



# Transportation Improvement Plan

Gainesville & Alachua County Transportation Planning Organization



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Fiscal Year 2027 – Fiscal Year 2031

Adopted: June 15, 2026

ENDORSEMENT

This Transportation Improvement Program has been developed consistent with federal and state requirements and approved on June 15, 2026, by the

Gainesville & Alachua County Transportation Planning Organization  
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The Honorable Casey Willits, GACTPO Chair

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# TABLE OF CONTENT

|  |           |
|--|-----------|
| <b>Executive Summary .....</b>   | <b>1</b>  |
| <b>Chapter I. Introduction &amp; Overview .....</b>  | <b>2</b>  |
| Purpose of GACTPO .....  | 2         |
| Purpose of the TIP .....   | 3         |
| Project Funding .....  | 4         |
| Regulations & Requirements.....  | 5         |
| Amendments & Administrative Modifications .....  | 5         |
| Congestion Management.....   | 6         |
| Freight Mobility .....   | 6         |
| Transportation Disadvantaged Element .....   | 7         |
| Regionally Significant Projects .....  | 8         |
| <b>Chapter II. TIP Development.....</b>  | <b>10</b> |
| Public Involvement .....   | 10        |
| Types of Projects.....   | 12        |
| Process Used to Develop TIP .....  | 14        |
| Transportation Performance Measures .....  | 15        |
| Measure 1: Highway Safety Measures (PM1) .....   | 17        |
| Measure 2: Bridge and Pavement Condition/State of Good Repair Measures (PM2) .....   | 24        |
| Measure 3: System Performance – Person/Freight and Congestion Mitigation & Air Quality (CMAQ) Improvement<br>Program Measures (PM3)..... | 28        |
| Measure 4: Transit Asset Management Measures (RTS-A).....  | 32        |
| Measure 5: Transit Safety Performance (RTS-S) .....  | 35        |

|   |           |
|---|-----------|
| <b>Chapter III. Summary of Programmed Expenditures by Project Type.....</b>               | <b>39</b> |
| Total Project Costs/Programmed Expenditures .....   | 39        |
| <b>Chapter IV. Five-Year Summary of Programmed Expenditures by Funding Sources .....</b>  | <b>41</b> |
| Total Project Revenues .....  | 41        |
| <b>Chapter V. Detailed Project Listings for Five Fiscal Years .....</b>                   | <b>45</b> |
| Active Transportation Projects .....  | 46        |
| Aviation Projects.....  | 59        |
| MISC Projects.....  | 70        |
| Other Projects .....  | 74        |
| Planning and Engineering Projects .....   | 77        |
| Railroad Projects .....   | 81        |
| Roadway Projects .....  | 83        |
| Safety Projects .....   | 127       |
| Transit Projects .....  | 129       |
| <b>Appendices.....</b>  | <b>i</b>  |
| Appendix A.    Definitions .....  | i         |
| Appendix B.    List of Acronyms for Projects and Funding Codes .....                      | iv        |
| Appendix C.    List of Acronyms for Projects and Phase Codes .....                        | xvii      |
| Appendix D. Total Project Costs.....  | xviii     |
| Total Project Cost Process.....   | xviii     |
| Full Project Costs in MPO for the Gainesville Urbanized Area Planning Area Boundary ..... | xviii     |
| Full Projects Costs in the Non-Metropolitan Planning Organization Area .....              | xix       |
| 2050 Cost Feasible Plan Total Cost Tables.....  | xx        |

Appendix E. Federal Obligations Reports-Federal Fiscal Year (FFY) 2025 (10/01/24 to 09/30/25) FHWA and FDOT (Highways).....xxxii

Appendix F. TIP Public Comment Summary and Comment Tracking..... xlvi

Appendix G. Transportation Performance Measures Consensus Planning Document ..... li

    Transportation Performance Measures Consensus Planning Document..... li

Appendix H. Revisions to Fiscal Years 2026-27 to 2030-31 ..... lvii

    TIP Revision Log ..... lvii

Appendix I. TPO Resolutions ..... lix

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# Executive Summary

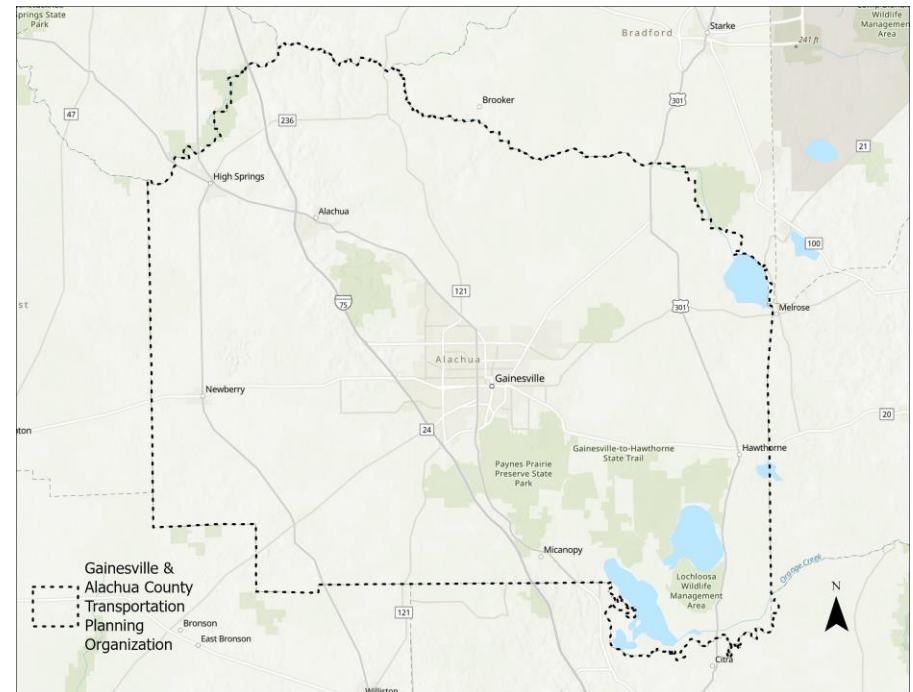
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# Chapter I. Introduction & Overview

## Purpose of GACTPO

The Gainesville & Alachua County Transportation Planning Organization (GACTPO) is the metropolitan planning organization (MPO) for the Alachua County transportation management area (TMA). An MPO is a state and federally mandated local transportation policy-making organization created and designated to carry out the metropolitan planning process as required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). GACTPO is committed to providing county-wide multimodal transportation systems that consider the travel needs of all users, foster economic growth and development, and take into consideration community resiliency needs, while minimizing transportation-related fuel consumption and air pollution. The metropolitan planning process is guided by federal planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h). GACTPO is governed by a 15-member board comprised of the Alachua County Board of County Commissioners, City of Gainesville City Commissioners, and a representative of the Gainesville Regional Airport Authority, Alachua County School Board, and Rural Community. Illustration 1 reflects the GACTPO TMA boundary.

**Illustration 1. GACTPO TMA Boundary Map**



## Purpose of the TIP

The Transportation Improvement Plan (TIP) is a five-year plan created to provide a prioritized listing of transportation projects covering all modes of transportation over a five-year period consistent with the 2050 Long-Range Transportation Plan, adopted in August 2025. The TIP contains all transportation projects within the Alachua County Transportation Management Area (TMA) 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 TMA. The projects listed in this report are determined by the Gainesville & Alachua County Transportation Planning Organization to be necessary to effectively implement the 2050 Long-Range Transportation Plan.

Development of the 2050 Long-Range Transportation Plan, List of Priority Projects, and TIP addresses the 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.

The current annual Florida Department of Transportation and Gainesville & Alachua County Transportation Planning Organization joint certification was approved on March 4, 2026. Total project costs used in this document are derived from the 2050 Long-Range Transportation Plan and Florida Department of Transportation's Work Program. The total project cost process is described in Appendix A. The 2050 Long-Range Transportation Plan can be found on the GACTPO website.

### Key Points

- ✚ Process transparency and public involvement are fundamental to the development of the TIP. GACTPO makes the TIP available for review and seeks comments from the public every year. To aid in the review of the TIP, **Appendix A** provides a list of commonly used acronyms and funding codes.
- ✚ Selection of the projects listed in the TIP must be coordinated with the Florida Department of Transportation (FDOT), Alachua County governments, transportation providers and authorities, the School Board, the Airport Authority, federal agencies, and major employers. This ensures a comprehensive and cohesive process.
- ✚ The TIP is not a "wish list", but rather, it is a plan that makes progress towards achieving specific performance targets and selected to achieve performance measures, provided in **Appendix B**.

- ✚ Project priorities must be consistent local government comprehensive plans and the adopted 2050 Long Range Transportation Plan (LRTP) and include descriptions, state/federal funding sources and specific policy, project or page number references in the LRTP and State Transportation Improvement Plan (STIP). Key excerpts from the 2050 LRTP are provided in **Appendix C**.
- ✚ The TIP must include a description of costs and revenues and list any improvements to Transportation Disadvantaged (TD) services.
- ✚ The TIP is governed by federal and state requirements, and the State of Florida requires the TIP to be updated annually by July 15<sup>th</sup>.



## Planning Consistency

The TIP and all modifications included in the TIP are consistent with the Gainesville & Alachua County Transportation Planning Organization's 2050 LRTP and Congestion Management Plan (CMP) and, to the maximum extent feasible, with the following plans:

- Aviation master plans,
- Transit development plans,
- Transportation disadvantaged service plans,
- Adopted university campus master plans,
- Adopted local government comprehensive plans of the City of Gainesville and Alachua County,
- North Central Florida Strategic Regional Policy Plan, and
- Florida State Highway Safety Plan.

## Project Funding

Though the TIP is financially constrained each year, it is developed by GACTPO in cooperation with FDOT, Alachua County, the City of Gainesville, and other agency partners. Estimates of available federal and state funds are provided by FDOT

which are used by GACTPO to develop the financial plan. Chapter IV summarizes transportation funding by federal, state, and local sources. In addition, **Appendix E** shows the federally funded projects for fiscal years 2026-27 to 2029-30. The projects in the TIP are presented in Year of Expenditure, which takes into consideration the inflation rate over the five years of the TIP. Development of the TIP also requires cooperation with the Gainesville Regional Transit System (local public transit operator), which provides estimates of funds to develop a financial plan.

The chapters within this TIP 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.

## Regulations & Requirements

Federal and state regulations require that, at a minimum, the TIP shall:

- Cover a period of at least five (5) years and be updated annually,
- Consist of regionally significant projects to economic growth and prosperity,
- Include realistic cost and revenue estimates and project status for all projects, and
- Reflect the transportation needs and priorities within the TMA as identified through performance-based planning processes and meaningful public participation.

## Amendments & Administrative Modifications

As needed and to be consistent with the STIP, the GACTPO modifies its TIP using the revision processes in accordance with criteria in the FDOT Metropolitan Planning Organization Program Management Handbook (MPO Handbook). Revisions are conducted in two formats:

- Administrative modifications; and
- Amendments.

Revisions to this TIP are tracked in **Appendix E** (old I).

## Congestion Management

The GACTPO has maintained a Congestion Management System since 1997. Within the Transportation Management Area, the Alachua County and City of Gainesville Comprehensive Plans and the GACTPO 2050 Long-Range Transportation Plan have a tradition of supporting compact, infill and transit-oriented development 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
- Implementation of the Alachua Countywide Bicycle-Pedestrian Master Plan Update.

## 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 Gainesville & Alachua County Transportation Planning Organization, 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 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.

## Transportation Disadvantaged Element

### TIP Transportation Disadvantaged (TD) 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 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 for 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.

### TD Element Organization

This element contains programmed transportation disadvantaged funds identified in the Florida Department of Transportation's Tentative Five-Year Work Program for Fiscal Years 2026-27 through 2030-31 for Alachua County. The Transportation Disadvantaged Element projects are included as part of the transit projects. As shown in the Chapter V's list of Transit projects, the following funding information is provided for each TD project 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.

## Transportation Disadvantaged (TD) Program Projects

Funding expenditures for projects for transportation disadvantaged persons in Alachua County identified in the Chapter V's list of Transit projects 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.

## 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].

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# Chapter II. TIP Development

## Public Involvement

Public involvement is an important part of the planning process for the development of the TIP, including comments and recommendations from the GACTPO's advisory committees and the general public.

### Public Involvement Activities

The GACTPO has provided all interested parties reasonable opportunity to comment on the TIP. In addition, GACTPO 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-making 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,
- f) Demonstrated explicit consideration and response to public input,
- g) Considered the needs of those traditionally underserved by transportation systems,
- h) Provided additional opportunity for public comment if the Final Transportation Improvement Program differs significantly from the Draft TIP,
- i) Provided a summary, analysis and report on the comments received on the TIP if there were a significant number of comments received, and

- j) Consulted with state and local agencies that are responsible for other types of planning within the transportation management area (such as planned growth, economic development, environmental protection, airport operations, and freight movements).

## Coordination with Public Transportation Providers/Users

Each year, GACTPO coordinates with and solicits input from the Gainesville Regional Transit System (RTS) and the Alachua County Transportation Disadvantaged (TD) Coordinating Board, which includes public transportation users, for public involvement and input for transit projects and transportation disadvantaged projects to be included in the TIP. Additionally, RTS conducts transit forums to gather public input.

GACTPO maintains a database of public transportation providers that serve and/or are based in the GACTPO TMA. Public notifications of the April 21, 2026, Bicycle/Pedestrian Advisory Committee meeting and April 22, 2026, Technical Advisory Committee and Citizens Advisory Committee meetings are provided to the public, including public transportation providers/users, via press/news releases, informing them of opportunities to participate in the development of the TIP (see **Appendix F** (old D)).

## Indian Tribal Lands

Pursuant to Title 23 United States Code of Federal Regulations Section 450.316(c) public involvement requirements, when the TMA includes Indian Tribal lands, an MPO shall appropriately involve the Indian Tribal government(s) in the development of the TIP. There are no Indian Tribal lands within the GACTPO TMA.

## 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 GACTPO TMA consist of:

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

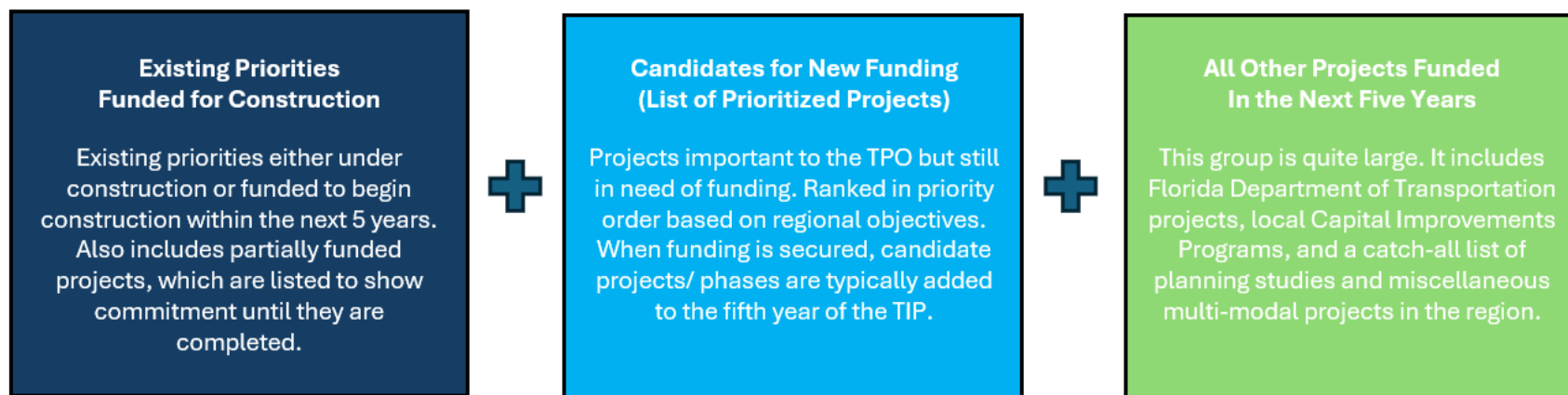
## Public Comment Summary and Comment Tracking

In accordance with federal planning requirements, written and oral public comments provided to the GACTPO regarding projects in the TIP are maintained in the GACTPO TIP General File. Comment summaries and subsequent GACTPO action and/or responses are included in this TIP in **Appendix F** (old D).

## Types of Projects

There are three different types of projects which are in the TIP, as described in Illustration 2. The second item listed in the figure is one of the most important, as it includes candidate projects for new funding from the List of Prioritized Projects (LOPP). Projects in the TIP are evaluated and categorized into specific funding programs based on agency, network, and financial eligibility requirements.

**Illustration 2 | TIP Project Types**



## Project Selection

GACTPO adopted its 2050 LRTP for the transportation management area that describes what transportation projects will be funded over the 20-year planning horizon and beyond. Development and implementation of the TIP is fundamental in bringing the LRTP to life in five-year increments.

The TIP project selection process has been conducted in accordance with federal requirements, specifically, Title 23 United States Code and Federal Regulations Section 450.332(b) and (c). It includes the project priorities, phases, and impacts and spells out the projects in detail. In accordance with the FDOT Metropolitan Planning Organization Handbook, the TPO consults with review agencies for comments. GACTPO receives comments from various agencies and advisory groups to develop its transportation project priority recommendations. These priorities are contained in the GACTPO's List of Priority Projects, which is submitted annually to the Florida Department of Transportation.

## Project Priority Statement and Process

The criteria and process for project prioritization follow the adopted project priorities of the long range transportation plan and the process described in the List of Priority Projects document. Section I.B Methodology Used for Setting Priorities in the List of Priority Projects document (pages 3 through 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 GACTPO website.

## Implemented Projects

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

## Process Used to Develop TIP

GACTPO develops project priorities on applicable funding categories in consultation with FDOT, which develops project priorities on the National Highway System and Interstate System. The following steps outline the planning process used in developing the TIP:

### Step 1 – February 2026 - June 2026 - TIP Preparation

Florida Department of Transportation District 2 staff provide the GACTPO 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 2026-27 through 2030-31, which are located within the TMA. These projects were contained in or obtained from:

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

### Step 2 – April 2026 - Public Notice

GACTPO has an approved Public Participation Plan, which establishes a process to involve the public, including private transportation operators, in the transportation planning process. This process provides the opportunities for the public to participate in the annual development of the TIP in accordance with Subsection 339.175(7), Florida Statutes.

GACTPO staff provided notification of meetings when the TIP would be scheduled for review and approval by the GACTPO Board and its advisory committees, through the Alachua County 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.gactpo.org](http://www.gactpo.org) 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 – April through June 2026 - Public Input

The Bicycle/Pedestrian Advisory Committee on April 21, 2026, the Technical Advisory Committee on April 22, 2026, and the Citizens Advisory Committee on April 22, 2026, reviewed the draft TIP, provided opportunity for comments from interested agencies, citizens and organizations, then made recommendations to the GACTPO Board. 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 2026 - TIP Approval

The GACTPO Board received the recommendations of the Bicycle/Pedestrian Advisory Committee, Technical Advisory Committee, and Citizens Advisory Committee from their respective April 21st and April 22nd, 2026, meetings 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 15, 2026.

## Transportation Performance Measures

### Performance Measure Codes

Abbreviations used for transportation projects and performance measure target achievement information are provided below.

**Legend to Transportation Projects and Performance Measure Codes**

| Measure | Code | Performance Measure Information   |
|---------|------|---|
| 1       | PM1  | Safety - Fatalities and Serious Injuries [All Public Roadways]            |
| 2       | PM2  | Bridge and Pavement State of Good Repair [National Highway System]        |
| 3       | PM3  | System - Person/Freight Travel Time Reliability [National Highway System] |

| Measure | Code  | Performance Measure Information                      |
|---------|-------|--|
| 4       | RTS-A | Transit - Asset Management [Regional Transit System] |
| 5       | RTS-S | Transit - Safety [Regional Transit System]           |

**Appendix E** includes a Federal Transit Administration Annual Obligations Report that was developed by GACTPO and a copy of the Annual Obligations Report that was provided by the Florida Department of Transportation for roadway projects. **Appendix E** shows the federal funding for projects for Fiscal Years 2026-27 to 2029-30. For informational purposes of local/private-funded only projects for Fiscal Years 2026-27 to 2030-31: **Appendix F** shows the TIP public comment summary and comment tracking. **Appendix E** shows the transportation performance measures consensus planning document. **Appendix F** shows the Revisions to Fiscal Years 2026-27 to 2030-31.

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 settings.

## Measure 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:

*Number of Fatalities:* The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.

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

### Statewide Highway Safety Targets

Safety performance measure targets are required to be adopted annually. In August of each calendar year, FDOT reports targets FHWA for the following calendar year. On August 31, 2025, FDOT established statewide safety performance targets for calendar year 2026. The following table presents FDOT's statewide targets.

## Statewide Highway Safety Performance Targets

| Performance Measure   | Calendar Year<br>2026 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: 2025 [fdots.sourcebook.com](https://fdots.sourcebook.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.

### TPO 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 Gainesville & Alachua County Transportation Planning Organization, 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 Gainesville & Alachua County Transportation Planning Organization 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 2026 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: 2025 [fdotsourcebook.com](https://fdotsourcebook.com)

*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  |       |       |       |       |
|--------------------------------|-------|-------|-------|-------|-------|
|                                | 2020  | 2021  | 2022  | 2023  | 2024  |
| <b>Casualty Type - Nominal</b> |       |       |       |       |       |
| Fatalities                     | 54.8  | 57.0  | 56.4  | 57.8  | 54.0  |
| Serious Injuries               | 279.2 | 258.6 | 242.4 | 223.6 | 197.8 |

|   | Year  |       |       |       |       |
|---|-------|-------|-------|-------|-------|
|   | 2020  | 2021  | 2022  | 2023  | 2024  |
| Non-Motorized Fatalities and Serious Injuries                     | 41.6  | 43.8  | 44.4  | 43.2  | 42.8  |
| <b>Casualty Type - Rate [Per 100.000 Vehicle Miles Travelled]</b> |       |       |       |       |       |
| Fatalities  | 1.746 | 1.816 | 1.776 | 1.800 | 1.641 |
| Serious Injuries  | 8.894 | 8.229 | 7.636 | 6.993 | 6.061 |

Source: 2025 [fdotsourcebook.com](https://fdotsourcebook.com)

### FDOT Safety Planning and Programming

*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 of 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.

*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 2025 HSIP Annual Report, FDOT reported calendar year 2026 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, 2025.

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 2025 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 analyses 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 \$167 million in HSIP funds for use during the 2025 state fiscal year from July 1, 2024 through June 30, 2025, 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 \$140 million in infrastructure investments on state-maintained roadways and \$27 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2025 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.

### **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.

### **Safety Investments in the TIP**

The TIP includes specific investment priorities that support all of the goals of the Gainesville & Alachua County Transportation Planning Organization including safety, using a prioritization and project selection process established in the Year 2050 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 Gainesville & Alachua County Transportation Planning Organization 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 Gainesville & Alachua County Transportation Planning Organization in the Year 2050 Long-Range Transportation Plan. For the Gainesville & Alachua County Transportation Planning Organization, this includes safety programs and projects such as:

- Bicycle and pedestrian improvements,
- Traffic signal improvements,
- Roadway lighting improvements,
- Intersection improvements, and
- Participation in safety programs.

Because safety is inherent in so many FDOT and Gainesville & Alachua County Transportation Planning Organization 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 are anticipated to support progress towards achieving the safety targets.

## Measure 2: Bridge and Pavement Condition/State of Good Repair 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 (5) pavement metrics are used to assess conditions:

1. **International Roughness Index (IRI)** - an indicator of roughness (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements),
2. **Cracking percent** – percentage of pavement surface exhibiting cracking (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements),
3. **Rutting** - the extent of surface depressions (applicable to asphalt pavements only),
4. **Faulting** - vertical misalignment of pavement joints (applicable to jointed concrete pavements only), and

- 5. **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.

### Bridge & Pavement Condition Targets

*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 2024 actual performance and the statewide 2023 and 2025 targets.

**Statewide Bridge and Pavement Condition Performance Targets**

| Performance Measure                               | 2024 Statewide Actual Conditions | 2023 Statewide Target | 2025 Statewide Target |
|---|----------------------------------|-----------------------|-----------------------|
| % of NHS bridges (by deck area) in good condition | 53.9%                            | ≥50.0%                | ≥50.0%                |
| % of NHS bridges (by deck area) in poor condition | 0.8%                             | ≤10.0%                | ≤5.0%                 |
| % of Interstate pavements in good condition       | 63.5%                            | ≥60.0%                | ≥60.0%                |
| % of Interstate pavements in poor condition       | 0.1%                             | ≤5.0%                 | ≤5.0%                 |
| % of non-Interstate pavements in good condition   | 50.2%                            | ≥40.0%                | ≥40.0%                |
| % of non-Interstate pavements in poor condition   | 0.5%                             | ≤5.0%                 | ≤5.0%                 |

Source: 2025 [fdotsourcebook.com](https://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 2024 exceeded the established targets. FHWA determined that FDOT made significant progress toward its 2023 PM2 targets.

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 Gainesville & Alachua County Transportation Planning Organization 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.

### 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  |       |       |       |       |       |
|---|-------|-------|-------|-------|-------|-------|
|   | 2019  | 2020  | 2021  | 2022  | 2023  | 2024  |
| Percent of bridges on the National Highway System with condition rating of either Excellent or Good | 80.6% | 80.3% | 81.0% | 80.6% | 80.6% | 77.4% |

Source: 2025 [fdots.sourcebook.com](https://fdots.sourcebook.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   |       |       |       |       |       |
|--|--------|-------|-------|-------|-------|-------|
|  | 2019   | 2020  | 2021  | 2022  | 2023  | 2024  |
| Percent of lane miles on the Interstate System with condition rating of either Excellent or Good     | 100.0% | 97.6% | 94.2% | 94.5% | 93.0% | 92.4% |
| Percent of lane miles on the non-Interstate System with condition rating of either Excellent or Good | 29.9%  | -*    | 37.9% | 37.9% | 40.8% | 45.6% |

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

Source: 2025 [fdots.sourcebook.com](https://fdots.sourcebook.com)

## Pavement and Bridge Investments in the TIP

The TIP considers potential projects within specific investment priorities established by the Gainesville & Alachua County Transportation Planning Organization in the Year 2050 Long-Range Transportation Plan. GACTPO's TIP includes improvements to the National Highway System (NHS) including resurfacing projects listed in Chapter V – Roadway Projects. Currently, there are no bridge maintenance projects scheduled for any NHS facility within the Alachua County transportation management area.

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.

## Measure 3: System Performance – Person/Freight and Congestion Mitigation & Air Quality (CMAQ) 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 (6) performance measures:

### **National Highway Performance Program (NHPP)**

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

### **National Highway Freight Program (NHFP)**

1. Truck Travel Time Reliability Index (TTTR).

### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

1. Annual hours of peak hour excessive delay per capita (PHED),
2. Percent of non-single occupant vehicle travel (Non-SOV), and
3. 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 (3) CMAQ measures do not apply in Florida. Below is a description of the first three measures.

The first two (2) 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 (4) 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 TTTR assesses the reliability of the Interstate network by comparing trucks' worst travel times to the travel times they typically experience.

### System Performance and Freight Targets

*Statewide Targets.* Federal rules require state DOTs to establish two-year and four-year targets for the system's 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 2024 actual performance and the 2023 and 2025 statewide targets.

**Statewide System Performance and Freight Targets**

| Performance Measure  | 2024 Statewide Actual Conditions | 2023 Statewide Target | 2025 Statewide Target |
|--|----------------------------------|-----------------------|-----------------------|
| Percent of person-miles traveled on the Interstate system that are reliable  | 80.7%                            | ≥75.0%                | ≥75.0%                |
| Percent of person-miles traveled on the non-Interstate NHS that are reliable | 90.0%                            | ≥50.0%                | ≥60.0%                |
| Truck travel time reliability (Interstate)                                   | 1.54                             | 1.75                  | 2.00                  |

Source: 2025 [fdotsourcebook.com](https://fdotsourcebook.com)

FDOT collects and report's reliability data to FHWA annually to track performance and progress toward the reliability targets. The actual performance in 2024 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 [Freight Mobility and Trade Plan](#) (FMTP) defines policies and investments that will enhance Florida's economic development efforts in 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 was adopted on June, 17 2025.

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

On March 5, 2025, the Gainesville & Alachua County Transportation Planning Organization 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.

## 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  | 2024  |
|---|-------|-------|-------|-------|-------|-------|
| Percent of person-miles on the Interstate system that are reliable (Interstate Level of Travel Time Reliability)  | 100%  | 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% | 92.7% |
| Truck Travel Time Reliability   | 1.05  | 1.05  | 1.05  | 1.06  | 1.06  | 1.06  |

Source: Florida Department of Transportation, System Performance Report, January 2026

## System Performance and Freight Investments in the TIP

The TIP considers potential projects within specific investment priorities established by the Gainesville & Alachua County Transportation Planning Organization in the Year 2050 Long-Range Transportation Plan. For the Gainesville & Alachua County Transportation Planning Organization, system performance projects in support of person and freight travel time reliability targets includes improvements to I-75 and the NHS, such as SR 26 and SR 24.

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.

## Measure 4: Transit Asset Management Measures (RTS-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. The 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                                    |

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 nonfixed 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 nonfixed route mode. The graphic below helps to explain the two Tiers.

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   |
|---|---|
| <b>Operates rail service</b><br><b>OR</b><br><b>≥ 101 vehicles across all fixed route modes</b><br><b>OR</b><br><b>≥ 101 vehicles in one non-fixed route mode</b> | Subrecipient of FTA 5311 funds<br><b>OR</b><br>American Indian Tribe<br><b>OR</b><br>≤ 100 vehicles across all fixed route modes<br><b>OR</b><br>≤ 100 vehicles in one non-fixed route mode |

### Transit Asset Management Targets

The following transit agency/provider operates in the Gainesville & Alachua County Transportation Planning Organization planning area: City of Gainesville Regional Transit System (RTS).

*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, 2026. The following table presents the targets.

**Transit Asset Management Targets for  
City of Gainesville Regional Transit System**

| Asset Category – Performance Measure  | Asset Class                           | 2026 Target |
|---|---------------------------------------|-------------|
| <b>REVENUE VEHICLES</b>   |                                       |             |
| Age - percent of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark         | 40 Foot Bus                           | 12.07%      |
|   | Cutaway Bus                           | 73.91%      |
| <b>EQUIPMENT</b>  |                                       |             |
| Age - percent of vehicles that have met or exceeded their Useful Life Benchmark   | Non-Revenue/Service Automobile        | 16.67%      |
|   | Trucks and Other Rubber Tire Vehicles | 0%          |
| <b>FACILITIES</b>   |                                       |             |
| Condition - percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) 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.

*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 Gainesville & Alachua County Transportation Planning Organization 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.

### **Transit Asset Management Investments in the TIP**

The GACTPO TIP was developed and is managed in cooperation with City of Gainesville Regional Transit System. It reflects the investment priorities established in the 2050 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 GACTPO's investments that address transit state of good repair include:

- Repairs to transit buildings,
- Replacement vehicle purchases, and
- Facilities and maintenance wages.

Transit asset condition and state of good repair are considerations in the methodology that the Gainesville & Alachua County Transportation Planning Organization 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 projected to improve the transit state of good repair in the MPO's planning area.

The Gainesville & Alachua County Transportation Planning Organization 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 Gainesville & Alachua County Transportation Planning Organization 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 V.

### **Measure 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 subrecipients of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307. 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 major 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. (See "Public Transportation Agency Safety Plan (PTASP) FTA Template Guidance Document w/Chapter 14-90, FAC" published by FDOT on 9/11/2019.)

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, MPOs 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.

## Transit Safety Targets

The City of Gainesville Regional Transit System (RTS) is the public transportation provider that operates in the Gainesville & Alachua County Transportation Planning Organization planning area. RTS is responsible for developing a PTASP and establishing transit safety performance targets annually.

## Transit Agency Safety Targets

RTS adopted the 2026 transit safety performance targets, as identified in the table below, in the February 9, 2026, update to the PTASP. Targets were compiled after reviewing the previous year’s safety performance data.

In support of RTS targets, GACTPO sets its transit safety performance targets consistent with RTS’s transit safety performance targets.

**2026 Transit Safety Performance Targets for GACTPO**

| Mode of Transit Service         | Fatalities (total) | Fatality Rate (per 100,000 VRM) | Injuries (total) | Injury Rate (per 100,000 VRM) | Major Events (total) | Major Event Rate (per 100,000 VRM) | System Reliability (VRM/failure) |
|---------------------------------|--------------------|---------------------------------|------------------|-------------------------------|----------------------|------------------------------------|----------------------------------|
| Fixed Route Bus<br>2025 Actual  | 0                  | 0                               | 8                | 0.3                           | 7                    | 0.3                                | 7,001                            |
| Fixed Route Bus<br>2026 Targets | 0                  | 0                               | 5                | 0.2                           | 5                    | 0.2                                | 8,000                            |

Note: VRM stands for Vehicle Revenue Miles. All incident rates are expressed in terms of (Number of Incidents) / VRM / 100,000. Major Events include pedestrian and vehicle collisions which are classified as major according to National Transit Database definitions.

Source: City of Gainesville Regional Transit System PTASP, adopted 2/19/2026

## Transit Safety Performance Trends in the MPO

The table below displays the five-year trends in City of Gainesville Regional Transit System’s safety performance.

### Transit Safety Target Monitoring

| Performance Measure and Rate   | Year |      |       |      |      |
|--|------|------|-------|------|------|
|  | 2021 | 2022 | 2023* | 2024 | 2025 |
| Injuries Per 100.000 Miles   | 0.5  | 0.5  | -     | 0.1  | 0.3  |
| Fatalities Per 100.000 Miles   | 0.1  | 0.1  | -     | 0.0  | 0.0  |
| Safety Events Per 100.000 Miles  | 0.4  | 0.4  | -     | 0.4  | 0.3  |
| System Reliability - Less than 9,000 miles Between Mechanical Failures | 6.5  | 6.5  | -     | 6.4  | 7.0  |

\*Data for 2023 not provided.

Source: City of Gainesville

### Transit Safety Investments in the TIP

The GACTPO 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 adopted 2050 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 GACTPO 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 GACTPO 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.**

# Chapter III. Summary of Programmed Expenditures by Project Type

## Total Project Costs/Programmed Expenditures

The April 3, 2026, FDOT 5-Year Work Program Snapshot for FY26/27 to FY30/31 includes 167 projects, listed by funding codes. Chapter V includes a detailed listing of each project; however, this chapter groups the projects into coherent categories by project type to show a “big picture” of the types of projects programmed for implementation.

| Project Type              | Programmed % | Programmed Amount      |
|---------------------------|--------------|------------------------|
| Pedestrian Infra/Safety   | 0.98%        | \$12,491,150           |
| Aviation                  | 4.27%        | \$45,149,033           |
| Landscaping               | 1.22%        | \$12,875,106           |
| Transit                   | 24.58%       | \$260,019,853          |
| TSMO                      | 3.96%        | \$41,935,262           |
| Lighting                  | 3.01%        | \$31,838,004           |
| Shared Use Infrastructure | 1.51%        | \$15,934,627           |
| Road Lane Capacity        | 10.37%       | \$109,677,190          |
| Planning                  | 1.19%        | \$12,635,827           |
| State of Good Repair      | 45.42%       | \$480,437,905          |
| OTHER                     | 3%           | \$34,734,494           |
| <b>Subtotal:</b>          | <b>100%</b>  | <b>\$1,057,728,451</b> |

| OTHER                   | Programmed % | Programmed Amount    |
|-------------------------|--------------|----------------------|
| Access Management       | 0.13%        | \$1,370,326          |
| Emergency Ops           | 0.13%        | \$1,399,428          |
| Environmental           | 0.11%        | \$1,200,694          |
| Misc                    | 0.07%        | \$691,396            |
| Misc Safety             | 0.40%        | \$4,226,499          |
| Other                   | 1.32%        | \$13,909,705         |
| Preliminary Engineering | 0.00%        | \$20,550             |
| Rest Area               | 1.07%        | \$11,347,226         |
| Railroad                | 0.05%        | \$568,670            |
| <b>Subtotal:</b>        | <b>3%</b>    | <b>\$ 34,734,494</b> |

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 2026-27 through 2030-31), plus historical cost information for all projects having expenditures paid by the Florida Department of Transportation prior to Fiscal Year 2026-27. For a more comprehensive description of the total cost of a particular project for all project phases, please refer to the Year 2050 Long-Range Transportation Plan.

## Top programmed project types

**46% State of Good Repair** (Projects intended to extend the life of existing infrastructure, i.e. resurfacing, pavement rehabilitation, and general maintenance)

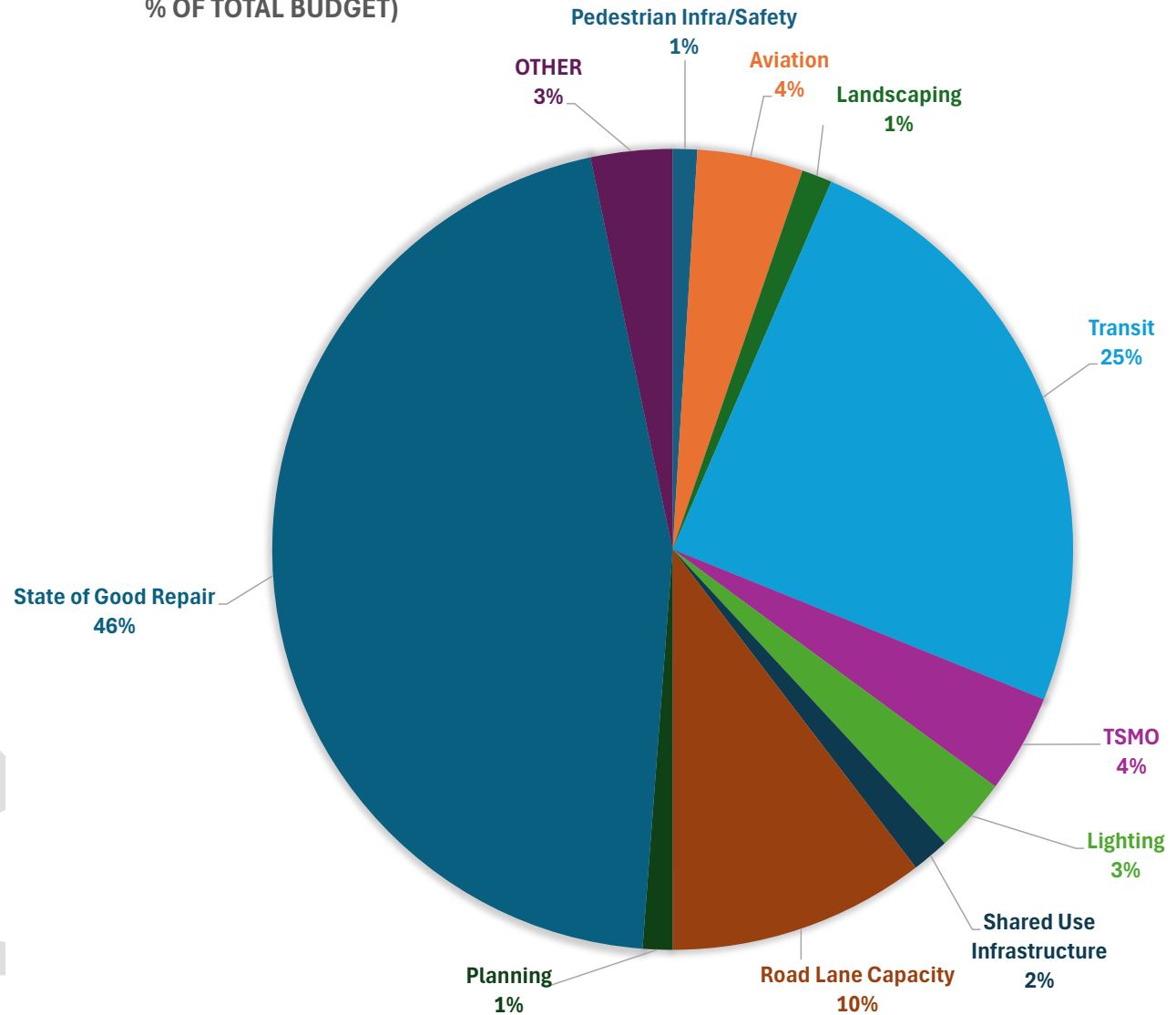
**25% Transit**

**10% Road Lane Capacity** (Projects that add capacity to the system, i.e. lane additions, new construction, etc.).

*Aviation, TSMO, and Lighting comprise approximately 3% to 4% of projects.*

*Active transportation and safety make up less than 3% of the TIP.*

TMA FUNDING ALLOCATION  
(PROGRAMMED PROJECTS  
% OF TOTAL BUDGET)



# Chapter IV. Five-Year Summary of Programmed Expenditures by Funding Sources

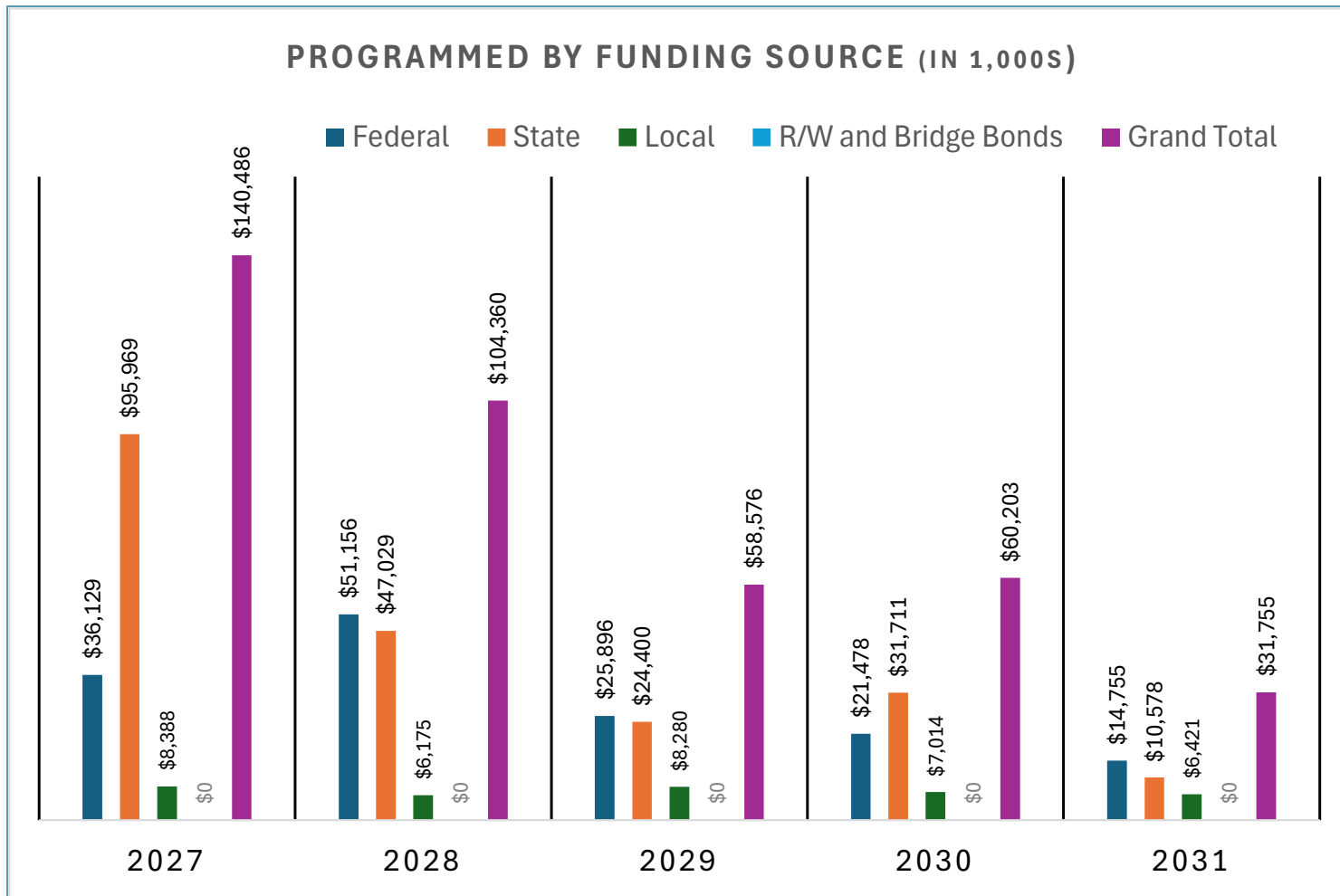
## Total Project Revenues

The table below summarizes the total Programmed Summary by Fund source. Dollars provided in the table are in thousands.

Table 1. Programmed Summary by Fund

| Fund Type            | 2027             | 2028             | 2029            | 2030            | 2031            | Total                  |
|----------------------|------------------|------------------|-----------------|-----------------|-----------------|------------------------|
| Federal              | \$36,129         | \$51,156         | \$25,896        | \$21,478        | \$14,755        | \$579,709,370          |
| State                | \$95,969         | \$47,029         | \$24,400        | \$31,711        | \$10,578        | \$369,271,853          |
| Local                | \$8,388          | \$6,175          | \$8,280         | \$7,014         | \$6,421         | \$97,691,794           |
| R/W and Bridge Bonds | \$0              | \$0              | \$0             | \$0             | \$0             | \$11,055,434           |
| <b>Grand Total</b>   | <b>\$140,486</b> | <b>\$104,360</b> | <b>\$58,576</b> | <b>\$60,203</b> | <b>\$31,755</b> | <b>\$1,057,728,451</b> |

Review of the below chart shows that funding sources across the five-year period vary from year to year – sometimes federal funding exceeds state funding, and sometimes state funding exceeds federal funding. Local funding is consistently the least.



Source: FDOT 5 Year Work Plan; CFCR 5 Year Work Plan  
 Note: Federal & State funding shown in thousands of dollars

### Financial Summary by Funding Code

| Funding Category | FY 2026/27          | FY 2027/28          | FY 2028/29          | FY 2029/30          | FY 2030/31          | Total                |
|------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| <b>Federal</b>   |                     |                     |                     |                     |                     |                      |
| ACNP             | \$6,583,948         | \$0                 | \$3,306,001         | \$0                 | \$0                 | \$9,889,949          |
| ACNR             | \$9,671,248         | \$25,245,630        | \$4,126,654         | \$0                 | \$0                 | \$39,043,532         |
| ACPL             | \$841,762           | \$841,762           | \$841,762           | \$841,762           | \$841,762           | \$4,208,810          |
| ACSA             | \$3,441,637         | \$7,810,863         | \$725,924           | \$40,935            | \$0                 | \$12,019,359         |
| ACSS             | \$3,140,000         | \$2,946,136         | \$0                 | \$0                 | \$0                 | \$6,086,136          |
| ACSU             | \$3,500,225         | \$3,509,980         | \$3,509,980         | \$3,509,980         | \$3,509,980         | \$17,540,145         |
| ART              | \$60,713,069        | \$0                 | \$0                 | \$0                 | \$0                 | \$60,713,069         |
| DU               | \$497,061           | \$511,973           | \$527,332           | \$543,152           | \$559,446           | \$2,638,964          |
| FAA              | \$0                 | \$0                 | \$3,600,000         | \$6,336,000         | \$0                 | \$9,936,000          |
| FTA              | \$7,194,212         | \$7,194,212         | \$7,194,212         | \$7,194,212         | \$7,194,212         | \$35,971,060         |
| SR2T             | \$856,926           | \$0                 | \$302,375           | \$0                 | \$1,497,649         | \$2,656,950          |
| TALL             | \$0                 | \$0                 | \$0                 | \$242,179           | \$0                 | \$242,179            |
| TALN             | \$246,428           | \$0                 | \$1,244,367         | \$0                 | \$0                 | \$1,490,795          |
| TALT             | \$140,350           | \$2,587,438         | \$319,226           | \$2,261,925         | \$644,182           | \$5,953,121          |
| TALU             | \$15,000            | \$507,988           | \$198,404           | \$507,988           | \$507,988           | \$1,737,368          |
| <b>Total</b>     | <b>\$96,841,866</b> | <b>\$51,155,982</b> | <b>\$25,896,237</b> | <b>\$21,478,133</b> | <b>\$14,755,219</b> | <b>\$210,127,437</b> |
| <b>Local</b>     |                     |                     |                     |                     |                     |                      |
| LF               | \$8,387,900         | \$6,175,071         | \$8,279,617         | \$7,013,604         | \$6,420,937         | \$36,277,129         |
| <b>Total</b>     | <b>\$8,387,900</b>  | <b>\$6,175,071</b>  | <b>\$8,279,617</b>  | <b>\$7,013,604</b>  | <b>\$6,420,937</b>  | <b>\$36,277,129</b>  |
| <b>State</b>     |                     |                     |                     |                     |                     |                      |
| D                | \$10,599,873        | \$11,704,008        | \$11,594,231        | \$5,557,968         | \$5,591,000         | \$45,047,080         |
| DDR              | \$13,468,666        | \$19,682,452        | \$6,937,452         | \$13,941,124        | \$4,052,938         | \$58,082,632         |
| DI               | \$0                 | \$0                 | \$0                 | \$0                 | \$0                 | \$0                  |
| DIH              | \$1,080,867         | \$1,086,526         | \$131,840           | \$399,320           | \$9,982             | \$2,708,535          |
| DIOH             | \$4,697,068         | \$3,560,256         | \$1,937,519         | \$2,075,687         | \$924,444           | \$13,194,974         |
| DITS             | \$480,803           | \$0                 | \$0                 | \$0                 | \$0                 | \$480,803            |
| DPTO             | \$1,183,635         | \$0                 | \$1,700,000         | \$835,000           | \$0                 | \$3,718,635          |

| Funding Category | FY 2026/27          | FY 2027/28          | FY 2028/29          | FY 2029/30          | FY 2030/31          | Total                |
|------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| DRA              | \$0                 | \$0                 | \$700,000           | \$8,153,634         | \$0                 | \$8,853,634          |
| DS               | \$0                 | \$9,406,018         | \$1,399,040         | \$748,470           | \$0                 | \$11,553,528         |
| FC5              | \$3,374,242         | \$0                 | \$0                 | \$0                 | \$0                 | \$3,374,242          |
| SSI              | \$371,198           | \$1,590,000         | \$0                 | \$0                 | \$0                 | \$1,961,198          |
| <b>Total</b>     | <b>\$35,256,352</b> | <b>\$47,029,260</b> | <b>\$24,400,082</b> | <b>\$31,711,203</b> | <b>\$10,578,364</b> | <b>\$148,975,261</b> |

Table 2 below provides a comparison of the grand total Programmed Summary by Fund between the previous 5-year period and the current 5-year period.

| Fund Type            | Prior 5-Years        | Current 5-Years        | % Change      |
|----------------------|----------------------|------------------------|---------------|
| Federal              | \$430,295,002        | \$579,709,370          | 34.72%        |
| State                | \$159,583,523        | \$369,271,853          | 131.40%       |
| Local                | \$61,414,665         | \$97,691,794           | 59.07%        |
| R/W and Bridge Bonds | \$11,055,434         | \$11,055,434           | 0.00%         |
| <b>Grand Total</b>   | <b>\$662,348,624</b> | <b>\$1,057,728,451</b> | <b>59.69%</b> |

# Chapter V. Detailed Project Listings for Five Fiscal Years

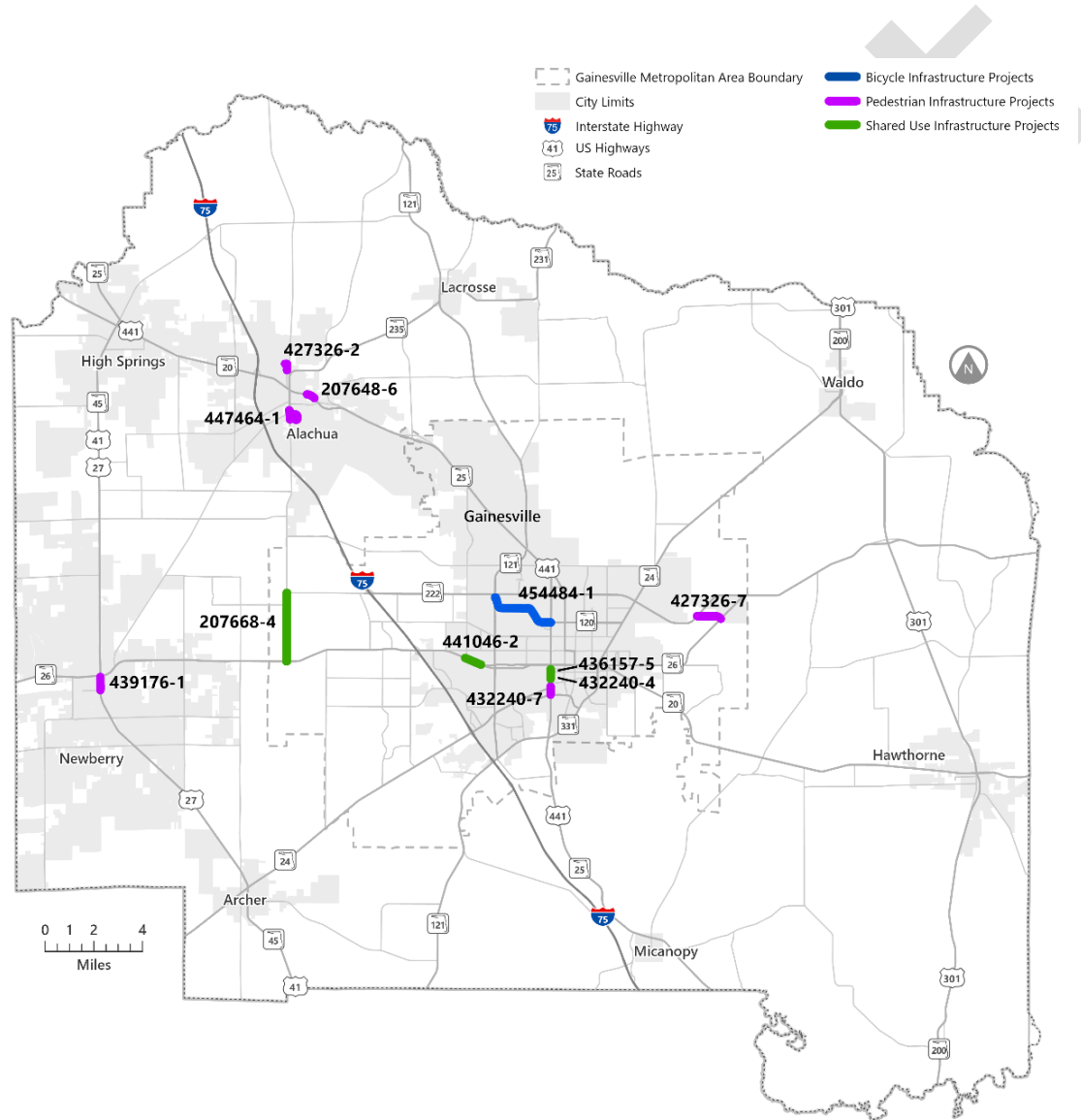
This Chapter identifies all transportation projects that are programmed for Fiscal Years 2026-27 through 2030-31 in the Florida Department of Transportation's Tentative Five-Year Work Program. The projects are grouped by transportation mode and by modification type. This chapter fulfills federal transportation 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 (see Appendix B for acronyms),
13. Federal funds used in project, and
14. Performance Measure Target Achievement category project.

All Local Fund summaries in these tables include any project local matching funds.

# Active Transportation Projects

## 12 Projects



# 4474641 - NW137TH PL, NW135TH DR, NW136TH AVE AND CR241(NW140TH STREET)

NW137TH PL, NW135TH DR, NW136TH AVE AND CR241(NW140TH STREET)

|                      |                                |
|----------------------|--------------------------------|
| <b>Project Type:</b> | Pedestrian Infrastructure      |
| <b>Lead Agency:</b>  | Alachua County Board Of County |
| <b>Total Cost:</b>   | \$1,877,451                    |
| <b>SIS:</b>          | No                             |
| <b>Length:</b>       | 0.85                           |



| Phase   | Fund Source                    | Prior | FY2027 | FY2028 | FY2029    | FY2030 | FY2031      | Future | Total       |
|---|--------------------------------|-------|--------|--------|-----------|--------|-------------|--------|-------------|
| Preliminary Engineering                           | SAFE ROUTES - TRANSFER         | \$0   | \$0    | \$0    | \$302,375 | \$0    | \$0         | \$0    | \$302,375   |
| Total Preliminary Engineering                     |                                | \$0   | \$0    | \$0    | \$302,375 | \$0    | \$0         | \$0    | \$302,375   |
| Construction - Express/Expedited                  | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0       | \$0    | \$34,620    | \$0    | \$34,620    |
| Total Construction - Express/Expedited            |                                | \$0   | \$0    | \$0    | \$0       | \$0    | \$34,620    | \$0    | \$34,620    |
| Construction                                      | SAFE ROUTES - TRANSFER         | \$0   | \$0    | \$0    | \$0       | \$0    | \$1,497,649 | \$0    | \$1,497,649 |
| Total Construction                                |                                | \$0   | \$0    | \$0    | \$0       | \$0    | \$1,497,649 | \$0    | \$1,497,649 |
| Construction Support - Express/Expedited          | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0       | \$0    | \$18,943    | \$0    | \$18,943    |
| Total Construction Support - Express/Expedited    |                                | \$0   | \$0    | \$0    | \$0       | \$0    | \$18,943    | \$0    | \$18,943    |
| Preliminary Engineering - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$23,864  | \$0    | \$0         | \$0    | \$23,864    |
| Total Preliminary Engineering - Express/Expedited |                                | \$0   | \$0    | \$0    | \$23,864  | \$0    | \$0         | \$0    | \$23,864    |
| Total Programmed                                  |                                | \$0   | \$0    | \$0    | \$326,239 | \$0    | \$1,551,212 | \$0    | \$1,877,451 |

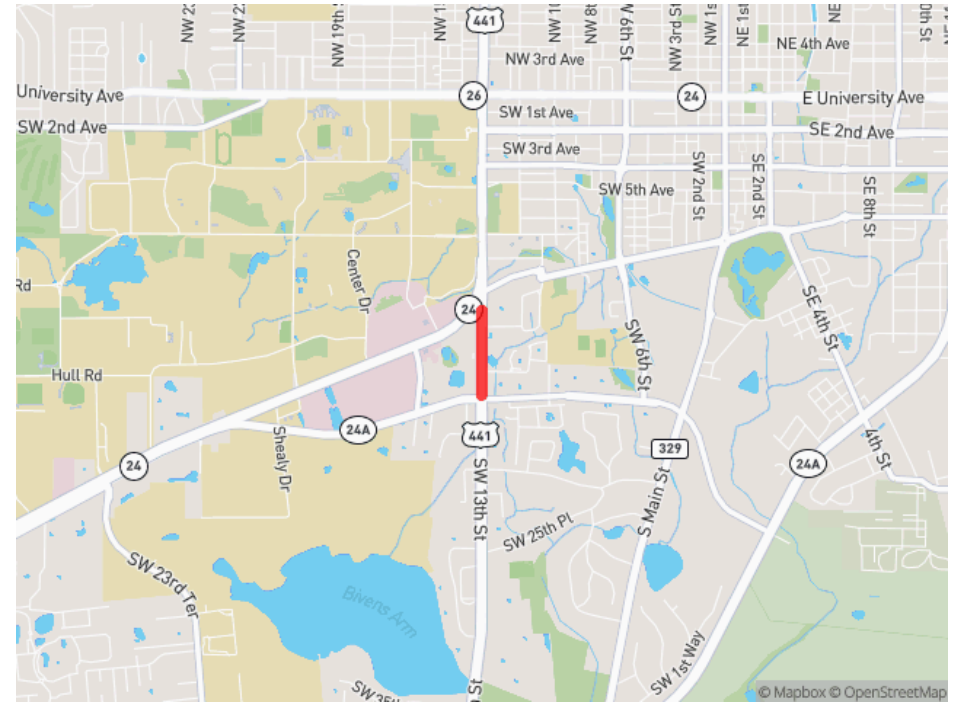




# 4322407 - SR25(US441)SW 13TH ST FROM SR226(SW 16TH AVE) TO NORTH OF SW 11TH AVE

SR25(US441)SW 13TH ST FROM SR226(SW 16TH AVE) TO NORTH OF SW 11TH AVE

|                      |                           |
|----------------------|---------------------------|
| <b>Project Type:</b> | Pedestrian Infrastructure |
| <b>Lead Agency:</b>  | City Of Gainesville       |
| <b>Total Cost:</b>   | \$1,405,418               |
| <b>SIS:</b>          | No                        |
| <b>Length:</b>       | 0.298                     |



| Phase   | Fund Source                    | Prior | FY2027 | FY2028 | FY2029    | FY2030 | FY2031      | Future | Total       |
|---|--------------------------------|-------|--------|--------|-----------|--------|-------------|--------|-------------|
| Preliminary Engineering                           | TRANSPORTATION ALTS- >200K     | \$0   | \$0    | \$0    | \$198,404 | \$0    | \$0         | \$0    | \$198,404   |
| Total Preliminary Engineering                     |                                | \$0   | \$0    | \$0    | \$198,404 | \$0    | \$0         | \$0    | \$198,404   |
| Construction - Express/Expedited                  | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0       | \$0    | \$29,345    | \$0    | \$29,345    |
| Total Construction - Express/Expedited            |                                | \$0   | \$0    | \$0    | \$0       | \$0    | \$29,345    | \$0    | \$29,345    |
| Construction                                      | TRANSPORTATION ALTS- >200K     | \$0   | \$0    | \$0    | \$0       | \$0    | \$507,988   | \$0    | \$507,988   |
| Construction                                      | TRANSPORTATION ALTS- ANY AREA  | \$0   | \$0    | \$0    | \$0       | \$0    | \$644,182   | \$0    | \$644,182   |
| Total Construction                                |                                | \$0   | \$0    | \$0    | \$0       | \$0    | \$1,152,170 | \$0    | \$1,152,170 |
| Construction Support - Express/Expedited          | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0       | \$0    | \$10,656    | \$0    | \$10,656    |
| Total Construction Support - Express/Expedited    |                                | \$0   | \$0    | \$0    | \$0       | \$0    | \$10,656    | \$0    | \$10,656    |
| Preliminary Engineering - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$14,843  | \$0    | \$0         | \$0    | \$14,843    |
| Total Preliminary Engineering - Express/Expedited |                                | \$0   | \$0    | \$0    | \$14,843  | \$0    | \$0         | \$0    | \$14,843    |
| Total Programmed                                  |                                | \$0   | \$0    | \$0    | \$213,247 | \$0    | \$1,192,171 | \$0    | \$1,405,418 |

# 4273264 - NE 27TH AVE FROM SR222(NE 39TH BLVD) TO SR26(NE 55TH BLVD)

NE 27TH AVE FROM SR222(NE 39TH BLVD) TO SR26(NE 55TH BLVD)

|                      |                                |
|----------------------|--------------------------------|
| <b>Project Type:</b> | Pedestrian Infrastructure      |
| <b>Lead Agency:</b>  | Alachua County Board Of County |
| <b>Total Cost:</b>   | \$2,301,351                    |
| <b>SIS:</b>          | No                             |
| <b>Length:</b>       | 0.876                          |

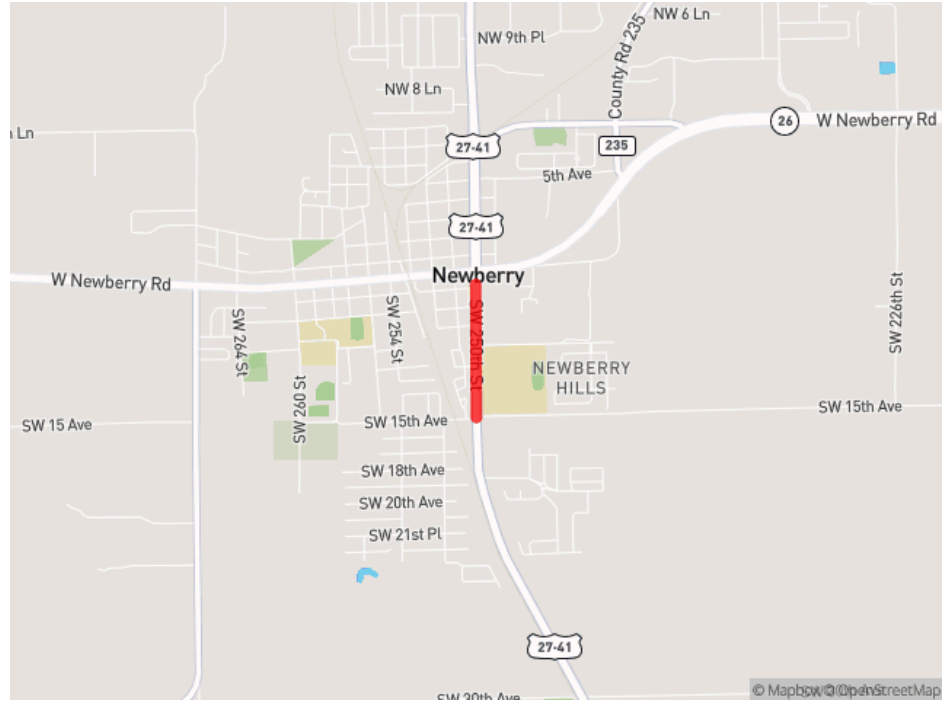


| Phase   | Fund Source                    | Prior | FY2027 | FY2028    | FY2029 | FY2030      | FY2031 | Future | Total       |
|---|--------------------------------|-------|--------|-----------|--------|-------------|--------|--------|-------------|
| Preliminary Engineering                           | TRANSPORTATION ALTS- ANY AREA  | \$0   | \$0    | \$367,822 | \$0    | \$0         | \$0    | \$0    | \$367,822   |
| Total Preliminary Engineering                     |                                | \$0   | \$0    | \$367,822 | \$0    | \$0         | \$0    | \$0    | \$367,822   |
| Construction - Express/Expedited                  | State 100% - Indirect/Overhead | \$0   | \$0    | \$0       | \$0    | \$42,504    | \$0    | \$0    | \$42,504    |
| Total Construction - Express/Expedited            |                                | \$0   | \$0    | \$0       | \$0    | \$42,504    | \$0    | \$0    | \$42,504    |
| Construction                                      | TRANSPORTATION ALTS- >200K     | \$0   | \$0    | \$0       | \$0    | \$507,988   | \$0    | \$0    | \$507,988   |
| Construction                                      | TRANSPORTATION ALTS- ANY AREA  | \$0   | \$0    | \$0       | \$0    | \$1,330,736 | \$0    | \$0    | \$1,330,736 |
| Total Construction                                |                                | \$0   | \$0    | \$0       | \$0    | \$1,838,724 | \$0    | \$0    | \$1,838,724 |
| Construction Support - Express/Expedited          | State 100% - Indirect/Overhead | \$0   | \$0    | \$0       | \$0    | \$23,256    | \$0    | \$0    | \$23,256    |
| Total Construction Support - Express/Expedited    |                                | \$0   | \$0    | \$0       | \$0    | \$23,256    | \$0    | \$0    | \$23,256    |
| Preliminary Engineering - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$29,045  | \$0    | \$0         | \$0    | \$0    | \$29,045    |
| Total Preliminary Engineering - Express/Expedited |                                | \$0   | \$0    | \$29,045  | \$0    | \$0         | \$0    | \$0    | \$29,045    |
| Total Programmed                                  |                                | \$0   | \$0    | \$396,867 | \$0    | \$1,904,484 | \$0    | \$0    | \$2,301,351 |

# 4391761 - SR45(US41) FROM SW 15TH AVE TO SOUTH OF SR26

SR45(US41) FROM SW 15TH AVE TO SOUTH OF SR26

|                      |                           |
|----------------------|---------------------------|
| <b>Project Type:</b> | Pedestrian Infrastructure |
| <b>Lead Agency:</b>  | City Of Gainesville       |
| <b>Total Cost:</b>   | \$536,628                 |
| <b>SIS:</b>          | No                        |
| <b>Length:</b>       | 0.47                      |



| Phase  | Fund Source                    | Prior | FY2027    | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total     |
|--|--------------------------------|-------|-----------|--------|--------|--------|--------|--------|-----------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$11,001  | \$0    | \$0    | \$0    | \$0    | \$0    | \$11,001  |
| Total Construction - Express/Expedited         |                                | \$0   | \$11,001  | \$0    | \$0    | \$0    | \$0    | \$0    | \$11,001  |
| Construction                                   | TRANSPORTATION ALTS- < 5K      | \$0   | \$246,428 | \$0    | \$0    | \$0    | \$0    | \$0    | \$246,428 |
| Construction                                   | TRANSPORTATION ALTS- ANY AREA  | \$0   | \$140,350 | \$0    | \$0    | \$0    | \$0    | \$0    | \$140,350 |
| Total Construction                             |                                | \$0   | \$386,778 | \$0    | \$0    | \$0    | \$0    | \$0    | \$386,778 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$2,065   | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,065   |
| Total Construction Support - Express/Expedited |                                | \$0   | \$2,065   | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,065   |
| Total Programmed                               |                                | \$0   | \$399,844 | \$0    | \$0    | \$0    | \$0    | \$0    | \$399,844 |



# 4322403 - SW 170TH/SW 134TH TO US41

SW 170TH/SW 134TH TO US41

|                      |                           |
|----------------------|---------------------------|
| <b>Project Type:</b> | Shared Use Infrastructure |
| <b>Lead Agency:</b>  | City Of Gainesville       |
| <b>Total Cost:</b>   | \$1,843,363               |
| <b>SIS:</b>          | No                        |
| <b>Length:</b>       | 0                         |

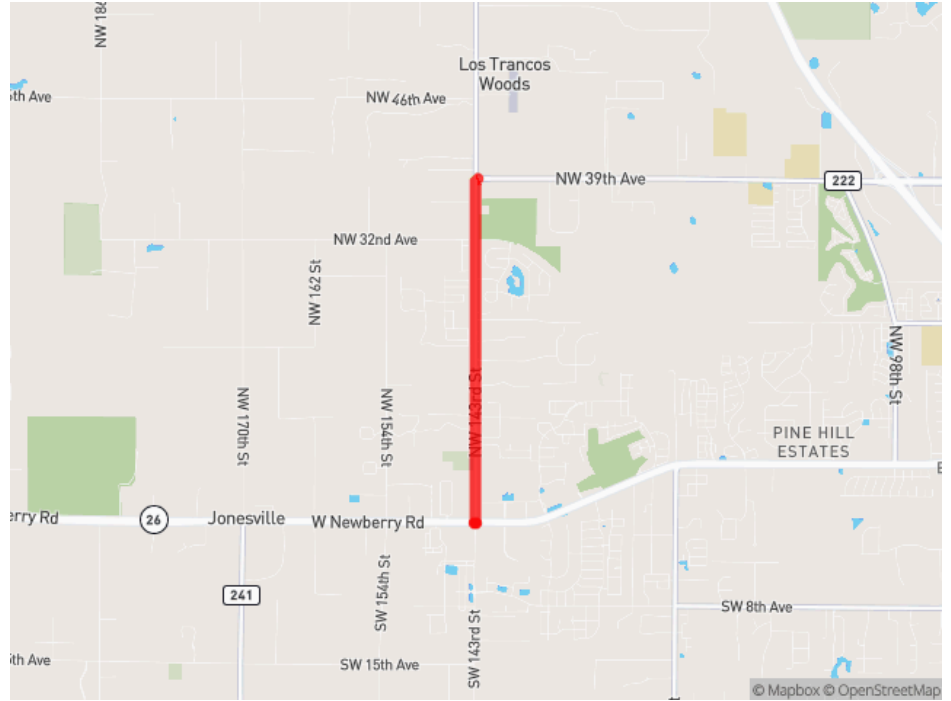
| Phase  | Fund Source                    | Prior | FY2027 | FY2028 | FY2029      | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|--------|--------|-------------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$36,144    | \$0    | \$0    | \$0    | \$36,144    |
| Total Construction - Express/Expedited         |                                | \$0   | \$0    | \$0    | \$36,144    | \$0    | \$0    | \$0    | \$36,144    |
| Construction                                   | TRANSPORTATION ALTS- < 5K      | \$0   | \$0    | \$0    | \$1,244,367 | \$0    | \$0    | \$0    | \$1,244,367 |
| Construction                                   | TRANSPORTATION ALTS- ANY AREA  | \$0   | \$0    | \$0    | \$319,226   | \$0    | \$0    | \$0    | \$319,226   |
| Total Construction                             |                                | \$0   | \$0    | \$0    | \$1,563,593 | \$0    | \$0    | \$0    | \$1,563,593 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$19,775    | \$0    | \$0    | \$0    | \$19,775    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$0    | \$0    | \$19,775    | \$0    | \$0    | \$0    | \$19,775    |
| Total Programmed                               |                                | \$0   | \$0    | \$0    | \$1,619,512 | \$0    | \$0    | \$0    | \$1,619,512 |



## 2076684 - CR241(NW 143RD ST) FROM SR26(W NEWBERRY RD) TO CR222(NW 39TH AVE)

CR241(NW 143RD ST) FROM SR26(W NEWBERRY RD) TO CR222(NW 39TH AVE)

|                      |                                |
|----------------------|--------------------------------|
| <b>Project Type:</b> | Shared Use Infrastructure      |
| <b>Lead Agency:</b>  | Alachua County Board Of County |
| <b>Total Cost:</b>   | \$349,275                      |
| <b>SIS:</b>          | Yes                            |
| <b>Length:</b>       | 2.462                          |

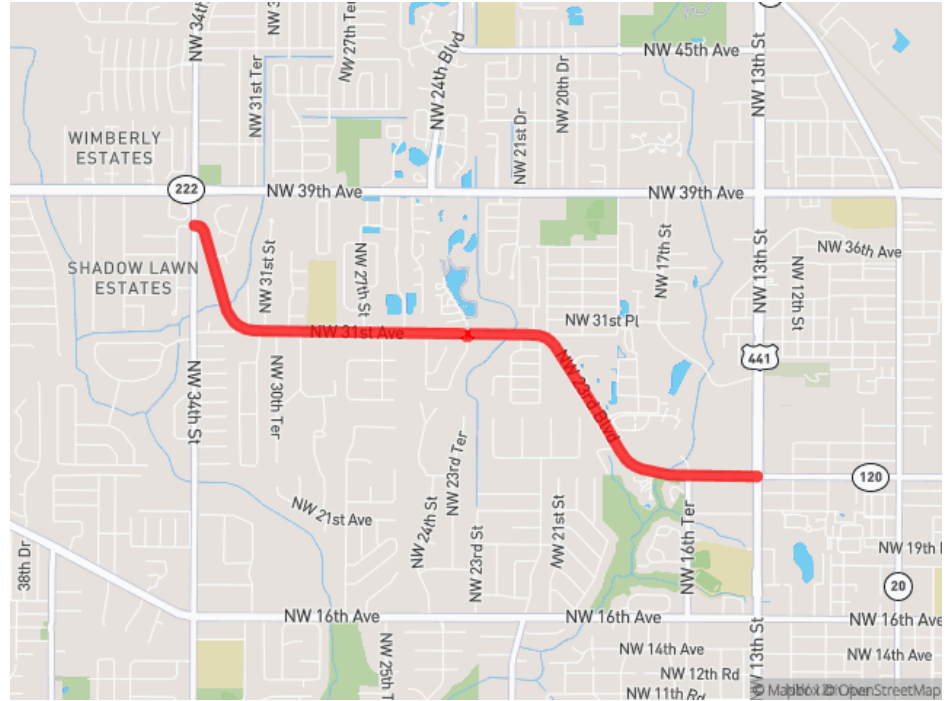


| Phase  | Fund Source                    | Prior | FY2027    | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total     |
|--|--------------------------------|-------|-----------|--------|--------|--------|--------|--------|-----------|
| Preliminary Design/Engineering               | ADVANCE CONSTRUCTION (SA)      | \$0   | \$1,001   | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,001   |
| Preliminary Design/Engineering               | ADVANCE CONSTRUCTION (SU)      | \$0   | \$324,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$324,000 |
| Total Preliminary Design/Engineering         |                                | \$0   | \$325,001 | \$0    | \$0    | \$0    | \$0    | \$0    | \$325,001 |
| Preliminary Design - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$24,274  | \$0    | \$0    | \$0    | \$0    | \$0    | \$24,274  |
| Total Preliminary Design - Express/Expedited |                                | \$0   | \$24,274  | \$0    | \$0    | \$0    | \$0    | \$0    | \$24,274  |
| Total Programmed                             |                                | \$0   | \$349,275 | \$0    | \$0    | \$0    | \$0    | \$0    | \$349,275 |

# 4544841 - CR120(NW31ST AVE/NW23RD BLVD) FM SR121(NW34TH ST) TO SR25(US441)SW13TH

CR120(NW31ST AVE/NW23RD BLVD) FM SR121(NW34TH ST) TO SR25(US441)SW13TH

|                      |                           |
|----------------------|---------------------------|
| <b>Project Type:</b> | Shared Use Infrastructure |
| <b>Lead Agency:</b>  | City Of Gainesville       |
| <b>Total Cost:</b>   | \$1,266,173               |
| <b>SIS:</b>          | No                        |
| <b>Length:</b>       | 2.496                     |

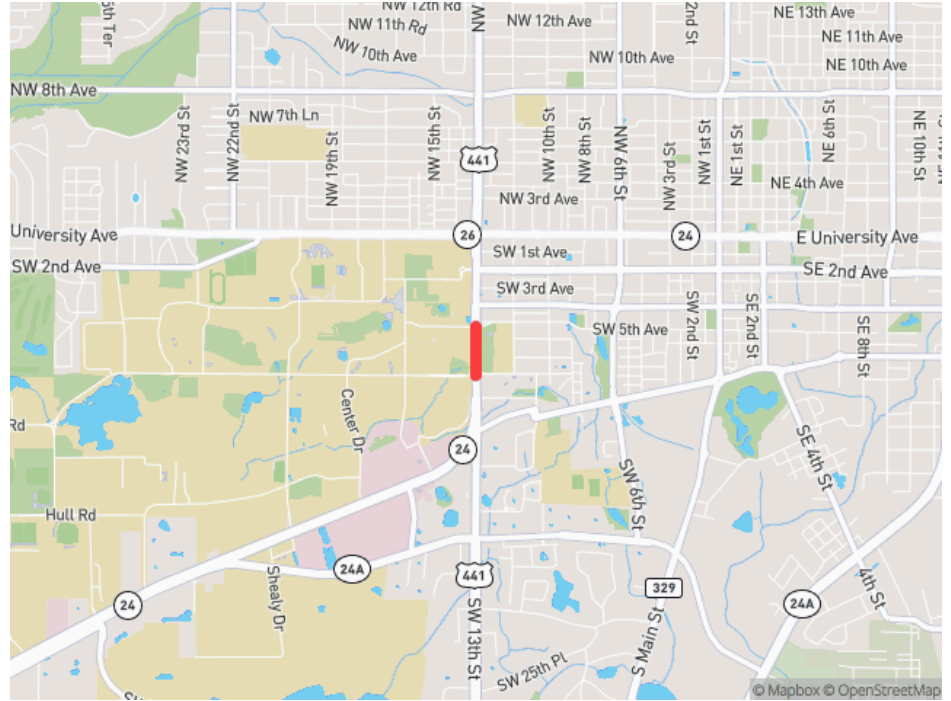


| Phase   | Fund Source                    | Prior | FY2027 | FY2028 | FY2029 | FY2030      | FY2031 | Future | Total       |
|---|--------------------------------|-------|--------|--------|--------|-------------|--------|--------|-------------|
| Preliminary Engineering                           | TRANSPORTATION ALTS- <200K     | \$0   | \$0    | \$0    | \$0    | \$242,179   | \$0    | \$0    | \$242,179   |
| Preliminary Engineering                           | TRANSPORTATION ALTS- ANY AREA  | \$0   | \$0    | \$0    | \$0    | \$931,189   | \$0    | \$0    | \$931,189   |
| Total Preliminary Engineering                     |                                | \$0   | \$0    | \$0    | \$0    | \$1,173,368 | \$0    | \$0    | \$1,173,368 |
| Preliminary Engineering - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$92,805    | \$0    | \$0    | \$92,805    |
| Total Preliminary Engineering - Express/Expedited |                                | \$0   | \$0    | \$0    | \$0    | \$92,805    | \$0    | \$0    | \$92,805    |
| Total Programmed                                  |                                | \$0   | \$0    | \$0    | \$0    | \$1,266,173 | \$0    | \$0    | \$1,266,173 |

# 4322404 - SR24(US441)SW13TH/MLK JR HWY FROM MUSEUM ROAD TO INNER ROAD

SR24(US441)SW13TH/MLK JR HWY FROM MUSEUM ROAD TO INNER ROAD

|                      |                                  |
|----------------------|----------------------------------|
| <b>Project Type:</b> | Shared Use Infrastructure        |
| <b>Lead Agency:</b>  | Managed by University of Florida |
| <b>Total Cost:</b>   | \$3,549,073                      |
| <b>SIS:</b>          | No                               |
| <b>Length:</b>       | 0.172                            |



| Phase   | Fund Source                    | Prior | FY2027   | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|---|--------------------------------|-------|----------|-------------|--------|--------|--------|--------|-------------|
| Preliminary Engineering                           | TRANSPORTATION ALTS- >200K     | \$0   | \$15,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$15,000    |
| Total Preliminary Engineering                     |                                | \$0   | \$15,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$15,000    |
| Construction - Express/Expedited                  | State 100% - Indirect/Overhead | \$0   | \$0      | \$79,925    | \$0    | \$0    | \$0    | \$0    | \$79,925    |
| Total Construction - Express/Expedited            |                                | \$0   | \$0      | \$79,925    | \$0    | \$0    | \$0    | \$0    | \$79,925    |
| Construction                                      | TRANSPORTATION ALTS- >200K     | \$0   | \$0      | \$507,988   | \$0    | \$0    | \$0    | \$0    | \$507,988   |
| Construction                                      | TRANSPORTATION ALTS- ANY AREA  | \$0   | \$0      | \$2,219,616 | \$0    | \$0    | \$0    | \$0    | \$2,219,616 |
| Total Construction                                |                                | \$0   | \$0      | \$2,727,604 | \$0    | \$0    | \$0    | \$0    | \$2,727,604 |
| Construction Support - Express/Expedited          | State 100% - Indirect/Overhead | \$0   | \$0      | \$9,456     | \$0    | \$0    | \$0    | \$0    | \$9,456     |
| Total Construction Support - Express/Expedited    |                                | \$0   | \$0      | \$9,456     | \$0    | \$0    | \$0    | \$0    | \$9,456     |
| Preliminary Engineering - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$1,118  | \$0         | \$0    | \$0    | \$0    | \$0    | \$1,118     |
| Total Preliminary Engineering - Express/Expedited |                                | \$0   | \$1,118  | \$0         | \$0    | \$0    | \$0    | \$0    | \$1,118     |
| Total Programmed                                  |                                | \$0   | \$16,118 | \$2,816,985 | \$0    | \$0    | \$0    | \$0    | \$2,833,103 |

## Aviation Projects

10 Projects

draft

# 4387392 - GAINESVILLE REG APT DESIGN & CONSTRUCT TXWY C PFL0012567

GAINESVILLE REG APT DESIGN & CONSTRUCT TXWY C PFL0012567

|                      |             |
|----------------------|-------------|
| <b>Project Type:</b> | Aviation    |
| <b>Lead Agency:</b>  | Unknown     |
| <b>Total Cost:</b>   | \$3,920,523 |
| <b>SIS:</b>          | Yes         |
| <b>Length:</b>       | 0           |

| Phase                             | Fund Source                    | Prior | FY2027 | FY2028 | FY2029 | FY2030      | FY2031 | Future | Total       |
|-----------------------------------|--------------------------------|-------|--------|--------|--------|-------------|--------|--------|-------------|
| Capital                           | FEDERAL AVIATION ADMIN         | \$0   | \$0    | \$0    | \$0    | \$3,690,000 | \$0    | \$0    | \$3,690,000 |
| Capital                           | LOCAL FUNDS                    | \$0   | \$0    | \$0    | \$0    | \$20,500    | \$0    | \$0    | \$20,500    |
| Capital                           | STATE - PTO                    | \$0   | \$0    | \$0    | \$0    | \$205,000   | \$0    | \$0    | \$205,000   |
| Total Capital                     |                                | \$0   | \$0    | \$0    | \$0    | \$3,915,500 | \$0    | \$0    | \$3,915,500 |
| Capital - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$5,023     | \$0    | \$0    | \$5,023     |
| Total Capital - Express/Expedited |                                | \$0   | \$0    | \$0    | \$0    | \$5,023     | \$0    | \$0    | \$5,023     |
| Total Programmed                  |                                | \$0   | \$0    | \$0    | \$0    | \$3,920,523 | \$0    | \$0    | \$3,920,523 |

# 4293032 - GAINESVILLE REG APT DESIGN & CONST T-HANGARS & TAXILANES PFL0014358

GAINESVILLE REG APT DESIGN & CONST T-HANGARS & TAXILANES PFL0014358

|                      |             |
|----------------------|-------------|
| <b>Project Type:</b> | Aviation    |
| <b>Lead Agency:</b>  | Unknown     |
| <b>Total Cost:</b>   | \$3,036,750 |
| <b>SIS:</b>          | Yes         |
| <b>Length:</b>       | 0           |

| Phase                             | Fund Source                    | Prior | FY2027 | FY2028 | FY2029      | FY2030 | FY2031 | Future | Total       |
|-----------------------------------|--------------------------------|-------|--------|--------|-------------|--------|--------|--------|-------------|
| Capital                           | LOCAL FUNDS                    | \$0   | \$0    | \$0    | \$1,500,000 | \$0    | \$0    | \$0    | \$1,500,000 |
| Capital                           | STATE - PTO                    | \$0   | \$0    | \$0    | \$1,500,000 | \$0    | \$0    | \$0    | \$1,500,000 |
| Total Capital                     |                                | \$0   | \$0    | \$0    | \$3,000,000 | \$0    | \$0    | \$0    | \$3,000,000 |
| Capital - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$36,750    | \$0    | \$0    | \$0    | \$36,750    |
| Total Capital - Express/Expedited |                                | \$0   | \$0    | \$0    | \$36,750    | \$0    | \$0    | \$0    | \$36,750    |
| Total Programmed                  |                                | \$0   | \$0    | \$0    | \$3,036,750 | \$0    | \$0    | \$0    | \$3,036,750 |

# 4438031 - GAINESVILLE REGIONAL APT MAINTENANCE FACILITY PH 1

GAINESVILLE REGIONAL APT MAINTENANCE FACILITY PH 1

|                      |                            |
|----------------------|----------------------------|
| <b>Project Type:</b> | Aviation                   |
| <b>Lead Agency:</b>  | Gainesville Alachua County |
| <b>Total Cost:</b>   | \$1,366,538                |
| <b>SIS:</b>          | Yes                        |
| <b>Length:</b>       | 0                          |

| Phase                             | Fund Source                    | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|-----------------------------------|--------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Capital                           | LOCAL FUNDS                    | \$0   | \$675,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$675,000   |
| Capital                           | STATE - PTO                    | \$0   | \$675,000   | \$0    | \$0    | \$0    | \$0    | \$0    | \$675,000   |
| Total Capital                     |                                | \$0   | \$1,350,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,350,000 |
| Capital - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$16,538    | \$0    | \$0    | \$0    | \$0    | \$0    | \$16,538    |
| Total Capital - Express/Expedited |                                | \$0   | \$16,538    | \$0    | \$0    | \$0    | \$0    | \$0    | \$16,538    |
| Total Programmed                  |                                | \$0   | \$1,366,538 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,366,538 |

# 4329582 - GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT TWY E CONNECTOR PFL0013968

GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT TWY E CONNECTOR PFL0013968

|                      |             |
|----------------------|-------------|
| <b>Project Type:</b> | Aviation    |
| <b>Lead Agency:</b>  | Unknown     |
| <b>Total Cost:</b>   | \$1,852,266 |
| <b>SIS:</b>          | Yes         |
| <b>Length:</b>       | 0           |

| Phase                             | Fund Source                    | Prior | FY2027 | FY2028 | FY2029 | FY2030      | FY2031 | Future | Total       |
|-----------------------------------|--------------------------------|-------|--------|--------|--------|-------------|--------|--------|-------------|
| Capital                           | FEDERAL AVIATION ADMIN         | \$0   | \$0    | \$0    | \$0    | \$1,665,000 | \$0    | \$0    | \$1,665,000 |
| Capital                           | LOCAL FUNDS                    | \$0   | \$0    | \$0    | \$0    | \$92,500    | \$0    | \$0    | \$92,500    |
| Capital                           | STATE - PTO                    | \$0   | \$0    | \$0    | \$0    | \$92,500    | \$0    | \$0    | \$92,500    |
| Total Capital                     |                                | \$0   | \$0    | \$0    | \$0    | \$1,850,000 | \$0    | \$0    | \$1,850,000 |
| Capital - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$2,266     | \$0    | \$0    | \$2,266     |
| Total Capital - Express/Expedited |                                | \$0   | \$0    | \$0    | \$0    | \$2,266     | \$0    | \$0    | \$2,266     |
| Total Programmed                  |                                | \$0   | \$0    | \$0    | \$0    | \$1,852,266 | \$0    | \$0    | \$1,852,266 |

# 4285112 - GAINESVILLE REG APT GATES, ACCESS CONTROL, & FIBER UPGRADES PFL14647

GAINESVILLE REG APT GATES, ACCESS CONTROL, & FIBER UPGRADES PFL14647

|                      |           |
|----------------------|-----------|
| <b>Project Type:</b> | Aviation  |
| <b>Lead Agency:</b>  | Unknown   |
| <b>Total Cost:</b>   | \$800,980 |
| <b>SIS:</b>          | Yes       |
| <b>Length:</b>       | 0         |

| Phase                             | Fund Source                    | Prior | FY2027 | FY2028 | FY2029 | FY2030    | FY2031 | Future | Total     |
|-----------------------------------|--------------------------------|-------|--------|--------|--------|-----------|--------|--------|-----------|
| Capital                           | FEDERAL AVIATION ADMIN         | \$0   | \$0    | \$0    | \$0    | \$720,000 | \$0    | \$0    | \$720,000 |
| Capital                           | LOCAL FUNDS                    | \$0   | \$0    | \$0    | \$0    | \$40,000  | \$0    | \$0    | \$40,000  |
| Capital                           | STATE - PTO                    | \$0   | \$0    | \$0    | \$0    | \$40,000  | \$0    | \$0    | \$40,000  |
| Total Capital                     |                                | \$0   | \$0    | \$0    | \$0    | \$800,000 | \$0    | \$0    | \$800,000 |
| Capital - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$980     | \$0    | \$0    | \$980     |
| Total Capital - Express/Expedited |                                | \$0   | \$0    | \$0    | \$0    | \$980     | \$0    | \$0    | \$980     |
| Total Programmed                  |                                | \$0   | \$0    | \$0    | \$0    | \$800,980 | \$0    | \$0    | \$800,980 |

# 4290362 - GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT NEW GA TERMINAL PFL0013433

GAINESVILLE REGIONAL APT DESIGN & CONSTRUCT NEW GA TERMINAL PFL0013433

|                      |             |
|----------------------|-------------|
| <b>Project Type:</b> | Aviation    |
| <b>Lead Agency:</b>  | Unknown     |
| <b>Total Cost:</b>   | \$7,976,214 |
| <b>SIS:</b>          | Yes         |
| <b>Length:</b>       | 0           |

| Phase                             | Fund Source                    | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|-----------------------------------|--------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Capital                           | DISTRICT DEDICATED REVENUE     | \$0   | \$1,000,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,000,000 |
| Capital                           | LOCAL FUNDS                    | \$0   | \$1,000,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,000,000 |
| Total Capital                     |                                | \$0   | \$2,000,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,000,000 |
| Capital - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$24,500    | \$0    | \$0    | \$0    | \$0    | \$0    | \$24,500    |
| Total Capital - Express/Expedited |                                | \$0   | \$24,500    | \$0    | \$0    | \$0    | \$0    | \$0    | \$24,500    |
| Total Programmed                  |                                | \$0   | \$2,024,500 | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,024,500 |

# 4365942 - GAINESVILLE REG APT LAND ACQ TO FACILITATE OBSTACLE REMOVAL PFL0012818

GAINESVILLE REG APT LAND ACQ TO FACILITATE OBSTACLE REMOVAL PFL0012818

|                      |             |
|----------------------|-------------|
| <b>Project Type:</b> | Aviation    |
| <b>Lead Agency:</b>  | Unknown     |
| <b>Total Cost:</b>   | \$4,004,901 |
| <b>SIS:</b>          | Yes         |
| <b>Length:</b>       | 0           |

| Phase                             | Fund Source                    | Prior | FY2027 | FY2028 | FY2029      | FY2030 | FY2031 | Future | Total       |
|-----------------------------------|--------------------------------|-------|--------|--------|-------------|--------|--------|--------|-------------|
| Capital                           | FEDERAL AVIATION ADMIN         | \$0   | \$0    | \$0    | \$3,600,000 | \$0    | \$0    | \$0    | \$3,600,000 |
| Capital                           | LOCAL FUNDS                    | \$0   | \$0    | \$0    | \$200,001   | \$0    | \$0    | \$0    | \$200,001   |
| Capital                           | STATE - PTO                    | \$0   | \$0    | \$0    | \$200,000   | \$0    | \$0    | \$0    | \$200,000   |
| Total Capital                     |                                | \$0   | \$0    | \$0    | \$4,000,001 | \$0    | \$0    | \$0    | \$4,000,001 |
| Capital - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$4,900     | \$0    | \$0    | \$0    | \$4,900     |
| Total Capital - Express/Expedited |                                | \$0   | \$0    | \$0    | \$4,900     | \$0    | \$0    | \$0    | \$4,900     |
| Total Programmed                  |                                | \$0   | \$0    | \$0    | \$4,004,901 | \$0    | \$0    | \$0    | \$4,004,901 |

# 4365945 - GAINESVILLE REGIONAL APT PARKING LOT PFL0014882

GAINESVILLE REGIONAL APT PARKING LOT PFL0014882

|                      |             |
|----------------------|-------------|
| <b>Project Type:</b> | Aviation    |
| <b>Lead Agency:</b>  | Unknown     |
| <b>Total Cost:</b>   | \$1,315,926 |
| <b>SIS:</b>          | Yes         |
| <b>Length:</b>       | 0           |

| Phase                             | Fund Source                    | Prior | FY2027 | FY2028 | FY2029    | FY2030    | FY2031 | Future | Total       |
|-----------------------------------|--------------------------------|-------|--------|--------|-----------|-----------|--------|--------|-------------|
| Capital                           | DISTRICT DEDICATED REVENUE     | \$0   | \$0    | \$0    | \$325,000 | \$0       | \$0    | \$0    | \$325,000   |
| Capital                           | LOCAL FUNDS                    | \$0   | \$0    | \$0    | \$325,000 | \$325,000 | \$0    | \$0    | \$650,000   |
| Capital                           | STATE - PTO                    | \$0   | \$0    | \$0    | \$0       | \$325,000 | \$0    | \$0    | \$325,000   |
| Total Capital                     |                                | \$0   | \$0    | \$0    | \$650,000 | \$650,000 | \$0    | \$0    | \$1,300,000 |
| Capital - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$7,963   | \$7,963   | \$0    | \$0    | \$15,926    |
| Total Capital - Express/Expedited |                                | \$0   | \$0    | \$0    | \$7,963   | \$7,963   | \$0    | \$0    | \$15,926    |
| Total Programmed                  |                                | \$0   | \$0    | \$0    | \$657,963 | \$657,963 | \$0    | \$0    | \$1,315,926 |

# 4438011 - GAINESVILLE REGIONAL APT INTERNAL SERVICE RD EXPANSION

GAINESVILLE REGIONAL APT INTERNAL SERVICE RD EXPANSION

|                      |                            |
|----------------------|----------------------------|
| <b>Project Type:</b> | Aviation                   |
| <b>Lead Agency:</b>  | Gainesville Alachua County |
| <b>Total Cost:</b>   | \$290,355                  |
| <b>SIS:</b>          | Yes                        |
| <b>Length:</b>       | 0                          |

| Phase                             | Fund Source                    | Prior | FY2027 | FY2028 | FY2029 | FY2030    | FY2031 | Future | Total     |
|-----------------------------------|--------------------------------|-------|--------|--------|--------|-----------|--------|--------|-----------|
| Capital                           | DISTRICT DEDICATED REVENUE     | \$0   | \$0    | \$0    | \$0    | \$14,500  | \$0    | \$0    | \$14,500  |
| Capital                           | FEDERAL AVIATION ADMIN         | \$0   | \$0    | \$0    | \$0    | \$261,000 | \$0    | \$0    | \$261,000 |
| Capital                           | LOCAL FUNDS                    | \$0   | \$0    | \$0    | \$0    | \$14,500  | \$0    | \$0    | \$14,500  |
| Total Capital                     |                                | \$0   | \$0    | \$0    | \$0    | \$290,000 | \$0    | \$0    | \$290,000 |
| Capital - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$355     | \$0    | \$0    | \$355     |
| Total Capital - Express/Expedited |                                | \$0   | \$0    | \$0    | \$0    | \$355     | \$0    | \$0    | \$355     |
| Total Programmed                  |                                | \$0   | \$0    | \$0    | \$0    | \$290,355 | \$0    | \$0    | \$290,355 |

# 4400381 - GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658

GAINESVILLE REGIONAL APT DESIGN & REHAB GA ACCESS ROAD PFL0010658

|                      |                              |
|----------------------|------------------------------|
| <b>Project Type:</b> | Aviation                     |
| <b>Lead Agency:</b>  | Gainesville Regional Airport |
| <b>Total Cost:</b>   | \$349,226                    |
| <b>SIS:</b>          | Yes                          |
| <b>Length:</b>       | 0                            |

| Phase                             | Fund Source                    | Prior | FY2027 | FY2028 | FY2029 | FY2030    | FY2031 | Future | Total     |
|-----------------------------------|--------------------------------|-------|--------|--------|--------|-----------|--------|--------|-----------|
| Capital                           | LOCAL FUNDS                    | \$0   | \$0    | \$0    | \$0    | \$172,500 | \$0    | \$0    | \$172,500 |
| Capital                           | STATE - PTO                    | \$0   | \$0    | \$0    | \$0    | \$172,500 | \$0    | \$0    | \$172,500 |
| Total Capital                     |                                | \$0   | \$0    | \$0    | \$0    | \$345,000 | \$0    | \$0    | \$345,000 |
| Capital - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$4,226   | \$0    | \$0    | \$4,226   |
| Total Capital - Express/Expedited |                                | \$0   | \$0    | \$0    | \$0    | \$4,226   | \$0    | \$0    | \$4,226   |
| Total Programmed                  |                                | \$0   | \$0    | \$0    | \$0    | \$349,226 | \$0    | \$0    | \$349,226 |

MISC Projects  
3 Projects

draft

# 4578231 - CARPET AND VINYL TILE REPLACEMENT

CARPET AND VINYL TILE REPLACEMENT

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Misc                |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$196,665           |
| <b>SIS:</b>          | No                  |
| <b>Length:</b>       | 0                   |

| Phase                                 | Fund Source                    | Prior | FY2027 | FY2028    | FY2029 | FY2030 | FY2031 | Future | Total     |
|---------------------------------------|--------------------------------|-------|--------|-----------|--------|--------|--------|--------|-----------|
| Brdg/Rdwy/Contract Maint              | UNRESTRICTED STATE PRIMARY     | \$0   | \$0    | \$175,000 | \$0    | \$0    | \$0    | \$0    | \$175,000 |
| Total Brdg/Rdwy/Contract Maint        |                                | \$0   | \$0    | \$175,000 | \$0    | \$0    | \$0    | \$0    | \$175,000 |
| Maintenance - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$21,665  | \$0    | \$0    | \$0    | \$0    | \$21,665  |
| Total Maintenance - Express/Expedited |                                | \$0   | \$0    | \$21,665  | \$0    | \$0    | \$0    | \$0    | \$21,665  |
| Total Programmed                      |                                | \$0   | \$0    | \$196,665 | \$0    | \$0    | \$0    | \$0    | \$196,665 |

# 4512111 - PAINTING/CLEANING - INTERIOR & EXTERIOR

PAINTING/CLEANING - INTERIOR & EXTERIOR

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Misc                |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$243,199           |
| <b>SIS:</b>          | No                  |
| <b>Length:</b>       | 0                   |

| Phase                                 | Fund Source                    | Prior | FY2027   | FY2028   | FY2029   | FY2030   | FY2031   | Future | Total     |
|---------------------------------------|--------------------------------|-------|----------|----------|----------|----------|----------|--------|-----------|
| Brdg/Rdwy/Contract Maint              | UNRESTRICTED STATE PRIMARY     | \$0   | \$40,000 | \$40,000 | \$40,000 | \$20,000 | \$20,000 | \$0    | \$160,000 |
| Total Brdg/Rdwy/Contract Maint        |                                | \$0   | \$40,000 | \$40,000 | \$40,000 | \$20,000 | \$20,000 | \$0    | \$160,000 |
| Maintenance - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$4,952  | \$4,952  | \$4,952  | \$2,476  | \$2,476  | \$0    | \$19,808  |
| Total Maintenance - Express/Expedited |                                | \$0   | \$4,952  | \$4,952  | \$4,952  | \$2,476  | \$2,476  | \$0    | \$19,808  |
| Total Programmed                      |                                | \$0   | \$44,952 | \$44,952 | \$44,952 | \$22,476 | \$22,476 | \$0    | \$179,808 |

# 4512091 - GLASS WINDOW REPLACEMENTS

## GLASS WINDOW REPLACEMENTS

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Misc                |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$66,233            |
| <b>SIS:</b>          | No                  |
| <b>Length:</b>       | 0                   |

| Phase                                 | Fund Source                    | Prior | FY2027   | FY2028   | FY2029  | FY2030  | FY2031  | Future | Total    |
|---------------------------------------|--------------------------------|-------|----------|----------|---------|---------|---------|--------|----------|
| Brdg/Rdwy/Contract Maint              | UNRESTRICTED STATE PRIMARY     | \$0   | \$10,000 | \$10,000 | \$5,000 | \$5,000 | \$5,000 | \$0    | \$35,000 |
| Total Brdg/Rdwy/Contract Maint        |                                | \$0   | \$10,000 | \$10,000 | \$5,000 | \$5,000 | \$5,000 | \$0    | \$35,000 |
| Maintenance - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$1,238  | \$1,238  | \$619   | \$619   | \$619   | \$0    | \$4,333  |
| Total Maintenance - Express/Expedited |                                | \$0   | \$1,238  | \$1,238  | \$619   | \$619   | \$619   | \$0    | \$4,333  |
| Total Programmed                      |                                | \$0   | \$11,238 | \$11,238 | \$5,619 | \$5,619 | \$5,619 | \$0    | \$39,333 |

## Other Projects

2 Projects

draft

**2094669 - GAINESVILLE MTPO CONTINGENCY - X52**

GAINESVILLE MTPO CONTINGENCY - X52

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Other               |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$9,207,698         |
| <b>SIS:</b>          | No                  |
| <b>Length:</b>       | 0                   |

| Phase              | Fund Source               | Prior | FY2027      | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------|---------------------------|-------|-------------|-------------|--------|--------|--------|--------|-------------|
| Construction       | ADVANCE CONSTRUCTION (SU) | \$0   | \$2,496,508 | \$3,183,370 | \$0    | \$0    | \$0    | \$0    | \$5,679,878 |
| Total Construction |                           | \$0   | \$2,496,508 | \$3,183,370 | \$0    | \$0    | \$0    | \$0    | \$5,679,878 |
| Total Programmed   |                           | \$0   | \$2,496,508 | \$3,183,370 | \$0    | \$0    | \$0    | \$0    | \$5,679,878 |

**2094663 - GAINESVILLE MTPO RESERVE X52**

GAINESVILLE MTPO RESERVE X52

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Other               |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$4,702,007         |
| <b>SIS:</b>          | No                  |
| <b>Length:</b>       | 0                   |

| Phase              | Fund Source               | Prior | FY2027 | FY2028 | FY2029 | FY2030      | FY2031      | Future | Total       |
|--------------------|---------------------------|-------|--------|--------|--------|-------------|-------------|--------|-------------|
| Construction       | ADVANCE CONSTRUCTION (SU) | \$0   | \$0    | \$0    | \$0    | \$1,192,027 | \$3,509,980 | \$0    | \$4,702,007 |
| Total Construction |                           | \$0   | \$0    | \$0    | \$0    | \$1,192,027 | \$3,509,980 | \$0    | \$4,702,007 |
| Total Programmed   |                           | \$0   | \$0    | \$0    | \$0    | \$1,192,027 | \$3,509,980 | \$0    | \$4,702,007 |

## Planning and Engineering Projects

3 Projects

draft

# 4393187 - GAINESVILLE MPO FY 2028/2029-2029/2030 UPWP

GAINESVILLE MPO FY 2028/2029-2029/2030 UPWP

|                      |             |
|----------------------|-------------|
| <b>Project Type:</b> | Planning    |
| <b>Lead Agency:</b>  | Unknown     |
| <b>Total Cost:</b>   | \$1,923,594 |
| <b>SIS:</b>          | No          |
| <b>Length:</b>       | 0           |

| Phase                              | Fund Source                    | Prior | FY2027 | FY2028 | FY2029    | FY2030    | FY2031 | Future | Total       |
|------------------------------------|--------------------------------|-------|--------|--------|-----------|-----------|--------|--------|-------------|
| Planning                           | Advance Construction Planning  | \$0   | \$0    | \$0    | \$841,762 | \$841,762 | \$0    | \$0    | \$1,683,524 |
| Total Planning                     |                                | \$0   | \$0    | \$0    | \$841,762 | \$841,762 | \$0    | \$0    | \$1,683,524 |
| Planning - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$120,035 | \$120,035 | \$0    | \$0    | \$240,070   |
| Total Planning - Express/Expedited |                                | \$0   | \$0    | \$0    | \$120,035 | \$120,035 | \$0    | \$0    | \$240,070   |
| Total Programmed                   |                                | \$0   | \$0    | \$0    | \$961,797 | \$961,797 | \$0    | \$0    | \$1,923,594 |

# 4393186 - GAINESVILLE MPO FY 2026/2027-2027/2028 UPWP

GAINESVILLE MPO FY 2026/2027-2027/2028 UPWP

|                      |             |
|----------------------|-------------|
| <b>Project Type:</b> | Planning    |
| <b>Lead Agency:</b>  | Unknown     |
| <b>Total Cost:</b>   | \$1,923,594 |
| <b>SIS:</b>          | No          |
| <b>Length:</b>       | 0           |

| Phase                              | Fund Source                    | Prior | FY2027    | FY2028    | FY2029 | FY2030 | FY2031 | Future | Total       |
|------------------------------------|--------------------------------|-------|-----------|-----------|--------|--------|--------|--------|-------------|
| Planning                           | Advance Construction Planning  | \$0   | \$841,762 | \$841,762 | \$0    | \$0    | \$0    | \$0    | \$1,683,524 |
| Total Planning                     |                                | \$0   | \$841,762 | \$841,762 | \$0    | \$0    | \$0    | \$0    | \$1,683,524 |
| Planning - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$120,035 | \$120,035 | \$0    | \$0    | \$0    | \$0    | \$240,070   |
| Total Planning - Express/Expedited |                                | \$0   | \$120,035 | \$120,035 | \$0    | \$0    | \$0    | \$0    | \$240,070   |
| Total Programmed                   |                                | \$0   | \$961,797 | \$961,797 | \$0    | \$0    | \$0    | \$0    | \$1,923,594 |

# 4393188 - GAINESVILLE MPO FY 2030/2031-2031/2032 UPWP

GAINESVILLE MPO FY 2030/2031-2031/2032 UPWP

|                      |           |
|----------------------|-----------|
| <b>Project Type:</b> | Planning  |
| <b>Lead Agency:</b>  | Unknown   |
| <b>Total Cost:</b>   | \$961,797 |
| <b>SIS:</b>          | No        |
| <b>Length:</b>       | 0         |

| Phase                              | Fund Source                    | Prior | FY2027 | FY2028 | FY2029 | FY2030 | FY2031    | Future | Total     |
|------------------------------------|--------------------------------|-------|--------|--------|--------|--------|-----------|--------|-----------|
| Planning                           | Advance Construction Planning  | \$0   | \$0    | \$0    | \$0    | \$0    | \$841,762 | \$0    | \$841,762 |
| Total Planning                     |                                | \$0   | \$0    | \$0    | \$0    | \$0    | \$841,762 | \$0    | \$841,762 |
| Planning - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$0    | \$120,035 | \$0    | \$120,035 |
| Total Planning - Express/Expedited |                                | \$0   | \$0    | \$0    | \$0    | \$0    | \$120,035 | \$0    | \$120,035 |
| Total Programmed                   |                                | \$0   | \$0    | \$0    | \$0    | \$0    | \$961,797 | \$0    | \$961,797 |

## Railroad Projects

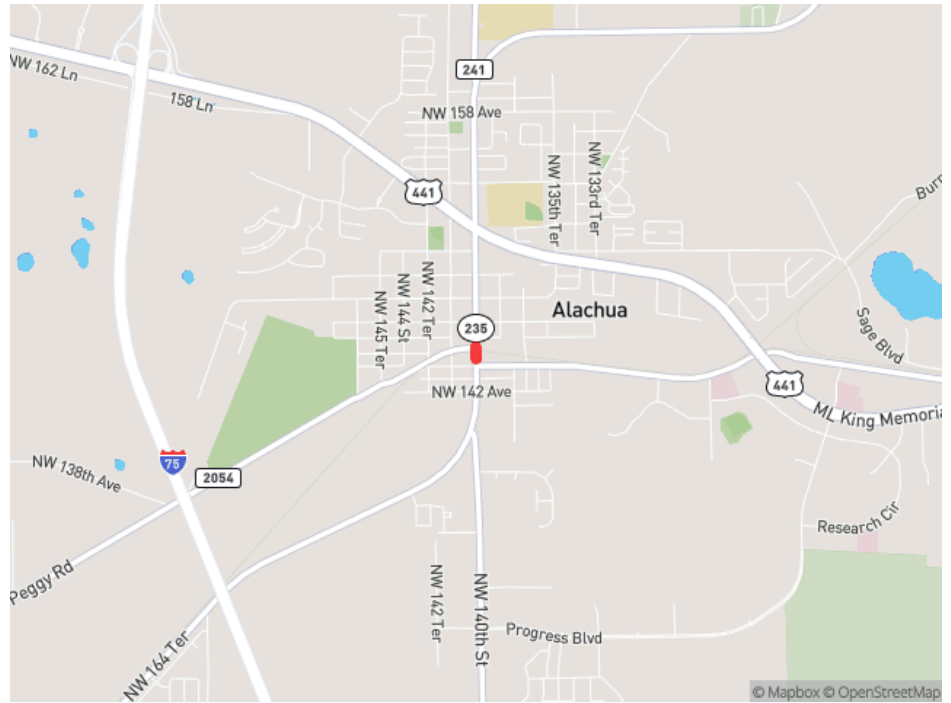
1 Project

draft

## 2075556 - SR235(NW 140TH ST) SOUTH OF PEGGY RD AT RR CROSSING NO. 625870E

SR235(NW 140TH ST) SOUTH OF PEGGY RD AT RR CROSSING NO. 625870E

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Railroad            |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$568,670           |
| <b>SIS:</b>          | No                  |
| <b>Length:</b>       | 0.04                |



| Phase  | Fund Source                    | Prior | FY2027    | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total     |
|--|--------------------------------|-------|-----------|--------|--------|--------|--------|--------|-----------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$17,545  | \$0    | \$0    | \$0    | \$0    | \$0    | \$17,545  |
| Total Construction - Express/Expedited         |                                | \$0   | \$17,545  | \$0    | \$0    | \$0    | \$0    | \$0    | \$17,545  |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$1,001   | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,001   |
| Total Construction                             |                                | \$0   | \$1,001   | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,001   |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$124     | \$0    | \$0    | \$0    | \$0    | \$0    | \$124     |
| Total Construction Support - Express/Expedited |                                | \$0   | \$124     | \$0    | \$0    | \$0    | \$0    | \$0    | \$124     |
| Railroad & Utilities                           | DISTRICT DEDICATED REVENUE     | \$0   | \$550,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$550,000 |
| Total Railroad & Utilities                     |                                | \$0   | \$550,000 | \$0    | \$0    | \$0    | \$0    | \$0    | \$550,000 |
| Total Programmed                               |                                | \$0   | \$568,670 | \$0    | \$0    | \$0    | \$0    | \$0    | \$568,670 |

Roadway Projects  
38 Projects

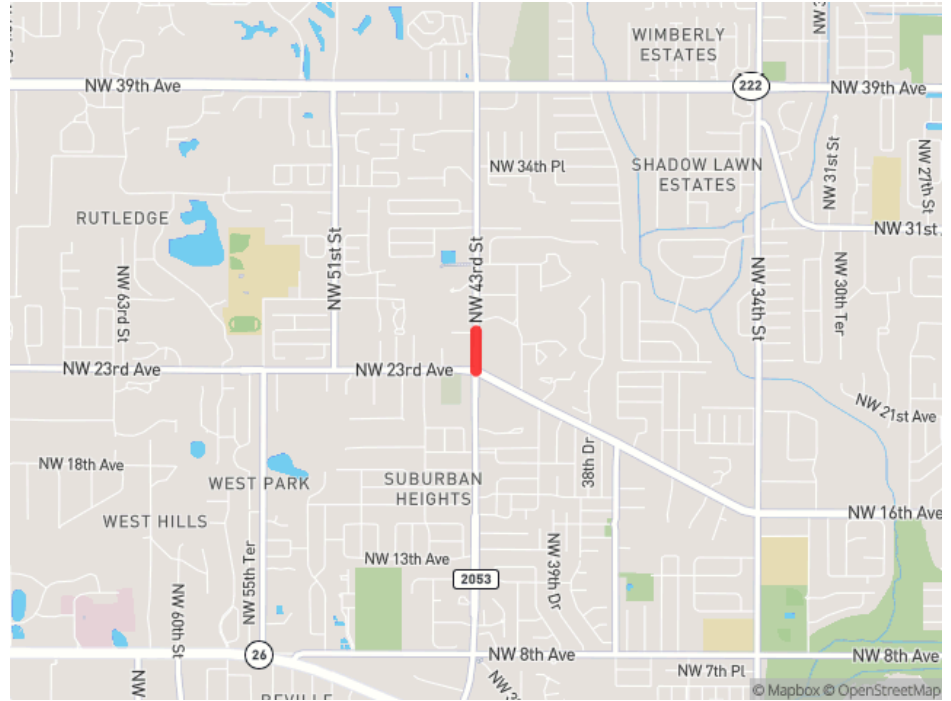
draft



# 2112092 - NW 43RD ST NORTH OF NW16TH BLVD AND NW 23RD AVE

NW 43RD ST NORTH OF NW16TH BLVD AND NW 23RD AVE

|                      |                                |
|----------------------|--------------------------------|
| <b>Project Type:</b> | Access Management              |
| <b>Lead Agency:</b>  | Alachua County Board Of County |
| <b>Total Cost:</b>   | \$1,370,326                    |
| <b>SIS:</b>          | No                             |
| <b>Length:</b>       | 0.14                           |

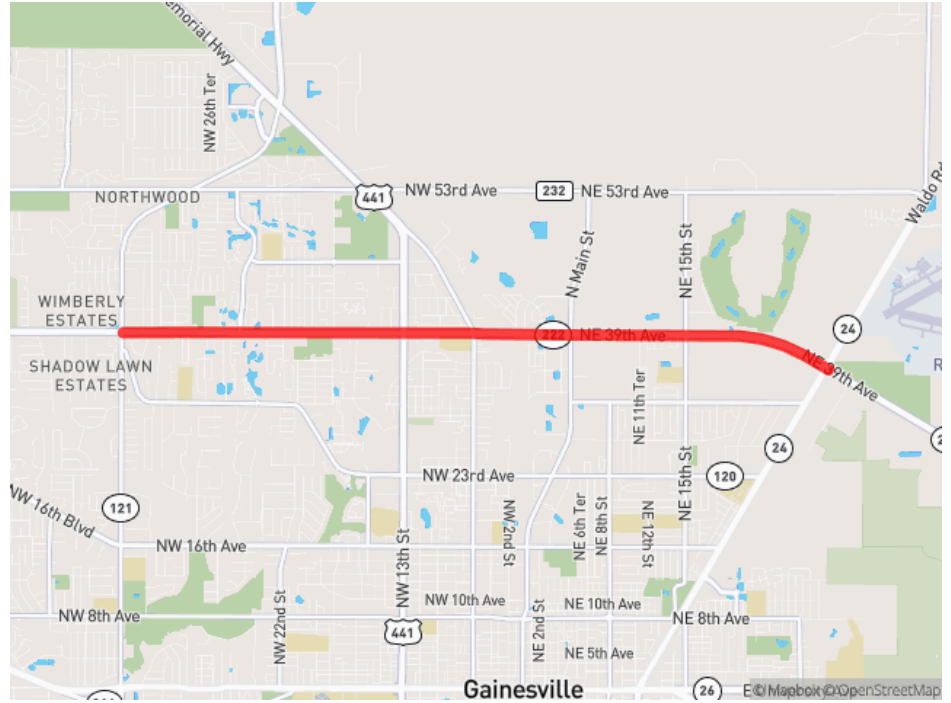


| Phase  | Fund Source                    | Prior | FY2027    | FY2028    | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|-----------|-----------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$0       | \$26,622  | \$0    | \$0    | \$0    | \$0    | \$26,622    |
| Total Construction - Express/Expedited         |                                | \$0   | \$0       | \$26,622  | \$0    | \$0    | \$0    | \$0    | \$26,622    |
| Construction                                   | ADVANCE CONSTRUCTION (SS,HSP)  | \$0   | \$287,916 | \$863,749 | \$0    | \$0    | \$0    | \$0    | \$1,151,665 |
| Total Construction                             |                                | \$0   | \$287,916 | \$863,749 | \$0    | \$0    | \$0    | \$0    | \$1,151,665 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$12,045  | \$2,520   | \$0    | \$0    | \$0    | \$0    | \$14,565    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$12,045  | \$2,520   | \$0    | \$0    | \$0    | \$0    | \$14,565    |
| Total Programmed                               |                                | \$0   | \$299,961 | \$892,891 | \$0    | \$0    | \$0    | \$0    | \$1,192,852 |

# 4470323 - SR222(NW 39TH AVE) FROM SR121(NW 34TH ST) TO SR24(NE WALDO RD)

SR222(NW 39TH AVE) FROM SR121(NW 34TH ST) TO SR24(NE WALDO RD)

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Landscaping         |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$2,569,253         |
| <b>SIS:</b>          | Yes                 |
| <b>Length:</b>       | 5.052               |

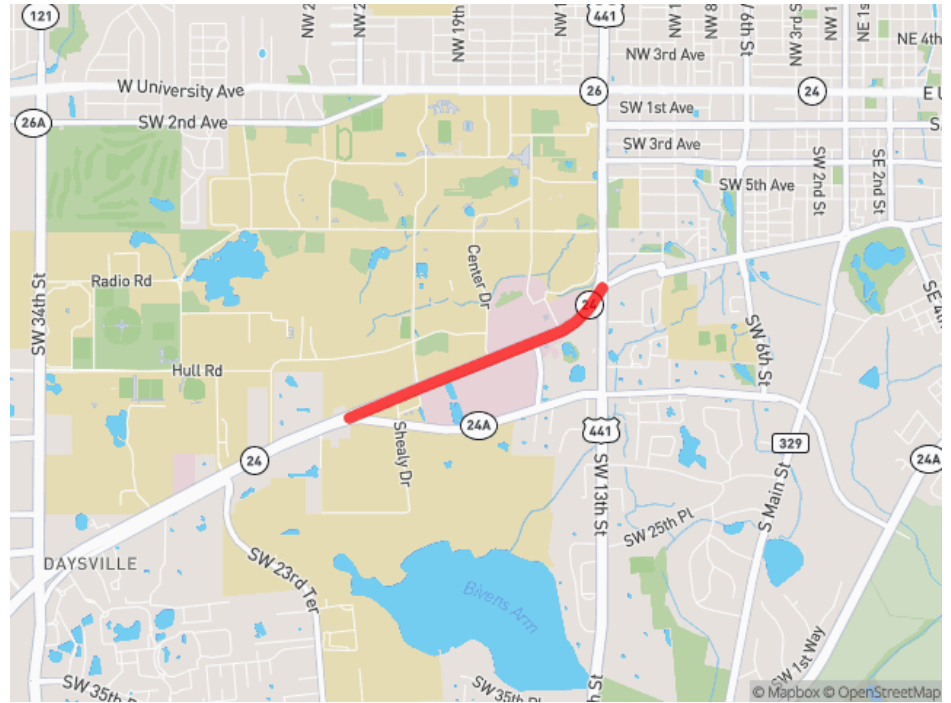


| Phase  | Fund Source                    | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$0    | \$50,721    | \$0    | \$0    | \$0    | \$0    | \$50,721    |
| Total Construction - Express/Expedited         |                                | \$0   | \$0    | \$50,721    | \$0    | \$0    | \$0    | \$0    | \$50,721    |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$0    | \$1,939,800 | \$0    | \$0    | \$0    | \$0    | \$1,939,800 |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0    | \$159,000   | \$0    | \$0    | \$0    | \$0    | \$159,000   |
| Total Construction                             |                                | \$0   | \$0    | \$2,098,800 | \$0    | \$0    | \$0    | \$0    | \$2,098,800 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$33,596    | \$0    | \$0    | \$0    | \$0    | \$33,596    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$0    | \$33,596    | \$0    | \$0    | \$0    | \$0    | \$33,596    |
| Total Programmed                               |                                | \$0   | \$0    | \$2,183,117 | \$0    | \$0    | \$0    | \$0    | \$2,183,117 |

# 4436381 - SR24(ARCHER ROAD) FROM SOUTHWEST 16TH AVENUE TO SOUTHWEST 13TH STREET

SR24(ARCHER ROAD) FROM SOUTHWEST 16TH AVENUE TO SOUTHWEST 13TH STREET

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Landscaping         |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$1,740,945         |
| <b>SIS:</b>          | No                  |
| <b>Length:</b>       | 1.026               |

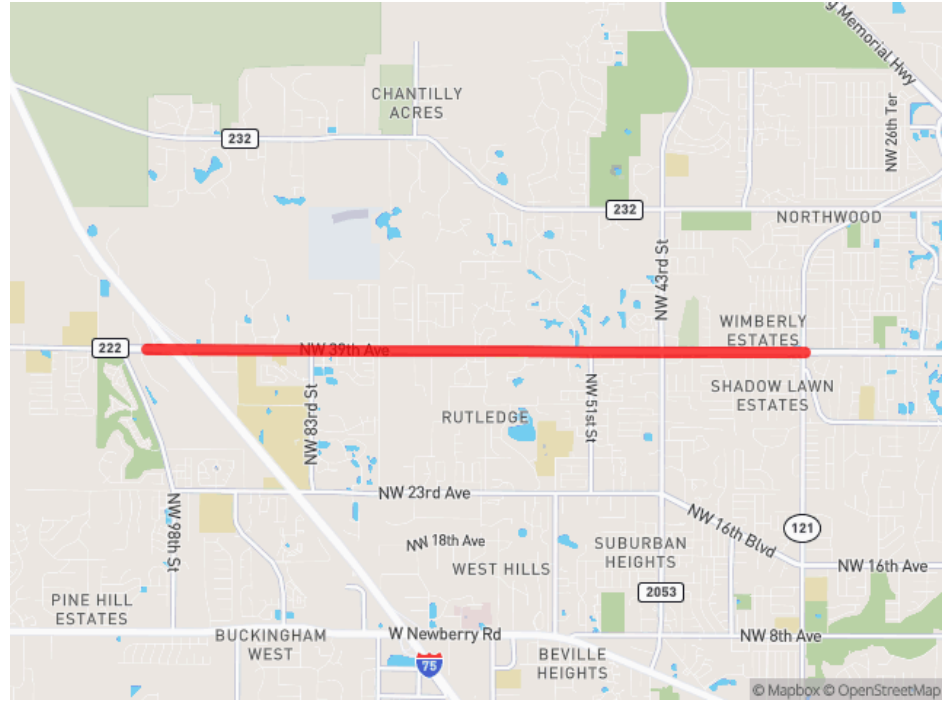


| Phase  | Fund Source                    | Prior | FY2027 | FY2028 | FY2029      | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|--------|--------|-------------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$34,867    | \$0    | \$0    | \$0    | \$34,867    |
| Total Construction - Express/Expedited         |                                | \$0   | \$0    | \$0    | \$34,867    | \$0    | \$0    | \$0    | \$34,867    |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0    | \$0    | \$21,860    | \$0    | \$0    | \$0    | \$21,860    |
| Construction                                   | STATE PRIMARY HIGHWAYS & PTO   | \$0   | \$0    | \$0    | \$1,399,040 | \$0    | \$0    | \$0    | \$1,399,040 |
| Total Construction                             |                                | \$0   | \$0    | \$0    | \$1,420,900 | \$0    | \$0    | \$0    | \$1,420,900 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$15,902    | \$0    | \$0    | \$0    | \$15,902    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$0    | \$0    | \$15,902    | \$0    | \$0    | \$0    | \$15,902    |
| Total Programmed                               |                                | \$0   | \$0    | \$0    | \$1,471,669 | \$0    | \$0    | \$0    | \$1,471,669 |

# 4470322 - SR222(39TH AVE) FROM W OF I-75 TO SR121(NW 34TH ST)

SR222(39TH AVE) FROM W OF I-75 TO SR121(NW 34TH ST)

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Landscaping         |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$2,273,558         |
| <b>SIS:</b>          | Yes                 |
| <b>Length:</b>       | 4.664               |

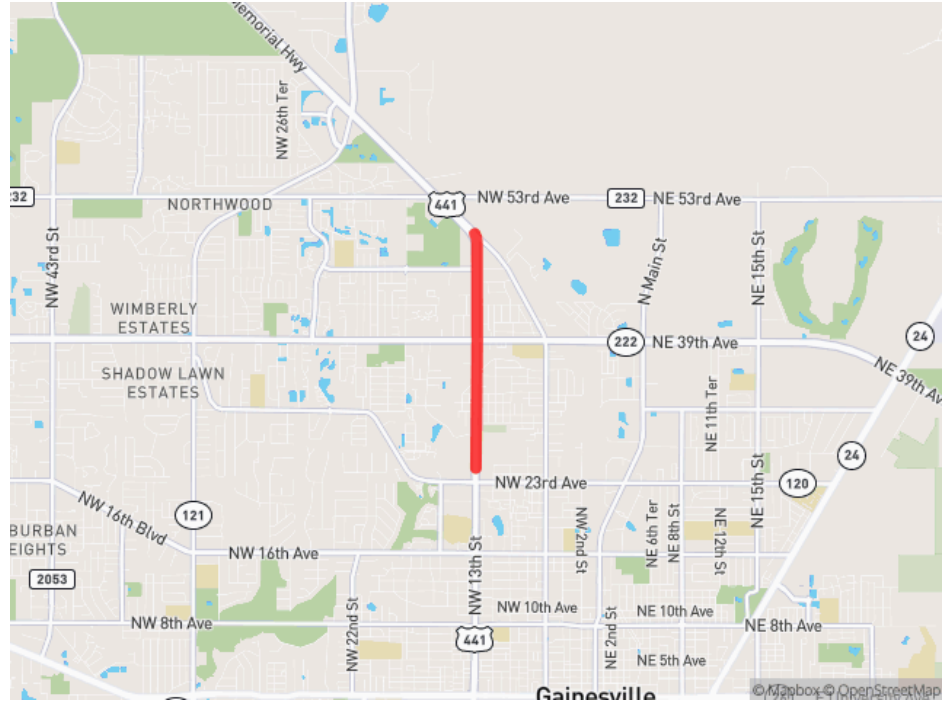


| Phase  | Fund Source                    | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$42,667    | \$0    | \$0    | \$0    | \$0    | \$0    | \$42,667    |
| Total Construction - Express/Expedited         |                                | \$0   | \$42,667    | \$0    | \$0    | \$0    | \$0    | \$0    | \$42,667    |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$1,732,090 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,732,090 |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$26,751    | \$0    | \$0    | \$0    | \$0    | \$0    | \$26,751    |
| Total Construction                             |                                | \$0   | \$1,758,841 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,758,841 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$20,189    | \$0    | \$0    | \$0    | \$0    | \$0    | \$20,189    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$20,189    | \$0    | \$0    | \$0    | \$0    | \$0    | \$20,189    |
| Total Programmed                               |                                | \$0   | \$1,821,697 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,821,697 |

# 2076584 - SR25(US441)SE 13TH/MLK JR.HWY FROM NORTH OF NW 23RD AVE TO NW 6TH ST

SR25(US441)SE 13TH/MLK JR.HWY FROM NORTH OF NW 23RD AVE TO NW 6TH ST

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Landscaping         |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$1,499,263         |
| <b>SIS:</b>          | No                  |
| <b>Length:</b>       | 1.656               |

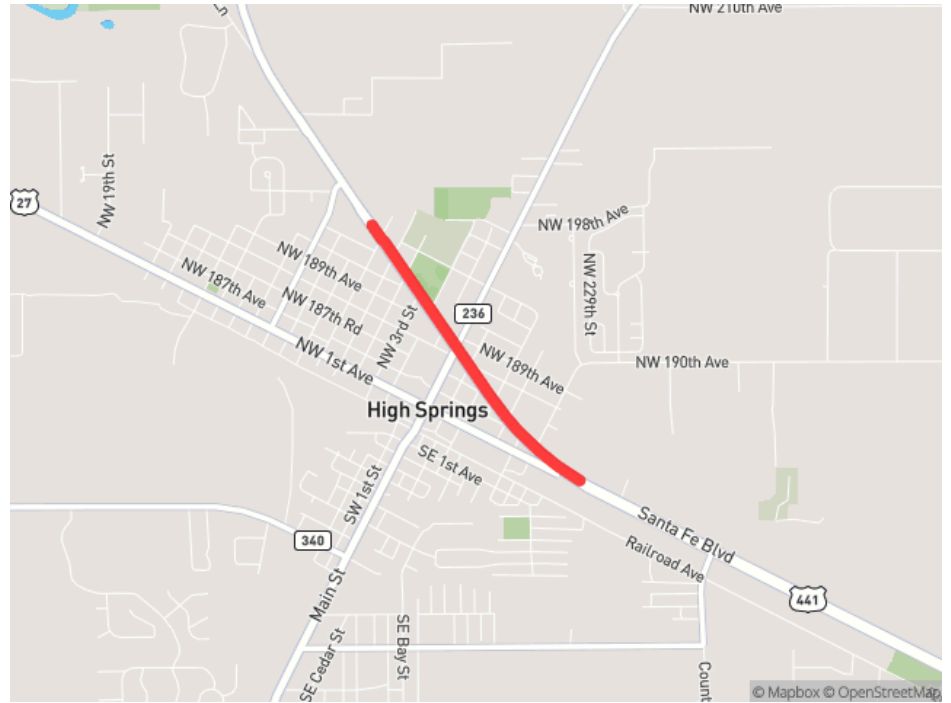


| Phase   | Fund Source                    | Prior | FY2027    | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|---|--------------------------------|-------|-----------|-------------|--------|--------|--------|--------|-------------|
| Preliminary Engineering                           | DISTRICT DEDICATED REVENUE     | \$0   | \$320,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$320,000   |
| Preliminary Engineering                           | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$12,000  | \$0         | \$0    | \$0    | \$0    | \$0    | \$12,000    |
| Total Preliminary Engineering                     |                                | \$0   | \$332,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$332,000   |
| Construction - Express/Expedited                  | State 100% - Indirect/Overhead | \$0   | \$0       | \$27,051    | \$0    | \$0    | \$0    | \$0    | \$27,051    |
| Total Construction - Express/Expedited            |                                | \$0   | \$0       | \$27,051    | \$0    | \$0    | \$0    | \$0    | \$27,051    |
| Construction                                      | DISTRICT DEDICATED REVENUE     | \$0   | \$0       | \$1,085,440 | \$0    | \$0    | \$0    | \$0    | \$1,085,440 |
| Construction                                      | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0       | \$16,960    | \$0    | \$0    | \$0    | \$0    | \$16,960    |
| Total Construction                                |                                | \$0   | \$0       | \$1,102,400 | \$0    | \$0    | \$0    | \$0    | \$1,102,400 |
| Construction Support - Express/Expedited          | State 100% - Indirect/Overhead | \$0   | \$0       | \$12,339    | \$0    | \$0    | \$0    | \$0    | \$12,339    |
| Total Construction Support - Express/Expedited    |                                | \$0   | \$0       | \$12,339    | \$0    | \$0    | \$0    | \$0    | \$12,339    |
| Preliminary Engineering - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$25,473  | \$0         | \$0    | \$0    | \$0    | \$0    | \$25,473    |
| Total Preliminary Engineering - Express/Expedited |                                | \$0   | \$25,473  | \$0         | \$0    | \$0    | \$0    | \$0    | \$25,473    |
| Total Programmed                                  |                                | \$0   | \$357,473 | \$1,141,790 | \$0    | \$0    | \$0    | \$0    | \$1,499,263 |

# 2076585 - SR25(US441)SANTA FE BLVD FROM SR20(US27) TO N OF NW 242ND ST

SR25(US441)SANTA FE BLVD FROM SR20(US27) TO N OF NW 242ND ST

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Landscaping         |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$899,869           |
| <b>SIS:</b>          | No                  |
| <b>Length:</b>       | 1.17                |

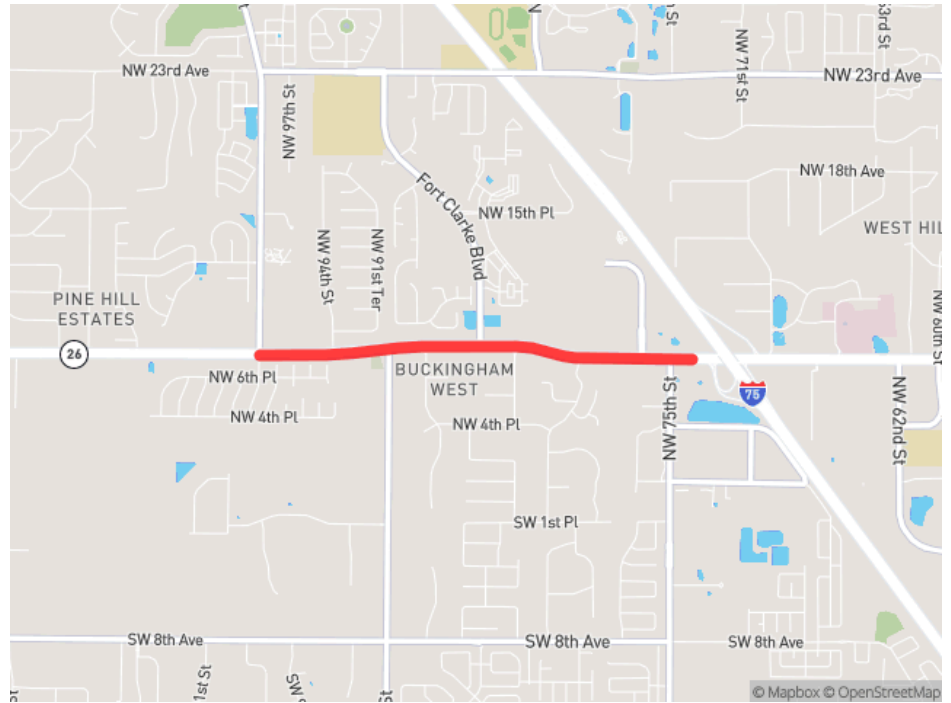


| Phase  | Fund Source                    | Prior | FY2027    | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total     |
|--|--------------------------------|-------|-----------|--------|--------|--------|--------|--------|-----------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$16,413  | \$0    | \$0    | \$0    | \$0    | \$0    | \$16,413  |
| Total Construction - Express/Expedited         |                                | \$0   | \$16,413  | \$0    | \$0    | \$0    | \$0    | \$0    | \$16,413  |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$658,560 | \$0    | \$0    | \$0    | \$0    | \$0    | \$658,560 |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$10,290  | \$0    | \$0    | \$0    | \$0    | \$0    | \$10,290  |
| Total Construction                             |                                | \$0   | \$668,850 | \$0    | \$0    | \$0    | \$0    | \$0    | \$668,850 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$6,504   | \$0    | \$0    | \$0    | \$0    | \$0    | \$6,504   |
| Total Construction Support - Express/Expedited |                                | \$0   | \$6,504   | \$0    | \$0    | \$0    | \$0    | \$0    | \$6,504   |
| Total Programmed                               |                                | \$0   | \$691,767 | \$0    | \$0    | \$0    | \$0    | \$0    | \$691,767 |

# 4398082 - SR26(W NEWBERRY RD) FROM NW 98TH ST TO W OF NW 75TH ST

SR26(W NEWBERRY RD) FROM NW 98TH ST TO W OF NW 75TH ST

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Landscaping         |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$1,395,827         |
| <b>SIS:</b>          | Yes                 |
| <b>Length:</b>       | 1.538               |



| Phase   | Fund Source                    | Prior | FY2027    | FY2028 | FY2029 | FY2030      | FY2031 | Future | Total       |
|---|--------------------------------|-------|-----------|--------|--------|-------------|--------|--------|-------------|
| Preliminary Engineering                           | DISTRICT DEDICATED REVENUE     | \$0   | \$280,000 | \$0    | \$0    | \$0         | \$0    | \$0    | \$280,000   |
| Preliminary Engineering                           | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$28,000  | \$0    | \$0    | \$0         | \$0    | \$0    | \$28,000    |
| Total Preliminary Engineering                     |                                | \$0   | \$308,000 | \$0    | \$0    | \$0         | \$0    | \$0    | \$308,000   |
| Construction - Express/Expedited                  | State 100% - Indirect/Overhead | \$0   | \$0       | \$0    | \$0    | \$25,188    | \$0    | \$0    | \$25,188    |
| Total Construction - Express/Expedited            |                                | \$0   | \$0       | \$0    | \$0    | \$25,188    | \$0    | \$0    | \$25,188    |
| Construction                                      | DISTRICT DEDICATED REVENUE     | \$0   | \$0       | \$0    | \$0    | \$1,010,688 | \$0    | \$0    | \$1,010,688 |
| Construction                                      | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0       | \$0    | \$0    | \$15,792    | \$0    | \$0    | \$15,792    |
| Total Construction                                |                                | \$0   | \$0       | \$0    | \$0    | \$1,026,480 | \$0    | \$0    | \$1,026,480 |
| Construction Support - Express/Expedited          | State 100% - Indirect/Overhead | \$0   | \$0       | \$0    | \$0    | \$11,488    | \$0    | \$0    | \$11,488    |
| Total Construction Support - Express/Expedited    |                                | \$0   | \$0       | \$0    | \$0    | \$11,488    | \$0    | \$0    | \$11,488    |
| Preliminary Engineering - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$24,671  | \$0    | \$0    | \$0         | \$0    | \$0    | \$24,671    |
| Total Preliminary Engineering - Express/Expedited |                                | \$0   | \$24,671  | \$0    | \$0    | \$0         | \$0    | \$0    | \$24,671    |
| Total Programmed                                  |                                | \$0   | \$332,671 | \$0    | \$0    | \$1,063,156 | \$0    | \$0    | \$1,395,827 |

# 4144031 - LIGHTING AGREEMENTS ALACHUA COUNTY

## LIGHTING AGREEMENTS ALACHUA COUNTY

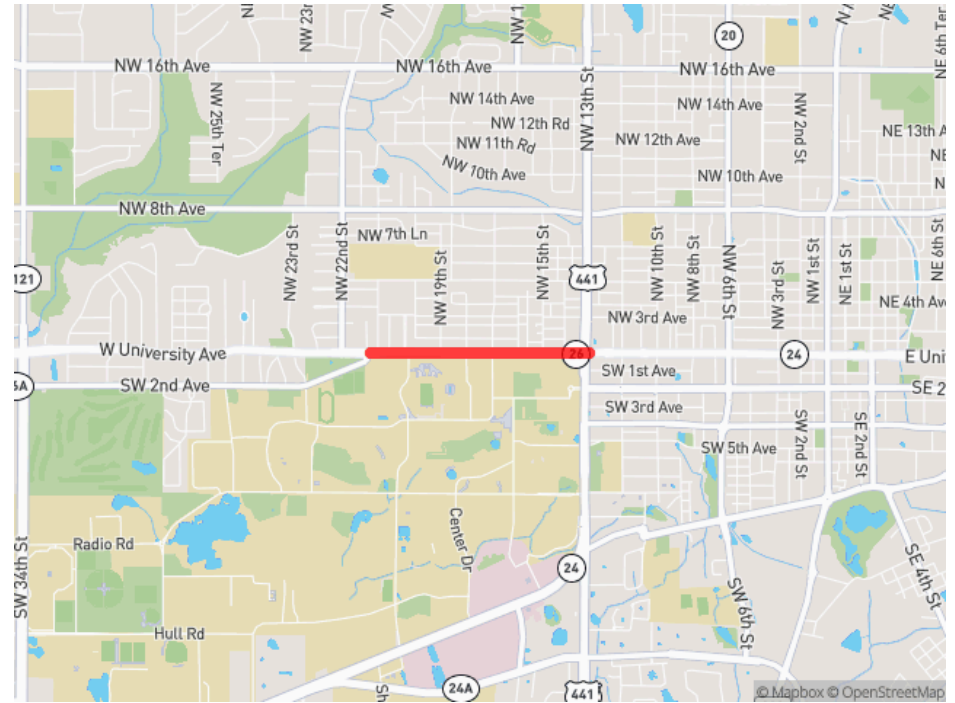
|                      |                                |
|----------------------|--------------------------------|
| <b>Project Type:</b> | Lighting                       |
| <b>Lead Agency:</b>  | Alachua County Board Of County |
| <b>Total Cost:</b>   | \$26,021,271                   |
| <b>SIS:</b>          | No                             |
| <b>Length:</b>       | 0                              |

| Phase                                 | Fund Source                    | Prior | FY2027      | FY2028      | FY2029      | FY2030 | FY2031 | Future | Total       |
|---------------------------------------|--------------------------------|-------|-------------|-------------|-------------|--------|--------|--------|-------------|
| Brdg/Rdwy/Contract Maint              | UNRESTRICTED STATE PRIMARY     | \$0   | \$1,492,006 | \$1,536,767 | \$1,582,870 | \$0    | \$0    | \$0    | \$4,611,643 |
| Total Brdg/Rdwy/Contract Maint        |                                | \$0   | \$1,492,006 | \$1,536,767 | \$1,582,870 | \$0    | \$0    | \$0    | \$4,611,643 |
| Maintenance - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$87,432    | \$90,054    | \$92,757    | \$0    | \$0    | \$0    | \$270,243   |
| Total Maintenance - Express/Expedited |                                | \$0   | \$87,432    | \$90,054    | \$92,757    | \$0    | \$0    | \$0    | \$270,243   |
| Total Programmed                      |                                | \$0   | \$1,579,438 | \$1,626,821 | \$1,675,627 | \$0    | \$0    | \$0    | \$4,881,886 |

## 2076583 - SR26(W UNIVERSITY AVE) FROM SR26A(SW 2ND AVE) TO SR25(US441)SW 13TH ST

SR26(W UNIVERSITY AVE) FROM SR26A(SW 2ND AVE) TO SR25(US441)SW 13TH ST

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Lighting            |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$5,424,438         |
| <b>SIS:</b>          | No                  |
| <b>Length:</b>       | 0.776               |

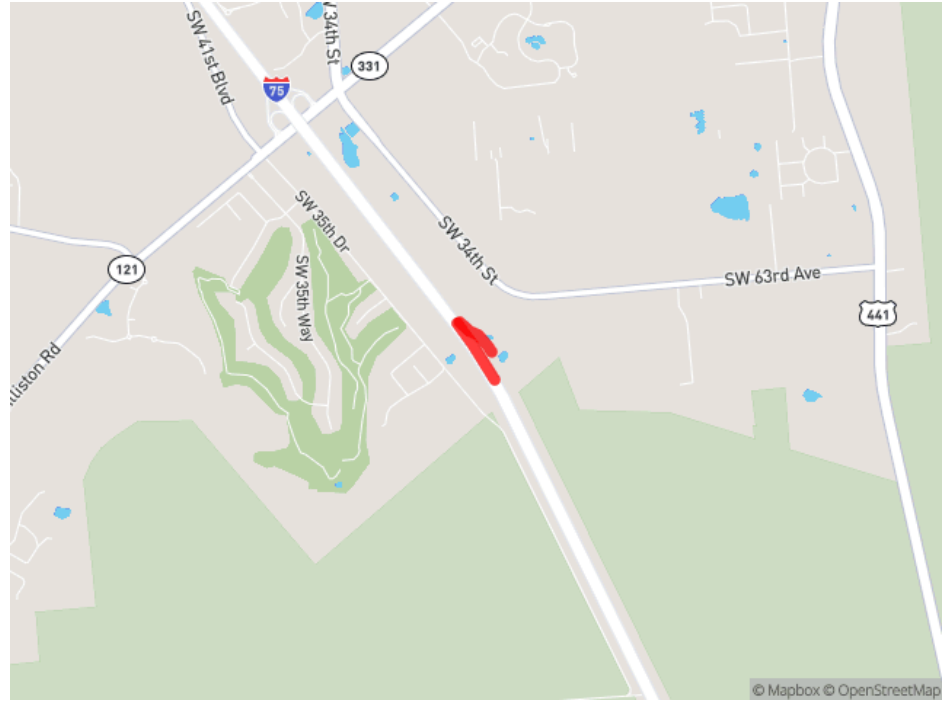


| Phase  | Fund Source                    | Prior | FY2027 | FY2028 | FY2029 | FY2030      | FY2031 | Future | Total       |
|--|--------------------------------|-------|--------|--------|--------|-------------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$127,495   | \$0    | \$0    | \$127,495   |
| Total Construction - Express/Expedited         |                                | \$0   | \$0    | \$0    | \$0    | \$127,495   | \$0    | \$0    | \$127,495   |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$0    | \$0    | \$0    | \$3,998,041 | \$0    | \$0    | \$3,998,041 |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0    | \$0    | \$0    | \$77,903    | \$0    | \$0    | \$77,903    |
| Construction                                   | STATE PRIMARY HIGHWAYS & PTO   | \$0   | \$0    | \$0    | \$0    | \$748,470   | \$0    | \$0    | \$748,470   |
| Total Construction                             |                                | \$0   | \$0    | \$0    | \$0    | \$4,824,414 | \$0    | \$0    | \$4,824,414 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$39,467    | \$0    | \$0    | \$39,467    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$0    | \$0    | \$0    | \$39,467    | \$0    | \$0    | \$39,467    |
| Total Programmed                               |                                | \$0   | \$0    | \$0    | \$0    | \$4,991,376 | \$0    | \$0    | \$4,991,376 |

# 2149522 - I-75(SR93) NB ALACHUA COUNTY REST AREA

I-75(SR93) NB ALACHUA COUNTY REST AREA

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Rest Area           |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$9,803,194         |
| <b>SIS:</b>          | Yes                 |
| <b>Length:</b>       | 0.411               |



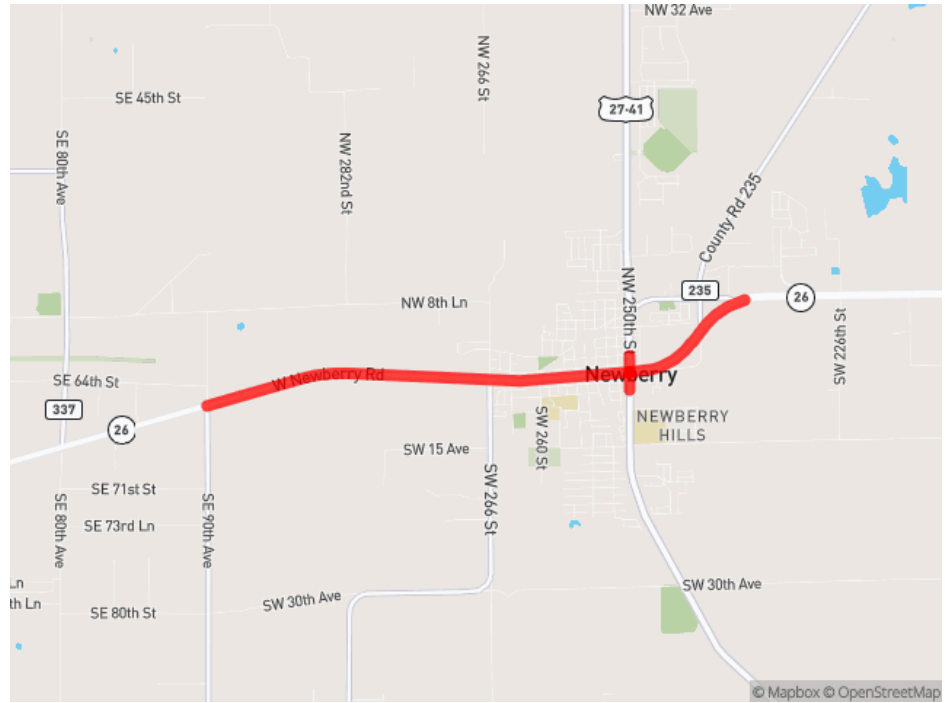
| Phase   | Fund Source                    | Prior | FY2027 | FY2028 | FY2029    | FY2030      | FY2031  | Future | Total       |
|---|--------------------------------|-------|--------|--------|-----------|-------------|---------|--------|-------------|
| Preliminary Engineering                           | REST AREAS - STATE 100%        | \$0   | \$0    | \$0    | \$0       | \$6,100,000 | \$0     | \$0    | \$6,100,000 |
| Preliminary Engineering                           | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0    | \$0    | \$0       | \$200,000   | \$0     | \$0    | \$200,000   |
| Total Preliminary Engineering                     |                                | \$0   | \$0    | \$0    | \$0       | \$6,300,000 | \$0     | \$0    | \$6,300,000 |
| Preliminary Design/Engineering                    | REST AREAS - STATE 100%        | \$0   | \$0    | \$0    | \$700,000 | \$0         | \$0     | \$0    | \$700,000   |
| Preliminary Design/Engineering                    | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0    | \$0    | \$50,000  | \$0         | \$0     | \$0    | \$50,000    |
| Total Preliminary Design/Engineering              |                                | \$0   | \$0    | \$0    | \$750,000 | \$0         | \$0     | \$0    | \$750,000   |
| Preliminary Design - Express/Expedited            | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$58,955  | \$0         | \$0     | \$0    | \$58,955    |
| Total Preliminary Design - Express/Expedited      |                                | \$0   | \$0    | \$0    | \$58,955  | \$0         | \$0     | \$0    | \$58,955    |
| Preliminary Engineering - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0       | \$481,670   | \$0     | \$0    | \$481,670   |
| Total Preliminary Engineering - Express/Expedited |                                | \$0   | \$0    | \$0    | \$0       | \$481,670   | \$0     | \$0    | \$481,670   |
| Right of Way - Express/Expedited                  | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0       | \$128,694   | \$1,259 | \$0    | \$129,953   |
| Total Right of Way - Express/Expedited            |                                | \$0   | \$0    | \$0    | \$0       | \$128,694   | \$1,259 | \$0    | \$129,953   |
| Right Of Way                                      | REST AREAS - STATE 100%        | \$0   | \$0    | \$0    | \$0       | \$2,053,634 | \$0     | \$0    | \$2,053,634 |
| Right Of Way                                      | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0    | \$0    | \$0       | \$19,000    | \$9,982 | \$0    | \$28,982    |

| Phase              | Fund Source | Prior | FY2027 | FY2028 | FY2029    | FY2030      | FY2031   | Future | Total       |
|--------------------|-------------|-------|--------|--------|-----------|-------------|----------|--------|-------------|
| Total Right Of Way |             | \$0   | \$0    | \$0    | \$0       | \$2,072,634 | \$9,982  | \$0    | \$2,082,616 |
| Total Programmed   |             | \$0   | \$0    | \$0    | \$808,955 | \$8,982,998 | \$11,241 | \$0    | \$9,803,194 |

# 2078502 - SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY

SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Road Lane Capacity  |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$93,357,256        |
| <b>SIS:</b>          | Yes                 |
| <b>Length:</b>       | 4.273               |



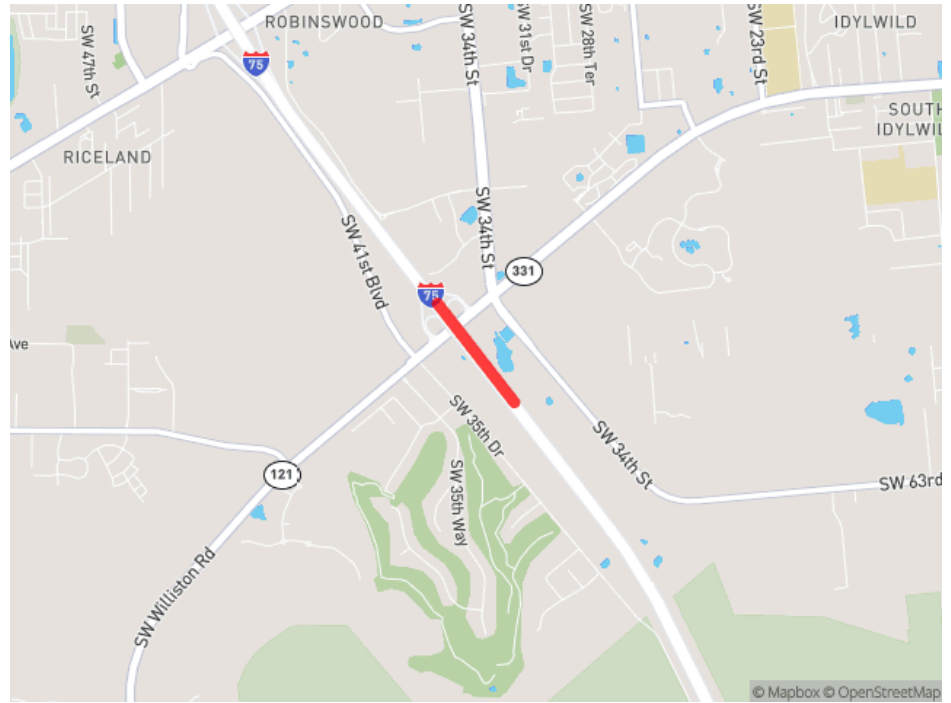
| Phase  | Fund Source                    | Prior | FY2027       | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total        |
|--|--------------------------------|-------|--------------|--------|--------|--------|--------|--------|--------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$1,724,643  | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,724,643  |
| Total Construction - Express/Expedited         |                                | \$0   | \$1,724,643  | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,724,643  |
| Construction                                   | ARTERIAL HIGHWAYS PROGRAMS     | \$0   | \$51,564,577 | \$0    | \$0    | \$0    | \$0    | \$0    | \$51,564,577 |
| Construction                                   | LOCAL FUNDS                    | \$0   | \$31,843     | \$0    | \$0    | \$0    | \$0    | \$0    | \$31,843     |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$902,809    | \$0    | \$0    | \$0    | \$0    | \$0    | \$902,809    |
| Total Construction                             |                                | \$0   | \$52,499,229 | \$0    | \$0    | \$0    | \$0    | \$0    | \$52,499,229 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$375,445    | \$0    | \$0    | \$0    | \$0    | \$0    | \$375,445    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$375,445    | \$0    | \$0    | \$0    | \$0    | \$0    | \$375,445    |
| Environmental                                  | ARTERIAL HIGHWAYS PROGRAMS     | \$0   | \$150,000    | \$0    | \$0    | \$0    | \$0    | \$0    | \$150,000    |
| Total Environmental                            |                                | \$0   | \$150,000    | \$0    | \$0    | \$0    | \$0    | \$0    | \$150,000    |
| Environmental - Express/Expedited              | State 100% - Indirect/Overhead | \$0   | \$11,175     | \$0    | \$0    | \$0    | \$0    | \$0    | \$11,175     |
| Total Environmental - Express/Expedited        |                                | \$0   | \$11,175     | \$0    | \$0    | \$0    | \$0    | \$0    | \$11,175     |
| Right of Way - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$6,050      | \$0    | \$0    | \$0    | \$0    | \$0    | \$6,050      |
| Total Right of Way - Express/Expedited         |                                | \$0   | \$6,050      | \$0    | \$0    | \$0    | \$0    | \$0    | \$6,050      |

| Phase                      | Fund Source                | Prior | FY2027       | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total        |
|----------------------------|----------------------------|-------|--------------|--------|--------|--------|--------|--------|--------------|
| Right Of Way               | ARTERIAL HIGHWAYS PROGRAMS | \$0   | \$98,380     | \$0    | \$0    | \$0    | \$0    | \$0    | \$98,380     |
| Total Right Of Way         |                            | \$0   | \$98,380     | \$0    | \$0    | \$0    | \$0    | \$0    | \$98,380     |
| Railroad & Utilities       | ARTERIAL HIGHWAYS PROGRAMS | \$0   | \$8,900,112  | \$0    | \$0    | \$0    | \$0    | \$0    | \$8,900,112  |
| Total Railroad & Utilities |                            | \$0   | \$8,900,112  | \$0    | \$0    | \$0    | \$0    | \$0    | \$8,900,112  |
| Total Programmed           |                            | \$0   | \$63,765,034 | \$0    | \$0    | \$0    | \$0    | \$0    | \$63,765,034 |

# 4230713 - I-75(SR93) @ SR121

I-75(SR93) @ SR121

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Road Lane Capacity  |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$10,826,214        |
| <b>SIS:</b>          | Yes                 |
| <b>Length:</b>       | 0.444               |

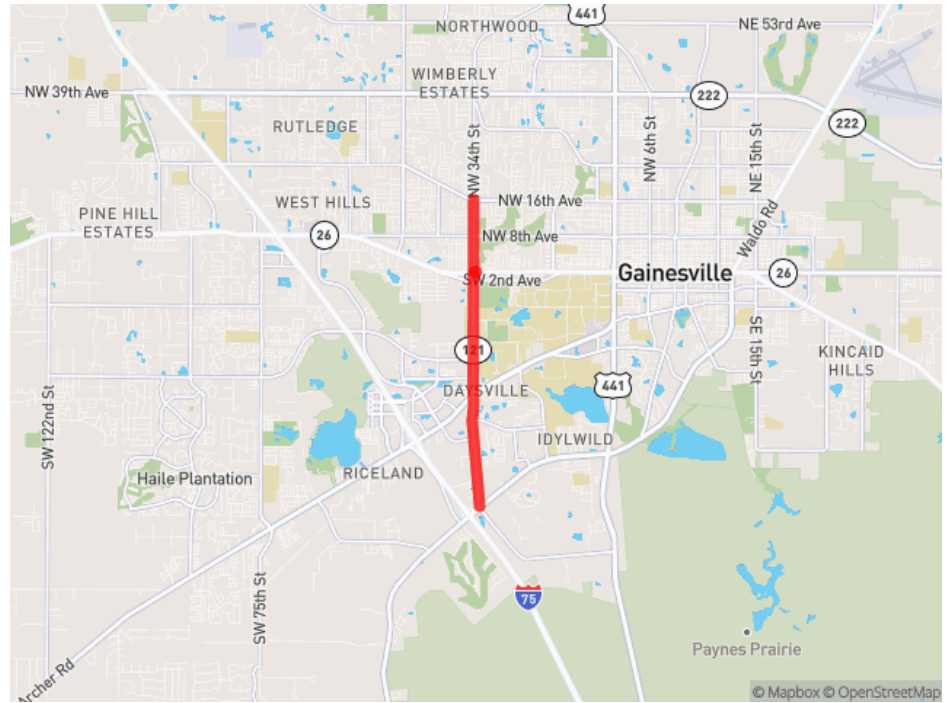


| Phase                                  | Fund Source                    | Prior | FY2027    | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total     |
|--|--------------------------------|-------|-----------|--------|--------|--------|--------|--------|-----------|
| Right of Way - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$8,344   | \$0    | \$0    | \$0    | \$0    | \$0    | \$8,344   |
| Total Right of Way - Express/Expedited |                                | \$0   | \$8,344   | \$0    | \$0    | \$0    | \$0    | \$0    | \$8,344   |
| Right Of Way                           | ADVANCE CONSTRUCTION NHPP      | \$0   | \$135,679 | \$0    | \$0    | \$0    | \$0    | \$0    | \$135,679 |
| Total Right Of Way                     |                                | \$0   | \$135,679 | \$0    | \$0    | \$0    | \$0    | \$0    | \$135,679 |
| Total Programmed                       |                                | \$0   | \$144,023 | \$0    | \$0    | \$0    | \$0    | \$0    | \$144,023 |

## 2077126 - SR121(34TH STREET) FROM SR331(SE WILLISTON RD) TO NW 16TH BLVD

SR121(34TH STREET) FROM SR331(SE WILLISTON RD) TO NW 16TH BLVD

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$16,554,720         |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 4.373                |



| Phase   | Fund Source                    | Prior      | FY2027     | FY2028              | FY2029     | FY2030     | FY2031     | Future     | Total               |
|---|--------------------------------|------------|------------|---------------------|------------|------------|------------|------------|---------------------|
| Construction - Express/Expedited                      | State 100% - Indirect/Overhead | \$0        | \$0        | \$383,044           | \$0        | \$0        | \$0        | \$0        | \$383,044           |
| <b>Total Construction - Express/Expedited</b>         |                                | <b>\$0</b> | <b>\$0</b> | <b>\$383,044</b>    | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$383,044</b>    |
| Construction  | ADVANCE CONSTRUCTION (SA)      | \$0        | \$0        | \$6,009,273         | \$0        | \$0        | \$0        | \$0        | \$6,009,273         |
| Construction  | DISTRICT DEDICATED REVENUE     | \$0        | \$0        | \$1,872,507         | \$0        | \$0        | \$0        | \$0        | \$1,872,507         |
| Construction  | STATE IN-HOUSE PRODUCT SUPPORT | \$0        | \$0        | \$240,153           | \$0        | \$0        | \$0        | \$0        | \$240,153           |
| Construction  | STATE PRIMARY HIGHWAYS & PTO   | \$0        | \$0        | \$5,998,380         | \$0        | \$0        | \$0        | \$0        | \$5,998,380         |
| <b>Total Construction</b>                             |                                | <b>\$0</b> | <b>\$0</b> | <b>\$14,120,313</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$14,120,313</b> |
| Construction Support - Express/Expedited              | State 100% - Indirect/Overhead | \$0        | \$0        | \$105,730           | \$0        | \$0        | \$0        | \$0        | \$105,730           |
| <b>Total Construction Support - Express/Expedited</b> |                                | <b>\$0</b> | <b>\$0</b> | <b>\$105,730</b>    | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$105,730</b>    |
| Environmental   | ADVANCE CONSTRUCTION (SA)      | \$0        | \$0        | \$40,000            | \$0        | \$0        | \$0        | \$0        | \$40,000            |
| <b>Total Environmental</b>                            |                                | <b>\$0</b> | <b>\$0</b> | <b>\$40,000</b>     | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$40,000</b>     |
| Environmental - Express/Expedited                     | State 100% - Indirect/Overhead | \$0        | \$0        | \$2,980             | \$0        | \$0        | \$0        | \$0        | \$2,980             |
| <b>Total Environmental - Express/Expedited</b>        |                                | <b>\$0</b> | <b>\$0</b> | <b>\$2,980</b>      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,980</b>      |

| Phase            | Fund Source | Prior | FY2027 | FY2028       | FY2029 | FY2030 | FY2031 | Future | Total        |
|------------------|-------------|-------|--------|--------------|--------|--------|--------|--------|--------------|
| Total Programmed |             | \$0   | \$0    | \$14,652,067 | \$0    | \$0    | \$0    | \$0    | \$14,652,067 |

# 2143015 - ALACHUA COUNTY DITCH CLEANING

ALACHUA COUNTY DITCH CLEANING

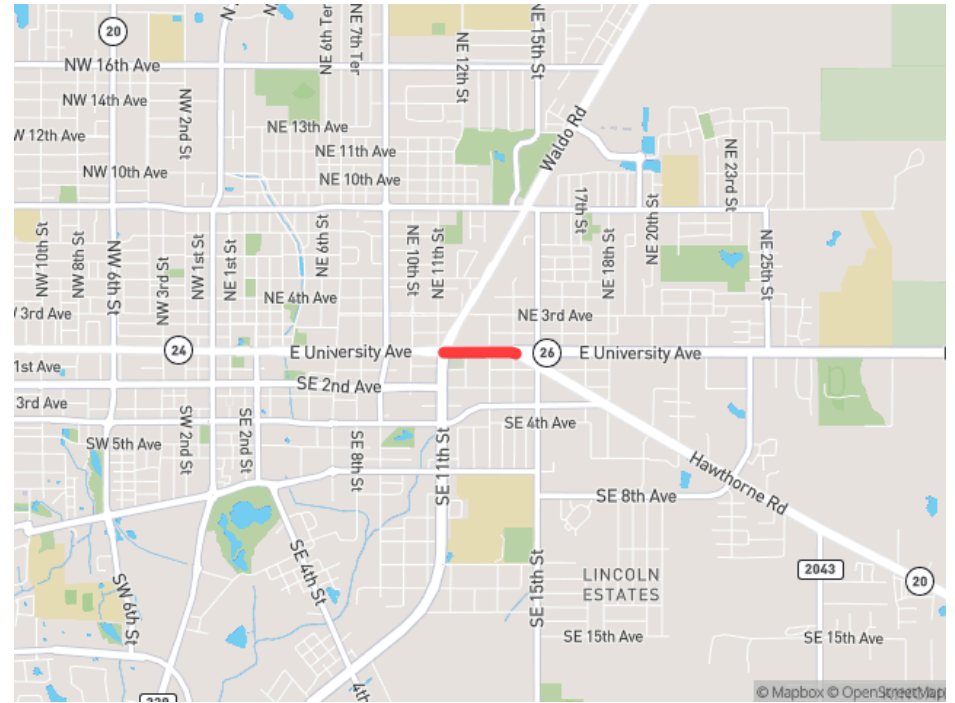
|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$602,474            |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 0                    |

| Phase                                 | Fund Source                    | Prior | FY2027    | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total     |
|---------------------------------------|--------------------------------|-------|-----------|--------|--------|--------|--------|--------|-----------|
| Brdg/Rdwy/Contract Maint              | UNRESTRICTED STATE PRIMARY     | \$0   | \$229,215 | \$0    | \$0    | \$0    | \$0    | \$0    | \$229,215 |
| Total Brdg/Rdwy/Contract Maint        |                                | \$0   | \$229,215 | \$0    | \$0    | \$0    | \$0    | \$0    | \$229,215 |
| Maintenance - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$13,432  | \$0    | \$0    | \$0    | \$0    | \$0    | \$13,432  |
| Total Maintenance - Express/Expedited |                                | \$0   | \$13,432  | \$0    | \$0    | \$0    | \$0    | \$0    | \$13,432  |
| Total Programmed                      |                                | \$0   | \$242,647 | \$0    | \$0    | \$0    | \$0    | \$0    | \$242,647 |

## 2073553 - SR20(E UNIVERSITY AVE) FM SR24(NE WALDO RD) TO SR26(E UNIVERSITY AVE)

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

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$1,733,938          |
| <b>SIS:</b>          | Yes                  |
| <b>Length:</b>       | 0.256                |

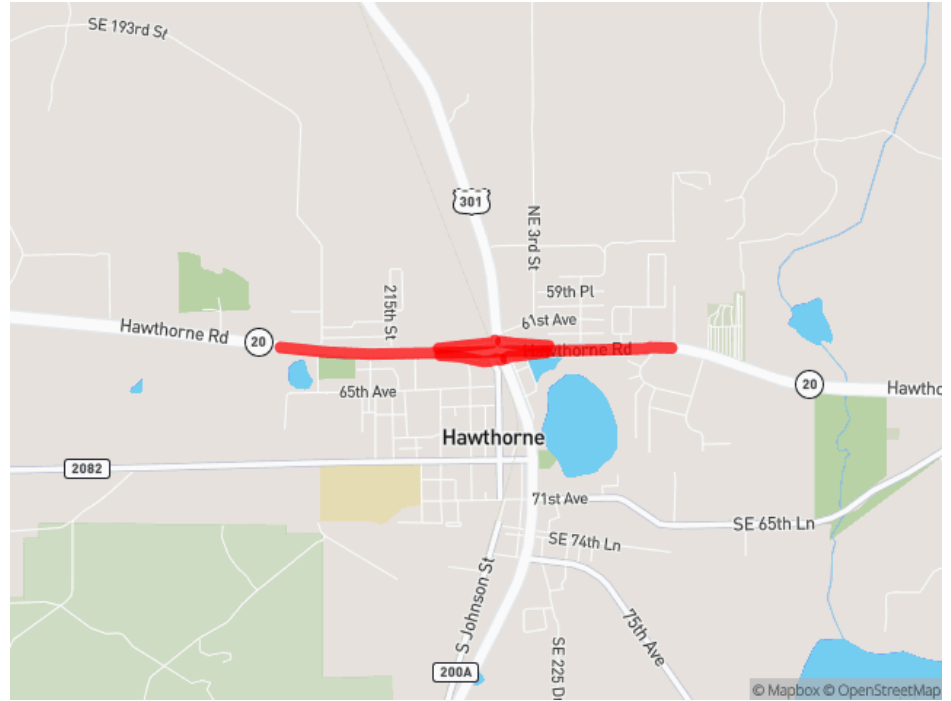


| Phase  | Fund Source                    | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$0    | \$32,144    | \$0    | \$0    | \$0    | \$0    | \$32,144    |
| Total Construction - Express/Expedited         |                                | \$0   | \$0    | \$32,144    | \$0    | \$0    | \$0    | \$0    | \$32,144    |
| Construction                                   | AC NAT HWY PERFORM RESURFACING | \$0   | \$0    | \$530,000   | \$0    | \$0    | \$0    | \$0    | \$530,000   |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$0    | \$641,409   | \$0    | \$0    | \$0    | \$0    | \$641,409   |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0    | \$20,154    | \$0    | \$0    | \$0    | \$0    | \$20,154    |
| Total Construction                             |                                | \$0   | \$0    | \$1,191,563 | \$0    | \$0    | \$0    | \$0    | \$1,191,563 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$9,113     | \$0    | \$0    | \$0    | \$0    | \$9,113     |
| Total Construction Support - Express/Expedited |                                | \$0   | \$0    | \$9,113     | \$0    | \$0    | \$0    | \$0    | \$9,113     |
| Total Programmed                               |                                | \$0   | \$0    | \$1,232,820 | \$0    | \$0    | \$0    | \$0    | \$1,232,820 |

# 4432582 - SR20(SE HAWTHORNE RD) FROM WEST OF SE 211TH ST TO WEST OF NE 5TH ST

SR20(SE HAWTHORNE RD) FROM WEST OF SE 211TH ST TO WEST OF NE 5TH ST

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$6,495,883          |
| <b>SIS:</b>          | Yes                  |
| <b>Length:</b>       | 2.132                |



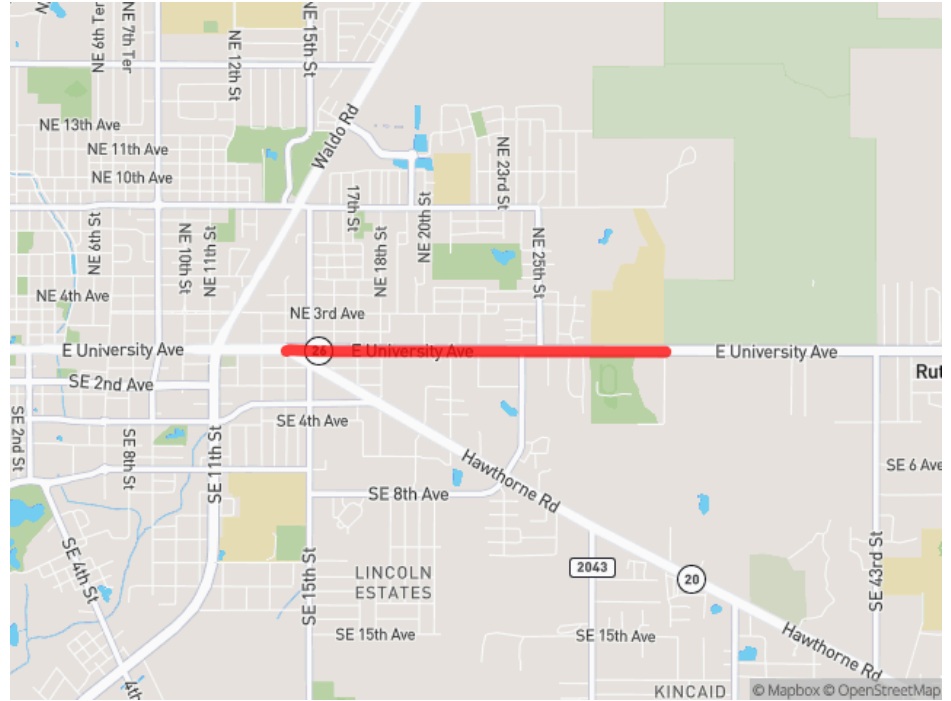
| Phase  | Fund Source                    | Prior | FY2027    | FY2028 | FY2029      | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|-----------|--------|-------------|--------|--------|--------|-------------|
| Preliminary Engineering                                  | ADVANCE CONSTRUCTION (SA)      | \$0   | \$607,395 | \$0    | \$0         | \$0    | \$0    | \$0    | \$607,395   |
| <b>Total Preliminary Engineering</b>                     |                                | \$0   | \$607,395 | \$0    | \$0         | \$0    | \$0    | \$0    | \$607,395   |
| Construction - Express/Expedited                         | State 100% - Indirect/Overhead | \$0   | \$0       | \$0    | \$152,276   | \$0    | \$0    | \$0    | \$152,276   |
| <b>Total Construction - Express/Expedited</b>            |                                | \$0   | \$0       | \$0    | \$152,276   | \$0    | \$0    | \$0    | \$152,276   |
| Construction   | AC NAT HWY PERFORM RESURFACING | \$0   | \$0       | \$0    | \$4,126,654 | \$0    | \$0    | \$0    | \$4,126,654 |
| Construction   | ADVANCE CONSTRUCTION (SA)      | \$0   | \$0       | \$0    | \$653,379   | \$0    | \$0    | \$0    | \$653,379   |
| Construction   | DISTRICT DEDICATED REVENUE     | \$0   | \$0       | \$0    | \$840,810   | \$0    | \$0    | \$0    | \$840,810   |
| Construction   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0       | \$0    | \$23,868    | \$0    | \$0    | \$0    | \$23,868    |
| <b>Total Construction</b>                                |                                | \$0   | \$0       | \$0    | \$5,644,711 | \$0    | \$0    | \$0    | \$5,644,711 |
| Construction Support - Express/Expedited                 | State 100% - Indirect/Overhead | \$0   | \$0       | \$0    | \$43,170    | \$0    | \$0    | \$0    | \$43,170    |
| <b>Total Construction Support - Express/Expedited</b>    |                                | \$0   | \$0       | \$0    | \$43,170    | \$0    | \$0    | \$0    | \$43,170    |
| Preliminary Engineering - Express/Expedited              | State 100% - Indirect/Overhead | \$0   | \$48,331  | \$0    | \$0         | \$0    | \$0    | \$0    | \$48,331    |
| <b>Total Preliminary Engineering - Express/Expedited</b> |                                | \$0   | \$48,331  | \$0    | \$0         | \$0    | \$0    | \$0    | \$48,331    |

| Phase            | Fund Source | Prior | FY2027    | FY2028 | FY2029      | FY2030 | FY2031 | Future | Total       |
|------------------|-------------|-------|-----------|--------|-------------|--------|--------|--------|-------------|
| Total Programmed |             | \$0   | \$655,726 | \$0    | \$5,840,157 | \$0    | \$0    | \$0    | \$6,495,883 |

## 2075805 - SR26(UNIVERSITY AVE) FROM SR20(SE HAWTHORNE RD) TO SE 31ST STREET

SR26(UNIVERSITY AVE) FROM SR20(SE HAWTHORNE RD) TO SE 31ST STREET

|                      |                                |
|----------------------|--------------------------------|
| <b>Project Type:</b> | State of Good Repair           |
| <b>Lead Agency:</b>  | Alachua County Board Of County |
| <b>Total Cost:</b>   | \$3,419,079                    |
| <b>SIS:</b>          | No                             |
| <b>Length:</b>       | 1.343                          |

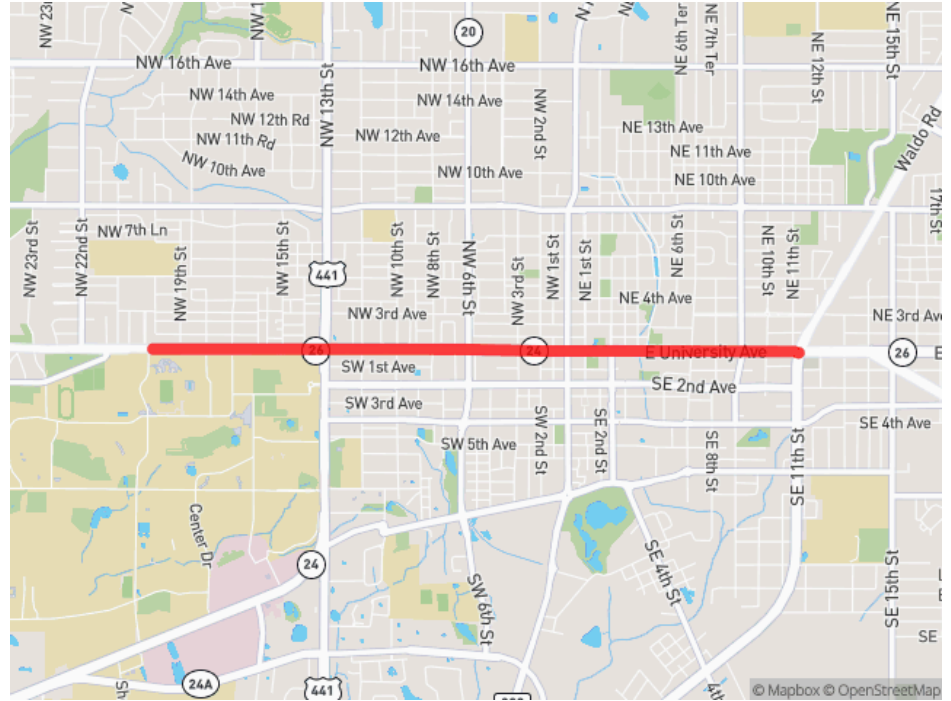


| Phase                                  | Fund Source                    | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$105,697   | \$0    | \$0    | \$0    | \$0    | \$105,697   |
| Total Construction - Express/Expedited |                                | \$0   | \$0    | \$105,697   | \$0    | \$0    | \$0    | \$0    | \$105,697   |
| Construction                           | STATE PRIMARY HIGHWAYS & PTO   | \$0   | \$0    | \$3,313,382 | \$0    | \$0    | \$0    | \$0    | \$3,313,382 |
| Total Construction                     |                                | \$0   | \$0    | \$3,313,382 | \$0    | \$0    | \$0    | \$0    | \$3,313,382 |
| Total Programmed                       |                                | \$0   | \$0    | \$3,419,079 | \$0    | \$0    | \$0    | \$0    | \$3,419,079 |

# 4355582 - SR26(W UNIVERSITY AVE) FROM GALE LEMERAND DR TO SR24(NE WALDO RD)

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

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$7,434,665          |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 2.292                |

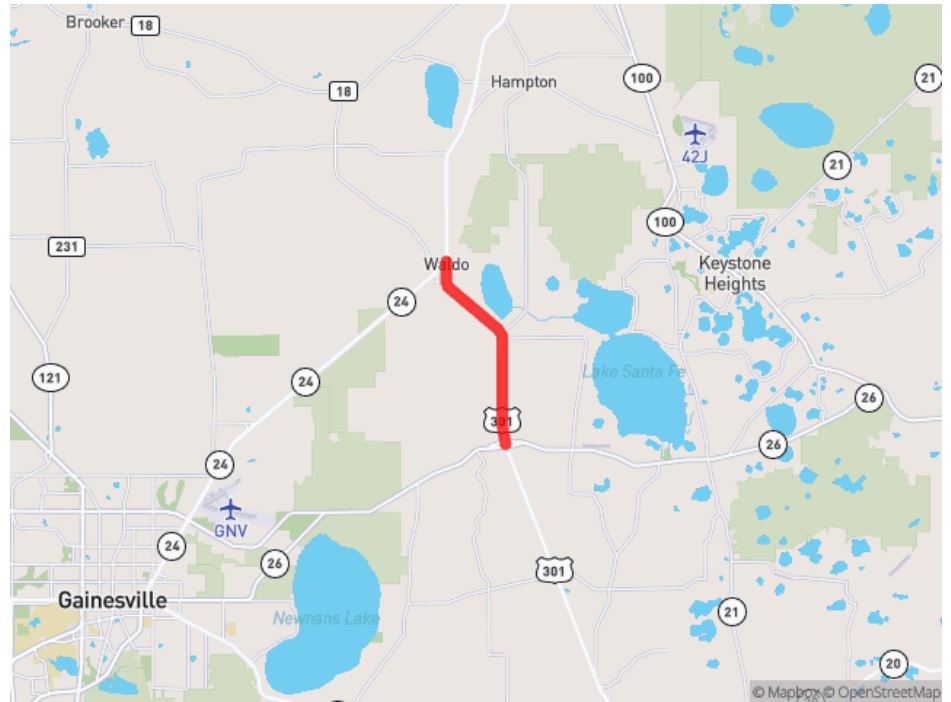


| Phase  | Fund Source                    | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$0    | \$172,059   | \$0    | \$0    | \$0    | \$0    | \$172,059   |
| Total Construction - Express/Expedited         |                                | \$0   | \$0    | \$172,059   | \$0    | \$0    | \$0    | \$0    | \$172,059   |
| Construction                                   | AC NAT HWY PERFORM RESURFACING | \$0   | \$0    | \$3,927,921 | \$0    | \$0    | \$0    | \$0    | \$3,927,921 |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$0    | \$2,072,575 | \$0    | \$0    | \$0    | \$0    | \$2,072,575 |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0    | \$107,874   | \$0    | \$0    | \$0    | \$0    | \$107,874   |
| Total Construction                             |                                | \$0   | \$0    | \$6,108,370 | \$0    | \$0    | \$0    | \$0    | \$6,108,370 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$38,987    | \$0    | \$0    | \$0    | \$0    | \$38,987    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$0    | \$38,987    | \$0    | \$0    | \$0    | \$0    | \$38,987    |
| Total Programmed                               |                                | \$0   | \$0    | \$6,319,416 | \$0    | \$0    | \$0    | \$0    | \$6,319,416 |

## 2077565 - SR200(US301) FROM N OF SR26 TO SR24(NE WALDO RD)

SR200(US301) FROM N OF SR26 TO SR24(NE WALDO RD)

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$22,747,858         |
| <b>SIS:</b>          | Yes                  |
| <b>Length:</b>       | 5.873                |



| Phase   | Fund Source                    | Prior      | FY2027          | FY2028              | FY2029     | FY2030     | FY2031     | Future     | Total               |
|---|--------------------------------|------------|-----------------|---------------------|------------|------------|------------|------------|---------------------|
| Construction - Express/Expedited                      | State 100% - Indirect/Overhead | \$0        | \$798           | \$555,922           | \$0        | \$0        | \$0        | \$0        | \$556,720           |
| <b>Total Construction - Express/Expedited</b>         |                                | <b>\$0</b> | <b>\$798</b>    | <b>\$555,922</b>    | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$556,720</b>    |
| Construction  | AC NAT HWY PERFORM RESURFACING | \$0        | \$0             | \$14,322,258        | \$0        | \$0        | \$0        | \$0        | \$14,322,258        |
| Construction  | ADVANCE CONSTRUCTION (SA)      | \$0        | \$0             | \$1,707,155         | \$0        | \$0        | \$0        | \$0        | \$1,707,155         |
| Construction  | DISTRICT DEDICATED REVENUE     | \$0        | \$0             | \$4,100,812         | \$0        | \$0        | \$0        | \$0        | \$4,100,812         |
| Construction  | STATE IN-HOUSE PRODUCT SUPPORT | \$0        | \$0             | \$348,541           | \$0        | \$0        | \$0        | \$0        | \$348,541           |
| <b>Total Construction</b>                             |                                | <b>\$0</b> | <b>\$0</b>      | <b>\$20,478,766</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$20,478,766</b> |
| Construction Support - Express/Expedited              | State 100% - Indirect/Overhead | \$0        | \$0             | \$152,925           | \$0        | \$0        | \$0        | \$0        | \$152,925           |
| <b>Total Construction Support - Express/Expedited</b> |                                | <b>\$0</b> | <b>\$0</b>      | <b>\$152,925</b>    | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$152,925</b>    |
| Railroad & Utilities                                  | DISTRICT DEDICATED REVENUE     | \$0        | \$25,000        | \$0                 | \$0        | \$0        | \$0        | \$0        | \$25,000            |
| <b>Total Railroad &amp; Utilities</b>                 |                                | <b>\$0</b> | <b>\$25,000</b> | <b>\$0</b>          | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$25,000</b>     |
| <b>Total Programmed</b>                               |                                | <b>\$0</b> | <b>\$25,798</b> | <b>\$21,187,613</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$21,213,411</b> |

# 4389053 - HERBICIDE IN ALACHUA COUNTY

HERBICIDE IN ALACHUA COUNTY

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$312,730            |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 0                    |

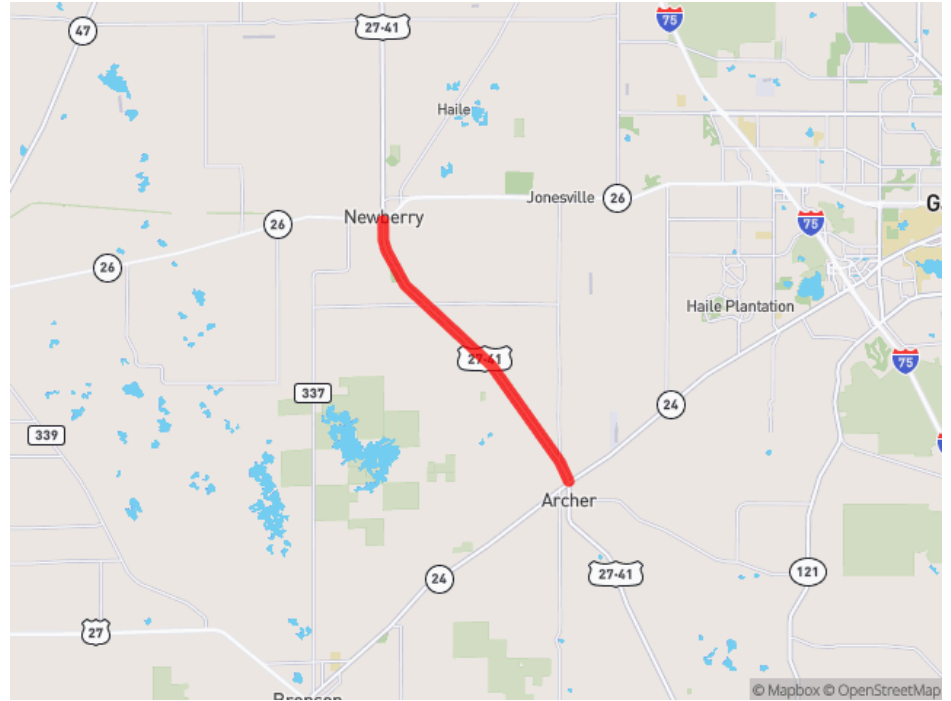
| Phase                                 | Fund Source                    | Prior | FY2027   | FY2028   | FY2029   | FY2030 | FY2031 | Future | Total     |
|---------------------------------------|--------------------------------|-------|----------|----------|----------|--------|--------|--------|-----------|
| Brdg/Rdwy/Contract Maint              | UNRESTRICTED STATE PRIMARY     | \$0   | \$50,000 | \$50,000 | \$50,000 | \$0    | \$0    | \$0    | \$150,000 |
| Total Brdg/Rdwy/Contract Maint        |                                | \$0   | \$50,000 | \$50,000 | \$50,000 | \$0    | \$0    | \$0    | \$150,000 |
| Maintenance - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$2,930  | \$2,930  | \$2,930  | \$0    | \$0    | \$0    | \$8,790   |
| Total Maintenance - Express/Expedited |                                | \$0   | \$2,930  | \$2,930  | \$2,930  | \$0    | \$0    | \$0    | \$8,790   |
| Total Programmed                      |                                | \$0   | \$52,930 | \$52,930 | \$52,930 | \$0    | \$0    | \$0    | \$158,790 |



## 2077988 - SR45(US27) FROM SR24(ARCHER RD) TO SOUTH OF SR26(W NEWBERRY RD)

SR45(US27) FROM SR24(ARCHER RD) TO SOUTH OF SR26(W NEWBERRY RD)

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$9,524,692          |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 9.261                |

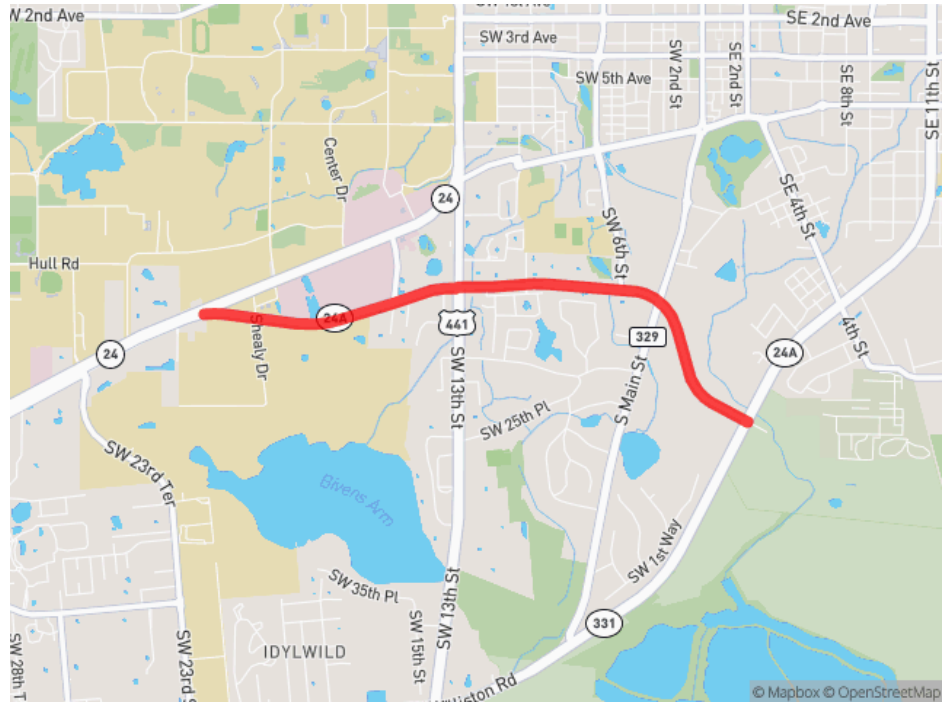


| Phase  | Fund Source                    | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$211,783   | \$0    | \$0    | \$0    | \$0    | \$0    | \$211,783   |
| Total Construction - Express/Expedited         |                                | \$0   | \$211,783   | \$0    | \$0    | \$0    | \$0    | \$0    | \$211,783   |
| Construction                                   | AC NAT HWY PERFORM RESURFACING | \$0   | \$5,731,378 | \$0    | \$0    | \$0    | \$0    | \$0    | \$5,731,378 |
| Construction                                   | ADVANCE CONSTRUCTION (SA)      | \$0   | \$365,610   | \$0    | \$0    | \$0    | \$0    | \$0    | \$365,610   |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$1,681,148 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,681,148 |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$34,820    | \$0    | \$0    | \$0    | \$0    | \$0    | \$34,820    |
| Total Construction                             |                                | \$0   | \$7,812,956 | \$0    | \$0    | \$0    | \$0    | \$0    | \$7,812,956 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$63,669    | \$0    | \$0    | \$0    | \$0    | \$0    | \$63,669    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$63,669    | \$0    | \$0    | \$0    | \$0    | \$0    | \$63,669    |
| Total Programmed                               |                                | \$0   | \$8,088,408 | \$0    | \$0    | \$0    | \$0    | \$0    | \$8,088,408 |

## 2075554 - SR24A/SR226(SW16TH AVE) FROM SR24(ARCHER RD) TO SR331(SE WILLISTON RD)

SR24A/SR226(SW16TH AVE) FROM SR24(ARCHER RD) TO SR331(SE WILLISTON RD)

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$5,290,363          |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 2.201                |



| Phase  | Fund Source                    | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$108,803   | \$0    | \$0    | \$0    | \$0    | \$0    | \$108,803   |
| Total Construction - Express/Expedited         |                                | \$0   | \$108,803   | \$0    | \$0    | \$0    | \$0    | \$0    | \$108,803   |
| Construction                                   | AC NAT HWY PERFORM RESURFACING | \$0   | \$1,881,870 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,881,870 |
| Construction                                   | ADVANCE CONSTRUCTION (SA)      | \$0   | \$600,609   | \$0    | \$0    | \$0    | \$0    | \$0    | \$600,609   |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$1,661,486 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,661,486 |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$11,513    | \$0    | \$0    | \$0    | \$0    | \$0    | \$11,513    |
| Total Construction                             |                                | \$0   | \$4,155,478 | \$0    | \$0    | \$0    | \$0    | \$0    | \$4,155,478 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$36,903    | \$0    | \$0    | \$0    | \$0    | \$0    | \$36,903    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$36,903    | \$0    | \$0    | \$0    | \$0    | \$0    | \$36,903    |
| Total Programmed                               |                                | \$0   | \$4,301,184 | \$0    | \$0    | \$0    | \$0    | \$0    | \$4,301,184 |

# 2143014 - ALACHUA

ALACHUA

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$38,938,176         |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 0                    |

| Phase                                 | Fund Source                    | Prior | FY2027      | FY2028      | FY2029      | FY2030      | FY2031      | Future | Total        |
|---------------------------------------|--------------------------------|-------|-------------|-------------|-------------|-------------|-------------|--------|--------------|
| Brdg/Rdwy/Contract Maint              | UNRESTRICTED STATE PRIMARY     | \$0   | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$0    | \$20,000,000 |
| Total Brdg/Rdwy/Contract Maint        |                                | \$0   | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$0    | \$20,000,000 |
| Maintenance - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$495,200   | \$495,200   | \$495,200   | \$495,200   | \$495,200   | \$0    | \$2,476,000  |
| Total Maintenance - Express/Expedited |                                | \$0   | \$495,200   | \$495,200   | \$495,200   | \$495,200   | \$495,200   | \$0    | \$2,476,000  |
| Total Programmed                      |                                | \$0   | \$4,495,200 | \$4,495,200 | \$4,495,200 | \$4,495,200 | \$4,495,200 | \$0    | \$22,476,000 |

# 4389052 - CONCRETE REPAIRS IN ALACHUA COUNTY

## CONCRETE REPAIRS IN ALACHUA COUNTY

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$939,249            |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 0                    |

| Phase                                 | Fund Source                    | Prior | FY2027    | FY2028    | FY2029    | FY2030 | FY2031 | Future | Total     |
|---------------------------------------|--------------------------------|-------|-----------|-----------|-----------|--------|--------|--------|-----------|
| Brdg/Rdwy/Contract Maint              | UNRESTRICTED STATE PRIMARY     | \$0   | \$175,000 | \$175,000 | \$175,000 | \$0    | \$0    | \$0    | \$525,000 |
| Total Brdg/Rdwy/Contract Maint        |                                | \$0   | \$175,000 | \$175,000 | \$175,000 | \$0    | \$0    | \$0    | \$525,000 |
| Maintenance - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$10,255  | \$10,255  | \$10,255  | \$0    | \$0    | \$0    | \$30,765  |
| Total Maintenance - Express/Expedited |                                | \$0   | \$10,255  | \$10,255  | \$10,255  | \$0    | \$0    | \$0    | \$30,765  |
| Total Programmed                      |                                | \$0   | \$185,255 | \$185,255 | \$185,255 | \$0    | \$0    | \$0    | \$555,765 |

# 4559731 - TARGETED OPEN GRADE FRICTION COURSE PROGRAM CONTINGENCY

## TARGETED OPEN GRADE FRICTION COURSE PROGRAM CONTINGENCY

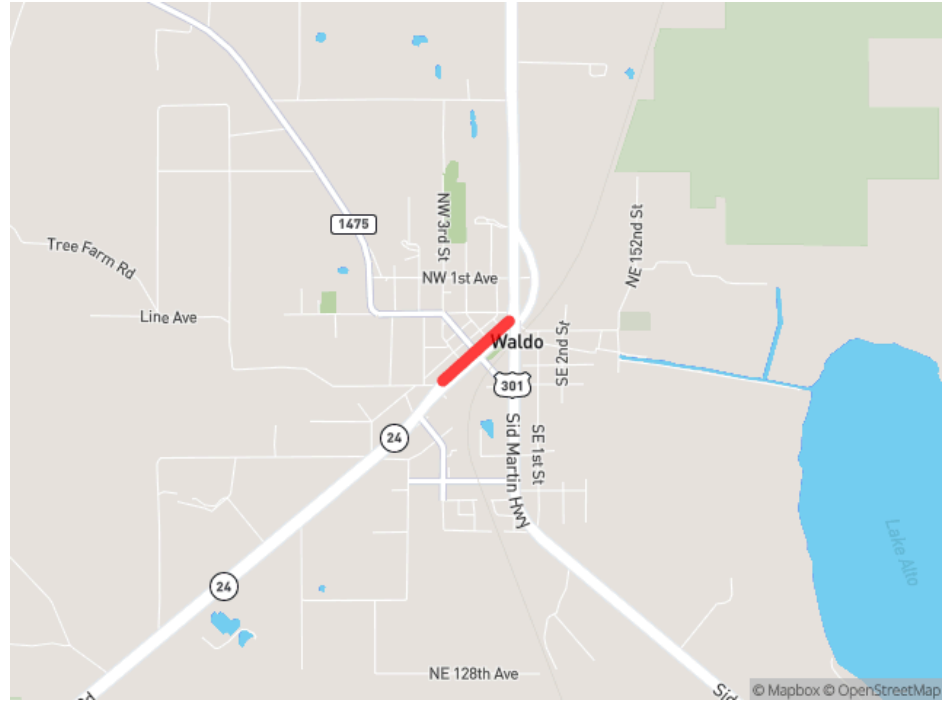
|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$11,510,394         |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 0                    |

| Phase                          | Fund Source                    | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------------------|--------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Construction                   | OPEN GRADE FRICTION COURSE FC5 | \$0   | \$839,560   | \$0    | \$0    | \$0    | \$0    | \$0    | \$839,560   |
| Total Construction             |                                | \$0   | \$839,560   | \$0    | \$0    | \$0    | \$0    | \$0    | \$839,560   |
| Brdg/Rdwy/Contract Maint       | OPEN GRADE FRICTION COURSE FC5 | \$0   | \$2,534,682 | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,534,682 |
| Total Brdg/Rdwy/Contract Maint |                                | \$0   | \$2,534,682 | \$0    | \$0    | \$0    | \$0    | \$0    | \$2,534,682 |
| Total Programmed               |                                | \$0   | \$3,374,242 | \$0    | \$0    | \$0    | \$0    | \$0    | \$3,374,242 |

# 4472031 - SR24(KENNARD ST) IN WALDO FROM NE 148TH AVE TO NE 144TH AVE

SR24(KENNARD ST) IN WALDO FROM NE 148TH AVE TO NE 144TH AVE

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$8,564,827          |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 0.315                |



| Phase  | Fund Source                    | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$178,585   | \$0    | \$0    | \$0    | \$0    | \$0    | \$178,585   |
| Total Construction - Express/Expedited         |                                | \$0   | \$178,585   | \$0    | \$0    | \$0    | \$0    | \$0    | \$178,585   |
| Construction                                   | ADVANCE CONSTRUCTION (SA)      | \$0   | \$718,262   | \$0    | \$0    | \$0    | \$0    | \$0    | \$718,262   |
| Construction                                   | ADVANCE CONSTRUCTION NHPP      | \$0   | \$5,598,269 | \$0    | \$0    | \$0    | \$0    | \$0    | \$5,598,269 |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$423,863   | \$0    | \$0    | \$0    | \$0    | \$0    | \$423,863   |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$22,393    | \$0    | \$0    | \$0    | \$0    | \$0    | \$22,393    |
| Total Construction                             |                                | \$0   | \$6,762,787 | \$0    | \$0    | \$0    | \$0    | \$0    | \$6,762,787 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$55,812    | \$0    | \$0    | \$0    | \$0    | \$0    | \$55,812    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$55,812    | \$0    | \$0    | \$0    | \$0    | \$0    | \$55,812    |
| Total Programmed                               |                                | \$0   | \$6,997,184 | \$0    | \$0    | \$0    | \$0    | \$0    | \$6,997,184 |

## 2149384 - ALACHUA COUNTY ROUTINE MAINTENANCE - INTERSTATE

ALACHUA COUNTY ROUTINE MAINTENANCE - INTERSTATE

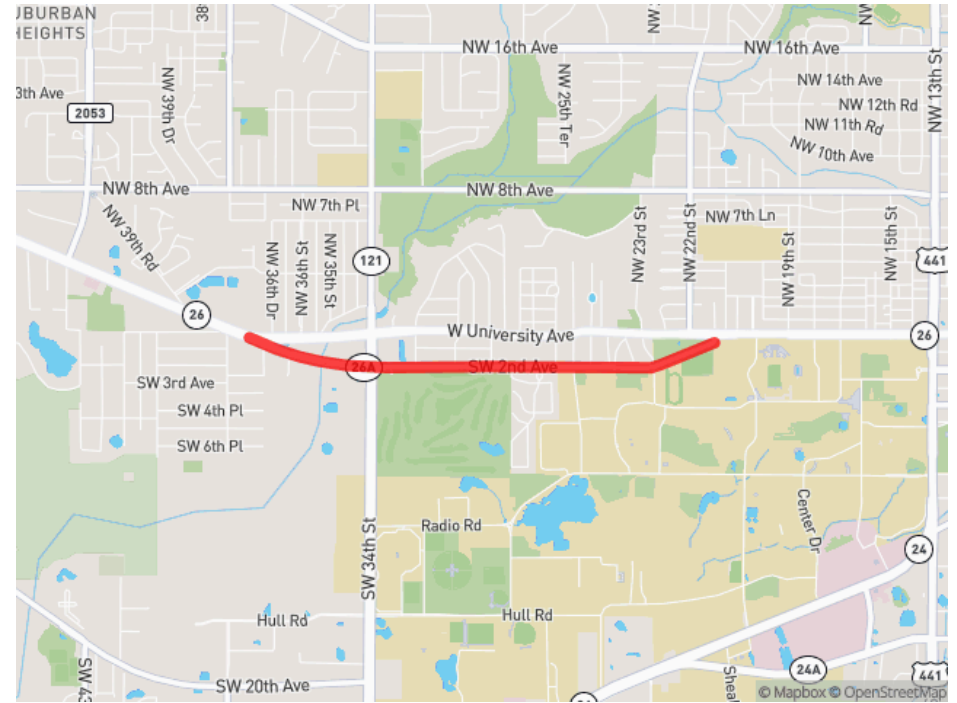
|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$3,918,619          |
| <b>SIS:</b>          | Yes                  |
| <b>Length:</b>       | 0                    |

| Phase                                 | Fund Source                    | Prior | FY2027    | FY2028    | FY2029    | FY2030    | FY2031    | Future | Total     |
|---------------------------------------|--------------------------------|-------|-----------|-----------|-----------|-----------|-----------|--------|-----------|
| Brdg/Rdwy/Contract Maint              | UNRESTRICTED STATE PRIMARY     | \$0   | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$0    | \$500,000 |
| Total Brdg/Rdwy/Contract Maint        |                                | \$0   | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$0    | \$500,000 |
| Maintenance - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$12,380  | \$12,380  | \$12,380  | \$12,380  | \$12,380  | \$0    | \$61,900  |
| Total Maintenance - Express/Expedited |                                | \$0   | \$12,380  | \$12,380  | \$12,380  | \$12,380  | \$12,380  | \$0    | \$61,900  |
| Total Programmed                      |                                | \$0   | \$112,380 | \$112,380 | \$112,380 | \$112,380 | \$112,380 | \$0    | \$561,900 |

## 2077902 - SR26A(SW 2ND AVE) FROM SR26(UNIVERSITY AVE) TO SR26(UNIVERSITY AVE)

SR26A(SW 2ND AVE) FROM SR26(UNIVERSITY AVE) TO SR26(UNIVERSITY AVE)

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$4,099,818          |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 1.691                |

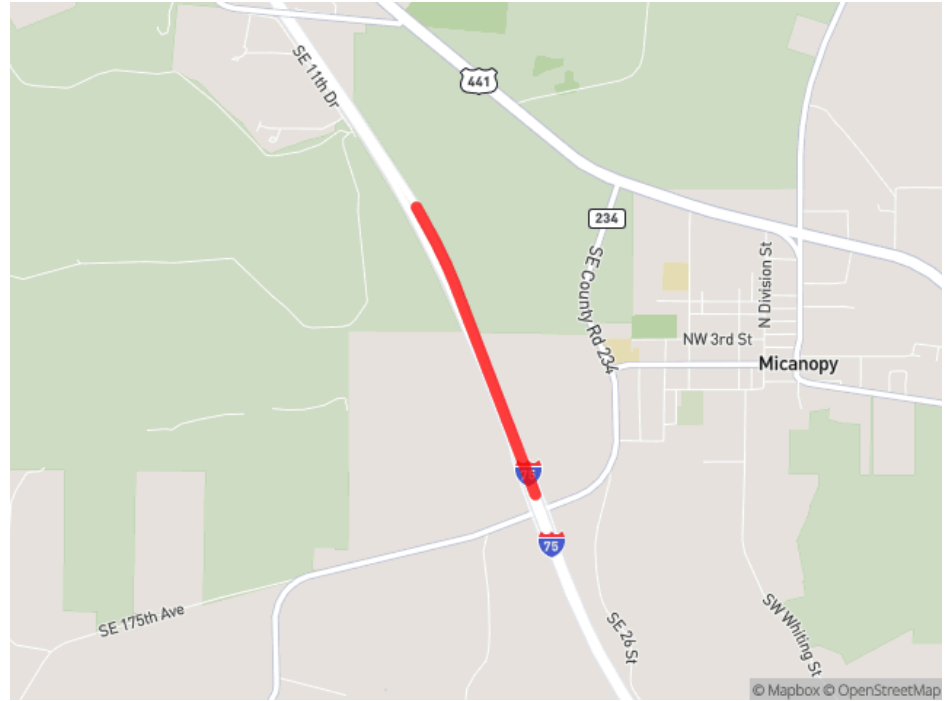


| Phase  | Fund Source                    | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$0    | \$88,026    | \$0    | \$0    | \$0    | \$0    | \$88,026    |
| Total Construction - Express/Expedited         |                                | \$0   | \$0    | \$88,026    | \$0    | \$0    | \$0    | \$0    | \$88,026    |
| Construction                                   | AC NAT HWY PERFORM RESURFACING | \$0   | \$0    | \$1,250,911 | \$0    | \$0    | \$0    | \$0    | \$1,250,911 |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$0    | \$1,929,338 | \$0    | \$0    | \$0    | \$0    | \$1,929,338 |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0    | \$55,189    | \$0    | \$0    | \$0    | \$0    | \$55,189    |
| Total Construction                             |                                | \$0   | \$0    | \$3,235,438 | \$0    | \$0    | \$0    | \$0    | \$3,235,438 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$23,953    | \$0    | \$0    | \$0    | \$0    | \$23,953    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$0    | \$23,953    | \$0    | \$0    | \$0    | \$0    | \$23,953    |
| Total Programmed                               |                                | \$0   | \$0    | \$3,347,417 | \$0    | \$0    | \$0    | \$0    | \$3,347,417 |

# 4288053 - I-75(SR93) FROM NORTH OF CR234 TO SOUTH OF SE WACAHOOA RD

I-75(SR93) FROM NORTH OF CR234 TO SOUTH OF SE WACAHOOA RD

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$4,341,452          |
| <b>SIS:</b>          | Yes                  |
| <b>Length:</b>       | 1.102                |

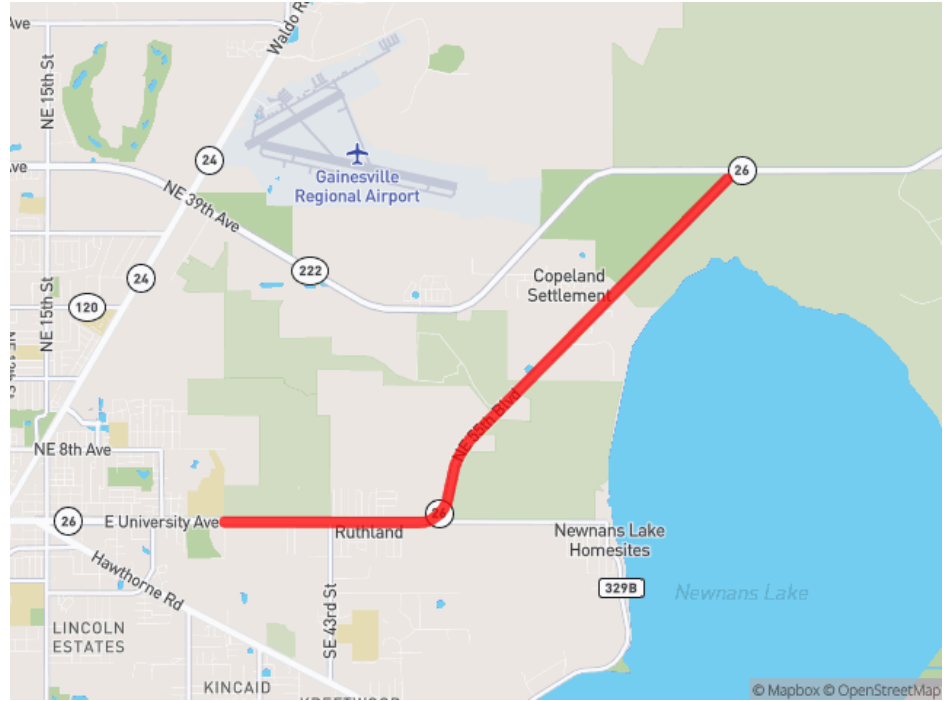


| Phase   | Fund Source                    | Prior | FY2027    | FY2028 | FY2029      | FY2030 | FY2031 | Future | Total       |
|---|--------------------------------|-------|-----------|--------|-------------|--------|--------|--------|-------------|
| Preliminary Engineering                           | ADVANCE CONSTRUCTION NHPP      | \$0   | \$850,000 | \$0    | \$0         | \$0    | \$0    | \$0    | \$850,000   |
| Total Preliminary Engineering                     |                                | \$0   | \$850,000 | \$0    | \$0         | \$0    | \$0    | \$0    | \$850,000   |
| Construction - Express/Expedited                  | State 100% - Indirect/Overhead | \$0   | \$0       | \$0    | \$87,269    | \$0    | \$0    | \$0    | \$87,269    |
| Total Construction - Express/Expedited            |                                | \$0   | \$0       | \$0    | \$87,269    | \$0    | \$0    | \$0    | \$87,269    |
| Construction                                      | ADVANCE CONSTRUCTION NHPP      | \$0   | \$0       | \$0    | \$3,306,001 | \$0    | \$0    | \$0    | \$3,306,001 |
| Total Construction                                |                                | \$0   | \$0       | \$0    | \$3,306,001 | \$0    | \$0    | \$0    | \$3,306,001 |
| Construction Support - Express/Expedited          | State 100% - Indirect/Overhead | \$0   | \$0       | \$0    | \$28,697    | \$0    | \$0    | \$0    | \$28,697    |
| Total Construction Support - Express/Expedited    |                                | \$0   | \$0       | \$0    | \$28,697    | \$0    | \$0    | \$0    | \$28,697    |
| Preliminary Engineering - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$69,485  | \$0    | \$0         | \$0    | \$0    | \$0    | \$69,485    |
| Total Preliminary Engineering - Express/Expedited |                                | \$0   | \$69,485  | \$0    | \$0         | \$0    | \$0    | \$0    | \$69,485    |
| Total Programmed                                  |                                | \$0   | \$919,485 | \$0    | \$3,421,967 | \$0    | \$0    | \$0    | \$4,341,452 |

## 2075804 - SR26(UNIVERSITY AVE) FROM 31ST ST TO SR222(NE 39TH BLVD)

SR26(UNIVERSITY AVE) FROM 31ST ST TO SR222(NE 39TH BLVD)

|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$9,232,876          |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 4.702                |



| Phase  | Fund Source                    | Prior | FY2027 | FY2028      | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|--------|-------------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$0    | \$221,156   | \$0    | \$0    | \$0    | \$0    | \$221,156   |
| Total Construction - Express/Expedited         |                                | \$0   | \$0    | \$221,156   | \$0    | \$0    | \$0    | \$0    | \$221,156   |
| Construction                                   | AC NAT HWY PERFORM RESURFACING | \$0   | \$0    | \$5,214,540 | \$0    | \$0    | \$0    | \$0    | \$5,214,540 |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$0    | \$2,403,932 | \$0    | \$0    | \$0    | \$0    | \$2,403,932 |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0    | \$138,655   | \$0    | \$0    | \$0    | \$0    | \$138,655   |
| Construction                                   | STATE PRIMARY HIGHWAYS & PTO   | \$0   | \$0    | \$94,256    | \$0    | \$0    | \$0    | \$0    | \$94,256    |
| Total Construction                             |                                | \$0   | \$0    | \$7,851,383 | \$0    | \$0    | \$0    | \$0    | \$7,851,383 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$50,112    | \$0    | \$0    | \$0    | \$0    | \$50,112    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$0    | \$50,112    | \$0    | \$0    | \$0    | \$0    | \$50,112    |
| Total Programmed                               |                                | \$0   | \$0    | \$8,122,651 | \$0    | \$0    | \$0    | \$0    | \$8,122,651 |

# 4404914 - I-75(SR93) ALACHUA COUNTY ASSET MAINTENANCE (CONTRACTOR)

I-75(SR93) ALACHUA COUNTY ASSET MAINTENANCE (CONTRACTOR)

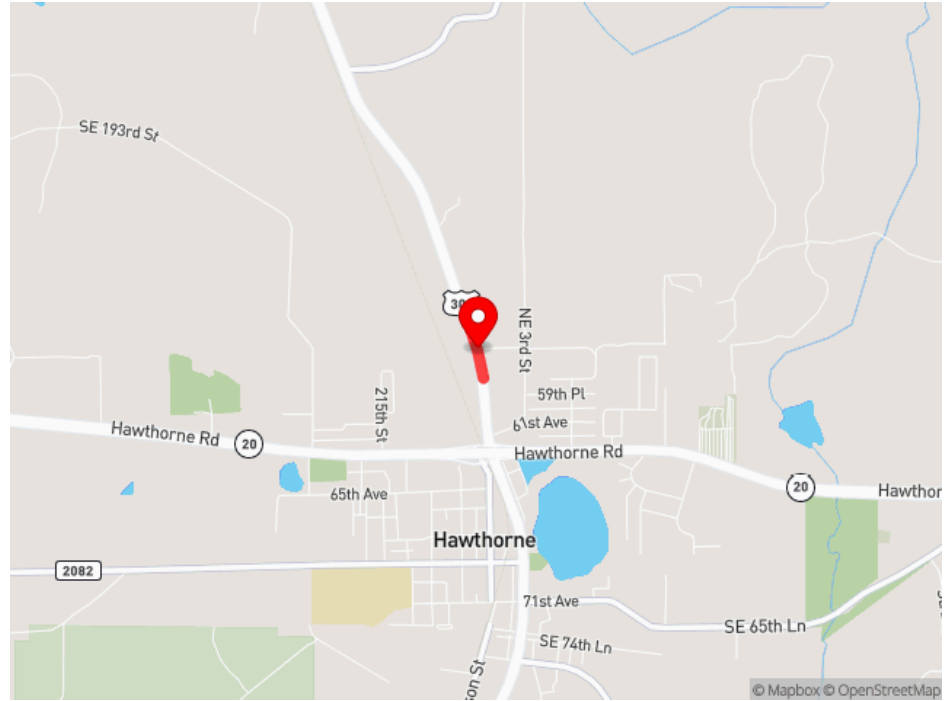
|                      |                      |
|----------------------|----------------------|
| <b>Project Type:</b> | State of Good Repair |
| <b>Lead Agency:</b>  | City Of Gainesville  |
| <b>Total Cost:</b>   | \$33,984,636         |
| <b>SIS:</b>          | No                   |
| <b>Length:</b>       | 0                    |

| Phase                                 | Fund Source                    | Prior | FY2027      | FY2028      | FY2029      | FY2030 | FY2031 | Future | Total        |
|---------------------------------------|--------------------------------|-------|-------------|-------------|-------------|--------|--------|--------|--------------|
| Brdg/Rdwy/Contract Maint              | UNRESTRICTED STATE PRIMARY     | \$0   | \$4,503,652 | \$4,250,000 | \$4,250,000 | \$0    | \$0    | \$0    | \$13,003,652 |
| Total Brdg/Rdwy/Contract Maint        |                                | \$0   | \$4,503,652 | \$4,250,000 | \$4,250,000 | \$0    | \$0    | \$0    | \$13,003,652 |
| Maintenance - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$263,914   | \$249,050   | \$249,050   | \$0    | \$0    | \$0    | \$762,014    |
| Total Maintenance - Express/Expedited |                                | \$0   | \$263,914   | \$249,050   | \$249,050   | \$0    | \$0    | \$0    | \$762,014    |
| Total Programmed                      |                                | \$0   | \$4,767,566 | \$4,499,050 | \$4,499,050 | \$0    | \$0    | \$0    | \$13,765,666 |

# 2077944 - SR200(US301) AT SE 57TH AVE

SR200(US301) AT SE 57TH AVE

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | TSMO                |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$1,747,214         |
| <b>SIS:</b>          | Yes                 |
| <b>Length:</b>       | 0.2                 |



| Phase  | Fund Source                    | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$27,125    | \$0    | \$0    | \$0    | \$0    | \$0    | \$27,125    |
| Total Construction - Express/Expedited         |                                | \$0   | \$27,125    | \$0    | \$0    | \$0    | \$0    | \$0    | \$27,125    |
| Construction                                   | ADVANCE CONSTRUCTION (SS,HSP)  | \$0   | \$1,067,153 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,067,153 |
| Total Construction                             |                                | \$0   | \$1,067,153 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,067,153 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$10,982    | \$0    | \$0    | \$0    | \$0    | \$0    | \$10,982    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$10,982    | \$0    | \$0    | \$0    | \$0    | \$0    | \$10,982    |
| Right of Way - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$5,776     | \$0    | \$0    | \$0    | \$0    | \$0    | \$5,776     |
| Total Right of Way - Express/Expedited         |                                | \$0   | \$5,776     | \$0    | \$0    | \$0    | \$0    | \$0    | \$5,776     |
| Right Of Way                                   | ADVANCE CONSTRUCTION (SS,HSP)  | \$0   | \$93,921    | \$0    | \$0    | \$0    | \$0    | \$0    | \$93,921    |
| Total Right Of Way                             |                                | \$0   | \$93,921    | \$0    | \$0    | \$0    | \$0    | \$0    | \$93,921    |
| Total Programmed                               |                                | \$0   | \$1,204,957 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,204,957 |

# 4135171 - D2-ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT

D2-ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT

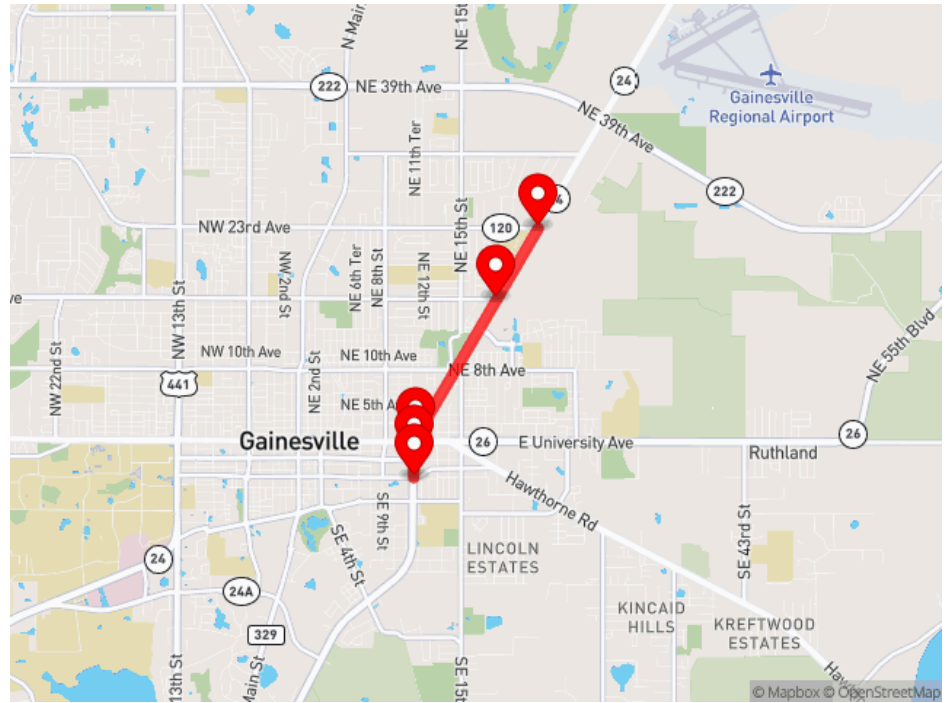
|                      |                  |
|----------------------|------------------|
| <b>Project Type:</b> | TSMO             |
| <b>Lead Agency:</b>  | Town Of Micanopy |
| <b>Total Cost:</b>   | \$16,598,523     |
| <b>SIS:</b>          | No               |
| <b>Length:</b>       | 0                |

| Phase                                | Fund Source                    | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------------------------|--------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Operations                           | DISTRICT DEDICATED REVENUE     | \$0   | \$844,044   | \$0    | \$0    | \$0    | \$0    | \$0    | \$844,044   |
| Operations                           | STATEWIDE ITS - STATE 100%.    | \$0   | \$480,803   | \$0    | \$0    | \$0    | \$0    | \$0    | \$480,803   |
| Total Operations                     |                                | \$0   | \$1,324,847 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,324,847 |
| Operations - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$98,703    | \$0    | \$0    | \$0    | \$0    | \$0    | \$98,703    |
| Total Operations - Express/Expedited |                                | \$0   | \$98,703    | \$0    | \$0    | \$0    | \$0    | \$0    | \$98,703    |
| Total Programmed                     |                                | \$0   | \$1,423,550 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,423,550 |

# 4358901 - SR331 AT SE 4TH AVE, SE 2ND AVE, SR26, NE 16TH AVE, SR120

SR331 AT SE 4TH AVE, SE 2ND AVE, SR26, NE 16TH AVE, SR120

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | TSMO                |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$6,522,194         |
| <b>SIS:</b>          | Yes                 |
| <b>Length:</b>       | 1.998               |

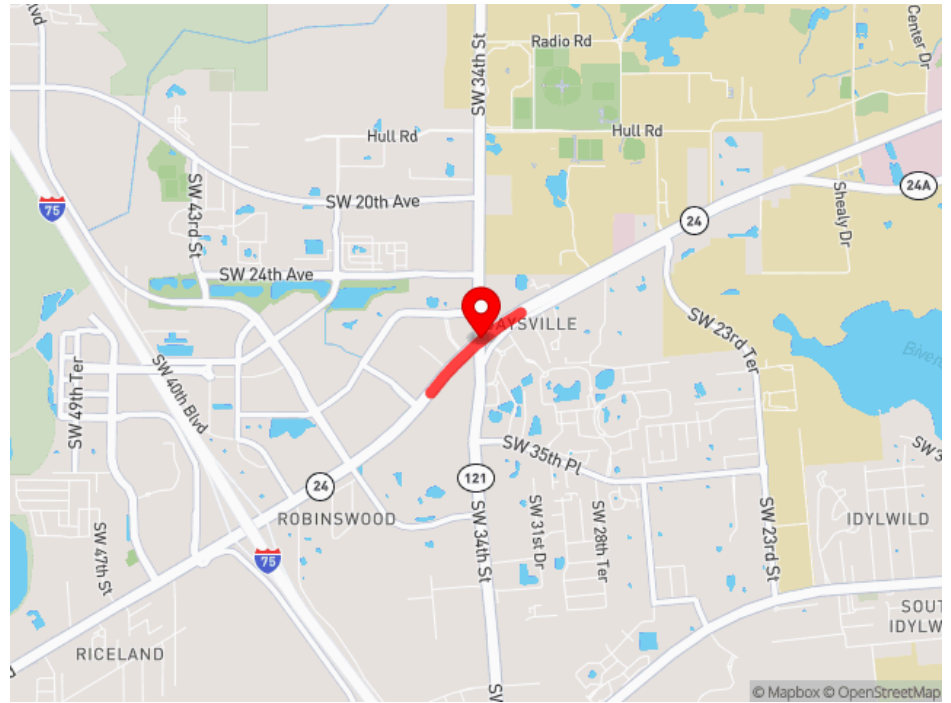


| Phase  | Fund Source                    | Prior | FY2027 | FY2028 | FY2029 | FY2030      | FY2031 | Future | Total       |
|--|--------------------------------|-------|--------|--------|--------|-------------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$138,167   | \$0    | \$0    | \$138,167   |
| Total Construction - Express/Expedited         |                                | \$0   | \$0    | \$0    | \$0    | \$138,167   | \$0    | \$0    | \$138,167   |
| Construction                                   | DISTRICT DEDICATED REVENUE     | \$0   | \$0    | \$0    | \$0    | \$4,958,052 | \$0    | \$0    | \$4,958,052 |
| Construction                                   | LOCAL FUNDS                    | \$0   | \$0    | \$0    | \$0    | \$12,056    | \$0    | \$0    | \$12,056    |
| Construction                                   | STATE IN-HOUSE PRODUCT SUPPORT | \$0   | \$0    | \$0    | \$0    | \$86,625    | \$0    | \$0    | \$86,625    |
| Total Construction                             |                                | \$0   | \$0    | \$0    | \$0    | \$5,056,733 | \$0    | \$0    | \$5,056,733 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$36,810    | \$0    | \$0    | \$36,810    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$0    | \$0    | \$0    | \$36,810    | \$0    | \$0    | \$36,810    |
| Environmental                                  | DISTRICT DEDICATED REVENUE     | \$0   | \$0    | \$0    | \$0    | \$15,000    | \$0    | \$0    | \$15,000    |
| Total Environmental                            |                                | \$0   | \$0    | \$0    | \$0    | \$15,000    | \$0    | \$0    | \$15,000    |
| Environmental - Express/Expedited              | State 100% - Indirect/Overhead | \$0   | \$0    | \$0    | \$0    | \$1,118     | \$0    | \$0    | \$1,118     |
| Total Environmental - Express/Expedited        |                                | \$0   | \$0    | \$0    | \$0    | \$1,118     | \$0    | \$0    | \$1,118     |
| Total Programmed                               |                                | \$0   | \$0    | \$0    | \$0    | \$5,247,828 | \$0    | \$0    | \$5,247,828 |

# 4498441 - SR24(SW ARCHER RD) AT SR121(SW34TH ST)

SR24(SW ARCHER RD) AT SR121(SW34TH ST)

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | TSMO                |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$1,950,930         |
| <b>SIS:</b>          | No                  |
| <b>Length:</b>       | 0.428               |



| Phase  | Fund Source                    | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--|--------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Construction - Express/Expedited               | State 100% - Indirect/Overhead | \$0   | \$44,398    | \$0    | \$0    | \$0    | \$0    | \$0    | \$44,398    |
| Total Construction - Express/Expedited         |                                | \$0   | \$44,398    | \$0    | \$0    | \$0    | \$0    | \$0    | \$44,398    |
| Construction                                   | ADVANCE CONSTRUCTION (SS,HSP)  | \$0   | \$1,691,010 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,691,010 |
| Total Construction                             |                                | \$0   | \$1,691,010 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,691,010 |
| Construction Support - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$13,298    | \$0    | \$0    | \$0    | \$0    | \$0    | \$13,298    |
| Total Construction Support - Express/Expedited |                                | \$0   | \$13,298    | \$0    | \$0    | \$0    | \$0    | \$0    | \$13,298    |
| Total Programmed                               |                                | \$0   | \$1,748,706 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,748,706 |

# 4559861 - D-2 ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT

## D-2 ALACHUA COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT

|                      |             |
|----------------------|-------------|
| <b>Project Type:</b> | TSMO        |
| <b>Lead Agency:</b>  | Unknown     |
| <b>Total Cost:</b>   | \$5,989,107 |
| <b>SIS:</b>          | No          |
| <b>Length:</b>       | 0           |

| Phase                                 | Fund Source                    | Prior | FY2027 | FY2028      | FY2029      | FY2030      | FY2031      | Future | Total       |
|---------------------------------------|--------------------------------|-------|--------|-------------|-------------|-------------|-------------|--------|-------------|
| Brdg/Rdwy/Contract Maint              | UNRESTRICTED STATE PRIMARY     | \$0   | \$0    | \$1,367,241 | \$1,391,361 | \$1,432,968 | \$1,466,000 | \$0    | \$5,657,570 |
| Total Brdg/Rdwy/Contract Maint        |                                | \$0   | \$0    | \$1,367,241 | \$1,391,361 | \$1,432,968 | \$1,466,000 | \$0    | \$5,657,570 |
| Maintenance - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$0    | \$80,121    | \$81,535    | \$83,973    | \$85,908    | \$0    | \$331,537   |
| Total Maintenance - Express/Expedited |                                | \$0   | \$0    | \$80,121    | \$81,535    | \$83,973    | \$85,908    | \$0    | \$331,537   |
| Total Programmed                      |                                | \$0   | \$0    | \$1,447,362 | \$1,472,896 | \$1,516,941 | \$1,551,908 | \$0    | \$5,989,107 |



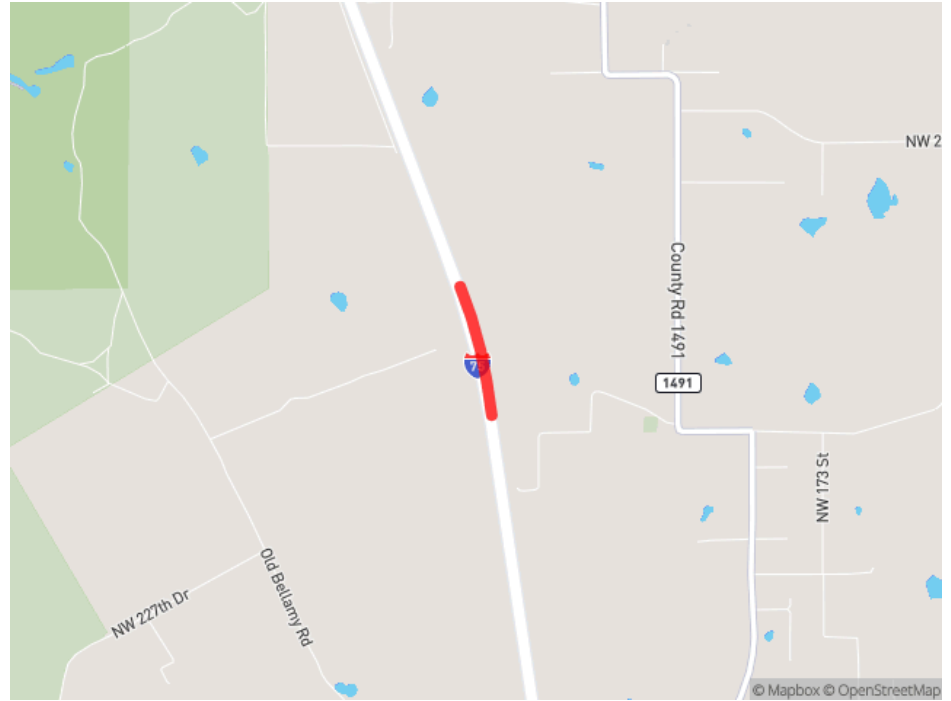
Safety Projects  
1 Project

draft

# 4553991 - I-75(SR93) SAFETY MEDIAN BARRIER INITIATIVE

I-75(SR93) SAFETY MEDIAN BARRIER INITIATIVE

|                      |                     |
|----------------------|---------------------|
| <b>Project Type:</b> | Misc Safety         |
| <b>Lead Agency:</b>  | City Of Gainesville |
| <b>Total Cost:</b>   | \$4,199,016         |
| <b>SIS:</b>          | Yes                 |
| <b>Length:</b>       | 0.468               |



| Phase  | Fund Source                    | Prior      | FY2027           | FY2028             | FY2029     | FY2030     | FY2031     | Future     | Total              |
|--|--------------------------------|------------|------------------|--------------------|------------|------------|------------|------------|--------------------|
| Preliminary Engineering                                  | Statewide Safety Initiatives   | \$0        | \$371,198        | \$0                | \$0        | \$0        | \$0        | \$0        | \$371,198          |
| <b>Total Preliminary Engineering</b>                     |                                | <b>\$0</b> | <b>\$371,198</b> | <b>\$0</b>         | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$371,198</b>   |
| Construction - Express/Expedited                         | State 100% - Indirect/Overhead | \$0        | \$0              | \$104,597          | \$0        | \$0        | \$0        | \$0        | \$104,597          |
| <b>Total Construction - Express/Expedited</b>            |                                | <b>\$0</b> | <b>\$0</b>       | <b>\$104,597</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$104,597</b>   |
| Construction   | ADVANCE CONSTRUCTION (SS,HSP)  | \$0        | \$0              | \$2,082,387        | \$0        | \$0        | \$0        | \$0        | \$2,082,387        |
| Construction   | Statewide Safety Initiatives   | \$0        | \$0              | \$1,590,000        | \$0        | \$0        | \$0        | \$0        | \$1,590,000        |
| <b>Total Construction</b>                                |                                | <b>\$0</b> | <b>\$0</b>       | <b>\$3,672,387</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,672,387</b> |
| Construction Support - Express/Expedited                 | State 100% - Indirect/Overhead | \$0        | \$0              | \$21,274           | \$0        | \$0        | \$0        | \$0        | \$21,274           |
| <b>Total Construction Support - Express/Expedited</b>    |                                | <b>\$0</b> | <b>\$0</b>       | <b>\$21,274</b>    | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$21,274</b>    |
| Preliminary Engineering - Express/Expedited              | State 100% - Indirect/Overhead | \$0        | \$29,560         | \$0                | \$0        | \$0        | \$0        | \$0        | \$29,560           |
| <b>Total Preliminary Engineering - Express/Expedited</b> |                                | <b>\$0</b> | <b>\$29,560</b>  | <b>\$0</b>         | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$29,560</b>    |
| <b>Total Programmed</b>                                  |                                | <b>\$0</b> | <b>\$400,758</b> | <b>\$3,798,258</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,199,016</b> |

Transit Projects  
7 Projects

draft

# 2155462 - GAINESVILLE RTS SECTION 5307 FORMULA GRANT OPERATING ASSISTANCE

GAINESVILLE RTS SECTION 5307 FORMULA GRANT OPERATING ASSISTANCE

|                      |              |
|----------------------|--------------|
| <b>Project Type:</b> | Transit      |
| <b>Lead Agency:</b>  | Gainesville  |
| <b>Total Cost:</b>   | \$43,000,000 |
| <b>SIS:</b>          | No           |
| <b>Length:</b>       | 0            |

| Phase            | Fund Source                    | Prior | FY2027      | FY2028      | FY2029      | FY2030      | FY2031      | Future | Total        |
|------------------|--------------------------------|-------|-------------|-------------|-------------|-------------|-------------|--------|--------------|
| Operations       | FEDERAL TRANSIT ADMINISTRATION | \$0   | \$2,300,000 | \$2,300,000 | \$2,300,000 | \$2,300,000 | \$2,300,000 | \$0    | \$11,500,000 |
| Operations       | LOCAL FUNDS                    | \$0   | \$2,300,000 | \$2,300,000 | \$2,300,000 | \$2,300,000 | \$2,300,000 | \$0    | \$11,500,000 |
| Total Operations |                                | \$0   | \$4,600,000 | \$4,600,000 | \$4,600,000 | \$4,600,000 | \$4,600,000 | \$0    | \$23,000,000 |
| Total Programmed |                                | \$0   | \$4,600,000 | \$4,600,000 | \$4,600,000 | \$4,600,000 | \$4,600,000 | \$0    | \$23,000,000 |

# 4272501 - ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING

ALACHUA COUNTY FED SEC 5311 RURAL TRANSIT FUNDING

|                      |                |
|----------------------|----------------|
| <b>Project Type:</b> | Transit        |
| <b>Lead Agency:</b>  | Alachua County |
| <b>Total Cost:</b>   | \$7,895,806    |
| <b>SIS:</b>          | No             |
| <b>Length:</b>       | 0              |

| Phase                                | Fund Source                    | Prior | FY2027      | FY2028      | FY2029      | FY2030      | FY2031      | Future | Total       |
|--------------------------------------|--------------------------------|-------|-------------|-------------|-------------|-------------|-------------|--------|-------------|
| Operations                           | LOCAL FUNDS                    | \$0   | \$497,061   | \$511,973   | \$527,332   | \$543,152   | \$559,446   | \$0    | \$2,638,964 |
| Operations                           | STATE PRIMARY/FEDERAL REIMB    | \$0   | \$497,061   | \$511,973   | \$527,332   | \$543,152   | \$559,446   | \$0    | \$2,638,964 |
| Total Operations                     |                                | \$0   | \$994,122   | \$1,023,946 | \$1,054,664 | \$1,086,304 | \$1,118,892 | \$0    | \$5,277,928 |
| Operations - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$12,178    | \$12,543    | \$12,920    | \$13,307    | \$13,706    | \$0    | \$64,654    |
| Total Operations - Express/Expedited |                                | \$0   | \$12,178    | \$12,543    | \$12,920    | \$13,307    | \$13,706    | \$0    | \$64,654    |
| Total Programmed                     |                                | \$0   | \$1,006,300 | \$1,036,489 | \$1,067,584 | \$1,099,611 | \$1,132,598 | \$0    | \$5,342,582 |

# 4474453 - COMPASS TRANSIT SERVICE GAINESVILLE RTS

COMPASS TRANSIT SERVICE GAINESVILLE RTS

|                      |              |
|----------------------|--------------|
| <b>Project Type:</b> | Transit      |
| <b>Lead Agency:</b>  | Gainesville  |
| <b>Total Cost:</b>   | \$10,222,848 |
| <b>SIS:</b>          | No           |
| <b>Length:</b>       | 0            |

| Phase                                | Fund Source                    | Prior | FY2027      | FY2028      | FY2029      | FY2030      | FY2031      | Future | Total       |
|--------------------------------------|--------------------------------|-------|-------------|-------------|-------------|-------------|-------------|--------|-------------|
| Operations                           | DISTRICT DEDICATED REVENUE     | \$0   | \$1,497,094 | \$1,497,094 | \$1,497,094 | \$1,675,000 | \$1,715,000 | \$0    | \$7,881,282 |
| Total Operations                     |                                | \$0   | \$1,497,094 | \$1,497,094 | \$1,497,094 | \$1,675,000 | \$1,715,000 | \$0    | \$7,881,282 |
| Operations - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$36,679    | \$36,679    | \$36,679    | \$41,038    | \$42,018    | \$0    | \$193,093   |
| Total Operations - Express/Expedited |                                | \$0   | \$36,679    | \$36,679    | \$36,679    | \$41,038    | \$42,018    | \$0    | \$193,093   |
| Total Programmed                     |                                | \$0   | \$1,533,773 | \$1,533,773 | \$1,533,773 | \$1,716,038 | \$1,757,018 | \$0    | \$8,074,375 |

# 4117571 - GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS

## GAINESVILLE RTS STATE BLOCK GRANT OPERATING FUNDS

|                      |              |
|----------------------|--------------|
| <b>Project Type:</b> | Transit      |
| <b>Lead Agency:</b>  | Gainesville  |
| <b>Total Cost:</b>   | \$96,073,685 |
| <b>SIS:</b>          | No           |
| <b>Length:</b>       | 0            |

| Phase                                | Fund Source                    | Prior | FY2027      | FY2028      | FY2029      | FY2030      | FY2031      | Future | Total        |
|--------------------------------------|--------------------------------|-------|-------------|-------------|-------------|-------------|-------------|--------|--------------|
| Operations                           | DISTRICT DEDICATED REVENUE     | \$0   | \$2,077,228 | \$2,139,545 | \$2,203,731 | \$2,269,843 | \$2,337,938 | \$0    | \$11,028,285 |
| Operations                           | LOCAL FUNDS                    | \$0   | \$2,077,228 | \$2,139,545 | \$2,203,731 | \$2,269,843 | \$2,337,938 | \$0    | \$11,028,285 |
| Total Operations                     |                                | \$0   | \$4,154,456 | \$4,279,090 | \$4,407,462 | \$4,539,686 | \$4,675,876 | \$0    | \$22,056,570 |
| Operations - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$50,892    | \$52,419    | \$53,991    | \$55,611    | \$57,279    | \$0    | \$270,192    |
| Total Operations - Express/Expedited |                                | \$0   | \$50,892    | \$52,419    | \$53,991    | \$55,611    | \$57,279    | \$0    | \$270,192    |
| Total Programmed                     |                                | \$0   | \$4,205,348 | \$4,331,509 | \$4,461,453 | \$4,595,297 | \$4,733,155 | \$0    | \$22,326,762 |

# 4040261 - GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES

GAINESVILLE RTS SEC 5307 FORMULA GRANT MISC CAPITAL PURCHASES

|                      |              |
|----------------------|--------------|
| <b>Project Type:</b> | Transit      |
| <b>Lead Agency:</b>  | Gainesville  |
| <b>Total Cost:</b>   | \$70,511,782 |
| <b>SIS:</b>          | No           |
| <b>Length:</b>       | 0            |

| Phase            | Fund Source                    | Prior | FY2027      | FY2028      | FY2029      | FY2030      | FY2031      | Future | Total        |
|------------------|--------------------------------|-------|-------------|-------------|-------------|-------------|-------------|--------|--------------|
| Capital          | FEDERAL TRANSIT ADMINISTRATION | \$0   | \$4,387,061 | \$4,387,061 | \$4,387,061 | \$4,387,061 | \$4,387,061 | \$0    | \$21,935,305 |
| Capital          | LOCAL FUNDS                    | \$0   | \$1,096,765 | \$1,096,765 | \$1,096,765 | \$1,096,765 | \$1,096,765 | \$0    | \$5,483,825  |
| Total Capital    |                                | \$0   | \$5,483,826 | \$5,483,826 | \$5,483,826 | \$5,483,826 | \$5,483,826 | \$0    | \$27,419,130 |
| Total Programmed |                                | \$0   | \$5,483,826 | \$5,483,826 | \$5,483,826 | \$5,483,826 | \$5,483,826 | \$0    | \$27,419,130 |

# 4330762 - GAINESVILLE RTS NORTH MOBILITY-ON-DEMAND

GAINESVILLE RTS NORTH MOBILITY-ON-DEMAND

|                      |             |
|----------------------|-------------|
| <b>Project Type:</b> | Transit     |
| <b>Lead Agency:</b>  | Gainesville |
| <b>Total Cost:</b>   | \$1,029,732 |
| <b>SIS:</b>          | No          |
| <b>Length:</b>       | 0           |

| Phase                                | Fund Source                    | Prior | FY2027      | FY2028 | FY2029 | FY2030 | FY2031 | Future | Total       |
|--------------------------------------|--------------------------------|-------|-------------|--------|--------|--------|--------|--------|-------------|
| Operations                           | LOCAL FUNDS                    | \$0   | \$508,635   | \$0    | \$0    | \$0    | \$0    | \$0    | \$508,635   |
| Operations                           | STATE - PTO                    | \$0   | \$508,635   | \$0    | \$0    | \$0    | \$0    | \$0    | \$508,635   |
| Total Operations                     |                                | \$0   | \$1,017,270 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,017,270 |
| Operations - Express/Expedited       | State 100% - Indirect/Overhead | \$0   | \$12,462    | \$0    | \$0    | \$0    | \$0    | \$0    | \$12,462    |
| Total Operations - Express/Expedited |                                | \$0   | \$12,462    | \$0    | \$0    | \$0    | \$0    | \$0    | \$12,462    |
| Total Programmed                     |                                | \$0   | \$1,029,732 | \$0    | \$0    | \$0    | \$0    | \$0    | \$1,029,732 |

# 4415201 - ALACHUA CO RTS TRANSIT IMPROVEMENT SECTION 5339

ALACHUA CO RTS TRANSIT IMPROVEMENT SECTION 5339

|                      |                |
|----------------------|----------------|
| <b>Project Type:</b> | Transit        |
| <b>Lead Agency:</b>  | Alachua County |
| <b>Total Cost:</b>   | \$7,167,579    |
| <b>SIS:</b>          | No             |
| <b>Length:</b>       | 0              |

| Phase            | Fund Source                    | Prior | FY2027    | FY2028    | FY2029    | FY2030    | FY2031    | Future | Total       |
|------------------|--------------------------------|-------|-----------|-----------|-----------|-----------|-----------|--------|-------------|
| Capital          | FEDERAL TRANSIT ADMINISTRATION | \$0   | \$507,151 | \$507,151 | \$507,151 | \$507,151 | \$507,151 | \$0    | \$2,535,755 |
| Capital          | LOCAL FUNDS                    | \$0   | \$126,788 | \$126,788 | \$126,788 | \$126,788 | \$126,788 | \$0    | \$633,940   |
| Total Capital    |                                | \$0   | \$633,939 | \$633,939 | \$633,939 | \$633,939 | \$633,939 | \$0    | \$3,169,695 |
| Total Programmed |                                | \$0   | \$633,939 | \$633,939 | \$633,939 | \$633,939 | \$633,939 | \$0    | \$3,169,695 |

# Appendices

## Appendix 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 of 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. [08]

*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 Gainesville & Alachua County Transportation Planning Organization 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 Gainesville & Alachua County Transportation Planning Organization 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.

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## Appendix B. List of Acronyms for Projects and Funding Codes

This Appendix details the list of acronyms for transportation projects and fund codes used in Chapter V Detailed Project Listings for Five Fiscal Years tables; however, the funding categories represented in this TIP are listed below:

- 1) Freight Program, Advanced Construction,
- 2) High Priority Project, reprogrammed Federal Earmark funds,
- 3) National Highway, Advanced Construction & 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) FDOT Revenue, and
- 16) Local Match Funds (County, City, other partners)

| 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 EMERGENCY RELIEF (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        |

| Code | Description                    | Fund Group | Fund Group Description  |
|------|--------------------------------|------------|-------------------------|
| 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              |

| Code | Description                    | Fund Group | Fund Group Description        |
|------|--------------------------------|------------|-------------------------------|
| 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                    |
| DDR  | DISTRICT DEDICATED REVENUE     | N11        | 100% STATE                    |
| DEM  | ENVIRONMENTAL MITIGATION       | N11        | 100% STATE                    |
| DER  | EMERGENCY RELIEF - STATE FUNDS | N11        | 100% STATE                    |

| Code | Description                    | Fund Group | Fund Group Description   |
|------|--------------------------------|------------|--------------------------|
| 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 |

| Code | Description                    | Fund Group | Fund Group Description       |
|------|--------------------------------|------------|------------------------------|
| 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                   |

| Code | Description                    | Fund Group | Fund Group Description      |
|------|--------------------------------|------------|-----------------------------|
| 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.      |
| 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                  |

| Code | Description                    | Fund Group | Fund Group Description    |
|------|--------------------------------|------------|---------------------------|
| 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                |

| Code | Description                    | Fund Group | Fund Group Description       |
|------|--------------------------------|------------|------------------------------|
| 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        |
| 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           |

| Code | Description                    | Fund Group | Fund Group Description    |
|------|--------------------------------|------------|---------------------------|
| 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                |

| Code | Description                    | Fund Group | Fund Group Description        |
|------|--------------------------------|------------|-------------------------------|
| 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        |
| 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     |

| Code | Description                     | Fund Group | Fund Group Description    |
|------|---------------------------------|------------|---------------------------|
| 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                |

| Code | Description                    | Fund Group | Fund Group Description |
|------|--------------------------------|------------|------------------------|
| 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        |

| Code | Description                    | Fund Group | Fund Group Description        |
|------|--------------------------------|------------|-------------------------------|
| TOBD | I-95 EXPRESS LANES             | N42        | TOLL OPERATIONS               |
| 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            |

## Appendix C. List of Acronyms for Projects and Phase Codes

Abbreviations used for transportation projects and phase codes information.

| 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                |

| Code | Project Phase Information |
|------|---------------------------|
|------|---------------------------|

## Appendix D. Total Project Costs

### Total Project Cost Process

#### **How do I get to full project costs?**

Transportation projects for Alachua County are either located within the Gainesville & Alachua County Transportation Planning Organization 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 MPO 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 2050 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 2050 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](mailto: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:

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## 2050 Cost Feasible Plan Total Cost Tables

GACTPO adopted its prioritized multimodal 2050 Cost Feasible Plan on August 24, 2025. The 2050 Cost Feasible Plan provides project descriptions, phasing, and project total costs in year of expenditure dollars:

- Table A-1 - Year 2050 Roadway Cost Feasible Projects
- Table A-2 - Year 2050 Transit Cost Feasible Projects
- Table A-3 - Year 2050 Multimodal Cost Feasible Projects
- Table A-4 - Year 2050 Safety Cost Feasible Projects

**Table D - 1  
Year 2050 Roadway Cost Feasible Projects**

| Project ID | Street  | From  | To   | Project Type   | Project Length (Miles) | Cost Feasible Time Frame | Cost Estimate   | Funds   | Rank |
|------------|---|---|--|--|------------------------|--------------------------|-----------------|---------|------|
| 14         | Fletcher Drive/Buckman Drive  | W University Avenue (SR 26)                 | Stadium Road                                   | Conversion of Fletcher Dr and Buckman Dr to one way with cycle track | 0.55                   | 2031-2035                | \$5,488,630     | Non-SHS | 1    |
| 13         | 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  | 0.40                   | 2041-2050                | \$6,400,000     | Non-SHS | 2    |
| 32         | SW 47th Avenue Extension (Phase 2 New Road)   | SW 47th Avenue Extension (Phase 1 New Road) | SW 40th Place (Existing Western Terminus)      | New Roads  | 0.46                   | 2041-2050                | \$7,360,000     | Non-SHS | 3    |
| 21         | SW 40th Boulevard Connector   | SW 62nd Boulevard                           | SW 40th Boulevard (Existing Northern Terminus) | New Roads  | 0.17                   | 2041-2050                | \$2,720,000     | Non-SHS | 4    |
| 41         | NW 122nd Street   | NW 33rd Avenue                              | NW 17th Avenue                                 | New Roads  | 0.44                   | 2031-2035                | \$7,040,000     | STBG    | 5    |
| 45         | NW 23rd Avenue Extension  | NW 98th Street                              | NW 122nd Street Extension                      | New Roads  | 1.30                   | 2036-2040                | \$20,800,000    | STBG    | 6    |
| 42         | New roadway Bledsoe Dr to Hull Road with new intersection at SW 34th Street           | Bledsoe Drive                               | Hull Road                                      | New Roads  | 0.65                   | 2041-2050                | \$10,400,000    | STBG    | 7    |
| 9          | SE 16th Avenue (SR 226)   | S Main Street (SR 329)                      | SE Williston Road (SR 331)                     | Widen Two (2) Lane to Four (4) Lane                                  | 0.55                   | 2041-2050                | \$ 30,800,000   | SHS     | 8    |
| 1          | I-75*   | Marion County Line                          | Santa Fe River                                 | Widening   | 34.25                  | 2041-2050                | \$1,932,400,000 | SIS     | *    |

\* The I-75 project is not ranked as it's an SIS project.

**Table D - 2  
Year 2050 Transit Cost Feasible Projects**

| Project ID | Street                               | From                          | To                       | Project Type            | Cost Estimate | Funds       | Rank |
|------------|--------------------------------------|-------------------------------|--------------------------|-------------------------|---------------|-------------|------|
| 301        | Newberry/ Jonesville Express (SR 26) | SW 143rd Street               | Stadium Road             | Express Transit         | \$11,226,667  | Boxed Funds | 1    |
| 315        | W Newberry Road                      | NW 143rd Street               | I-75                     | Dedicated Transit Line  | \$9,013,214   | Boxed Funds | 2    |
| 302        | W University Avenue (SR 26)          | Stadium Road                  | Eastside Activity Center | Express Transit         | \$11,226,667  | Boxed Funds | 3    |
| 308        | Haile Plantation Express             | SW 91st Terrace               | SW 16th Avenue (SR 24A)  | Express Transit         | \$11,226,667  | Boxed Funds | 4    |
| 303        | SW 75 Street                         | SW Archer Road (SR 24)        | W Newberry Road (SR 26)  | Shared Transit Line     | \$8,003,276   | Boxed Funds | 5    |
| 305        | Santa Fe/ Tower Express              | NW 39 Avenue (SR 222)         | W Newberry Road (SR 26)  | Express Transit         | \$11,226,667  | Boxed Funds | 6    |
| 310        | SW Archer Road                       | SW 91st Terrace               | SW 45th Street           | Dedicated Transit Line  | \$6,364,510   | Boxed Funds | 7    |
| 317        | SW 122 Street                        | SW 31st Avenue                | W University Avenue      | Dedicated Transit Line  | \$2,826,016   | Boxed Funds | 8    |
| 313        | NW 23 Avenue                         | Fort Clark Boulevard          | NW 83rd Street           | Shared Transit Line     | \$1,048,048   | Boxed Funds | 9    |
| 316        | NW 122 Street                        | W University Avenue (SR 26)   | NW 17th Avenue           | Dedicated Transit Line  | \$1,614,866   | Boxed Funds | 10   |
| 318        | NW 83 Street                         | NW 23rd Avenue                | NW 39th Avenue           | Dedicated Transit Line  | \$1,905,542   | Boxed Funds | 11   |
| 309        | Santa Fe/ Tower Express              | Newberry Road (SR 26)         | Archer Road (SR 24)      | Express Transit         | \$11,226,667  | Boxed Funds | 12   |
| 304        | SW 45 Street                         | SW Archer Road (SR 24)        | South of SW 36th Road    | Dedicated Transit Line  | \$666,940     | Boxed Funds | 13   |
| 306        | NE Waldo Road (SR 24)                | Gainesville Regional Airport  | NE 63rd Avenue           | Dedicated Transit Line  | \$2,915,479   | Boxed Funds | 14   |
| 319        | SE 43 Street                         | SE Hawthorne Road (SR 20)     | SE 11th Place            | Dedicated Transit Line  | \$781,272     | Boxed Funds | 15   |
| 307        | SW 91 Street                         | SW Archer Road                | SW 46th Boulevard        | Dedicated Transit Line  | \$1,614,866   | Boxed Funds | 16   |
| 320        | SW 62nd Boulevard                    | Newberry Road (State Road 26) | SW 20th Avenue           | Bus Rapid Transit lanes | \$8,974,545   | Boxed Funds | 17   |

| Project ID | Street                                     | From                          | To                     | Project Type           | Cost Estimate | Funds       | Rank |
|------------|--|-------------------------------|------------------------|------------------------|---------------|-------------|------|
| 312        | Haile Plantation Express                   | SW 24th Avenue                | SW Archer Road (SR 24) | Express Transit        | \$11,226,667  | Boxed Funds | 18   |
| 311        | Fort Clarke Boulevard                      | Newberry Road (State Road 26) | NW 23rd Avenue         | Dedicated Transit Line | \$952,771     | Boxed Funds | 19   |
| 314        | SE Hawthorne Road (SR 20)                  | SE 43rd Street                | SE 27th Street         | Dedicated Transit Line | \$5,965,433   | Boxed Funds | 20   |
| 321        | NW 122nd Park & Ride                       |                               |                        | Park and Ride          | \$172,947     | Boxed Funds | 21   |
| 322        | NW 98th Area Park & Ride                   |                               |                        | Park and Ride          | \$172,947     | Boxed Funds | 22   |
| 323        | Northwest express Transit Vehicles         |                               |                        | Buses                  | \$4,150,730   | Boxed Funds | 23   |
| 324        | Veterans Park, Park & Ride                 |                               |                        | Park and Ride          | \$345,894     | Boxed Funds | 24   |
| 325        | Tower / Archer Activity Center Park & Ride |                               |                        | Park and Ride          | \$864,735     | Boxed Funds | 25   |
| 326        | I-75 Park & Ride                           |                               |                        | Park and Ride          | \$34,589      | Boxed Funds | 26   |
| 327        | SW 62nd Area Park & Ride                   |                               |                        | Park and Ride          | \$172,947     | Boxed Funds | 27   |
| 328        | SW 91st Park & Ride                        |                               |                        | Park and Ride          | \$172,947     | Boxed Funds | 28   |
| 329        | Southwest Express Transit Vehicles         |                               |                        | Buses                  | \$8,301,460   | Boxed Funds | 29   |
| 330        | East Express Transit Vehicles              |                               |                        | Buses                  | \$4,150,730   | Boxed Funds | 30   |

**Table D - 3  
Year 2050 Multimodal Cost Feasible Projects**

| Project ID | Street  | From                         | To                          | Project Type       | Project Length (Miles) | Cost Estimate | Funds       | Rank |
|------------|---|------------------------------|-----------------------------|--------------------|------------------------|---------------|-------------|------|
| 161        | NE 3rd Avenue   | NE 25th Street               | NE Waldo Road (SR 24)       | Bike Boulevard     | 1.09                   | \$65,282      | Boxed Funds | 1    |
| 171        | SE 3rd Avenue   | Hawthorne Road (SR 20)       | SE 11th Street (SR 331)     | Buffered Bike Lane | 0.59                   | \$40,823      | Boxed Funds | 2    |
| 151        | NE 25th Street  | NE 8th Avenue                | E University Avenue (SR 26) | Buffered Bike Lane | 0.5                    | \$34,596      | Boxed Funds | 3    |
| 170        | NE 15th Street  | NE 8th Avenue                | E University Avenue / SR 26 | Buffered Bike Lane | 0.49                   | \$33,904      | Boxed Funds | 4    |
| 178        | NE 9th Street   | NE 31st Avenue               | NE 23rd Avenue              | Bike Boulevard     | 0.52                   | \$30,583      | Boxed Funds | 5    |
| 176        | SE 7th Avenue   | SE 15th Street               | SE 11th Street (SR 331)     | Bike Lane          | 0.34                   | \$23,525      | Boxed Funds | 6    |
| 182        | NW 23rd Avenue Trail (NW 34th to Glen Springs Connection) | NW 23rd Avenue               | NW 23rd Terrace             | Multi-Use Trail    | 0.76                   | \$470,502     | Boxed Funds | 7    |
| 206        | SE 27th Street and SE 41st Avenue                         | SE Hawthorne Road (SR 26)    | SE 15th Street              | Multi-Use Trail    | 3.1                    | \$2,876,082   | Boxed Funds | 8    |
| 125        | SR 26   | NE County Road 234           | Quail Street                | Multi-Use Path     | 8.17                   | \$5,473,904   | Boxed Funds | 9    |
| 131        | Newberry Road/SR 26                                       | SW 170th Street              | SW 143rd Street             | Multi-Use Path     | 1.65                   | \$1,402,350   | Boxed Funds | 10   |
| 147        | N Main Street (gap)                                       | N 16th Avenue                | N 1800 block                | Sidewalk Priority  | 0.15                   | \$88,219      | Boxed Funds | 11   |
| 129        | Williston Road/SR 121                                     | SW 41st Road                 | SW 34th Street (SR 121)     | Multi-Use Path     | 0.36                   | \$305,967     | Boxed Funds | 12   |
| 156        | NW 143rd Street   | NW 39th Avenue (SR 222)      | Millhopper Road             | Multi-Use Path     | 2.02                   | \$1,716,816   | Boxed Funds | 13   |
| 155        | US 301  | Hawthorne Trail              | SE County Road 219A         | Multi-Use Path     | 2.74                   | \$2,542,085   | Boxed Funds | 14   |
| 120        | Waldo Road/SR 24  | Gainesville Regional Airport | US 301                      | Multi-Use Path     | 9.47                   | \$6,842,594   | Boxed Funds | 15   |
| 174        | Hawthorne Road/SR 20                                      | SE 24th Street               | Lake Shore Drive            | Multi-Use Path     | 2.5                    | \$2,124,772   | Boxed Funds | 16   |
| 198        | SW 20th Avenue and SW 24th Avenue                         | SW 34th Street (SR 121)      | SW 91st Street              | Multi-Use Path     | 4.5                    | \$3,251,497   | Boxed Funds | 17   |
| 203        | New Road between SW 24th Ave and Windmeadows Blvd         | SW 34th Street (SR 121)      | Clark Butler Boulevard      | Multi-Use Path     | 0.87                   | \$628,623     | Boxed Funds | 18   |
| 124        | CR 219A   | US 301                       | NE State Road 26            | Multi-Use Path     | 6.5                    | \$6,030,494   | Boxed Funds | 19   |

| Project ID | Street   | From                                     | To                                       | Project Type            | Project Length (Miles) | Cost Estimate | Funds       | Rank |
|------------|--|--|--|-------------------------|------------------------|---------------|-------------|------|
| 208        | SE 15th Street and the Extension to SE 16th Ave (new road) | SE 22nd Avenue                           | SE Williston Road (SR 331)               | Multi-Use Path          | 1.8                    | \$1,300,599   | Boxed Funds | 20   |
| 189        | Extension of 23rd Avenue                                   | NW 83rd Street                           | NW 55th Terrace                          | Multi-Use Path          | 1.72                   | \$1,242,794   | Boxed Funds | 21   |
| 154        | CR 234   | US 441                                   | NE State Road 26                         | Multi-Use Path          | 15.18                  | \$12,901,618  | Boxed Funds | 22   |
| 130        | Williston Road/SR 121                                      | SW 85th Avenue                           | SW 62nd Avenue                           | Multi-Use Path          | 1.52                   | \$1,291,862   | Boxed Funds | 23   |
| 179        | SW 75th Street   | SW 75th Way                              | SW 73rd Avenue                           | Multi-Use Path          | 1.08                   | \$917,902     | Boxed Funds | 24   |
| 106        | Waldo Greenway Upgrade Phase 1                             | E University Avenue (SR 26)              | NE 16th Avenue                           | Trail Upgrade           | 1.15                   | \$1,911,415   | Boxed Funds | 25   |
| 110        | Pine Ridge South Trail                                     | NW 53rd Avenue                           | NW 45th Avenue                           | Multi-Use Trail         | 0.54                   | \$635,178     | Boxed Funds | 26   |
| 164        | SW 4th Ave   | Williston Road (SR 331)                  | SW 13th Street (US 441)                  | One-Way Multimodal Pair | 1.67                   | \$1,578,715   | Boxed Funds | 27   |
| 212        | SW 5th Ave   | Williston Road (SR 331)                  | SW 13th Street                           | One-Way Multimodal Pair | 1.67                   | \$1,646,980   | Boxed Funds | 28   |
| 145        | Glen Springs Braid Trail                                   | NW 16th Terrace                          | NW 34th Street (SR 121)                  | Multi-Use Trail         | 2.36                   | \$3,528,766   | Boxed Funds | 29   |
| 200        | SW Archer Road (SR 24)                                     | SW 75th Street                           | SW 45th Street                           | Multi-Use Path          | 2.01                   | \$1,452,335   | Boxed Funds | 30   |
| 201        | SW 75th Street   | SW 41st Place                            | SW 57th Road                             | Multi-Use Path          | 2.15                   | \$1,553,493   | Boxed Funds | 31   |
| 187        | NW 83rd Street   | NW 39th Avenue (SR 222)                  | NW 23rd Avenue                           | Multi-Use Path          | 1.02                   | \$737,006     | Boxed Funds | 32   |
| 186        | New road (half loop between NW 42nd Ave and Millhopper Rd) | NW 39th Avenue (SR 222) @ NW 83rd Street | NW 39th Avenue (SR 222) @ NW 98th Street | Multi-Use Path          | 1.99                   | \$1,437,884   | Boxed Funds | 33   |
| 134        | SE 2nd Avenue & SE 11th Avenue                             | Depot Avenue Trail                       | E University Avenue (SR 26)              | Multi-Use Trail         | 0.21                   | \$390,032     | Boxed Funds | 34   |
| 209        | Fred Bear Trail  | SW Archer Road (SR 24)                   | SW Williston Road (SR 121)               | Multi-Use Trail         | 1.44                   | \$2,693,075   | Boxed Funds | 35   |
| 113        | Kermit Sigmon (Old Archer) Trail                           | SW 13th Street                           | SW 34th Street (SR 121)                  | Trail Upgrade           | 2.33                   | \$4,862,691   | Boxed Funds | 36   |
| 190        | NW 143rd Street and SW 8th Avenue                          | SW 122nd Street @SW 8th Avenue           | NW 39th Avenue                           | Multi-Use Path          | 4.42                   | \$3,193,692   | Boxed Funds | 37   |
| 188        | NW 39th Avenue (SR 222)                                    | NW 143rd Street                          | I-75                                     | Multi-Use Path          | 2.95                   | \$2,131,537   | Boxed Funds | 38   |
| 213        | Tiger Bay Tail   | NE 31st Avenue                           | SE 8th Avenue                            | Multi-Use Trail         | 3.52                   | \$6,286,898   | Boxed Funds | 39   |

| Project ID | Street                                       | From                        | To                                | Project Type        | Project Length (Miles) | Cost Estimate | Funds       | Rank |
|------------|--|-----------------------------|-----------------------------------|---------------------|------------------------|---------------|-------------|------|
| 111        | SW 2nd Avenue                                | S Main Street (SR 329)      | SW 13th Street (US 441)           | Protected Bike Lane | 0.86                   | \$1,011,580   | Boxed Funds | 40   |
| 157        | SW 24th Avenue                               | I-75 overpass               | SW 75th Street (Tower Road)       | Multi-Use Trail     | 1.52                   | \$3,320,671   | Boxed Funds | 41   |
| 112        | 6th Street Trail Extension                   | NW 39th Avenue (SR 222)     | NW 13th Street (US 441)           | Multi-Use Trail     | 0.93                   | \$1,727,283   | Boxed Funds | 42   |
| 210        | Sweetwater Trail                             | Gainesville-Hawthorne Trail | Existing 6th Street Trail         | Multi-Use Trail     | 2.16                   | \$4,858,658   | Boxed Funds | 43   |
| 194        | SW 122nd Street                              | W Newberry Road (SR 26)     | Diamond Sports Park               | Multi-Use Path      | 2.93                   | \$2,117,086   | Boxed Funds | 44   |
| 192        | NW 89th Street                               | W Newberry Road (SR 26)     | NW 23rd Avenue                    | Multi-Use Path      | 1.01                   | \$729,780     | Boxed Funds | 45   |
| 205        | NE 27th Avenue                               | NE 39th Boulevard           | NE 55th Boulevard                 | Multi-Use Path      | 0.9                    | \$650,299     | Boxed Funds | 46   |
| 118        | SW 34th Street (SR 121)                      | NW 2nd Avenue (SR 26A)      | W University Avenue (SR 26)       | Multi-Use Trail     | 0.13                   | \$ 241,449    | Boxed Funds | 47   |
| 132        | SW 63rd Boulevard                            | Archer Road (SR 24)         | SW 41st Place                     | Multi-Use Trail     | 0.94                   | \$1,783,002   | Boxed Funds | 48   |
| 139        | NW 53rd Avenue                               | NW 13th Street (US 441)     | NW 34th Boulevard / SR 121        | Multi-Use Trail     | 1.2                    | \$2,228,752   | Boxed Funds | 49   |
| 107        | Archer Road/SR 24                            | SW 122nd Street             | SW 75th Street                    | Buffered Bike Lane  | 3.88                   | \$5,526,211   | Boxed Funds | 50   |
| 191        | Extension of NW 122nd Street                 | W Newberry Road (SR 26)     | NW 39th Avenue (SR 222)           | Multi-Use Path      | 2.14                   | \$ 1,546,267  | Boxed Funds | 51   |
| 199        | SW 41st Place and Extension                  | SW 71st Terrace             | Lake Kanapaha                     | Multi-Use Path      | 1.6                    | \$1,156,088   | Boxed Funds | 52   |
| 202        | SW 88th Street & SW 73rd Avenue & SW 85th Dr | SW 77th Avenue              | SW Archer Road (SR 24)            | Multi-Use Path      | 0.7                    | \$505,788     | Boxed Funds | 53   |
| 211        | Depot Trail                                  | E University Avenue (SR 26) | SE 7th Street                     | Trail Upgrade       | 0.6                    | \$2,323,104   | Boxed Funds | 54   |
| 143        | Waldo Greenway Extension                     | NE 47th Avenue              | Northern City Limits              | Multi-Use Trail     | 1.09                   | \$2,024,451   | Boxed Funds | 55   |
| 136        | MLK Memorial Highway (US 441)                | NW 6th Street (SR 121)      | Deerhaven Trail                   | Multi-Use Trail     | 5.74                   | \$10,679,439  | Boxed Funds | 56   |
| 162        | SE 13th Avenue                               | SE 15th Street              | Williston Road (SR 331)           | Multi-Use Trail     | 0.4                    | \$761,490     | Boxed Funds | 57   |
| 137        | N 53rd Avenue                                | NE 15th Street              | ML King Memorial Highway (US 441) | Multi-Use Trail     | 2.28                   | \$4,234,630   | Boxed Funds | 58   |
| 207        | SE 15th Street                               | E University Avenue (SR 26) | SE 15th Street                    | Multi-Use Path      | 1.39                   | \$1,004,351   | Boxed Funds | 59   |
| 196        | W Newberry Road (SR 26)                      | NW 120th Street             | NW 75th Street                    | Multi-Use Path      | 2.85                   | \$2,059,281   | Boxed Funds | 60   |

| Project ID | Street   | From                    | To                          | Project Type                                 | Project Length (Miles) | Cost Estimate | Funds       | Rank |
|------------|--|-------------------------|-----------------------------|--|------------------------|---------------|-------------|------|
| 193        | Fort Clarke Boulevard                                      | W Newberry Road (SR 26) | NW 23rd Avenue              | Multi-Use Path                               | 1.05                   | \$ 758,683    | Boxed Funds | 61   |
| 181        | NW 22nd Street   | NW 8th Avenue           | NW 16th Avenue              | Multi-Use Trail                              | 0.51                   | \$ 947,220    | Boxed Funds | 62   |
| 158        | NW 8th Avenue  | NW 18th Terrace         | NW 23rd Street              | Multi-Use Trail                              | 0.56                   | \$ 1,040,085  | Boxed Funds | 63   |
| 142        | NE 15th Street   | NE 53rd Avenue          | NE 31st Avenue              | Multi-Use Trail                              | 1.49                   | \$ 2,748,795  | Boxed Funds | 64   |
| 169        | E University Avenue (SR 26)                                | SE 43rd Street          | SE 31st Street              | Multi-Use Trail                              | 0.75                   | \$ 1,392,970  | Boxed Funds | 65   |
| 165        | SW 62nd Avenue   | Williston Road (SR 331) | Archer Road (SR 24)         | Multi-Use Trail                              | 1.95                   | \$ 3,621,723  | Boxed Funds | 66   |
| 117        | SW 13th Street (US 441)                                    | Archer Road (SR 24)     | W University Avenue (SR 26) | Multi-Use Trail                              | 0.7                    | \$ 2,176,693  | Boxed Funds | 67   |
| 166        | Deerhaven Trail (SR 121)                                   | NW 128th Ln             | SR 121 @ CR 231 SPLIT       | Multi-Use Trail                              | 1.61                   | \$ 2,990,243  | Boxed Funds | 68   |
| 185        | New road (between NW 88th Street and NW 84th Ter)          | Millhopper Road         | New Road Project 191        | Multi-Use Path                               | 0.74                   | \$ 534,691    | Boxed Funds | 69   |
| 195        | NW 91st Street   | W Newberry Road (SR 26) | SW 46th Boulevard           | Multi-Use Path                               | 3.9                    | \$ 2,817,964  | Boxed Funds | 70   |
| 167        | SW 40th Boulevard  | Archer Road (SR 121)    | Existing trail              | Multi-Use Trail                              | 0.14                   | \$ 557,189    | Boxed Funds | 71   |
| 163        | W University Avenue (SR 26)                                | NW 13th Street (US 441) | NW 20th Street              | Complete Street                              | 0.6                    | \$ 4,127,990  | Boxed Funds | 72   |
| 119        | SW 35th Place  | SW 23rd Street          | SW 34th Street (SR 121)     | Complete Street                              | 1.05                   | \$ 6,175,341  | Boxed Funds | 73   |
| 115        | West University Avenue (SR 26)                             | Waldo Road (SR 24)      | NW 13th Street (US 441)     | Complete Street                              | 1.68                   | \$ 11,558,373 | Boxed Funds | 74   |
| 204        | E University Avenue (SR 26)                                | Waldo Road (SR 24)      | SE 31st Street              | Complete Street                              | 1.59                   | \$ 10,939,175 | Boxed Funds | 75   |
| 104        | Archer Road (SR 24)  | SW 13th Street (US 441) | Interstate 75               | Complete Street                              | 3.34                   | \$ 22,979,147 | Boxed Funds | 76   |
| 184        | NE 16th Avenue   | NE 12th Street          | North Main Street           | Upgrade to Two (2) Lane Urban Section Road   | 0.86                   | \$8,266,640   | Boxed Funds | 77   |
| 102        | New roundabout at intersection of Hull Road and Mowry Road | -                       | -                           | New roundabout with bike lanes and sidewalks | 0.06                   | \$730,802     | Boxed Funds | 78   |
| 101        | NW 34th Street (SR 121)                                    | NW 39th Ave (SR 222)    | MLK Memorial Hwy (US 441)   | Convert Two (2) Lane to Two (2) Lane Divided | 2.17                   | \$19,531,720  | Boxed Funds | 79   |
| 109        | SW 34th Street (SR 121)                                    | NW 16th Avenue          | NW 53rd Avenue              | Widen Sidewalk to 8'                         | 2.79                   | \$852,197     | Boxed Funds | 80   |

| Project ID | Street                     | From                                 | To                                | Project Type         | Project Length (Miles) | Cost Estimate | Funds       | Rank |
|------------|----------------------------|--------------------------------------|-----------------------------------|----------------------|------------------------|---------------|-------------|------|
| 108        | NW 43rd Street             | Newberry Road (SR 26)                | NW 53rd Avenue                    | Widen Sidewalk to 8' | 3.28                   | \$1,929,059   | Boxed Funds | 81   |
| 105        | SW 34th Street (SR 121)    | Williston Road (SR 331)              | SW 2nd Avenue (SR 26A)            | Widen Sidewalk to 8' | 3.22                   | \$1,893,771   | Boxed Funds | 82   |
| 114        | NW 13th Street (US 441)    | NW 23rd Avenue (SR 120)              | NW 6th Street (SR 20)             | Widen Sidewalk to 8' | 1.77                   | \$1,035,105   | Boxed Funds | 83   |
| 121        | Newberry Road (SR 26)      | NW 8th Avenue                        | NW 62nd Street                    | Widen Sidewalk to 8' | 0.55                   | \$323,470     | Boxed Funds | 84   |
| 103        | NW 34th Boulevard (SR 121) | NW 53rd Avenue                       | ML King Memorial Highway (US 441) | Widen Sidewalk to 8' | 0.88                   | \$517,552     | Boxed Funds | 85   |
| 140        | S Main Street (SR 329)     | SE 16th Avenue                       | Williston Road (SR 311)           | Widen Sidewalk to 8' | 1.26                   | \$741,041     | Boxed Funds | 86   |
| 133        | NW 8th Avenue              | NW 34th Street (SR 121)              | Newberry Road (SR 26)             | Widen Sidewalk to 8' | 1.67                   | \$988,054     | Boxed Funds | 87   |
| 138        | Newberry Road (SR 26)      | NW 43rd Street                       | NW 8th Avenue                     | Widen Sidewalk to 8' | 0.61                   | \$358,758     | Boxed Funds | 88   |
| 122        | NW 34th Street (SR 121)    | NW 8th Avenue                        | NW 16th Avenue                    | Widen Sidewalk to 8' | 0.51                   | \$299,945     | Boxed Funds | 89   |
| 123        | NW 13th Street (US 441)    | NW 16th Avenue                       | NW 23rd Avenue (SR 120)           | Widen Sidewalk to 8' | 0.5                    | \$294,064     | Boxed Funds | 90   |
| 152        | NE 39th Avenue (SR 222)    | Regional Juvenile Detention Center   | NW 43rd Street                    | Widen Sidewalk to 8' | 7.16                   | \$4,205,113   | Boxed Funds | 91   |
| 135        | Hawthorne Road (SR 20)     | SE 24th Street                       | E University Avenue (SR 26)       | Multi-Use Path       | 0.92                   | \$541,077     | Boxed Funds | 92   |
| 127        | Williston Road (SR 331)    | Entrance to Sweetwater Wetlands Park | SW 13th Street (US 441)           | Widen Sidewalk to 8' | 0.85                   | \$499,909     | Boxed Funds | 93   |
| 141        | SE 9th Street              | SE 7th Avenue                        | SE 12th Avenue                    | Sidewalk Priority    | 0.2                    | \$117,626     | Boxed Funds | 94   |
| 150        | NW 23rd Boulevard          | NW 22nd Street                       | Gaineswood Entrance               | Sidewalk Priority    | 0.17                   | \$99,982      | Boxed Funds | 95   |
| 146        | N 23rd Avenue (SR 120)     | Waldo Road (SR 24)                   | NW 13th Street (US 441)           | Widen Sidewalk to 8' | 2.55                   | \$1,970,228   | Boxed Funds | 96   |
| 159        | SW 2nd Avenue (SR 26A)     | W University Avenue (SR 26)          | SW 23rd Street                    | Widen Sidewalk to 8' | 0.23                   | \$147,032     | Boxed Funds | 97   |
| 172        | SW 40th Boulevard          | SW 30th Avenue                       | Archer Road (SR 24)               | Sidewalk Priority    | 0.16                   | \$94,100      | Boxed Funds | 98   |
| 160        | SW 34th Street (SR 121)    | W University Avenue (SR 26)          | NW 8th Avenue                     | Widen Sidewalk to 8' | 0.5                    | \$294,064     | Boxed Funds | 99   |
| 177        | SW 4th Avenue              | SW 3rd Street                        | SW 5th Street                     | Sidewalk Priority    | 0.09                   | \$52,931      | Boxed Funds | 100  |
| 148        | NW 16th Avenue             | 6th Street Trail                     | NW 13th Street (US 441)           | Widen Sidewalk to 8' | 0.8                    | \$470,502     | Boxed Funds | 101  |

| Project ID | Street                         | From                             | To                               | Project Type         | Project Length (Miles) | Cost Estimate | Funds       | Rank |
|------------|--------------------------------|----------------------------------|----------------------------------|----------------------|------------------------|---------------|-------------|------|
| 180        | SE 22nd Avenue / SE 4th Street | SE 15th Street                   | Williston Road (SR 331)          | Widen Sidewalk to 8' | 0.82                   | \$482,265     | Boxed Funds | 102  |
| 175        | NW 43rd Street                 | NW 73rd Avenue                   | ML King Memorial Highway(US 441) | Multi-Use Trail      | 1.56                   | \$2,897,378   | Boxed Funds | 103  |
| 149        | NW 16th Avenue Trail           | N Main Street                    | 6th Street Trail                 | Multi-Use Trail      | 0.08                   | \$148,583     | Boxed Funds | 104  |
| 173        | NW 43rd Street                 | NW 53rd Avenue                   | NW 43rd Way                      | Multi-Use Trail      | 0.52                   | \$965,793     | Boxed Funds | 105  |
| 153        | SE 43rd Street                 | E University Avenue (SR 26)      | SE Hawthorne Road (SR 20)        | Multi-Use Trail      | 1.14                   | \$2,117,315   | Boxed Funds | 106  |
| 116        | Williston Road (SR 331)        | SE 2nd Avenue                    | SE 16th Avenue                   | Multi-Use Trail      | 1.65                   | \$2,758,081   | Boxed Funds | 107  |
| 168        | Williston Road (SR 331)        | SW 41st Boulevard (Fred Bear Dr) | SW 62nd Boulevard                | Widen Sidewalk to 8' | 0.59                   | \$1,547,486   | Boxed Funds | 108  |
| 183        | NE 53rd Avenue                 | Waldo Road (SR 24)               | NE 15th Street                   | Multi-Use Trail      | 1.71                   | \$3,175,972   | Boxed Funds | 109  |
| 214        | SW 136th Street                | W Newberry Road (SR 26)          | SW 6th Road                      | Sidewalk Priority    | 0.53                   | \$ 366,648    | Boxed Funds | 110  |
| 215        | Archer Road (SR 24)            | SW 122nd Street                  | US 41                            | Multi-Use Path       | 3.49                   | \$2,966,182   | Boxed Funds | 111  |

**Table A - 4  
Year 2050 Safety Cost Feasible Projects**

| Project ID | Street                  | From                        | To                          | Project Type       | Project Description   | Project Length (Miles) | Cost Estimate | Funds       | Rank |
|------------|-------------------------|-----------------------------|-----------------------------|--------------------|---|------------------------|---------------|-------------|------|
| 401        | SW 13th Street (US 441) | Williston Road (SR 331)     | SW 16th Avenue (SR 226)     | Safety Enhancement | Enhancements to improve bicycle and pedestrian safety including: Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops and signalized intersections at SW 21st Ave and SW 25th Pl. | 1.50                   | \$ 2,646,575  | Boxed Funds | 1    |
| 402        | SW 13th Street (US 441) | SW 16th Avenue (SR 226)     | W University Avenue (SR 26) | Safety Enhancement | Safety Enhancements consistent with University Ave & W 13th St PD&E study.  | 1.08                   | \$ 1,905,534  | Boxed Funds | 2    |
| 403        | NW 13th Street (US 441) | NW 8th Avenue               | NW 16th Avenue              | Safety Enhancement | Enhancements to improve bicycle and pedestrian safety including: Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.  | 0.52                   | \$ 917,479    | Boxed Funds | 3    |
| 404        | NW 13th Street (US 441) | NW 16th Avenue              | NW 23rd Avenue              | Safety Enhancement | Enhancements to improve bicycle and pedestrian safety including: Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.  | 0.50                   | \$ 882,192    | Boxed Funds | 4    |
| 405        | SW 13th Street (US 441) | W University Avenue (SR 26) | NW 8th Avenue               | Safety Enhancement | Safety Enhancements consistent with University Ave & W 13th St PD&E study.  | 0.48                   | \$ 829,260    | Boxed Funds | 5    |

# Appendix E. Federal Obligations Reports-Federal Fiscal Year (FFY) 2025 (10/01/24 to 09/30/25) FHWA and FDOT (Highways)

**Table E - 1  
Federal Transit Administration Federal Obligations Report- Federal Fiscal Year 2025**

| Funding Source       | Funding                    | FDOT Project Identification | Project Description                                 |
|----------------------|----------------------------|-----------------------------|---|
| Section 5307         | \$2,300,000<br>\$3,987,061 | 2155462<br>4040261          | Operating Assistance<br>Capital and Operating Grant |
| Section 5310         |                            |                             |   |
| Section 5311         |                            |                             |   |
| Section 5339         | \$507,151                  | 4415201                     | Transit Improvement                                 |
| <b>FTA Subtotal</b>  | <b>\$6,794,212</b>         | -                           | -   |
| FHWA STBG            | -                          | -                           | -   |
| <b>TPO/RTS Total</b> | <b>\$6,794,212</b>         |                             |   |

Source- Gainesville & Alachua County Transportation Planning Organization 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; TPO - Transportation Planning Organization; RTS - Regional Transit System; SA - Surface Transportation Block Grant - Any Area Funds; STBG - Surface Transportation Block Grant

## Table E - 2 Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025

PAGE 1  
GAINESVILLE MTPO

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

DATE RUN: 10/01/2025  
TIME RUN: 09.49.12  
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HIGHWAYS  
=====

|  |   |   |
|--|---|---|
| ITEM NUMBER: 207533 2<br>DISTRICT: 02<br>ROADWAY ID: 26005000        | PROJECT DESCRIPTION: SR222 (NW 39TH AVE) AT SR25 (US441) SW 13TH ST<br>COUNTY: ALACHUA<br>PROJECT LENGTH: .200MI              | *NON-SIS*<br>TYPE OF WORK: INTERSECTION IMPROVEMENT<br>LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0      |
| FUND<br>CODE<br>-----  | 2025<br>-----   |   |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT            |   |   |
|  | HSP   | 484,019   |
| <b>TOTAL 207533 2</b>  |   | <b>484,019</b>  |
| <b>TOTAL 207533 2</b>  |   | <b>484,019</b>  |
| <hr/>  |   |   |
| ITEM NUMBER: 207580 4<br>DISTRICT: 02<br>ROADWAY ID: 26130000        | PROJECT DESCRIPTION: SR26 (UNIVERSITY AVE) FROM 31ST ST TO SR222 (NE 39TH BLVD)<br>COUNTY: ALACHUA<br>PROJECT LENGTH: 4.702MI | *NON-SIS*<br>TYPE OF WORK: RESURFACING<br>LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0                   |
| FUND<br>CODE<br>-----  | 2025<br>-----   |   |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT |   |   |
|  | SA  | 1,269,844   |
| <b>TOTAL 207580 4</b>  |   | <b>1,269,844</b>  |
| <b>TOTAL 207580 4</b>  |   | <b>1,269,844</b>  |
| <hr/>  |   |   |
| ITEM NUMBER: 207611 5<br>DISTRICT: 02<br>ROADWAY ID: 26005000        | PROJECT DESCRIPTION: SR222 (NW 39TH AVE) FROM E OF NW 40TH TERR TO NW 24TH BLVD<br>COUNTY: ALACHUA<br>PROJECT LENGTH: 1.739MI | *NON-SIS*<br>TYPE OF WORK: RESURFACING<br>LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0                   |
| FUND<br>CODE<br>-----  | 2025<br>-----   |   |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT            |   |   |
|  | SA  | 1,852,260   |
| <b>TOTAL 207611 5</b>  |   | <b>1,852,260</b>  |
| <b>TOTAL 207611 5</b>  |   | <b>1,852,260</b>  |
| <hr/>  |   |   |
| ITEM NUMBER: 207611 7<br>DISTRICT: 02<br>ROADWAY ID: 26005000        | PROJECT DESCRIPTION: SR222 (NE39TH AVE) AT NE28TH DR<br>COUNTY: ALACHUA<br>PROJECT LENGTH: .093MI                             | *NON-SIS*<br>TYPE OF WORK: PEDESTRIAN SAFETY IMPROVEMENT<br>LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND<br>CODE<br>-----  | 2025<br>-----   |   |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT            |   |   |
|  | HSP   | 169,447   |
| <b>TOTAL 207611 7</b>  |   | <b>169,447</b>  |
| <b>TOTAL 207611 7</b>  |   | <b>169,447</b>  |

**Table E - 2 (Continued)**  
**Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025**

PAGE 2  
 GAINESVILLE MTP0

FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 ANNUAL OBLIGATIONS REPORT  
 =====  
**HIGHWAYS**  
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DATE RUN: 10/01/2025  
 TIME RUN: 09.49.12  
 MROBLTP

|  |   |  |
|--|---|--|
| ITEM NUMBER: 207648 6  | PROJECT DESCRIPTION: US441 (N/MLK MEM HWY) FROM NW 125TH STREET TO WEST OF NW 129TH TERRACE     | *NON-SIS*  |
| DISTRICT: 02   | COUNTY: ALACHUA   |  |
| ROADWAY ID: 26020000   | PROJECT LENGTH: .303MI  | TYPE OF WORK: SIDEWALK<br>LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0                |
| FUND CODE  | 2025  |  |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT |   |  |
|  | SR2T  | 20,875   |
| <b>TOTAL 207648 6</b>  |   | <b>20,875</b>  |
| <b>TOTAL 207648 6</b>  |   | <b>20,875</b>  |
| <hr/>  |   |  |
| ITEM NUMBER: 207648 7  | PROJECT DESCRIPTION: SR20 (US441) N MLK MEM HWY FROM CR2054 TO NW 167TH BLVD                    | *NON-SIS*  |
| DISTRICT: 02   | COUNTY: ALACHUA   |  |
| ROADWAY ID: 26020000   | PROJECT LENGTH: 2.900MI   | TYPE OF WORK: RESURFACING<br>LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0             |
| FUND CODE  | 2025  |  |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT            |   |  |
|  | SA  | 707,822  |
| <b>TOTAL 207648 7</b>  |   | <b>707,822</b>   |
| <b>TOTAL 207648 7</b>  |   | <b>707,822</b>   |
| <hr/>  |   |  |
| ITEM NUMBER: 207658 2  | PROJECT DESCRIPTION: SR26 (W UNIVERSITY AVE) FROM GALE LEMERAND DR TO NW 14TH ST                | *NON-SIS*  |
| DISTRICT: 02   | COUNTY: ALACHUA   |  |
| ROADWAY ID: 26070000   | PROJECT LENGTH: .597MI  | TYPE OF WORK: TRAFFIC OPS IMPROVEMENT<br>LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE  | 2025  |  |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT  |   |  |
|  | HSP   | 5,011  |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT            |   |  |
|  | HSP   | -494,349   |
| <b>TOTAL 207658 2</b>  |   | <b>-489,338</b>  |
| <b>TOTAL 207658 2</b>  |   | <b>-489,338</b>  |
| <hr/>  |   |  |
| ITEM NUMBER: 207658 3  | PROJECT DESCRIPTION: SR26 (W UNIVERSITY AVE) FROM SR26A (SW 2ND AVE) TO SR25 (US441) SW 13TH ST | *NON-SIS*  |
| DISTRICT: 02   | COUNTY: ALACHUA   |  |
| ROADWAY ID: 26070000   | PROJECT LENGTH: .776MI  | TYPE OF WORK: LIGHTING<br>LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0                |
| FUND CODE  | 2025  |  |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT |   |  |
|  | SA  | 384,370  |
| <b>TOTAL 207658 3</b>  |   | <b>384,370</b>   |
| <b>TOTAL 207658 3</b>  |   | <b>384,370</b>   |

**Table E - 2 (Continued)**  
**Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025**

PAGE 3

GAINESVILLE MTPO

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

DATE RUN: 10/01/2025  
TIME RUN: 09.49.12  
MEROBLTP

**HIGHWAYS**  
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|  |  |                   |   |
|--|--|-------------------|---|
| ITEM NUMBER:207668 3   | PROJECT DESCRIPTION:SR26 (NEWBERRY RD) FROM WEST OF CR241 SOUTH TO WEST OF I-75 (SR93) |                   | *SIS*   |
| DISTRICT:02  | COUNTY:ALACHUA   |                   |   |
| ROADWAY ID:26070000  | PROJECT LENGTH: 6.223MI  |                   | TYPE OF WORK:RESURFACING<br>LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND<br>CODE   |  | 2025              |   |
| <hr/>  |  |                   |   |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                   |   |
| SA   |  | 5,068             |   |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT            |  |                   |   |
| NHRE   |  | 10,831,400        |   |
| <b>TOTAL 207668 3</b>  |  | <b>10,836,468</b> |   |
| <b>TOTAL 207668 3</b>  |  | <b>10,836,468</b> |   |

|  |  |                  |   |
|--|--|------------------|---|
| ITEM NUMBER:207756 5   | PROJECT DESCRIPTION:SR200 (US301) FROM N OF SR26 TO SR24 (NE WALDO RD) |                  | *SIS*   |
| DISTRICT:02  | COUNTY:ALACHUA   |                  |   |
| ROADWAY ID:26060000  | PROJECT LENGTH: 5.873MI  |                  | TYPE OF WORK:RESURFACING<br>LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND<br>CODE   |  | 2025             |   |
| <hr/>  |  |                  |   |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                  |   |
| SA   |  | 1,309,665        |   |
| <b>TOTAL 207756 5</b>  |  | <b>1,309,665</b> |   |
| <b>TOTAL 207756 5</b>  |  | <b>1,309,665</b> |   |

|  |   |                   |   |
|--|---|-------------------|---|
| ITEM NUMBER:207794 3   | PROJECT DESCRIPTION:SR200 (US301) FROM SR20 TO SR26 |                   | *SIS*   |
| DISTRICT:02  | COUNTY:ALACHUA                                      |                   |   |
| ROADWAY ID:26060000  | PROJECT LENGTH: 8.716MI                             |                   | TYPE OF WORK:RESURFACING<br>LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND<br>CODE   |   | 2025              |   |
| <hr/>  |   |                   |   |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT |   |                   |   |
| SA   |   | 79,088            |   |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT            |   |                   |   |
| NHRE   |   | 9,819,615         |   |
| SA   |   | 2,506,083         |   |
| <b>TOTAL 207794 3</b>  |   | <b>12,404,786</b> |   |
| <b>TOTAL 207794 3</b>  |   | <b>12,404,786</b> |   |

|   |  |               |   |
|---|--|---------------|---|
| ITEM NUMBER:207794 4                                      | PROJECT DESCRIPTION:SR200 (US301) AT SE 57TH AVE |               | *SIS*   |
| DISTRICT:02   | COUNTY:ALACHUA                                   |               |   |
| ROADWAY ID:26060000                                       | PROJECT LENGTH: .200MI                           |               | TYPE OF WORK:TRAFFIC SIGNALS<br>LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND<br>CODE  |  | 2025          |   |
| <hr/>   |  |               |   |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |               |   |
| HSP   |  | 84,000        |   |
| <b>TOTAL 207794 4</b>                                     |  | <b>84,000</b> |   |
| <b>TOTAL 207794 4</b>                                     |  | <b>84,000</b> |   |

## Table E - 2 (Continued)

### Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025

|  |  |   |
|--|--|---|
| PAGE 4   | FLORIDA DEPARTMENT OF TRANSPORTATION<br>OFFICE OF WORK PROGRAM<br>ANNUAL OBLIGATIONS REPORT<br>*****<br>HIGHWAYS<br>*****      | DATE RUN: 10/01/2025<br>TIME RUN: 09.49.12<br>MEROBLTP                                      |
| GAINESVILLE MTPO   |  |   |
| <hr/>  |  |   |
| ITEM NUMBER: 207798 7<br>DISTRICT: 02<br>ROADWAY ID: 26030000<br><br>FUND CODE<br>_____<br>2025        | PROJECT DESCRIPTION: SR45 (US41) FROM THE LEVY COUNTY LINE TO SR24<br>COUNTY: ALACHUA<br>PROJECT LENGTH: 4.161MI               | *NON-SIS*<br>TYPE OF WORK: RESURFACING<br>LANES EXIST/IMPROVED/ADDED: 2 / 2 / 0             |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT<br>NHRH                                      |  |   |
| TOTAL 207798 7   | 3,508,162  |   |
| TOTAL 207798 7   | 3,508,162  |   |
| <hr/>  |  |   |
| ITEM NUMBER: 207817 5<br>DISTRICT: 02<br>ROADWAY ID: 26070000<br><br>FUND CODE<br>_____<br>2025        | PROJECT DESCRIPTION: SR26 (W UNIVERSITY AVE) FROM SW 38TH ST TO GALE LEMERAND DR<br>COUNTY: ALACHUA<br>PROJECT LENGTH: 2.034MI | *NON-SIS*<br>TYPE OF WORK: RESURFACING<br>LANES EXIST/IMPROVED/ADDED: 4 / 4 / 0             |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT<br>SU                             |  |   |
| TOTAL 207817 5   | 228,906  |   |
| TOTAL 207817 5   | 228,906  |   |
| <hr/>  |  |   |
| ITEM NUMBER: 211365 6<br>DISTRICT: 02<br>ROADWAY ID: 26000094<br><br>FUND CODE<br>_____<br>2025        | PROJECT DESCRIPTION: SW 62ND BLVD ARTERIAL CONNECTOR<br>COUNTY: ALACHUA<br>PROJECT LENGTH: 1.516MI                             | *NON-SIS*<br>TYPE OF WORK: TRAFFIC OPS IMPROVEMENT<br>LANES EXIST/IMPROVED/ADDED: 4 / 0 / 0 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT<br>SL  |  |   |
| TOTAL 211365 6   | -100,471   |   |
| TOTAL 211365 6   | -100,471   |   |
| <hr/>  |  |   |
| ITEM NUMBER: 423071 3<br>DISTRICT: 02<br>ROADWAY ID: 26260000<br><br>FUND CODE<br>_____<br>2025        | PROJECT DESCRIPTION: I-75 (SR93) @ SR121<br>COUNTY: ALACHUA<br>PROJECT LENGTH: .444MI  | *SIS*<br>TYPE OF WORK: INTERCHANGE - ADD LANES<br>LANES EXIST/IMPROVED/ADDED: 6 / 0 / 1     |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT<br>NHPP                                      |  |   |
| TOTAL 423071 3   | 368,768  |   |
| TOTAL 423071 3   | 368,768  |   |
| <hr/>  |  |   |
| ITEM NUMBER: 427326 2<br>DISTRICT: 02<br>ROADWAY ID: 26900009<br><br>FUND CODE<br>_____<br>2025        | PROJECT DESCRIPTION: NW 141ST STREET AND NW 166TH PLACE<br>COUNTY: ALACHUA<br>PROJECT LENGTH: .294MI                           | *NON-SIS*<br>TYPE OF WORK: SIDEWALK<br>LANES EXIST/IMPROVED/ADDED: 2 / 2 / 0                |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY<br>SR2T |  |   |
|  | 113,108  |   |

## Table E - 2 (Continued)

### Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025

PAGE 5

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

DATE RUN: 10/01/2025  
TIME RUN: 09.49.12  
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HIGHWAYS  
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|  |      |                |
|--|------|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY PDOT |      |                |
|  | SR2T | 5,624          |
| <b>TOTAL 427326 2</b>  |      | <b>118,732</b> |
| <b>TOTAL 427326 2</b>  |      | <b>118,732</b> |

|                       |   |  |  |
|-----------------------|---|--|--|
| ITEM NUMBER: 429830 2 | PROJECT DESCRIPTION: SR26 (W UNIVERSITY AVE) AT NW16TH ST AND NW19TH ST |  | *NON-SIS*  |
| DISTRICT: 02          | COUNTY: ALACHUA   |  |  |
| ROADWAY ID: 26070000  | PROJECT LENGTH: .374MI  |  | TYPE OF WORK: TRAFFIC SIGNALS<br>LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0 |

|           |  |      |
|-----------|--|------|
| FUND CODE |  | 2025 |
|-----------|--|------|

|   |     |            |
|---|-----|------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY PDOT |     |            |
|   | HSP | -82        |
| <b>TOTAL 429830 2</b>                                     |     | <b>-82</b> |
| <b>TOTAL 429830 2</b>                                     |     | <b>-82</b> |

|                       |  |  |  |
|-----------------------|--|--|--|
| ITEM NUMBER: 432240 3 | PROJECT DESCRIPTION: SW 170TH/SW 134TH TO US41 |  | *NON-SIS*  |
| DISTRICT: 02          | COUNTY: ALACHUA                                |  |  |
| ROADWAY ID:           | PROJECT LENGTH: .000                           |  | TYPE OF WORK: BIKE PATH/TRAIL<br>LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |

|           |  |      |
|-----------|--|------|
| FUND CODE |  | 2025 |
|-----------|--|------|

|  |      |                |
|--|------|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY |      |                |
|  | TALN | 298,494        |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY PDOT                           |      |                |
|  | TALN | 24,387         |
| <b>TOTAL 432240 3</b>  |      | <b>322,881</b> |
| <b>TOTAL 432240 3</b>  |      | <b>322,881</b> |

|                       |  |  |  |
|-----------------------|--|--|--|
| ITEM NUMBER: 432240 6 | PROJECT DESCRIPTION: SR24 (US441) SW 13TH/MLK JR HWY FROM SW 11TH AVE TO MUSEUM RD |  | *NON-SIS*  |
| DISTRICT: 02          | COUNTY: ALACHUA  |  |  |
| ROADWAY ID: 26010000  | PROJECT LENGTH: .323MI   |  | TYPE OF WORK: BIKE PATH/TRAIL<br>LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |

|           |  |      |
|-----------|--|------|
| FUND CODE |  | 2025 |
|-----------|--|------|

|  |    |               |
|--|----|---------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY PDOT |    |               |
|  | SA | 20,000        |
| <b>TOTAL 432240 6</b>  |    | <b>20,000</b> |
| <b>TOTAL 432240 6</b>  |    | <b>20,000</b> |

|                       |   |  |   |
|-----------------------|---|--|---|
| ITEM NUMBER: 433765 2 | PROJECT DESCRIPTION: I-75 (SR93) NORTH OF CR234 TO SOUTH OF SR121/SR331 |  | *SIS*   |
| DISTRICT: 02          | COUNTY: ALACHUA   |  |   |
| ROADWAY ID: 26260000  | PROJECT LENGTH: 2.461MI   |  | TYPE OF WORK: ITS COMMUNICATION SYSTEM<br>LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0 |

|           |  |      |
|-----------|--|------|
| FUND CODE |  | 2025 |
|-----------|--|------|

|  |      |                |
|--|------|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY PDOT |      |                |
|  | PROT | 920,000        |
| <b>TOTAL 433765 2</b>  |      | <b>920,000</b> |
| <b>TOTAL 433765 2</b>  |      | <b>920,000</b> |

## Table E - 2 (Continued)

### Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025

PAGE 6  
GAINESVILLE MTPO

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

DATE RUN: 10/01/2025  
TIME RUN: 09.49.12  
MEMOBLTP

HIGHWAYS  
=====

|  |   |                                     |
|--|---|-------------------------------------|
| ITEM NUMBER: 433989 1  | PROJECT DESCRIPTION: SW 27TH STREET FROM: SW WILLISTON RD TO: SW 35TH PLACE | *NON-SIS*                           |
| DISTRICT: 02   | COUNTY: ALACHUA   | TYPE OF WORK: BIKE PATH/TRAIL       |
| ROADWAY ID: 26900003   | PROJECT LENGTH: .696MI  | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND<br>CODE   | 2025  |                                     |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE |   |                                     |
|  | TALL  | -3,534                              |
| <b>TOTAL 433989 1</b>  |   | <b>-3,534</b>                       |
| <b>TOTAL 433989 1</b>  |   | <b>-3,534</b>                       |

|  |  |                                     |
|--|--|-------------------------------------|
| ITEM NUMBER: 434318 2  | PROJECT DESCRIPTION: SR200(US301) FROM THE MARION COUNTY LINE TO NORTH OF 203RD STREET | *SIS*                               |
| DISTRICT: 02   | COUNTY: ALACHUA  | TYPE OF WORK: RESURFACING           |
| ROADWAY ID: 26060000   | PROJECT LENGTH: 3.000MI  | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND<br>CODE   | 2025   |                                     |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                                     |
|  | SA   | 14,295                              |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT            |  |                                     |
|  | NHRE   | 5,712,030                           |
|  | SA   | 168,522                             |
| <b>TOTAL 434318 2</b>  |  | <b>5,894,847</b>                    |
| <b>TOTAL 434318 2</b>  |  | <b>5,894,847</b>                    |

|   |  |                                     |
|---|--|-------------------------------------|
| ITEM NUMBER: 434396 4                                     | PROJECT DESCRIPTION: SR24 (SW ARCHER RD) AT SW 16TH ST | *NON-SIS*                           |
| DISTRICT: 02  | COUNTY: ALACHUA  | TYPE OF WORK: LIGHTING              |
| ROADWAY ID: 26090000                                      | PROJECT LENGTH: .040MI                                 | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND<br>CODE  | 2025   |                                     |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                                     |
|   | HSP  | -50,905                             |
| <b>TOTAL 434396 4</b>                                     |  | <b>-50,905</b>                      |
| <b>TOTAL 434396 4</b>                                     |  | <b>-50,905</b>                      |

|   |  |                                     |
|---|--|-------------------------------------|
| ITEM NUMBER: 435889 1                                     | PROJECT DESCRIPTION: SR120 (NW 23 AVE) & SR25 (US441) (NW 13 ST) | *NON-SIS*                           |
| DISTRICT: 02  | COUNTY: ALACHUA  | TYPE OF WORK: TRAFFIC SIGNAL UPDATE |
| ROADWAY ID: 26010000                                      | PROJECT LENGTH: .285MI   | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND<br>CODE  | 2025   |                                     |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                                     |
|   | SA   | -204,425                            |
| <b>TOTAL 435889 1</b>                                     |  | <b>-204,425</b>                     |
| <b>TOTAL 435889 1</b>                                     |  | <b>-204,425</b>                     |



**Table E - 2 (Continued)**  
**Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025**

PAGE 8  
 GAINESVILLE MTPO

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

DATE RUN: 10/01/2025  
 TIME RUN: 09.49.12  
 MROBLTP

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|--|--|-------------------------------------|
| ITEM NUMBER: 439489 2  | PROJECT DESCRIPTION: SR24 (NE WALDO RD) FROM SOUTH OF SR26 TO NORTH OF SR222 | *SIS*                               |
| DISTRICT: 02   | COUNTY: ALACHUA  |                                     |
| ROADWAY ID: 26050000   | PROJECT LENGTH: 2.781MI  | TYPE OF WORK: RESURFACING           |
|  |  | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE  | 2025   |                                     |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                                     |
| SA   |  | 25,812                              |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT            |  |                                     |
| NHRE   |  | 6,210,955                           |
| <b>TOTAL 439489 2</b>  |  | <b>6,236,767</b>                    |
| <b>TOTAL 439489 2</b>  |  | <b>6,236,767</b>                    |

|   |  |                                       |
|---|--|---------------------------------------|
| ITEM NUMBER: 439490 1                                     | PROJECT DESCRIPTION: SR121 FROM: NW 16 AVE TO: US441 | *NON-SIS*                             |
| DISTRICT: 02  | COUNTY: ALACHUA                                      | TYPE OF WORK: TRAFFIC OPS IMPROVEMENT |
| ROADWAY ID: 26250000                                      | PROJECT LENGTH: 3.332MI                              | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0   |
| FUND CODE   | 2025   |                                       |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                                       |
| HSP   |  | 1,029                                 |
| <b>TOTAL 439490 1</b>                                     |  | <b>1,029</b>                          |
| <b>TOTAL 439490 1</b>                                     |  | <b>1,029</b>                          |

|   |  |  |
|---|--|--|
| ITEM NUMBER: 439498 1   | PROJECT DESCRIPTION: CR329(S MAIN ST) @ SE WILLISTON RD INTERSECTION | *NON-SIS*                              |
| DISTRICT: 02  | COUNTY: ALACHUA  | TYPE OF WORK: INTERSECTION IMPROVEMENT |
| ROADWAY ID: 26020000  | PROJECT LENGTH: .100MI   | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0    |
| FUND CODE   | 2025   |  |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY |  |  |
| HSP   |  | 92,437                                 |
| <b>TOTAL 439498 1</b>   |  | <b>92,437</b>                          |
| <b>TOTAL 439498 1</b>   |  | <b>92,437</b>                          |

|   |  |   |
|---|--|---|
| ITEM NUMBER: 439499 1   | PROJECT DESCRIPTION: SW 170TH ST(CR241) FROM: LEVY C/L TO: SOUTH OF ARCHER | *NON-SIS*                                 |
| DISTRICT: 02  | COUNTY: ALACHUA  | TYPE OF WORK: WIDEN/RESURFACE EXIST LANES |
| ROADWAY ID: 26620000  | PROJECT LENGTH: 2.600MI  | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0       |
| FUND CODE   | 2025   |   |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY |  |   |
| HSP   |  | -2,576                                    |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT                           |  |   |
| HSP   |  | 216                                       |
| <b>TOTAL 439499 1</b>   |  | <b>-2,360</b>                             |
| <b>TOTAL 439499 1</b>   |  | <b>-2,360</b>                             |

## Table E - 2 (Continued)

### Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025

PAGE 9  
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
\*\*\*\*\*  
HIGHWAYS  
\*\*\*\*\*

DATE RUN: 10/01/2025  
TIME RUN: 09.49.12  
MBROBLTP

|   |   |              |                                       |
|---|---|--------------|---------------------------------------|
| ITEM NUMBER:439500 1  | PROJECT DESCRIPTION:CR235 @ NW 94TH AVE |              | *NON-SIS*                             |
| DISTRICT:02   | COUNTY:ALACHUA                          |              |                                       |
| ROADWAY ID:26500000   | PROJECT LENGTH: .200MI                  |              | TYPE OF WORK:INTERSECTION IMPROVEMENT |
|   |   |              | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0   |
| FUND<br>CODE  |   | 2025         |                                       |
| <hr/>   |   |              |                                       |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY |   |              |                                       |
| HSP   |   | 1,010        |                                       |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT                           |   |              |                                       |
| HSP   |   | 3,169        |                                       |
| <b>TOTAL 439500 1</b>   |   | <b>4,179</b> |                                       |
| <b>TOTAL 439500 1</b>   |   | <b>4,179</b> |                                       |

|  |  |                |                                     |
|--|--|----------------|-------------------------------------|
| ITEM NUMBER:441046 2   | PROJECT DESCRIPTION:SR26 (NEWBERRY ROAD) FROM NW 43RD ST TO SW 38TH ST |                | *NON-SIS*                           |
| DISTRICT:02  | COUNTY:ALACHUA   |                |                                     |
| ROADWAY ID:26070000  | PROJECT LENGTH: .615MI   |                | TYPE OF WORK:BIKE LANE/SIDEWALK     |
|  |  |                | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND<br>CODE   |  | 2025           |                                     |
| <hr/>  |  |                |                                     |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                |                                     |
| SU   |  | 905,376        |                                     |
| <b>TOTAL 441046 2</b>  |  | <b>905,376</b> |                                     |
| <b>TOTAL 441046 2</b>  |  | <b>905,376</b> |                                     |

|   |   |               |                                     |
|---|---|---------------|-------------------------------------|
| ITEM NUMBER:441160 1  | PROJECT DESCRIPTION:NW 42ND AVENUE FROM NW 13TH ST. TO NW 6TH ST. |               | *NON-SIS*                           |
| DISTRICT:02   | COUNTY:ALACHUA  |               |                                     |
| ROADWAY ID:26000000   | PROJECT LENGTH: .300MI  |               | TYPE OF WORK:SIDEWALK               |
|   |   |               | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND<br>CODE  |   | 2025          |                                     |
| <hr/>   |   |               |                                     |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE |   |               |                                     |
| SA  |   | 24,516        |                                     |
| SR2T  |   | -48           |                                     |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT                |   |               |                                     |
| SR2T  |   | -2,237        |                                     |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE            |   |               |                                     |
| SR2T  |   | 2,990         |                                     |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT                           |   |               |                                     |
| SR2T  |   | 8,000         |                                     |
| <b>TOTAL 441160 1</b>   |   | <b>33,221</b> |                                     |
| <b>TOTAL 441160 1</b>   |   | <b>33,221</b> |                                     |

|   |  |         |                                     |
|---|--|---------|-------------------------------------|
| ITEM NUMBER:441218 1  | PROJECT DESCRIPTION:SW 20TH AVENUE FROM: SW 43RD STREET TO: SW 34TH STREET |         | *NON-SIS*                           |
| DISTRICT:02   | COUNTY:ALACHUA   |         |                                     |
| ROADWAY ID:26506001   | PROJECT LENGTH: 1.034MI  |         | TYPE OF WORK:SIDEWALK               |
|   |  |         | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND<br>CODE  |  | 2025    |                                     |
| <hr/>   |  |         |                                     |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY |  |         |                                     |
| HSP   |  | 428,281 |                                     |

## Table E - 2 (Continued)

### Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025

PAGE 10  
GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
\*\*\*\*\*  
HIGHWAYS  
\*\*\*\*\*

DATE RUN: 10/01/2025  
TIME RUN: 09.49.12  
MEROBLTP

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|---|--|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT |  | 1,497          |
| HSP   |  | 429,778        |
| <b>TOTAL 441218 1</b>                                     |  | <b>429,778</b> |
| <b>TOTAL 441218 1</b>                                     |  | <b>429,778</b> |

|  |  |  |
|--|--|--|
| ITEM NUMBER: 441219 1  | PROJECT DESCRIPTION: NE 53RD AVE @ ANIMAL SERVICES DRIVE | *NON-SIS*                              |
| DISTRICT: 02   | COUNTY: ALACHUA  | TYPE OF WORK: INTERSECTION IMPROVEMENT |
| ROADWAY ID: 26000110   | PROJECT LENGTH: .100MI                                   | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0    |
| FUND<br>CODE   | 2025   |  |
| <hr/>  |  |  |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY |  | -9,693                                 |
| HSP  |  |  |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY            |  | 389,428                                |
| HSP  |  |  |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT                                      |  | -60                                    |
| HSP  |  |  |
| <b>TOTAL 441219 1</b>  |  | <b>379,675</b>                         |
| <b>TOTAL 441219 1</b>  |  | <b>379,675</b>                         |

|   |   |  |
|---|---|--|
| ITEM NUMBER: 443252 1   | PROJECT DESCRIPTION: NEWBERRY LN AT CR235 | *NON-SIS*                              |
| DISTRICT: 02  | COUNTY: ALACHUA                           | TYPE OF WORK: INTERSECTION IMPROVEMENT |
| ROADWAY ID: 26500000  | PROJECT LENGTH: .100MI                    | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0    |
| FUND<br>CODE  | 2025                                      |  |
| <hr/>   |   |  |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY |   | 183,591                                |
| HSP   |   |  |
| SA  |   | -4,612                                 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT                           |   | 284                                    |
| SA  |   |  |
| <b>TOTAL 443252 1</b>   |   | <b>179,263</b>                         |
| <b>TOTAL 443252 1</b>   |   | <b>179,263</b>                         |

|   |   |                                     |
|---|---|-------------------------------------|
| ITEM NUMBER: 443258 1                                     | PROJECT DESCRIPTION: SR20 (SE HAWTHORNE ROAD) FROM: CR325 TO: WEST OF US301 | *SIS*                               |
| DISTRICT: 02  | COUNTY: ALACHUA   | TYPE OF WORK: RESURFACING           |
| ROADWAY ID: 26080000                                      | PROJECT LENGTH: 5.375MI   | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND<br>CODE  | 2025  |                                     |
| <hr/>   |   |                                     |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT |   | 29,548                              |
| NHPP  |   |                                     |
| SA  |   | -7,668                              |
| <b>TOTAL 443258 1</b>                                     |   | <b>21,880</b>                       |
| <b>TOTAL 443258 1</b>                                     |   | <b>21,880</b>                       |

## Table E - 2 (Continued)

### Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025

PAGE 11  
GAINESVILLE MTPO

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

DATE RUN: 10/01/2025  
TIME RUN: 09.49.12  
MBROBLTP

HIGHWAYS  
=====

|   |  |  |
|---|--|--|
| ITEM NUMBER: 445061 1<br>DISTRICT: 02<br>ROADWAY ID: 26000000 | PROJECT DESCRIPTION: CITY OF GAINESVILLE/UF ARTERIAL CORRIDOR<br>COUNTY: ALACHUA<br>PROJECT LENGTH: .425MI                     | *NON-SIS*<br>TYPE OF WORK: TRAFFIC CONTROL DEVICES/SYSTEM<br>LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND<br>CODE<br>_____   | 2025<br>_____  |  |
|   | PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT<br>SA<br>TSM   | -372<br>-58,256  |
| <b>TOTAL 445061 1</b>   |  | <b>-58,628</b>   |
| <b>TOTAL 445061 1</b>   |  | <b>-58,628</b>   |
| <hr/>   |  |  |
| ITEM NUMBER: 445061 2<br>DISTRICT: 02<br>ROADWAY ID: 26070000 | PROJECT DESCRIPTION: CITY OF GAINESVILLE/UF ARTERIAL CORRIDOR<br>COUNTY: ALACHUA<br>PROJECT LENGTH: 1.121MI                    | *NON-SIS*<br>TYPE OF WORK: TRAFFIC CONTROL DEVICES/SYSTEM<br>LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND<br>CODE<br>_____   | 2025<br>_____  |  |
|   | PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT<br>TSM   | -62,061<br>-62,061   |
| <b>TOTAL 445061 2</b>   |  | <b>-62,061</b>   |
| <b>TOTAL 445061 2</b>   |  | <b>-62,061</b>   |
| <hr/>   |  |  |
| ITEM NUMBER: 445573 1<br>DISTRICT: 02<br>ROADWAY ID: 26900006 | PROJECT DESCRIPTION: NW 45TH DR FROM BLACK FOREST WAY TO C.W. NORTON ELEM SCHOOL.<br>COUNTY: ALACHUA<br>PROJECT LENGTH: .260MI | *NON-SIS*<br>TYPE OF WORK: PEDESTRIAN SAFETY IMPROVEMENT<br>LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0  |
| FUND<br>CODE<br>_____   | 2025<br>_____  |  |
|   | PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE<br>SR2T                                    | 14,746<br>14,746   |
| <b>TOTAL 445573 1</b>   |  | <b>14,746</b>  |
| <b>TOTAL 445573 1</b>   |  | <b>14,746</b>  |
| <hr/>   |  |  |
| ITEM NUMBER: 447032 1<br>DISTRICT: 02<br>ROADWAY ID: 26005000 | PROJECT DESCRIPTION: SR222 (39TH AVE) FROM NW 95TH BLVD TO NW 40TH TERRACE<br>COUNTY: ALACHUA<br>PROJECT LENGTH: 3.451MI       | *NON-SIS*<br>TYPE OF WORK: RESURFACING<br>LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0                    |
| FUND<br>CODE<br>_____   | 2025<br>_____  |  |
|   | PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT<br>SA   | 121,200  |
|   | PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT<br>NHPP<br>NHRE  | 2,162,269<br>4,520,248   |
| <b>TOTAL 447032 1</b>   |  | <b>6,803,717</b>   |
| <b>TOTAL 447032 1</b>   |  | <b>6,803,717</b>   |

## Table E - 2 (Continued)

### Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025

|  |   |   |
|--|---|---|
| PAGE 12  | FLORIDA DEPARTMENT OF TRANSPORTATION<br>OFFICE OF WORK PROGRAM<br>ANNUAL OBLIGATIONS REPORT<br>*****<br>HIGHWAYS<br>***** | DATE RUN: 10/01/2025<br>TIME RUN: 09.49.12<br>MROBLTP                         |
| GAINESVILLE MTPO   |   |   |
|  |   |   |
| ITEM NUMBER: 447033 1  | PROJECT DESCRIPTION: SR25 (US441) FROM SR331 (WILLISTON ROAD) TO SR24 (ARCHER ROAD)                                       | *NON-SIS*   |
| DISTRICT: 02   | COUNTY: ALACHUA   |   |
| ROADWAY ID: 26010000   | PROJECT LENGTH: 1.883MI   | TYPE OF WORK: RESURFACING<br>LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0              |
| FUND<br>CODE   |   | 2025  |
|  |   |   |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT                                      |   |   |
|  | SA  | -29,044   |
| <b>TOTAL 447033 1</b>  |   | <b>-29,044</b>  |
| <b>TOTAL 447033 1</b>  |   | <b>-29,044</b>  |
|  |   |   |
| 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<br>LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0                 |
| FUND<br>CODE   |   | 2025  |
|  |   |   |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF GAINESVILLE                       |   |   |
|  | TALL  | -25,624   |
|  | TALT  | 12,271  |
|  |   |   |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT                                      |   |   |
|  | TALL  | -3,500  |
|  | TALT  | 16,104  |
| <b>TOTAL 447233 1</b>  |   | <b>-749</b>   |
| <b>TOTAL 447233 1</b>  |   | <b>-749</b>   |
|  |   |   |
| 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<br>LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND<br>CODE   |   | 2025  |
|  |   |   |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY |   |   |
|  | HSP   | -8,108  |
|  |   |   |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT                           |   |   |
|  | HSP   | 5,156   |
| <b>TOTAL 447475 1</b>  |   | <b>-2,952</b>   |
| <b>TOTAL 447475 1</b>  |   | <b>-2,952</b>   |
|  |   |   |
| ITEM NUMBER: 447476 1  | PROJECT DESCRIPTION: CR231 AT NW156TH AVENUE  | *NON-SIS*   |
| DISTRICT: 02   | COUNTY: ALACHUA   |   |
| ROADWAY ID: 26520000   | PROJECT LENGTH: .400MI  | TYPE OF WORK: INTERSECTION IMPROVEMENT<br>LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND<br>CODE   |   | 2025  |
|  |   |   |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY |   |   |
|  | HSP   | 80,120  |
|  |   |   |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT                           |   |   |
|  | HSP   | 9,403   |
| <b>TOTAL 447476 1</b>  |   | <b>89,523</b>   |
| <b>TOTAL 447476 1</b>  |   | <b>89,523</b>   |

**Table E - 2 (Continued)**  
**Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025**

PAGE 13  
 GAINESVILLE MTPO

FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 ANNUAL OBLIGATIONS REPORT  
 =====  
**HIGHWAYS**  
 =====

DATE RUN: 10/01/2025  
 TIME RUN: 09.49.12  
 MBROBLTP

|   |  |                                     |
|---|--|-------------------------------------|
| 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   | 2025   |                                     |
| -----   |  |                                     |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                                     |
| CARL  | -8,355   |                                     |
| NHRE  | 4,095,302  |                                     |
| <b>TOTAL 447962 1</b>                                     | <b>4,086,947</b>   |                                     |
| <b>TOTAL 447962 1</b>                                     | <b>4,086,947</b>   |                                     |

|   |  |                                     |
|---|--|-------------------------------------|
| ITEM NUMBER: 449844 2                                     | PROJECT DESCRIPTION: SR24 (ARCHER RD) AT SW 143RD ST AND SW 111TH TERR | *NON-SIS*                           |
| DISTRICT: 02  | COUNTY: ALACHUA  | TYPE OF WORK: ADD LEFT TURN LANE(S) |
| ROADWAY ID: 26090000                                      | PROJECT LENGTH: 3.141MI  | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1 |
| FUND CODE   | 2025   |                                     |
| -----   |  |                                     |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                                     |
| HSP   | 3,122,275  |                                     |
| <b>TOTAL 449844 2</b>                                     | <b>3,122,275</b>   |                                     |
| <b>TOTAL 449844 2</b>                                     | <b>3,122,275</b>   |                                     |
| <b>TOTAL DIST: 02</b>                                     | <b>62,445,619</b>  |                                     |
| <b>TOTAL HIGHWAYS</b>                                     | <b>62,445,619</b>  |                                     |



**Table E - 2 (Continued)**  
**Florida Department of Transportation (Highways) Federal Obligations Report- Federal Fiscal Year 2025**

PAGE 14  
 GAINESVILLE MTPD

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

DATE RUN: 10/01/2025  
 TIME RUN: 09.49.12  
 MBROBLTP

ITEM NUMBER: 439318 5                      PROJECT DESCRIPTION: GAINESVILLE MPO FY 2024/2025-2025/2026 UPWP  
 DISTRICT: 02    COUNTY: ALACHUA  
 ROADWAY ID:    PROJECT LENGTH: .000  
\*NON-SIS\*

| FUND<br>CODE          |   | 2025             |
|-----------------------|---|------------------|
|                       | PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY METRO TRANSPORTATION PLNG ORG |                  |
|                       | PL  | 1,458,196        |
| <b>TOTAL 439318 5</b> |   | <b>1,458,196</b> |
| <b>TOTAL 439318 5</b> |   | <b>1,458,196</b> |
| <b>TOTAL DIST: 02</b> |   | <b>1,458,196</b> |
| <b>TOTAL PLANNING</b> |   | <b>1,458,196</b> |
| <hr/>                 |   |                  |
| GRAND TOTAL           |   | 63,903,815       |



## Appendix F. 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 Gainesville & Alachua County Transportation Planning Organization regarding projects in the TIP are maintained in the Gainesville & Alachua County Transportation Planning Organization TIP General File. Comment summaries and subsequent Gainesville & Alachua County Transportation Planning Organization action/response are included in Table D-1.

Exhibit D-1 includes the email meeting notification for the April 22, 2026 Citizens Advisory Committee and Technical Advisory Committee meetings that featured review and comment on the draft TIP for Fiscal Years 2026-27 to 2030-31. Exhibit D-2 shows the Escribe posts for the Citizens Advisory Committee, Technical Advisory Committee, and Gainesville & Alachua County Transportation Planning Organization Board meetings. Exhibits D-3 and D-4 consist of the meeting notifications for the June 15, 2026 Gainesville & Alachua County Transportation Planning Organization meeting that featured review, public comment opportunity and approval of the TIP for Fiscal Years 2026-27 to 2030-31.

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 Gainesville & Alachua County Transportation Planning Organization provided to the public comments.

**Table F - 1  
Public Comment Summary and Public Comment Tracking  
Fiscal Years 2026-27 to 2030-31  
Transportation Improvement Program**

| Comment Summary |        | Tracking - Gainesville & Alachua County Transportation Planning Organization Action / Response |
|-----------------|--------|--|
| Name -          | Date - |  |
| •               |        |  |
| Name -          | Date - |  |
| •               |        |  |
| Name -          | Date - |  |
| Name -          | Date - | -  |
| -               |        |  |
| Name -          | Date - | -  |
| -               |        |  |

FDOT = Florida Department of Transportation

TPO = Gainesville & Alachua County Transportation Planning Organization

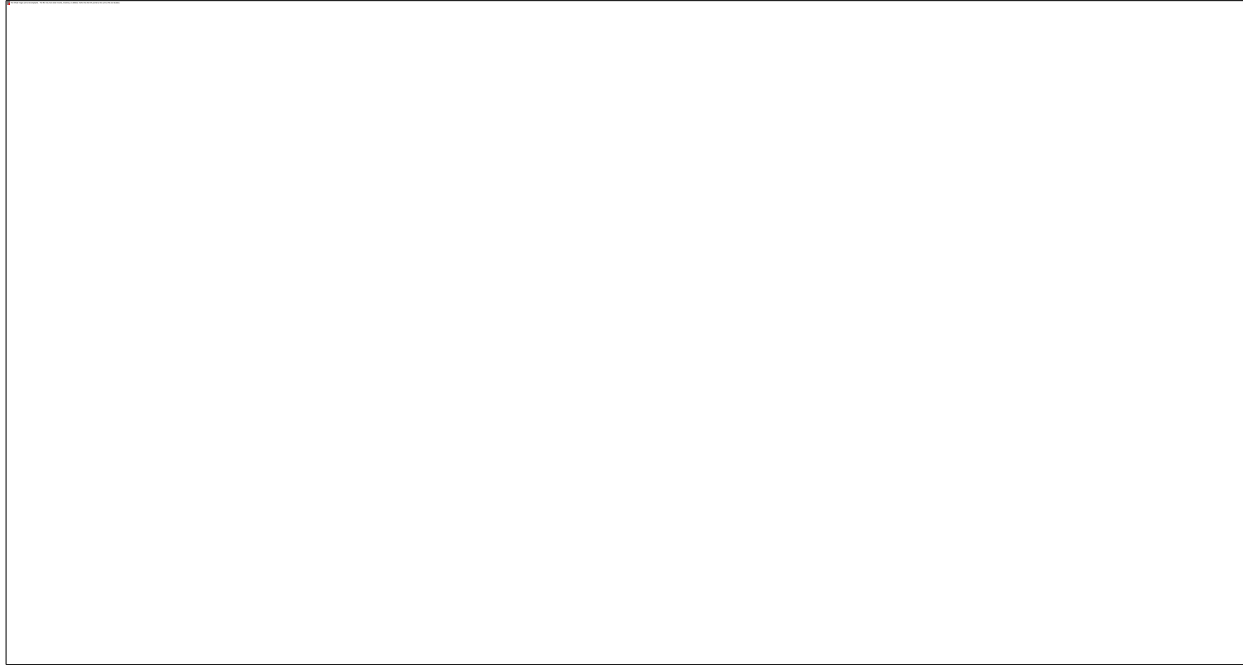
TIP = Transportation Improvement Program

There were no public comments at the Bicycle/Pedestrian Advisory Committee, Citizens Advisory Committee and Technical Advisory Committee meetings that impacted the draft TIP. This transmittal copy of the TIP for Fiscal Years 2026-27 to 2030-31 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 F - 1**  
**Citizens Advisory Committee and Technical Advisory Committee Email Notice**

draft

**Exhibit F - 2**  
**Transportation Improvement Program Escribe Notices**



**Exhibit F - 3**  
**Gainesville & Alachua County Transportation Planning Organization Meeting Notice Press Release**

draft

# Appendix G. Transportation Performance Measures Consensus Planning Document

## 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 F-1 is a copy of the Transportation Performance Measures Consensus Planning Document. Exhibit F-2 is a copy of Resolution 2019-02 which provides the endorsement of the Transportation Performance Measures Consensus Planning Document by Gainesville & Alachua County Transportation Planning Organization and the resolution certificate.

# Exhibit G - 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.

### 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.<sup>12</sup> 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

<sup>1</sup> 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.

<sup>2</sup> 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 G - 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 either<sup>3</sup>:
  - 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

<sup>3</sup> 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.

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 G - 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

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](mailto:alison.stettner@dot.state.fl.us)*

*Mark Reichert, Executive Director, MPOAC, 850-414-4062, [mark.reichert@dot.state.fl.us](mailto:mark.reichert@dot.state.fl.us)*

**Exhibit G - 1**

**Transportation Performance Measures Consensus Planning Document (Continued)**

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 24<sup>th</sup> day of June, A.D., 2019.

WITNESS my hand this 25<sup>th</sup> day of June, A.D., 2019.

  
Charles S. Chestnut IV, Secretary/Treasurer

## Exhibit G - 2 Resolution 2019-02

### 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;

Page 1 of 2

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

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

DULY ADOPTED in regular session, this 24<sup>th</sup> 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

L:\scott\sk19resolutions\res\_2019-02\_mpoac\_consensus\_planning\_agreement\_062419.doc

Page 2 of 2

## Appendix H. Revisions to Fiscal Years 2026-27 to 2030-31

### TIP Revision Log

The following log of projects is approved administrative modifications and amendments to the Fiscal Years 2026-27 through 2030-31 TIP. This TIP revision log, Exhibit F-1, includes the following information:

1. TIP revision number (as assigned by Gainesville & Alachua County Transportation Planning Organization);
2. Date the TIP revision was approved by the Gainesville & Alachua County Transportation Planning Organization;
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.



## Appendix I. TPO Resolutions

Gainesville & Alachua County Transportation Planning Organization

*Transportation Improvement Program Team*

Anoch P. Whitfield, AICP, Executive Director

draft

# Transportation Improvement Plan

Gainesville & Alachua County Transportation Planning Organization



10 SW 2<sup>nd</sup> Avenue  
Gainesville, FL 32601  
(352) 337-6207  
[www.gactpo.org](http://www.gactpo.org)