from NW 23rd Boulevard to Alfred A. Ring Park.
- NW 22nd Street from University Avenue (SR 26) to NW 16th Avenue has an intermittent sidewalk and no bicycle facility along the corridor which provides a north/west connection for residential neighborhoods to the University of Florida campus. There is an opportunity to fill sidewalk gaps to provide pedestrian infrastructure. There is also an opportunity to provide a bicycle facility by widening the sidewalk into a shared-use path and/or providing traffic calming to provide a sharrow.
- SW 23rd Terrace and SW 35th Place both provide connections from residential uses to the University of Florida campus. SW 23rd Terrace has a shared-use path on the eastern side of the roadway but has limited crossing opportunities to the west side where most of the residential uses are located. SW 35th Place has intermittent sidewalks and an on-street bicycle facility. There are opportunities to fill sidewalk gaps, provide more separation for bicyclists, and provide traffic calming.
- Most of the University of Florida Campus has bicycle and pedestrian facilities on it. Natural Area Drive from Archer Road (SR 24) to Hull Road has an intermittent sidewalk and a sharrow along the corridor which provides a north/west connection for residential neighborhoods to the University of Florida campus. There are opportunities to fill sidewalk gaps and provide traffic calming and/or a shared-use path for bicyclists.

Glen Springs Road/23rd BoulevardNW 22nd StreetS Main Street South of SW 16th Avenue

- In *Eastern Alachua County*, the context is more rural, and speeds are much higher.
 - The intersection of US 301 & Hawthorne Road is a grade-separated interchange that is dangerous and uncomfortable for bicyclists and pedestrians to cross. US 301 has a high volume of through-truck traffic. Community members shared red-light-running issues at this location and a desire for safe bicycle and pedestrian crossings and traffic calming to slow traffic down and provide more bicycle and pedestrian connectivity from eastern Hawthorne to western Hawthorne and the Hawthorne Trail.
 - There is a community desire to improve connectivity throughout the City of Waldo and provide connections to the City of Gainesville. There is an FDOT project which will provide a t-intersection connection at US 301 & 5th Boulevard.

- There are new developments coming in on NE 39th Avenue which currently has intermittent sidewalks and bicycle lanes. The roadway serves the Gainesville Regional Airport, civic uses (Juvenile Detention Center, North Florida Evaluation and Treatment Center, etc.), and low-income neighborhoods. There is a need to provide better bicycle and pedestrian facilities and fill gaps.



Interchange at US 301 & Hawthorne Road



US 301 & 5th Boulevard



NE 39th Street Avenue of Gainesville Regional Airport

- In *Northwest Alachua County*, the context is also rural with high-speed arterials connecting small towns to Gainesville.
 - CR 235A (NW 173rd Street) is a north-south roadway that connects residents to Santa Fe High School at US 441 & CR 235A (NW 173rd Street). The roadway has intermittent sidewalks and bicycle facilities along it. Community members shared that students at Santa Fe High School cross at the intersection of US 441 & CR 235A (NW 173rd Street) and there was a student fatality at this intersection. Overall, there is a need to provide more connectivity and better connections to Santa Fe High School.

US 441 & CR 235A (NW 173rd Street)

City of Alachua Main Street



NW 43rd Street Just South of US 441

- US 441 in the northwest part of Alachua County has minimal sidewalk infrastructure and on-street bicycle facilities. There is a need to provide more comfortable bicycle infrastructure and fill sidewalk gaps.
 - The City of Alachua's Main Street was noted as a good example of a main street with traffic calming, pedestrian crossings, on-street parking, and sidewalks.
 - New development is anticipated along NW 43rd Street just south of US 441, which is outside of the urban cluster. NW 43rd Street just south of US 441 has a bicycle lane with no sidewalks. There is a need to fill sidewalk gaps to support upcoming development.
 - There are bicycle and pedestrian facility gaps along Progress Boulevard in the City of Alachua where new development and an extensive network of mountain bike trails are located (San Felasco Hammock Preserve State Park).
 - NW 143rd Street provides a connection from the City of Alachua to the City of Newberry and civic uses along the corridor. There are intermittent sidewalks and an on-street bicycle facility along the roadway with the potential for a shared-use path.
- In *Southwest Alachua County*, the context is more suburban with a mix of walkable developments and single-family homes.
- SW 75th Street (Tower Road) has a shared-use path along most of the roadway. There is a gap north of SW 8th Avenue to be filled. There is a pedestrian crossing with an RRFB at Kanapaha Middle School and Kimball Wiles Elementary School at the intersection of SW 75th Street (Tower Road) & SW 46th Boulevard. The addition of an PHB or pedestrian signal should be considered to provide a safer crossing for students.



Pedestrian Crossing at SW 75th Street
(Tower Road) & SW 46th Boulevard

Transit in Alachua County

Transit routes provide important access and connectivity to key destinations and regional access to employment, education, shopping, and services for people without vehicles. Thus, transit stops are daily destinations for some people in Alachua County. Regional Transit System (RTS) services 1,035 stops along 38 routes (**Figure 30**). Since most people walk or bike to reach transit stops, understanding where stops are located is an important element in the development of the BPMP. 800 stops, or more than three out of every four stops, are more than 250 ft away from signalized or marked crosswalks. This means people may have to walk long distances to get to a crossing or may be encouraged to cross the street outside of a marked crossing.

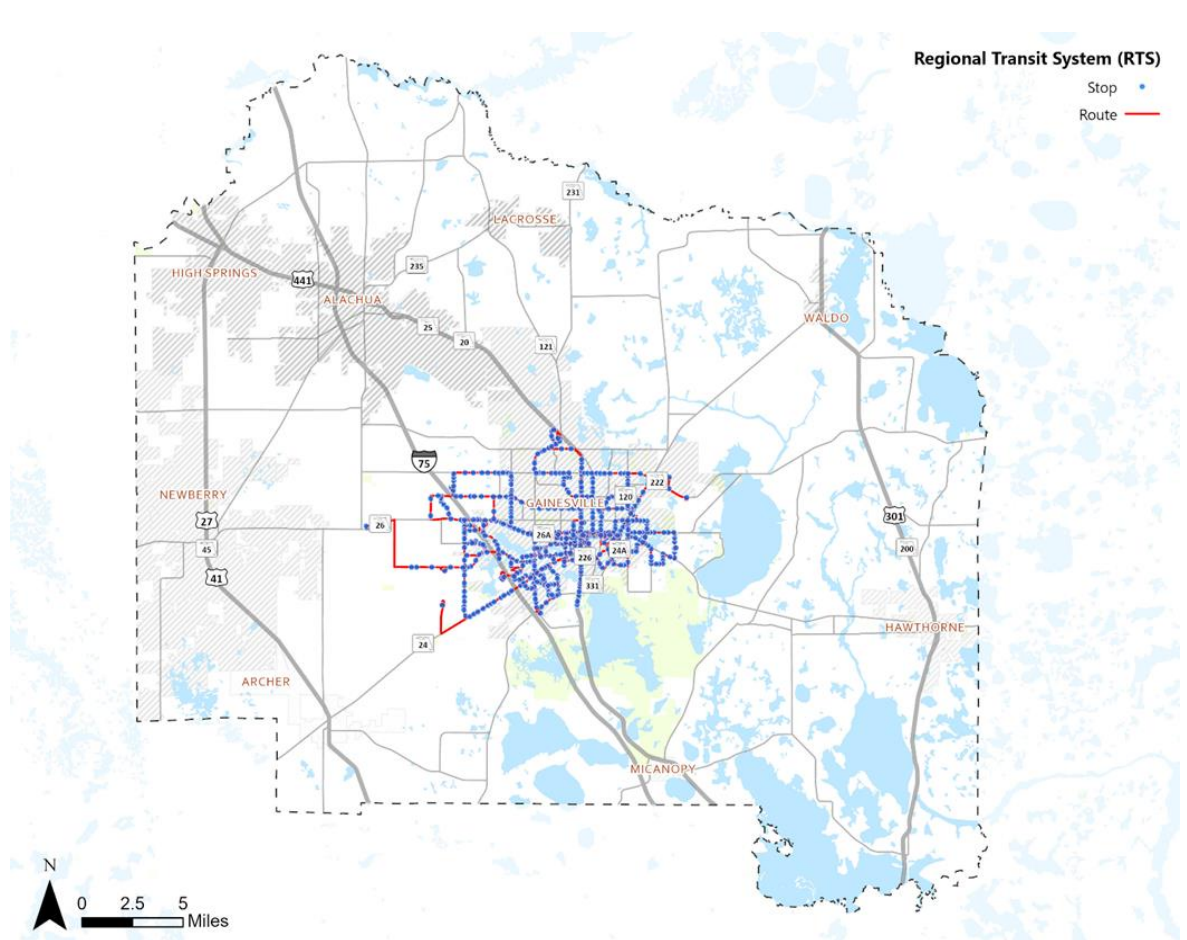


Figure 30: RTS Routes and Stops (2023)

SAFETY

Alachua County envisions a transportation network that is safe for everyone to use, whether they are walking, biking, riding transit, or driving. To support this, Alachua County has undertaken a concurrent effort to develop a Safe Streets and Roads for All Action Plan which will identify systemic safety issues and solutions to address them. While this separate effort will provide most of the safety analysis related to the BPMP, a brief summary of initial findings is presented in this section. The analysis considers crash data from January 1, 2019 to June 30, 2024 obtained from SignalFour Analytics. The analysis excludes I-75.

Safety Trends

Between 2019 and June 2024, a **total of 36,478 crashes** occurred in Alachua County, including **953 serious injury crashes** and **281 fatal crashes**. As shown in **Figure 32**, the number of crashes occurring per year has decreased between 2019 and 2024, except between 2020 and 2021. During the height of the Covid-19 Pandemic, fewer people were on the road, therefore, many places saw a decrease in the number of overall crashes.

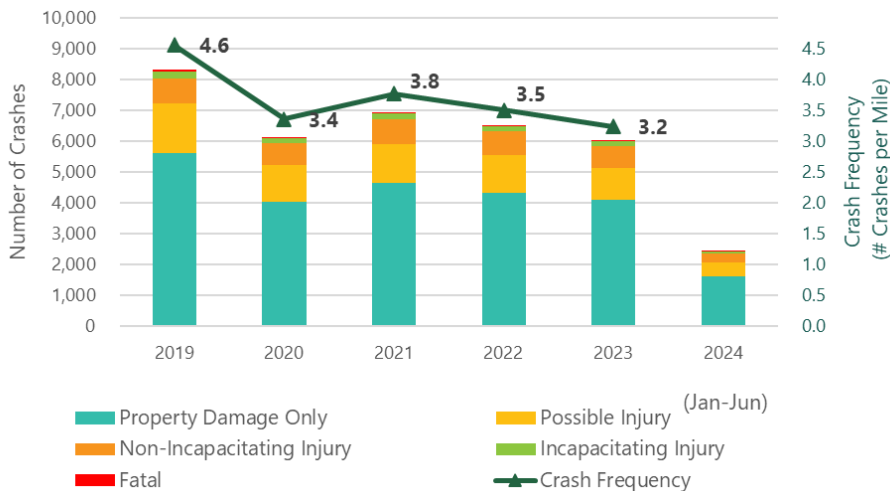
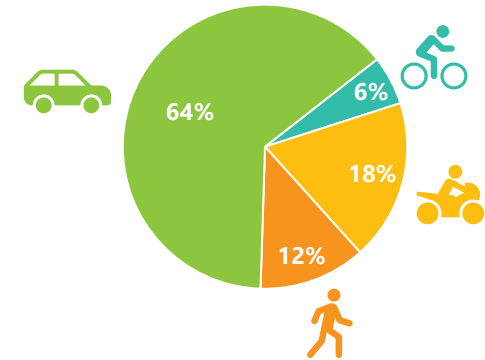


Figure 32: Crashes by Year and Severity

Fatal & Serious Injury Crashes by Mode



The state of Florida has identified 11 emphasis areas for fatal and severe injury (FSI) crashes to focus safety initiatives on. **Figure 31** compares crashes in Alachua County to the emphasis areas. Lane Departure and Intersection Crashes make up a large portion of the crashes.

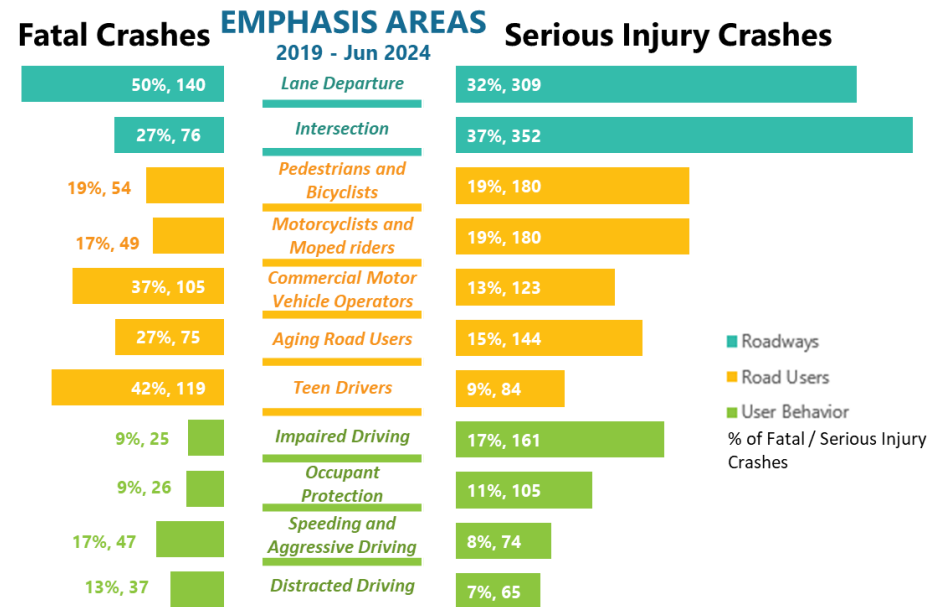


Figure 31: FSI Crashes by Emphasis Area

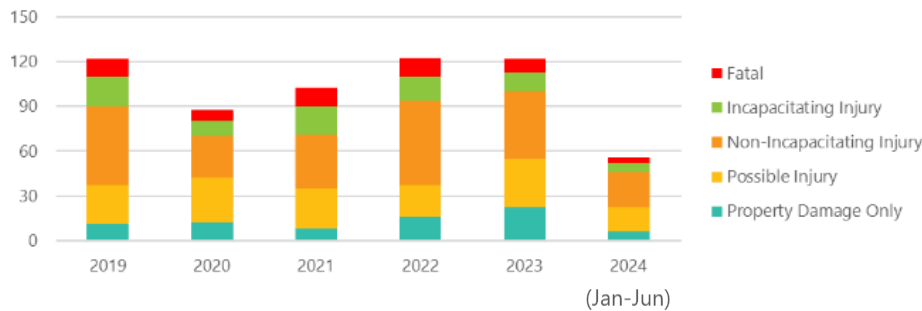
Between 2019 and 2024, there were 619 crashes involving someone walking and 638 crashes involving someone biking. In that same time period, there were a total of **72 crashes which resulted in the death of someone walking or biking**. 86% of these crashes occurred in urban areas.

The top crash types for crashes involving someone biking are angle crashes (41%, 261 crashes) and Other (36%, 227 crashes), including left-turns, right-turns, rear-ends, etc. The top crash types for crashes involving someone walking are Other (65%, 402 crashes), and Angle (15%, 93 crashes).

Table 3 shows the number of crashes by mode and **Table 4** shows the number FSI crashes by mode. Unfortunately, while crashes overall have been trending down and crashes in general are getting less severe, crashes involving someone biking are increasingly more likely to result in someone being killed or seriously injured.

When comparing 2019 and 2023 crash data, crashes involving someone biking decreased by about 20% - **the likelihood of being killed or seriously injured when involved in a crash while biking rose by 61%**. Additionally, people walking and biking are **eight and four times as likely to be killed or seriously injured in a crash** than people driving, respectively.

619 Pedestrian Crashes All Severity



638 Bicycle Crashes All Severity

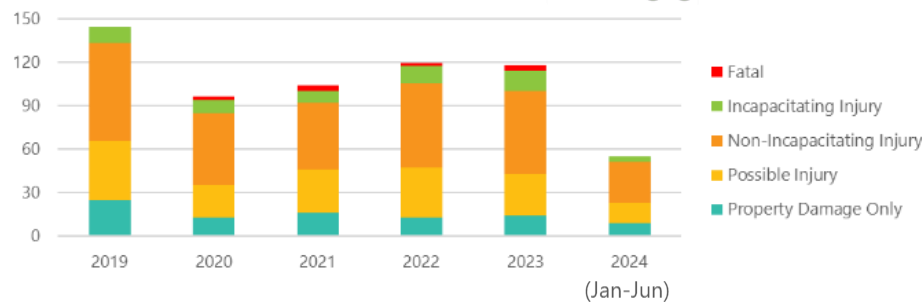


Table 3: Crashes by Mode

	2019	2020	2021	2022	2023	2024 (Jan-June)
Vehicle	8,071	5,964	6,748	6,285	5,812	2,341
Biking	144	97	104	119	118	56
Walking	122	90	105	123	123	56
Total	8,337	6,151	6,957	6,527	6,053	2,453

Table 4: FSI Crashes by Mode

	2019	2020	2021	2022	2023	2024 (Jan-June)
Vehicle	244	189	179	156	176	73
Biking	11	11	12	14	18	5
Walking	32	19	33	29	23	10
Total	287	219	224	199	217	88

Figure 33 illustrates fatal and serious injury (FSI) bicycle and pedestrian crashes in Alachua County from 2019 to 2024. As can be seen, most of the FSI crashes occurred in Gainesville. Furthermore, most of them occurred on major arterials such as Archer Road, University Avenue, Waldo Road, and Williston Road.

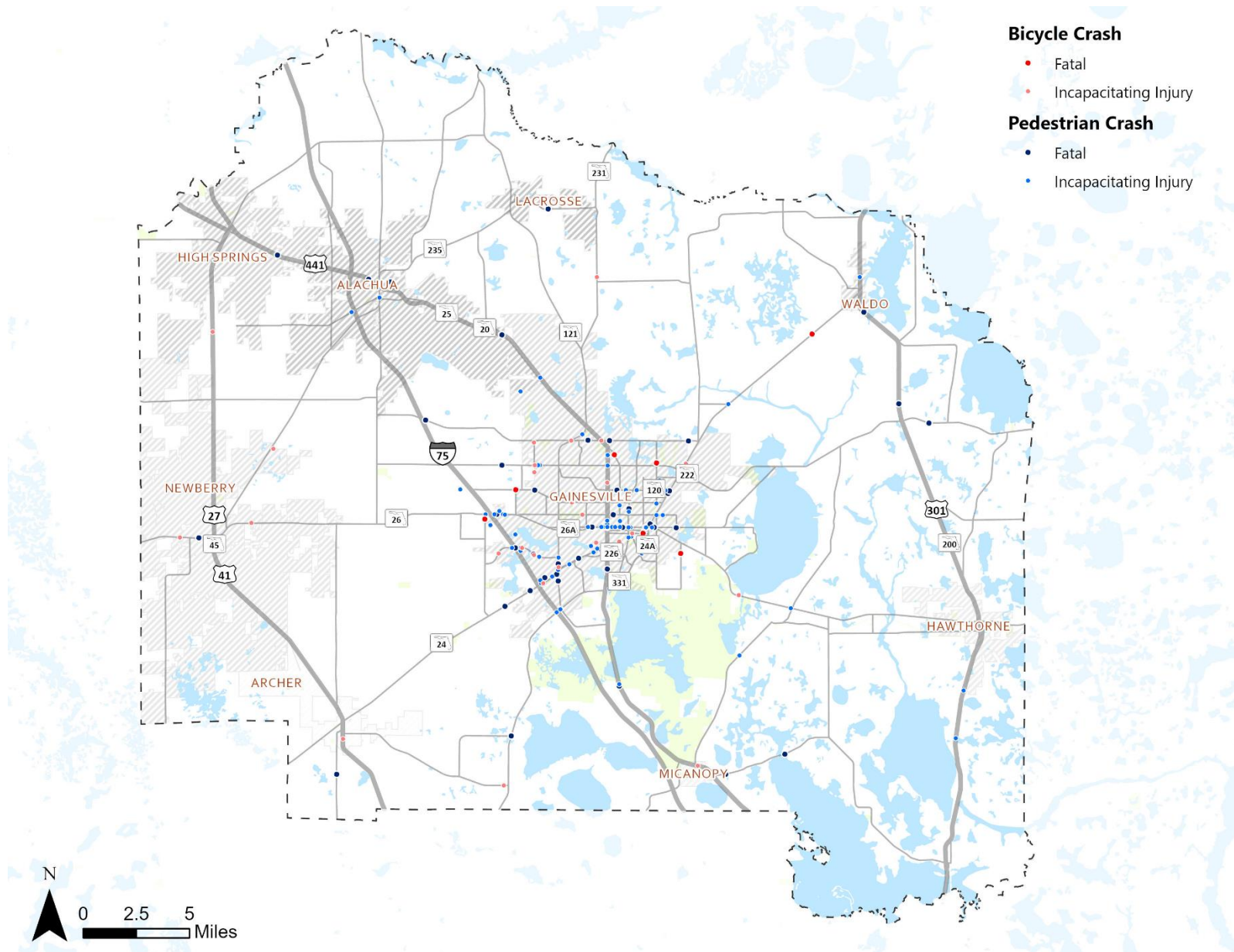


Figure 33: FSI Bicycle and Pedestrian Crashes

GAPS AND OPPORTUNITIES

Gaps and opportunities for walking and biking were evaluated in two key ways: by looking at places where people might choose to walk and bike more given the right infrastructure and by looking at places where existing conditions are making walking and biking less attractive.

- **OPPORTUNITIES TO IMPROVE MAIN STREETS IN SMALL TOWNS.** Alachua County is home to many small towns, each with a main street and its own character. Cities like Alachua and High Springs have created comfortable main streets with landscaping, traffic calming, and crossings. However, most smaller cities also have major arterials with wide lanes and high speeds running through their town center, creating a conflict between a land use character that lends itself to walking and biking but streets which are focused on fast traffic and high volumes.
- **INFREQUENT CROSSINGS & HIGH STRESS INTERSECTIONS.** High-stress roadways often have few comfortable crossing points due to long gaps between signalized intersections, which are often wide and increase exposure for people on foot or bike. Additionally, shared use paths crossing these roads often lack signalized crossings, limiting their ability to connect neighborhoods or offer safe access to destinations.
- **EXISTING BIKING FACILITIES MISMATCHED TO NEED.** Alachua County offers hundreds of miles of bike facilities, but many aren't comfortable for all ages and abilities due to current road conditions, such as speeds and lane numbers. Upgrading these facilities can make walking and biking more comfortable.
- **OPPORTUNITIES FOR NEW BIKING FACILITIES.** Some roadways are considered high stress because they lack biking or walking facilities. Adding appropriate infrastructure can improve comfort, expand the network, and increase access to destinations.
- **SCHOOL WALKING ZONES.** School buses are provided to students throughout Alachua County for those who live more than 2 miles away from school. However, less than 4.3% of students walk to school in Alachua compared to 6.78% statewide, implying that there may be a need to provide more comfortable facilities to encourage students to walk or bike to school.
- **SEVERE INJURY AND FATALITIES.** The perception of safety is crucial in determining whether people feel comfortable walking or biking. Areas where serious injury or fatal crashes have occurred involving people walking or biking represent significant network gaps, highlighting the need for additional safety measures to improve accessibility and reduce risk in those locations.
- **MINIMUM SIDEWALKS REGARDLESS OF CONTEXT.** Where sidewalks are available, they are often only 5 feet wide. While this meets minimum standards, it does not provide enough space for people to comfortably pass each other. This issue is more acute where there are higher volumes of people walking or where people choose to bike on the sidewalk because on-street facilities are not comfortable. This issue is also seen on shared use paths, which may be 8- or 10-foot wide although current best practices encourage wider designs to better accommodate all users.

SUMMARY AND KEY FINDINGS

The existing conditions analysis findings can be summarized into the following themes. These themes create a baseline for the development of biking and walking network recommendations.

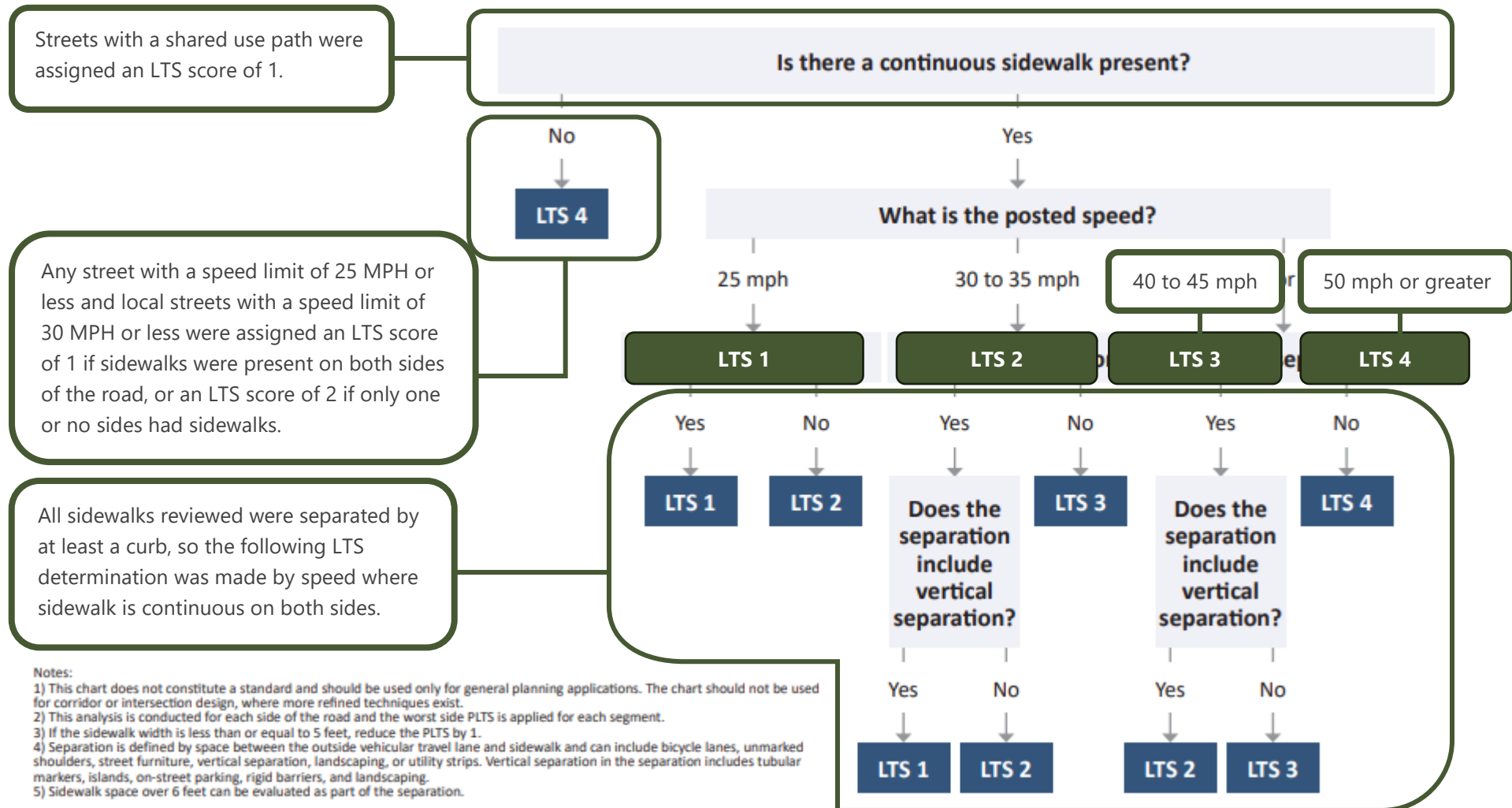
Finding	Considerations for Next Steps
<p>LAND USE PATTERNS. Existing land use patterns contribute to accessibility differences in Alachua County and suggest the need for different types of bike facilities. For example, there are higher concentrations of mixed uses and destinations types in Gainesville and small town centers than in suburban or rural areas. Therefore, residents adjacent to these areas have better walking and biking access to destinations, while others may have to walk or bike long distances to get to destinations if they choose to at all. Additionally, there are many conservation areas where people may choose to walk or bike but lack comfortable facilities connecting to them.</p>	<ul style="list-style-type: none"> ■ Consider longer distance connections in suburban and rural areas to provide access to Town Centers, conservation areas, and other walkable and bikeable destinations. ■ Evaluate opportunities for trails and other connections in suburban areas to allow for recreational use, even if destinations are far away. ■ Identify opportunities for small interventions to increase access for people walking in already walkable and bikeable areas.
<p>DESTINATION LOCATION & ACCESS. There are marked differences in development patterns which impact access. In Gainesville, some neighborhood commercial destinations, schools, and other daily needs are designed to front local streets where people can easily walk or bike to access them. On the other hand, in areas like Alachua, schools and commercial destinations are often located on major roads making them easier or more comfortable to access via driving.</p>	<ul style="list-style-type: none"> ■ Identify place types or use Context Classification to help determine appropriate treatments. ■ Identify improvements to low stress streets and potential new connections to provide access to destinations without using higher stress / less comfortable roads where possible. ■ For high stress roads that provide the only access to destinations, evaluate the potential to install high quality infrastructure like shared use paths. Consider opportunities for easements or other off-street facilities to provide access to destinations on major roads.
<p>SUBURBAN ROADWAY PATTERNS. Many parts of Alachua County follow a development pattern that creates disconnected local roadway networks, funneling people walking and biking onto higher-stress roadways, such as collectors and arterials, to reach their destinations. Additionally, major roads tend to have limited opportunities for people to cross on foot or bike, forcing people to travel significantly longer distances, which discourages biking and walking altogether. As a result, they may choose not to cross them or may instead choose to drive.</p>	<ul style="list-style-type: none"> ■ Identify infrastructure which could be installed to improve the crossings of high stress barriers like protected intersections. ■ Identify locations where low stress facilities cross high stress ones and/or where crossing improvements would help connect people to destinations and transit stops. ■ Identify biking and walking infrastructure that would be comfortable for all ages and abilities along higher stress roadways. ■ Identify crossing spacing standards to ensure people do not have to walk long distances to reach a controlled crossing.

APPENDIX A

FDOT Level of Traffic Stress Methodology & Modifications

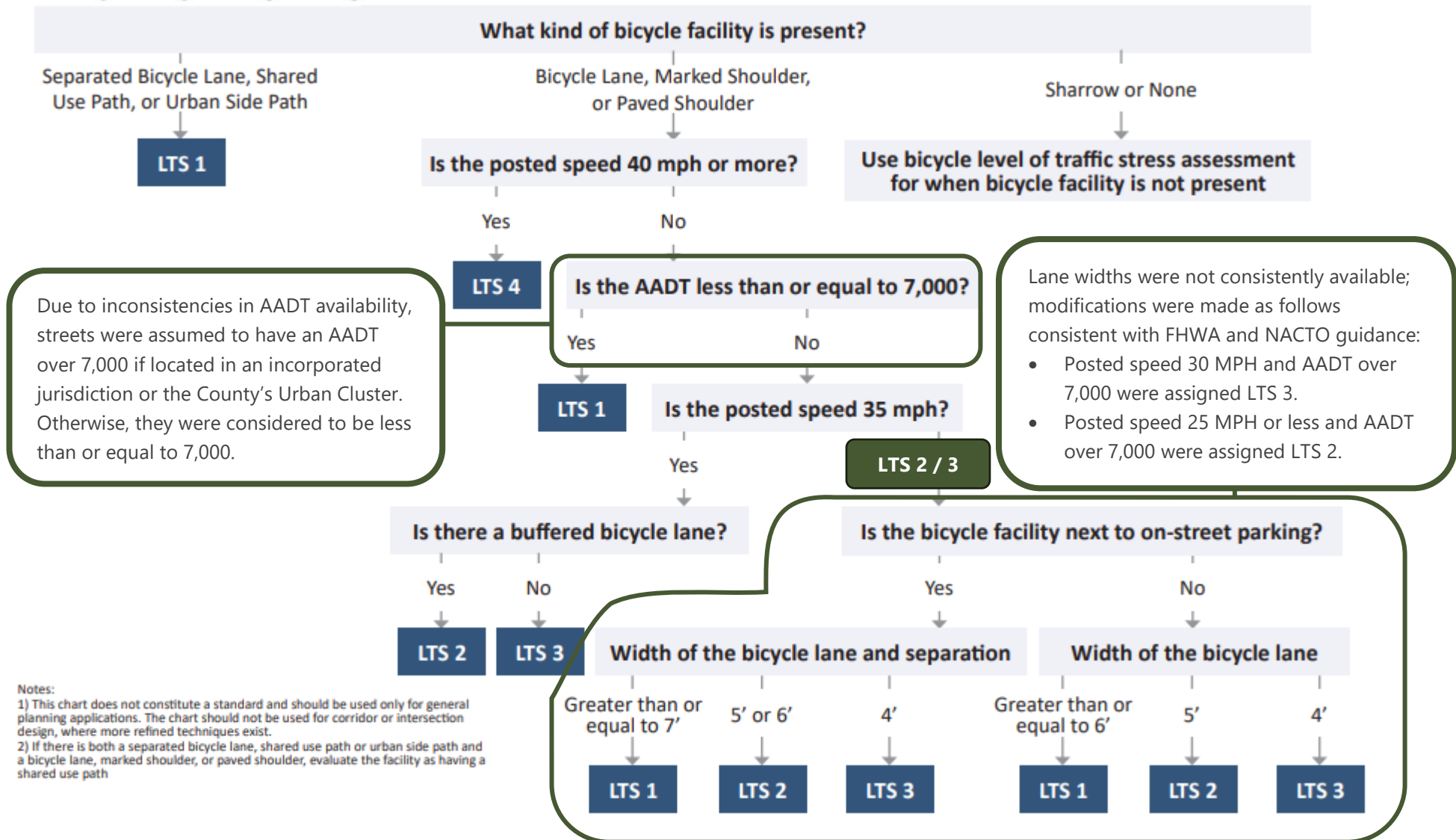
Pedestrian LTS Flow Chart

The following flow chart was used for pedestrian LTS, with modifications as noted:



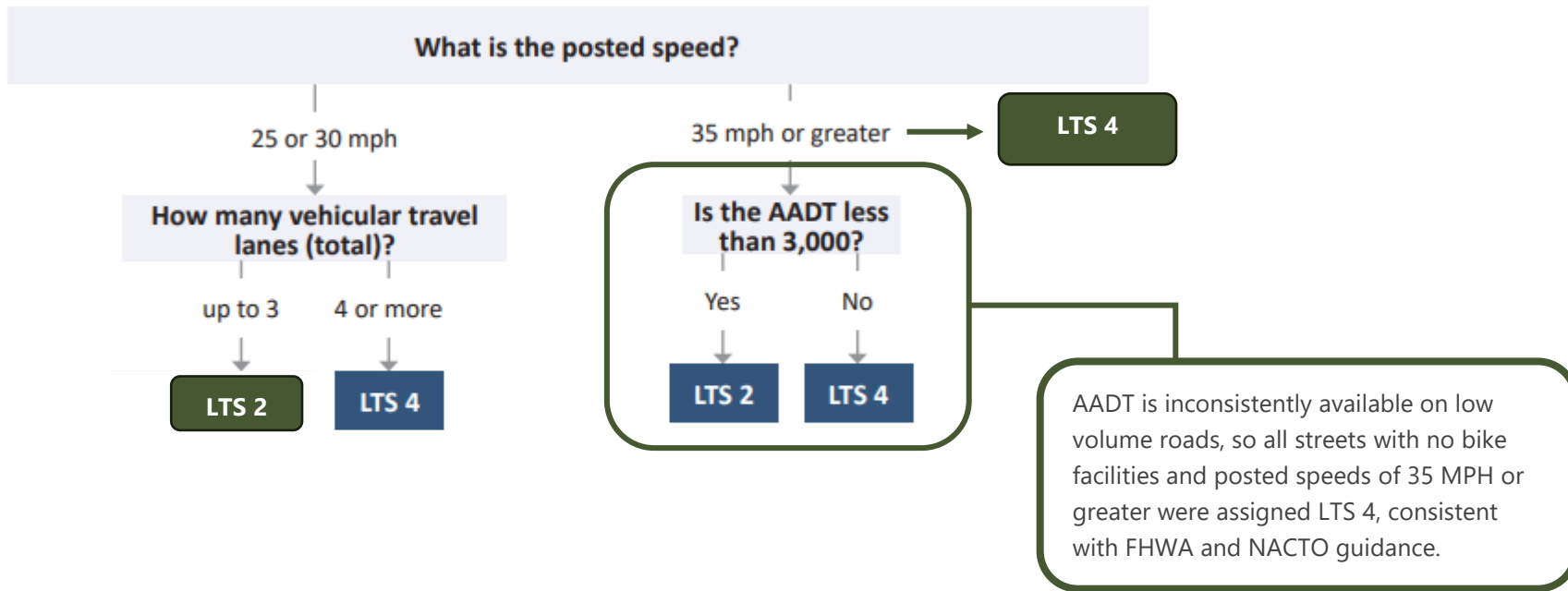
Bicycle LTS Flow Chart – Bike Facilities Present

The following flow chart was used for bike LTS on streets with bike facilities, with modifications as noted:



Bicycle LTS Flow Chart – No Bike Facilities Present

The following flow chart was used for bike LTS on streets with no bike facilities, with modifications as noted:



Notes:

1) This chart does not constitute a standard and should be used only for general planning applications. The chart should not be used for corridor or intersection design, where more refined techniques exist.