



# Transportation Improvement Plan

Gainesville & Alachua County Transportation Planning Organization



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Fiscal Year 2027 – Fiscal Year 2031

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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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# Executive Summary

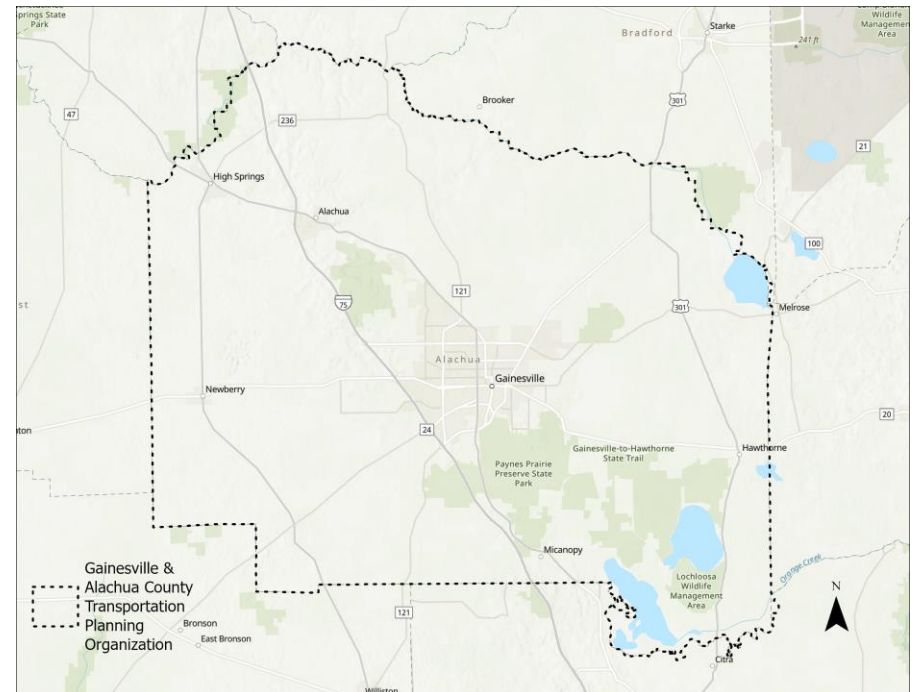
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# Chapter I. Introduction & Overview

## 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 with a 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.

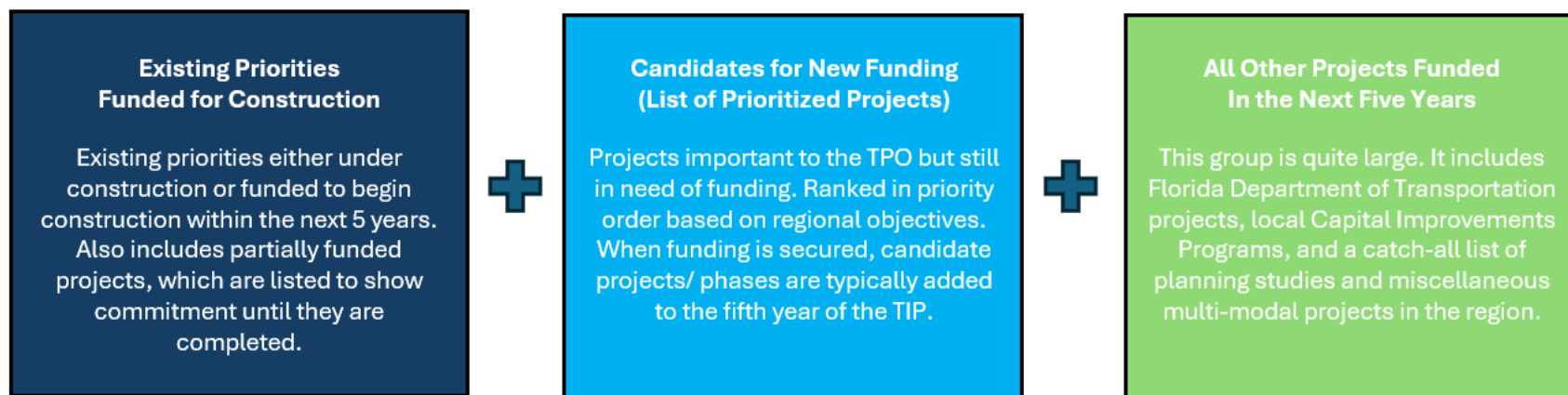
## Public Comment Summary and Comment Tracking

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 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> <b>OR</b> <b>≥ 101 vehicles across all fixed route modes</b> <b>OR</b> <b>≥ 101 vehicles in one non-fixed route mode</b>	Subrecipient of FTA 5311 funds <b>OR</b> American Indian Tribe <b>OR</b> ≤ 100 vehicles across all fixed route modes <b>OR</b> ≤ 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 2025 Actual	0	0	8	0.3	7	0.3	7,001
Fixed Route Bus 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)

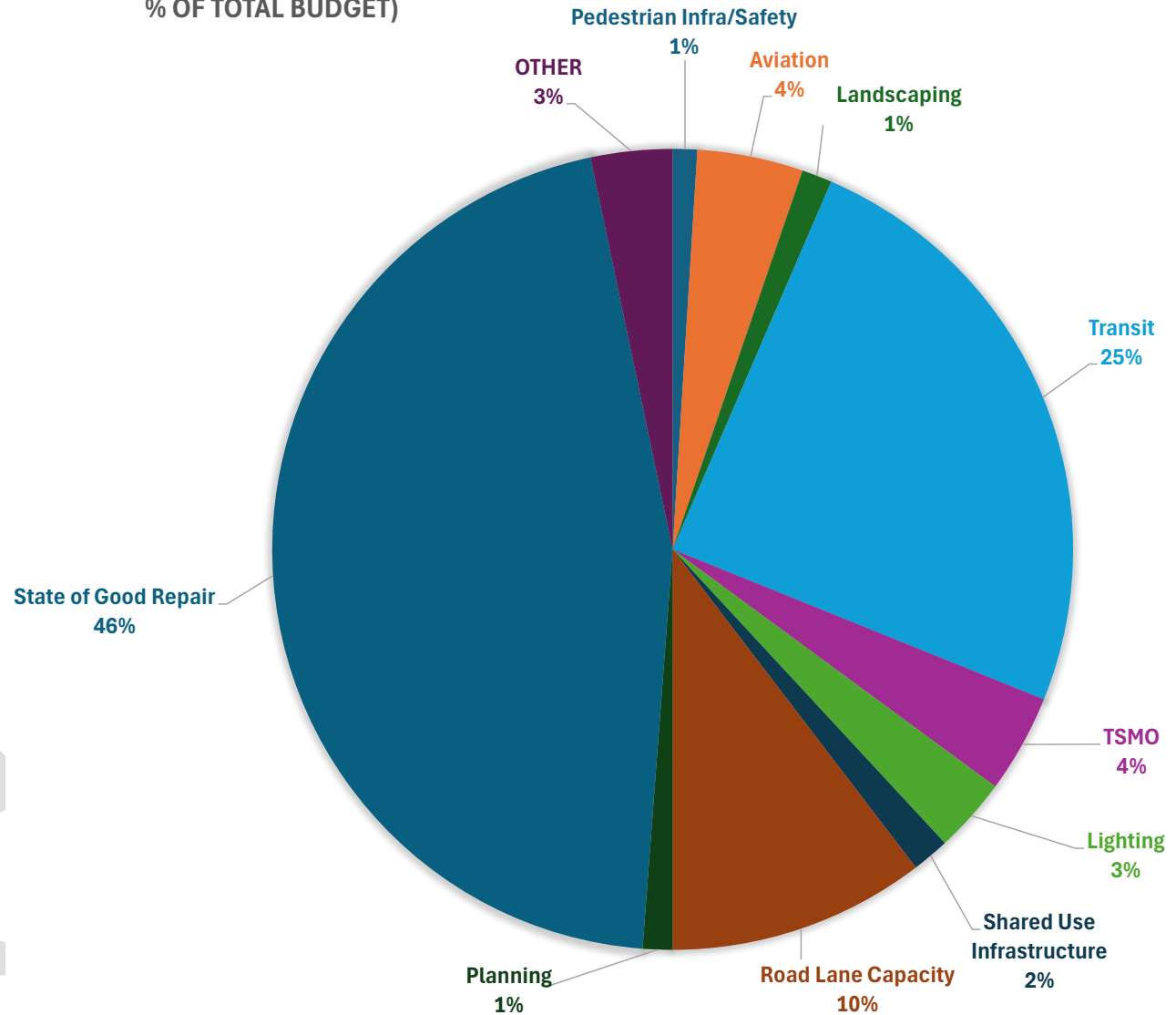
**25% Transit**

**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

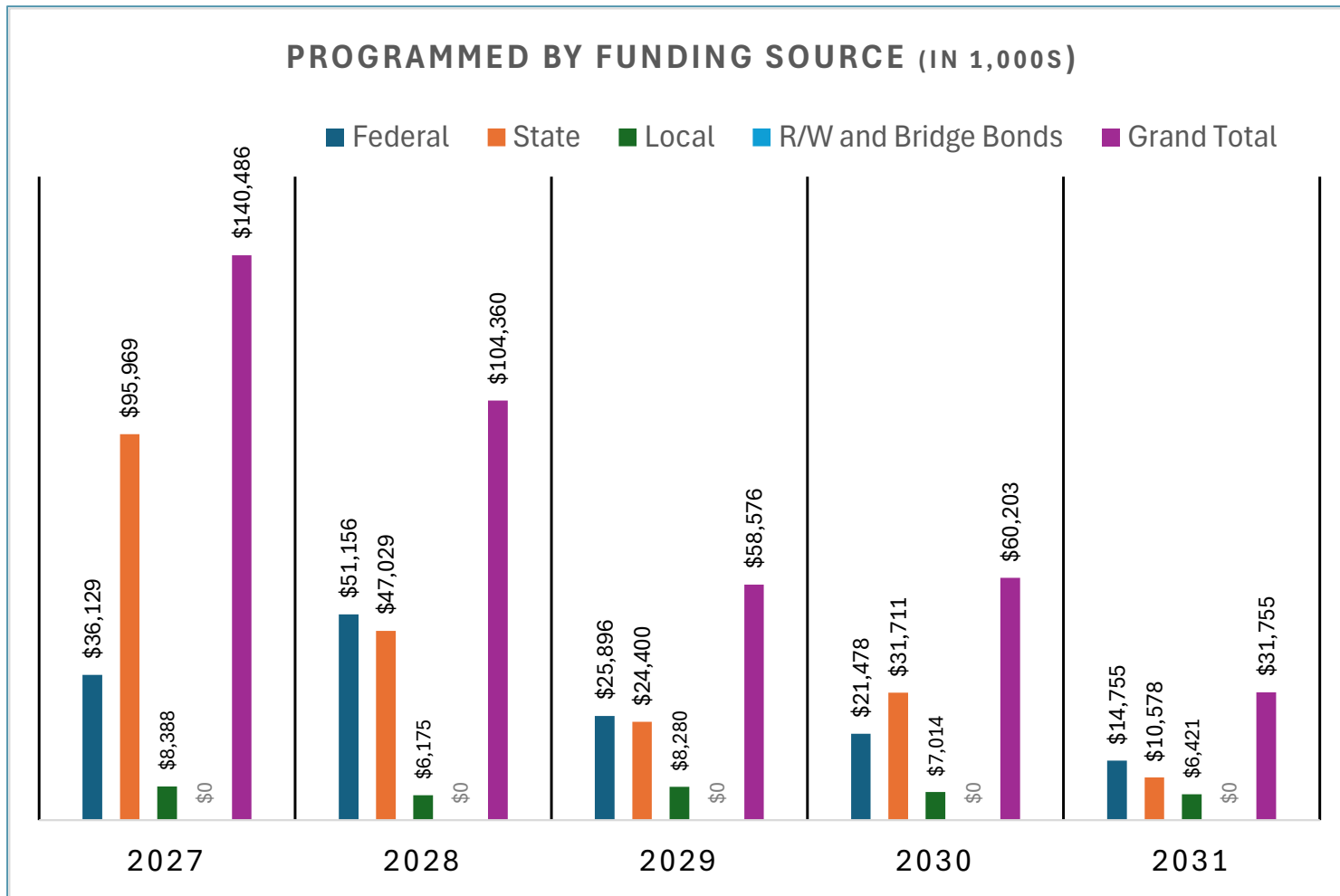
## Total Project Revenues

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

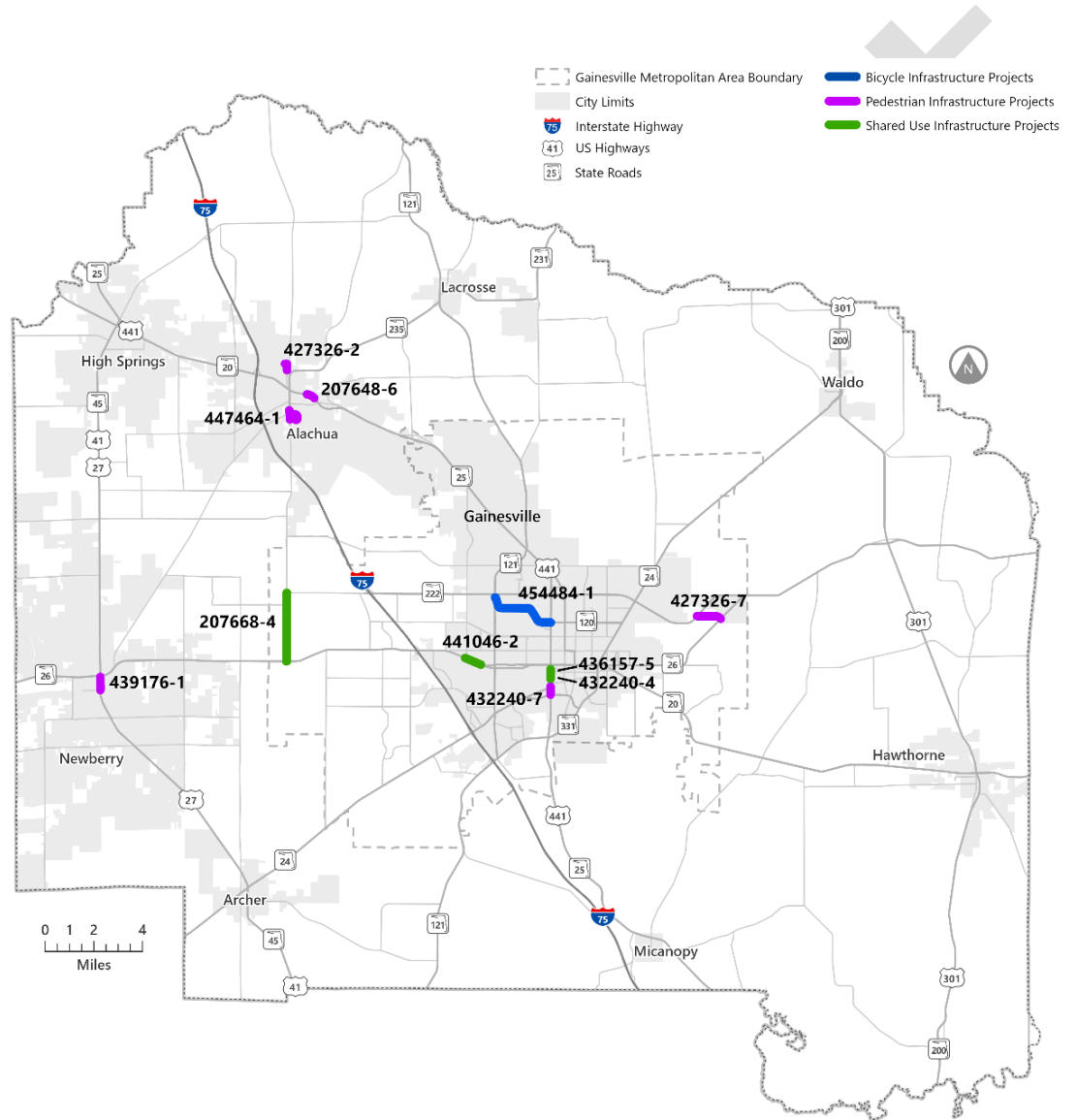
This Chapter identifies all transportation projects that are programmed for Fiscal Years 2026-27 through 2030-31 in the Florida Department of Transportation's Tentative Five-Year Work Program. The projects are grouped by transportation mode and by modification type. This chapter fulfills federal transportation 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



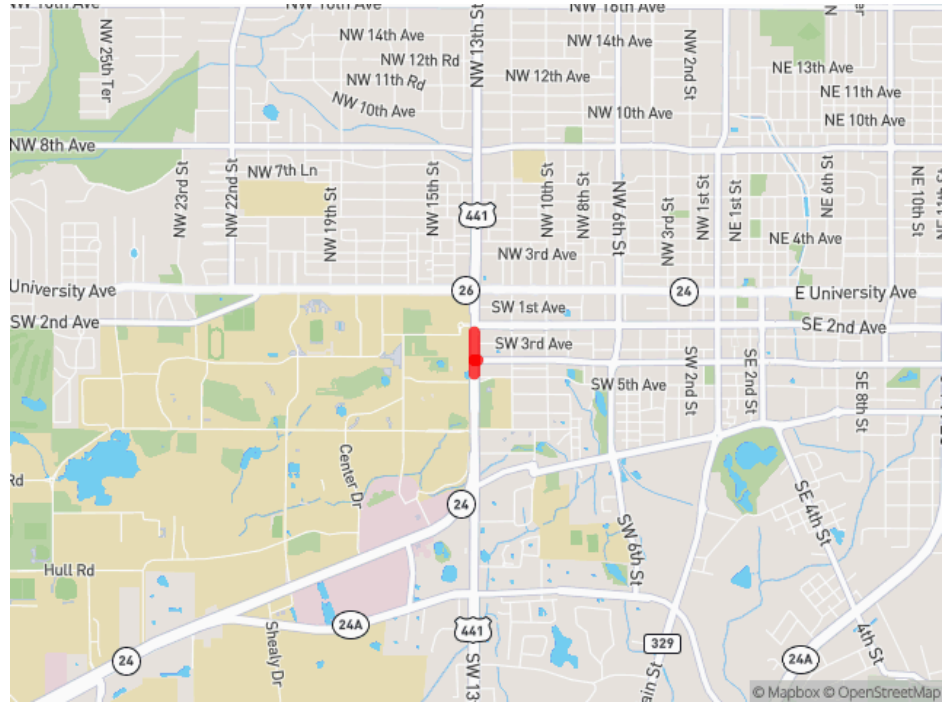
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Preliminary Engineering	SAFE ROUTES - TRANSFER	\$0	\$0	\$0	\$302,375	\$0	\$0	\$0	\$302,375
Total Preliminary Engineering		\$0	\$0	\$0	\$302,375	\$0	\$0	\$0	\$302,375
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$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



# 4361575 - SR24(US441)SW 13TH/MLK JR HWY AT SW 4TH AVE(STADIUM ROAD)

SR24(US441)SW 13TH/MLK JR HWY AT SW 4TH AVE(STADIUM ROAD)

<b>Project Type:</b>	Pedestrian Infrastructure
<b>Lead Agency:</b>	City Of Gainesville
<b>Total Cost:</b>	\$2,853,247
<b>SIS:</b>	No
<b>Length:</b>	0.158

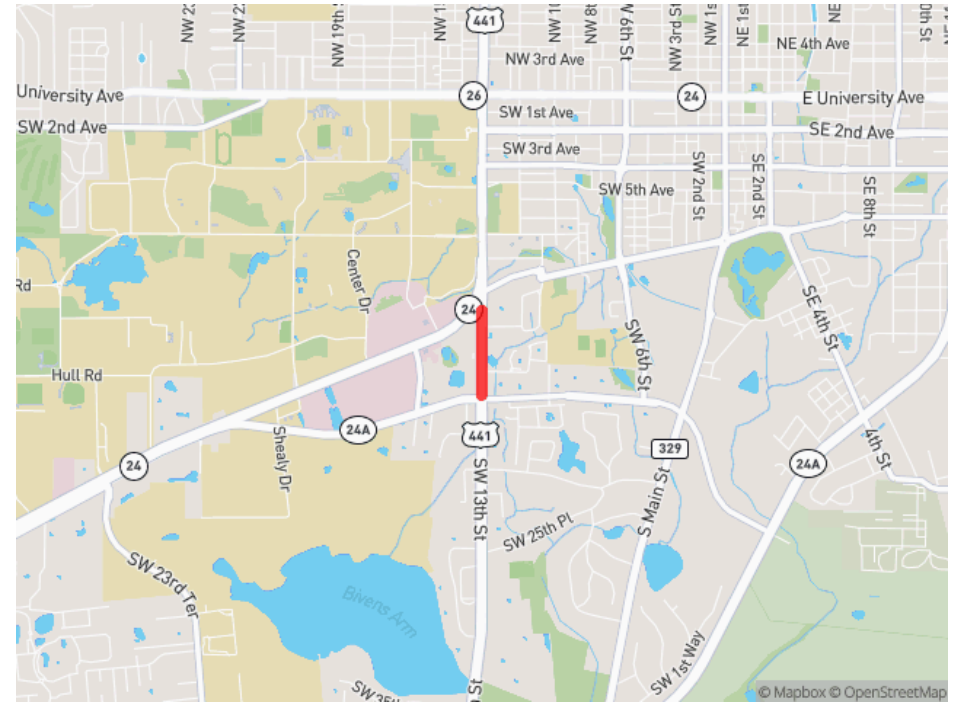


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Preliminary Engineering	ADVANCE CONSTRUCTION (SA)	\$0	\$0	\$54,435	\$0	\$0	\$0	\$0	\$54,435
Preliminary Engineering	ADVANCE CONSTRUCTION (SU)	\$0	\$0	\$326,610	\$0	\$0	\$0	\$0	\$326,610
Total Preliminary Engineering		\$0	\$0	\$381,045	\$0	\$0	\$0	\$0	\$381,045
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$0	\$0	\$65,292	\$0	\$0	\$65,292
Total Construction - Express/Expedited		\$0	\$0	\$0	\$0	\$65,292	\$0	\$0	\$65,292
Construction	ADVANCE CONSTRUCTION (SA)	\$0	\$0	\$0	\$0	\$40,935	\$0	\$0	\$40,935
Construction	ADVANCE CONSTRUCTION (SU)	\$0	\$0	\$0	\$0	\$2,317,953	\$0	\$0	\$2,317,953
Total Construction		\$0	\$0	\$0	\$0	\$2,358,888	\$0	\$0	\$2,358,888
Construction Support - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$0	\$0	\$16,281	\$0	\$0	\$16,281
Total Construction Support - Express/Expedited		\$0	\$0	\$0	\$0	\$16,281	\$0	\$0	\$16,281
Preliminary Engineering - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$31,741	\$0	\$0	\$0	\$0	\$31,741
Total Preliminary Engineering - Express/Expedited		\$0	\$0	\$31,741	\$0	\$0	\$0	\$0	\$31,741
Total Programmed		\$0	\$0	\$412,786	\$0	\$2,440,461	\$0	\$0	\$2,853,247

# 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

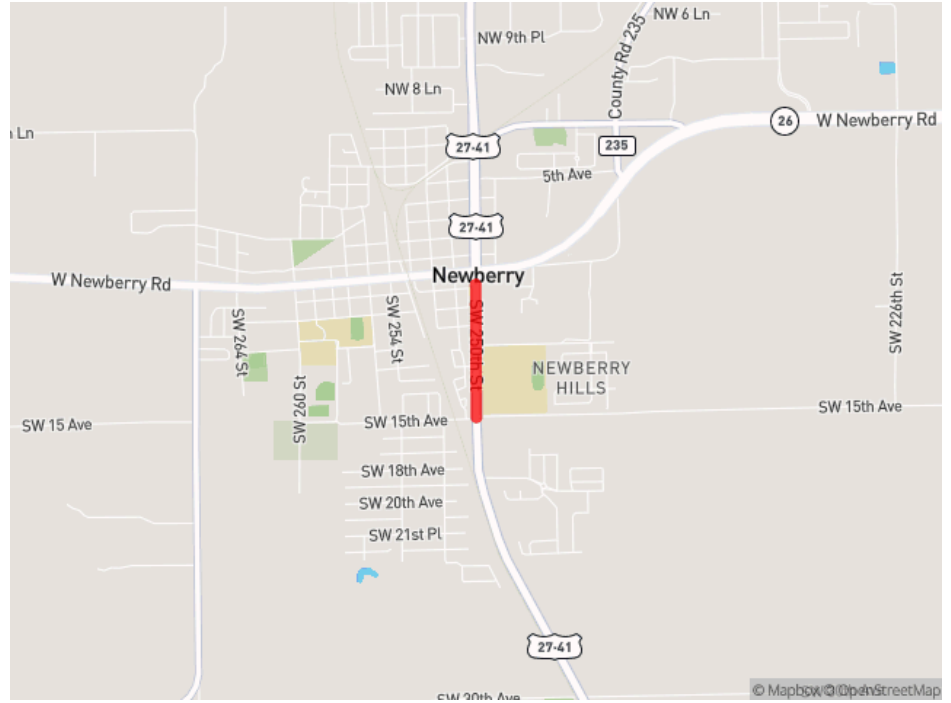


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Preliminary Engineering	TRANSPORTATION ALTS- ANY AREA	\$0	\$0	\$367,822	\$0	\$0	\$0	\$0	\$367,822
Total Preliminary Engineering		\$0	\$0	\$367,822	\$0	\$0	\$0	\$0	\$367,822
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$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

# 4273262 - NW 141ST STREET AND NW 166TH PLACE

NW 141ST STREET AND NW 166TH PLACE

<b>Project Type:</b>	Pedestrian Infrastructure
<b>Lead Agency:</b>	Alachua County Board Of County
<b>Total Cost:</b>	\$654,088
<b>SIS:</b>	No
<b>Length:</b>	0.294



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$11,213	\$0	\$0	\$0	\$0	\$0	\$11,213
Total Construction - Express/Expedited		\$0	\$11,213	\$0	\$0	\$0	\$0	\$0	\$11,213
Construction	SAFE ROUTES - TRANSFER	\$0	\$495,432	\$0	\$0	\$0	\$0	\$0	\$495,432
Total Construction		\$0	\$495,432	\$0	\$0	\$0	\$0	\$0	\$495,432
Construction Support - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$6,510	\$0	\$0	\$0	\$0	\$0	\$6,510
Total Construction Support - Express/Expedited		\$0	\$6,510	\$0	\$0	\$0	\$0	\$0	\$6,510
Total Programmed		\$0	\$513,155	\$0	\$0	\$0	\$0	\$0	\$513,155

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

SW 170TH/SW 134TH TO US41

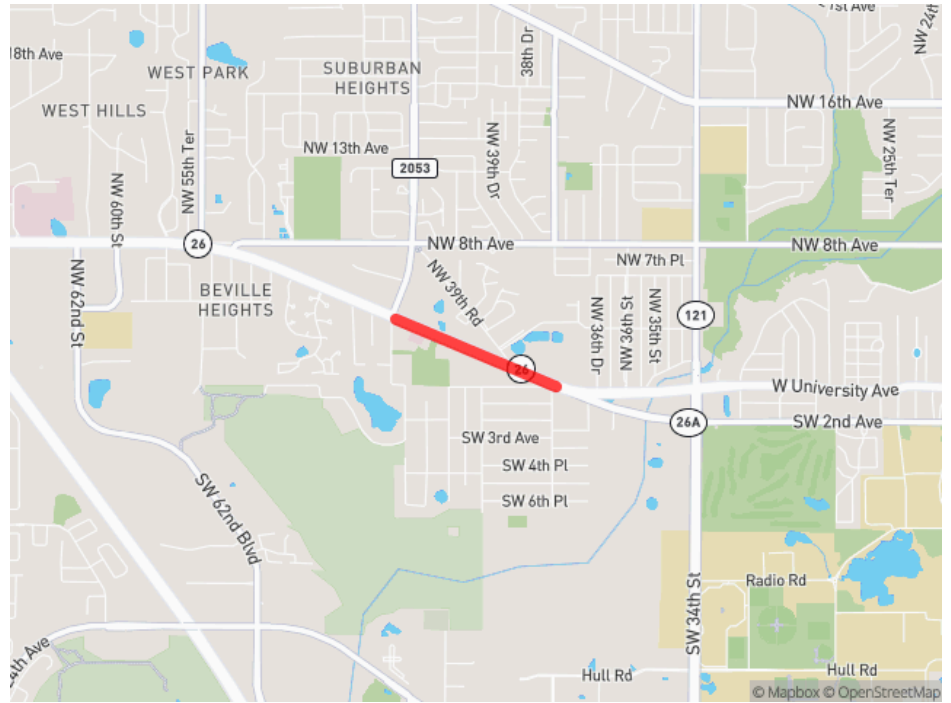
<b>Project Type:</b>	Shared Use Infrastructure
<b>Lead Agency:</b>	City Of Gainesville
<b>Total Cost:</b>	\$1,843,363
<b>SIS:</b>	No
<b>Length:</b>	0

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

# 4410462 - SR26(NEWBERRY ROAD) FROM NW 43RD ST TO SW 38TH ST

SR26(NEWBERRY ROAD) FROM NW 43RD ST TO SW 38TH ST

<b>Project Type:</b>	Shared Use Infrastructure
<b>Lead Agency:</b>	City Of Gainesville
<b>Total Cost:</b>	\$4,736,061
<b>SIS:</b>	No
<b>Length:</b>	0.615

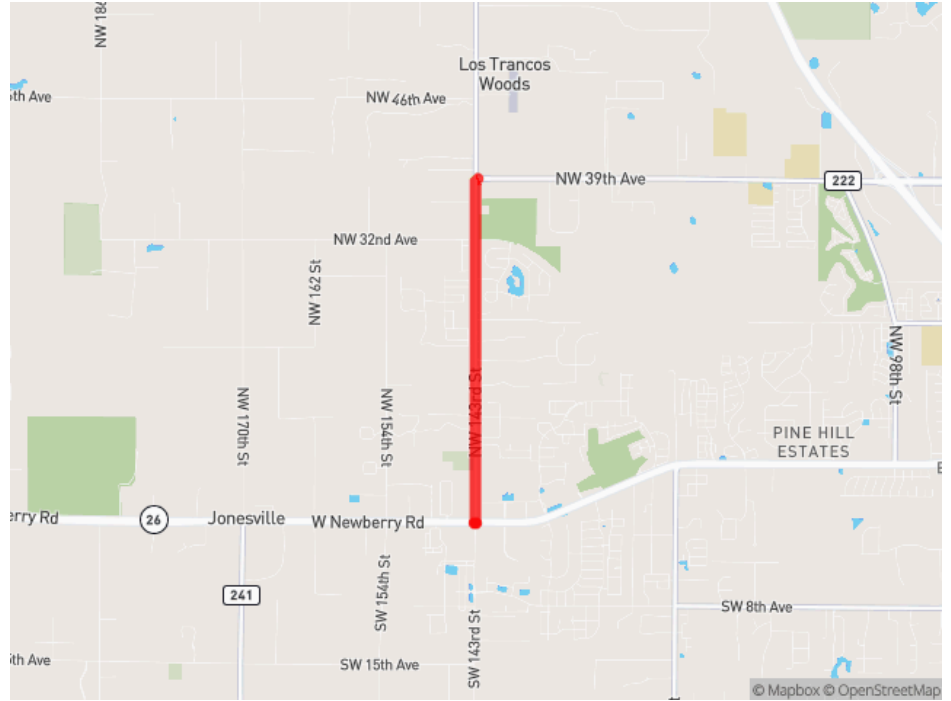


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$0	\$96,637	\$0	\$0	\$0	\$96,637
Total Construction - Express/Expedited		\$0	\$0	\$0	\$96,637	\$0	\$0	\$0	\$96,637
Construction	ADVANCE CONSTRUCTION (SA)	\$0	\$0	\$0	\$72,545	\$0	\$0	\$0	\$72,545
Construction	ADVANCE CONSTRUCTION (SU)	\$0	\$0	\$0	\$3,509,980	\$0	\$0	\$0	\$3,509,980
Total Construction		\$0	\$0	\$0	\$3,582,525	\$0	\$0	\$0	\$3,582,525
Construction Support - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$0	\$28,852	\$0	\$0	\$0	\$28,852
Total Construction Support - Express/Expedited		\$0	\$0	\$0	\$28,852	\$0	\$0	\$0	\$28,852
Total Programmed		\$0	\$0	\$0	\$3,708,014	\$0	\$0	\$0	\$3,708,014

## 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

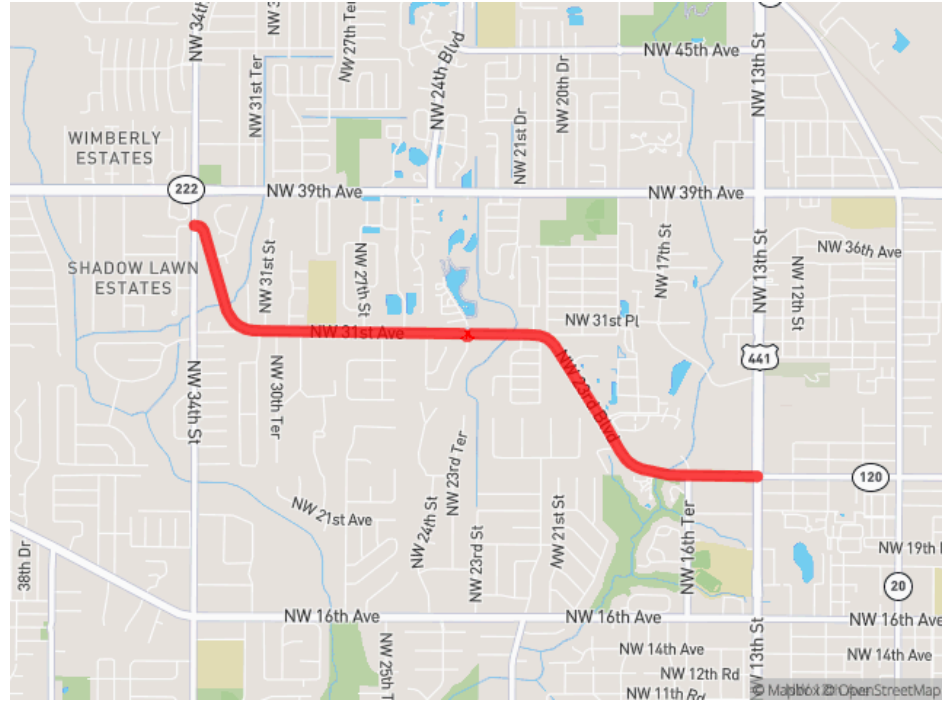


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Preliminary Design/Engineering	ADVANCE CONSTRUCTION (SA)	\$0	\$1,001	\$0	\$0	\$0	\$0	\$0	\$1,001
Preliminary Design/Engineering	ADVANCE CONSTRUCTION (SU)	\$0	\$324,000	\$0	\$0	\$0	\$0	\$0	\$324,000
Total Preliminary Design/Engineering		\$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



## 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

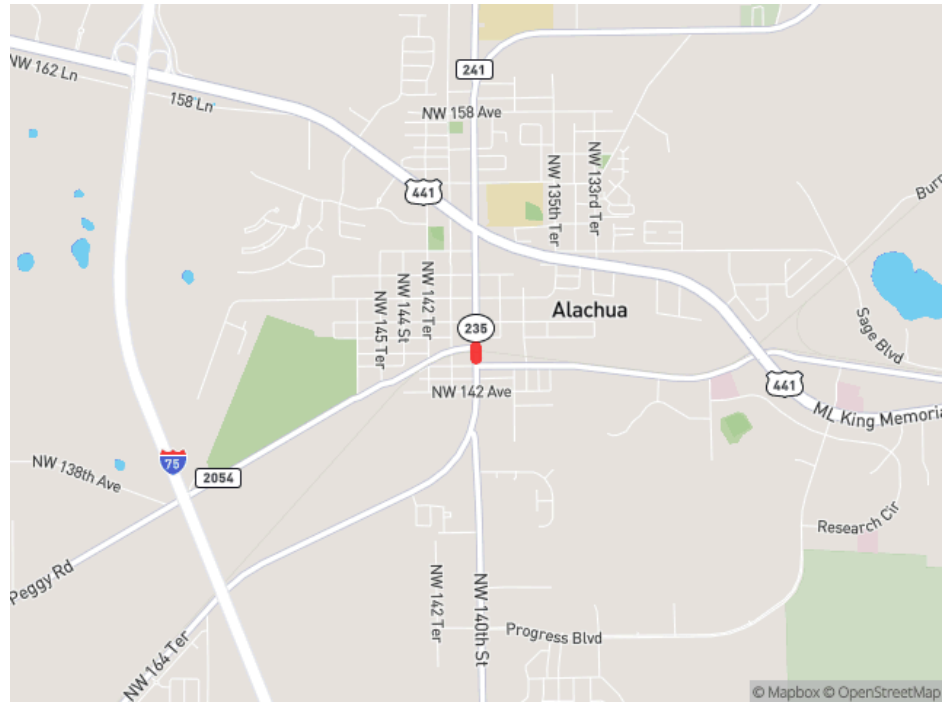
1 Project

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

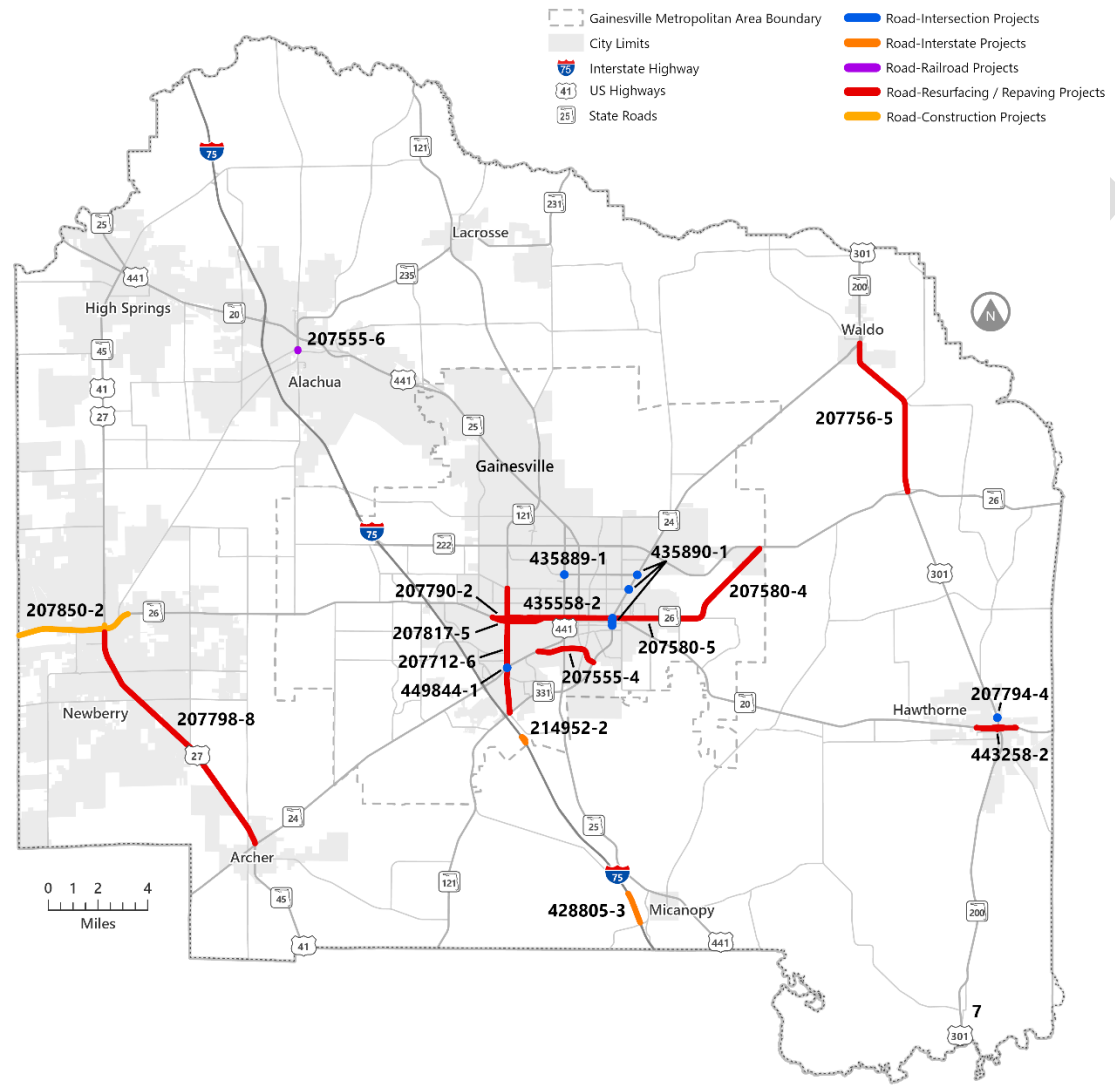
<b>Project Type:</b>	Railroad
<b>Lead Agency:</b>	City Of Gainesville
<b>Total Cost:</b>	\$568,670
<b>SIS:</b>	No
<b>Length:</b>	0.04



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

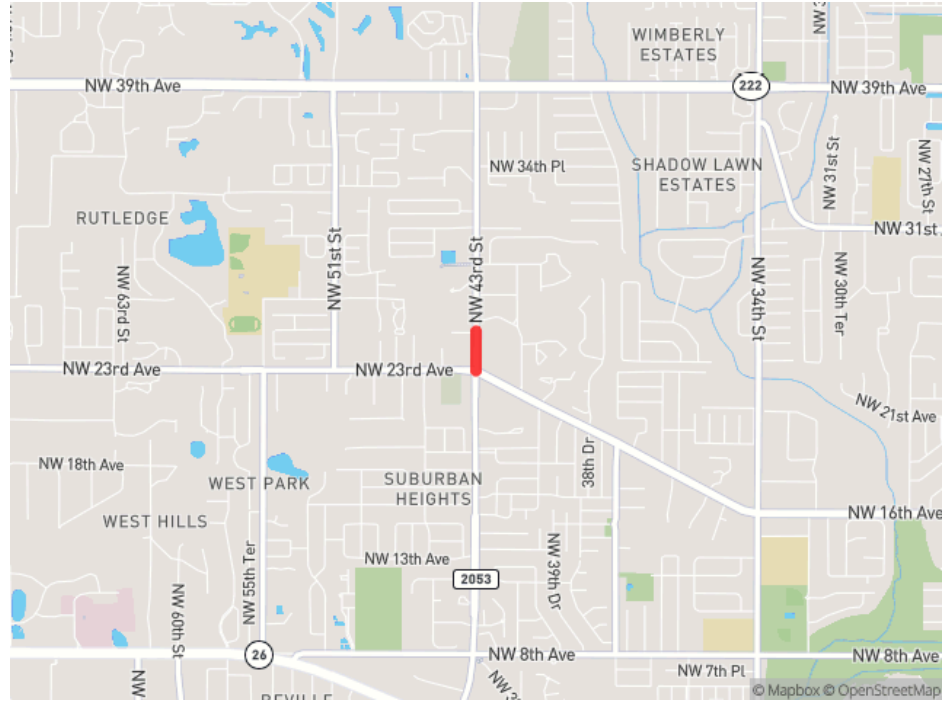
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## 2112092 - NW 43RD ST NORTH OF NW16TH BLVD AND NW 23RD AVE

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

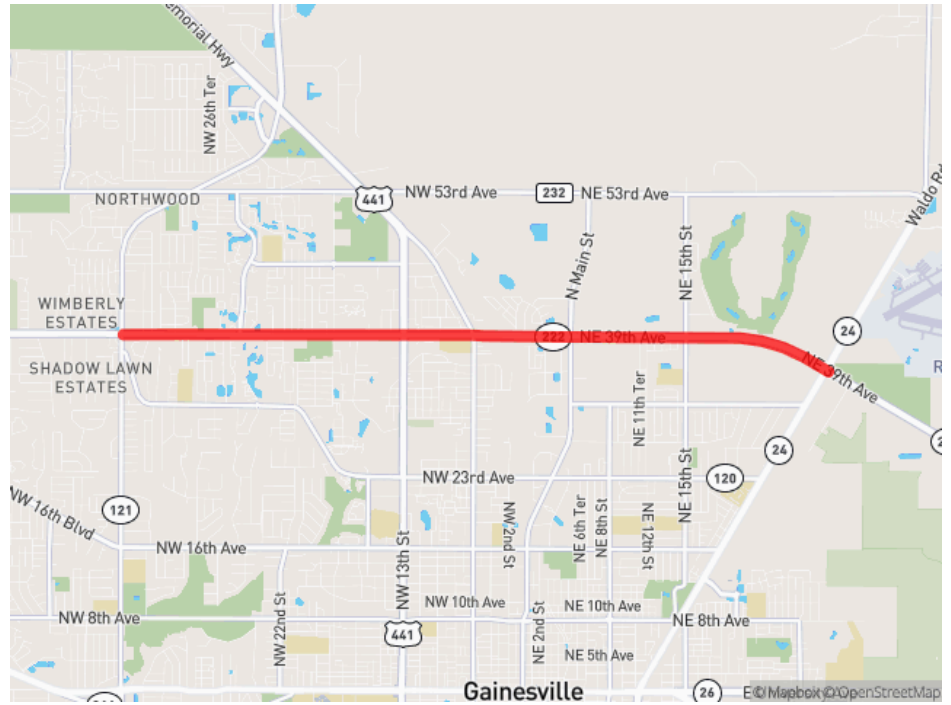


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$26,622	\$0	\$0	\$0	\$0	\$26,622
Total Construction - Express/Expedited		\$0	\$0	\$26,622	\$0	\$0	\$0	\$0	\$26,622
Construction	ADVANCE CONSTRUCTION (SS,HSP)	\$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

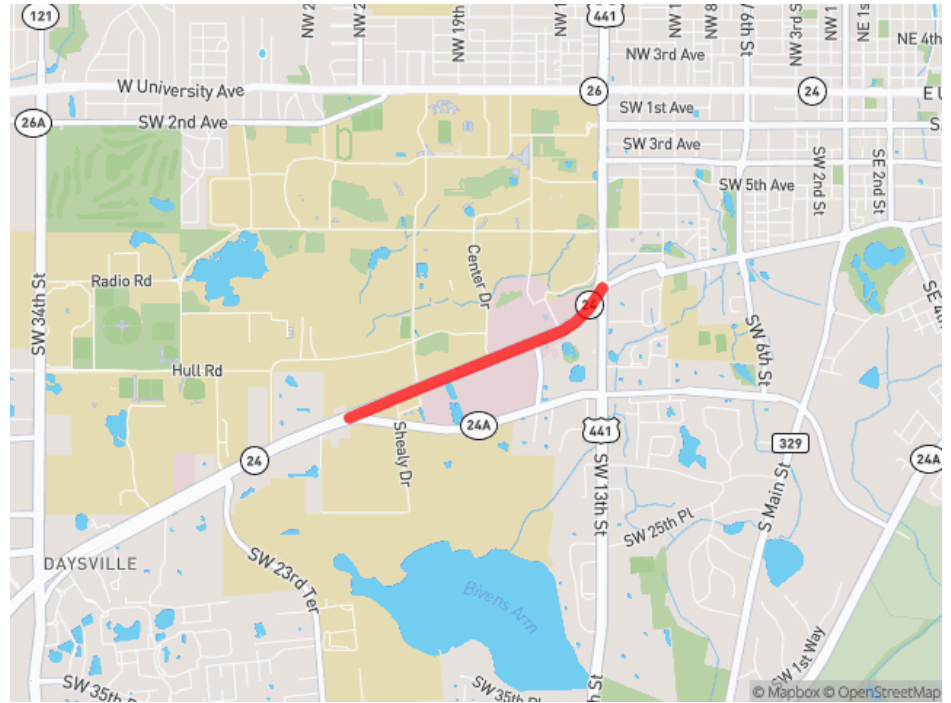


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$50,721	\$0	\$0	\$0	\$0	\$50,721
Total Construction - Express/Expedited		\$0	\$0	\$50,721	\$0	\$0	\$0	\$0	\$50,721
Construction	DISTRICT DEDICATED REVENUE	\$0	\$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

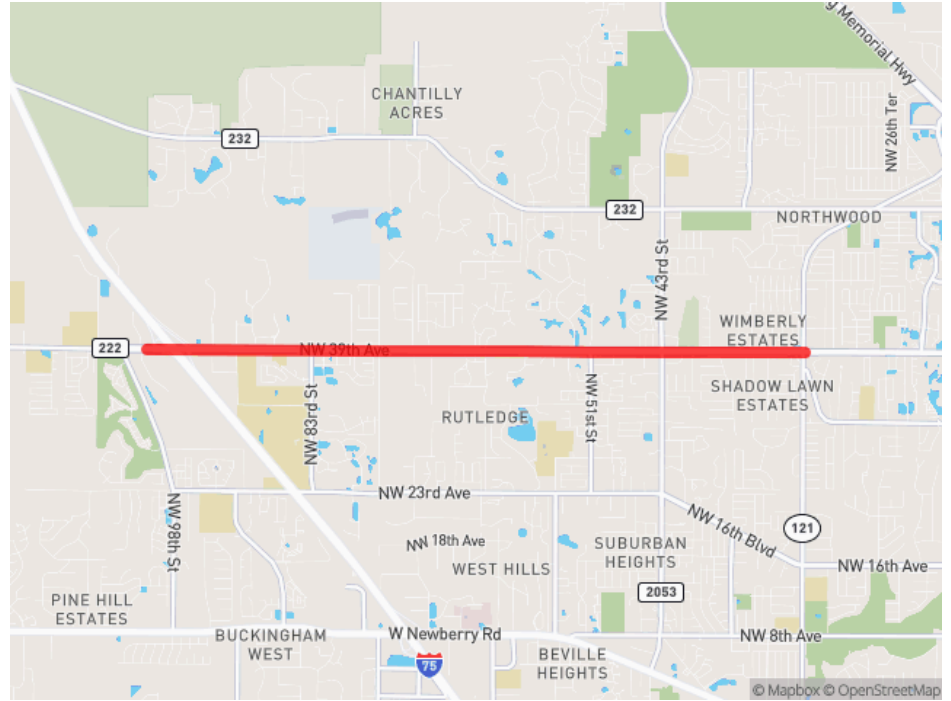


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$0	\$34,867	\$0	\$0	\$0	\$34,867
Total Construction - Express/Expedited		\$0	\$0	\$0	\$34,867	\$0	\$0	\$0	\$34,867
Construction	STATE IN-HOUSE PRODUCT SUPPORT	\$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

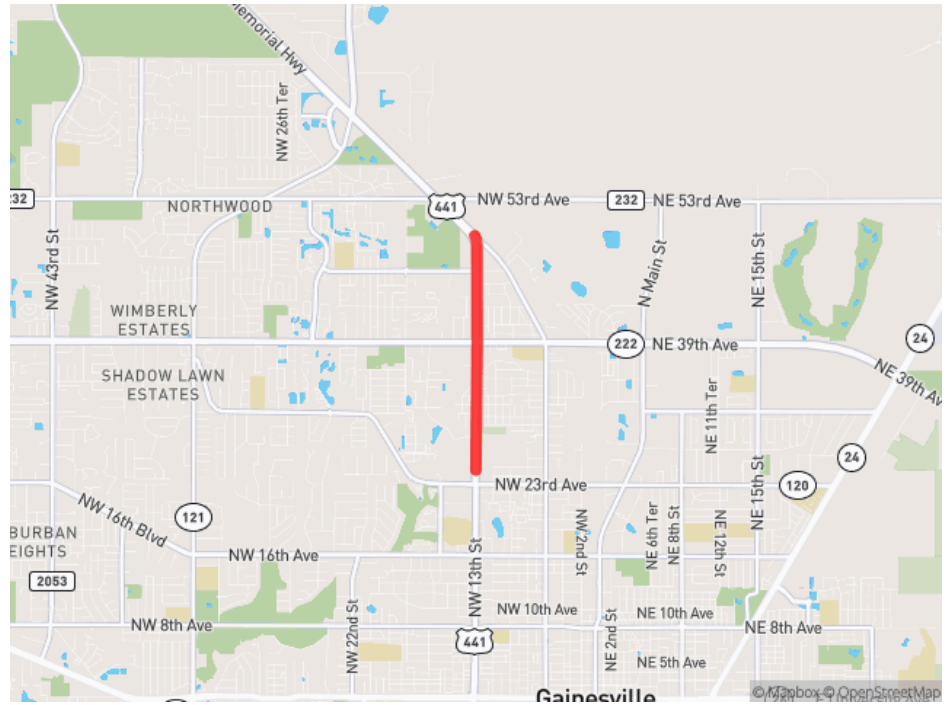


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$42,667	\$0	\$0	\$0	\$0	\$0	\$42,667
Total Construction - Express/Expedited		\$0	\$42,667	\$0	\$0	\$0	\$0	\$0	\$42,667
Construction	DISTRICT DEDICATED REVENUE	\$0	\$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

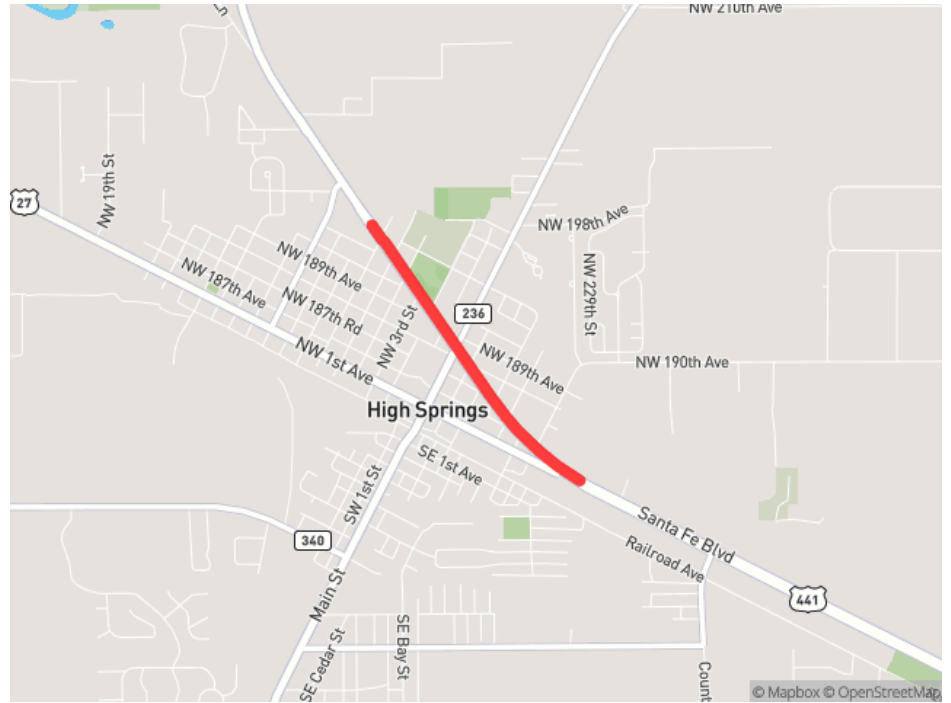


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Preliminary Engineering	DISTRICT DEDICATED REVENUE	\$0	\$320,000	\$0	\$0	\$0	\$0	\$0	\$320,000
Preliminary Engineering	STATE IN-HOUSE PRODUCT SUPPORT	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000
Total Preliminary Engineering		\$0	\$332,000	\$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

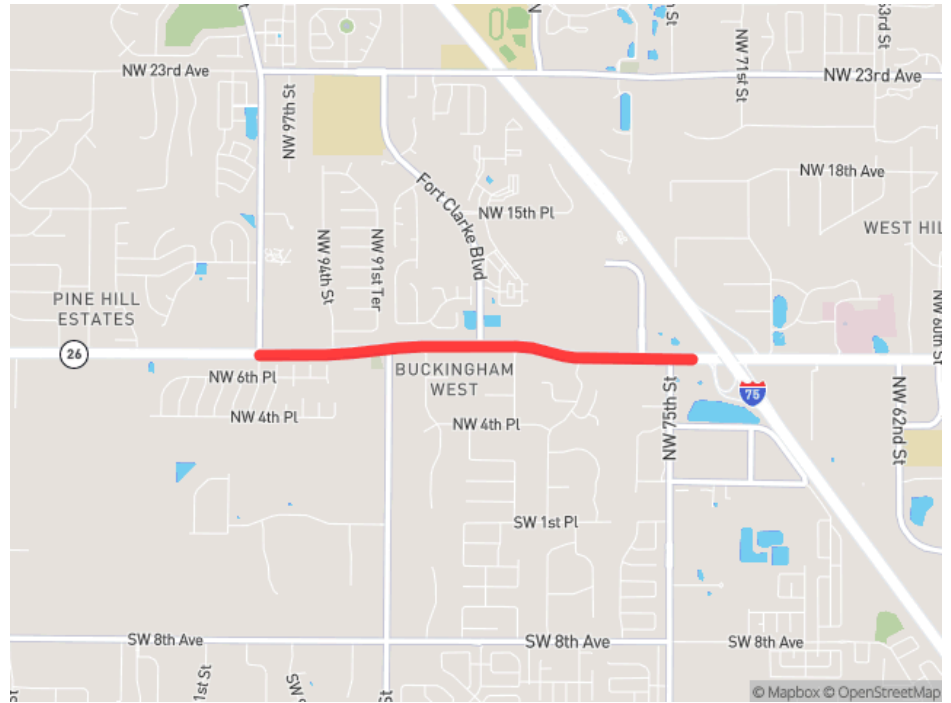


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$16,413	\$0	\$0	\$0	\$0	\$0	\$16,413
Total Construction - Express/Expedited		\$0	\$16,413	\$0	\$0	\$0	\$0	\$0	\$16,413
Construction	DISTRICT DEDICATED REVENUE	\$0	\$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

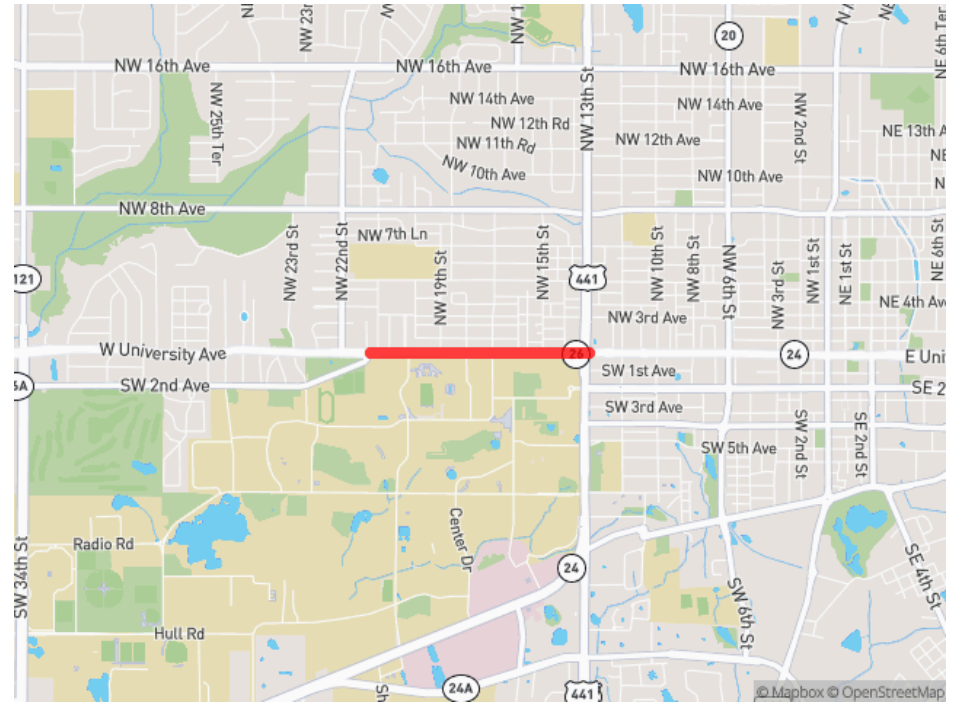
<b>Project Type:</b>	Lighting
<b>Lead Agency:</b>	Alachua County Board Of County
<b>Total Cost:</b>	\$26,021,271
<b>SIS:</b>	No
<b>Length:</b>	0

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

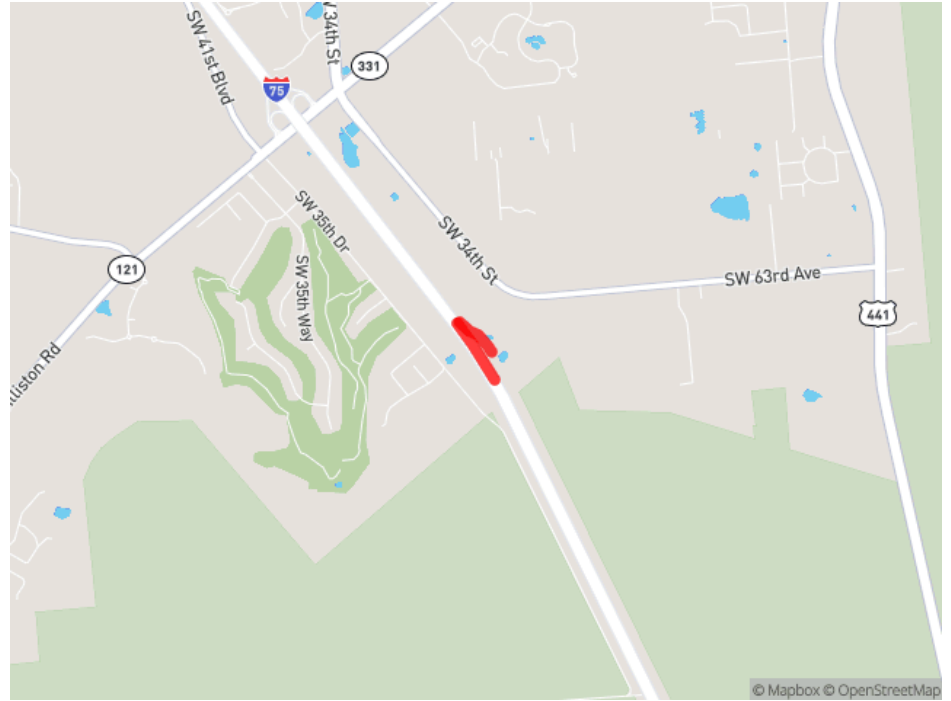


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$0	\$0	\$127,495	\$0	\$0	\$127,495
Total Construction - Express/Expedited		\$0	\$0	\$0	\$0	\$127,495	\$0	\$0	\$127,495
Construction	DISTRICT DEDICATED REVENUE	\$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



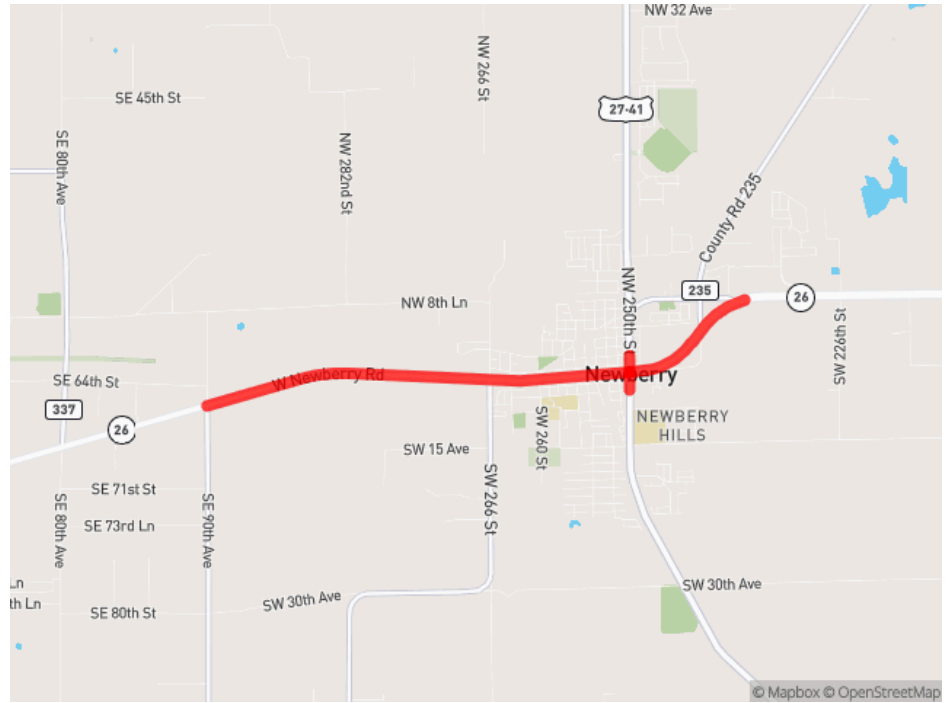
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Preliminary Engineering	REST AREAS - STATE 100%	\$0	\$0	\$0	\$0	\$6,100,000	\$0	\$0	\$6,100,000
Preliminary Engineering	STATE IN-HOUSE PRODUCT SUPPORT	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
Total Preliminary Engineering		\$0	\$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



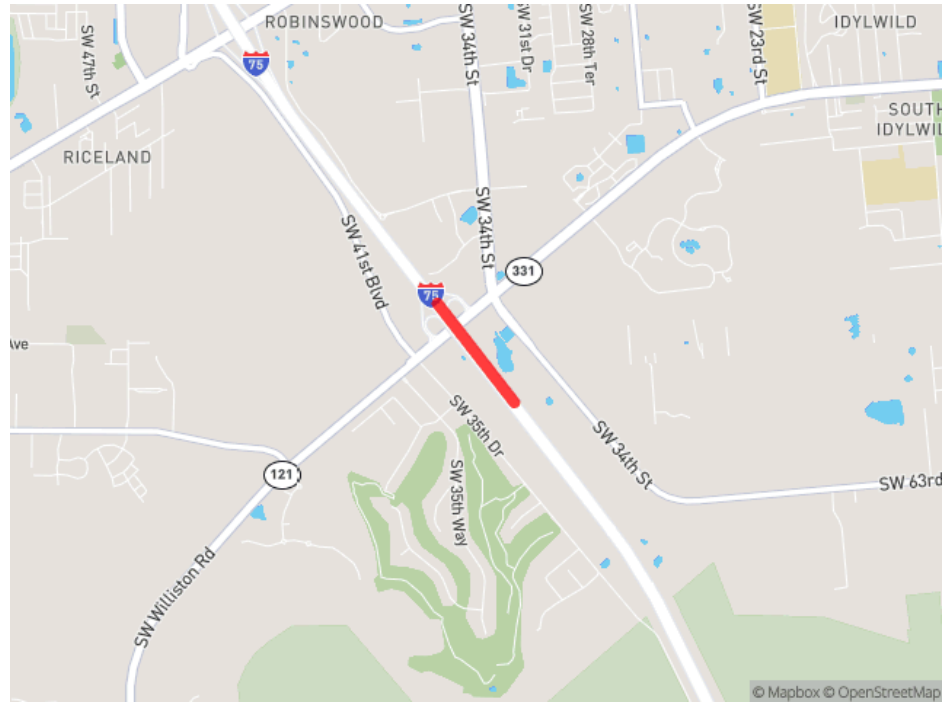
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$1,724,643	\$0	\$0	\$0	\$0	\$0	\$1,724,643
Total Construction - Express/Expedited		\$0	\$1,724,643	\$0	\$0	\$0	\$0	\$0	\$1,724,643
Construction	ARTERIAL HIGHWAYS 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

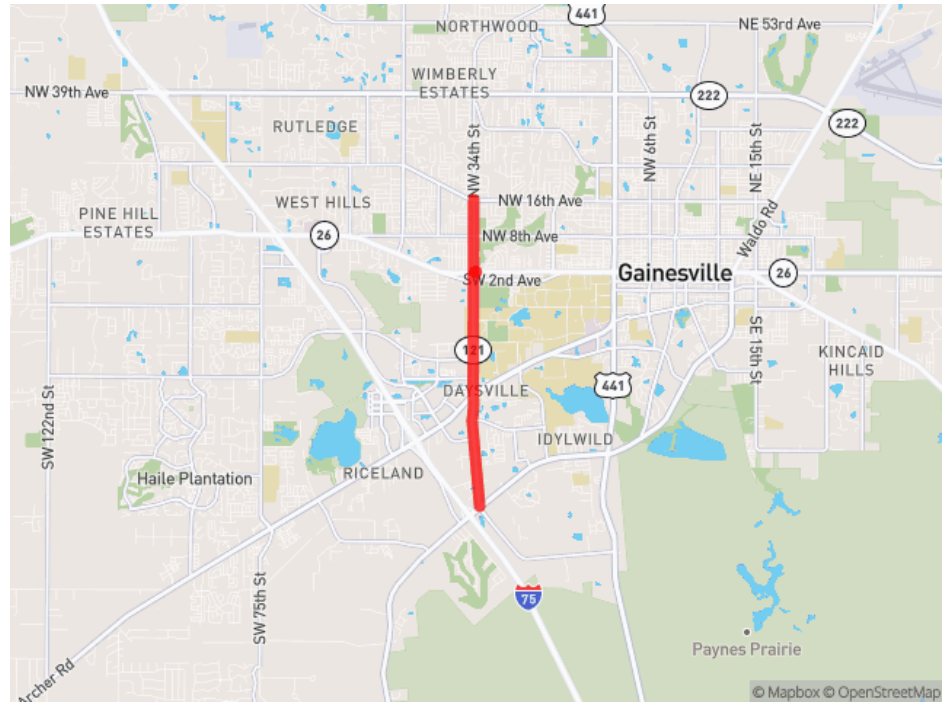


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Right of Way - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$8,344	\$0	\$0	\$0	\$0	\$0	\$8,344
Total Right of Way - Express/Expedited		\$0	\$8,344	\$0	\$0	\$0	\$0	\$0	\$8,344
Right Of Way	ADVANCE CONSTRUCTION NHPP	\$0	\$135,679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

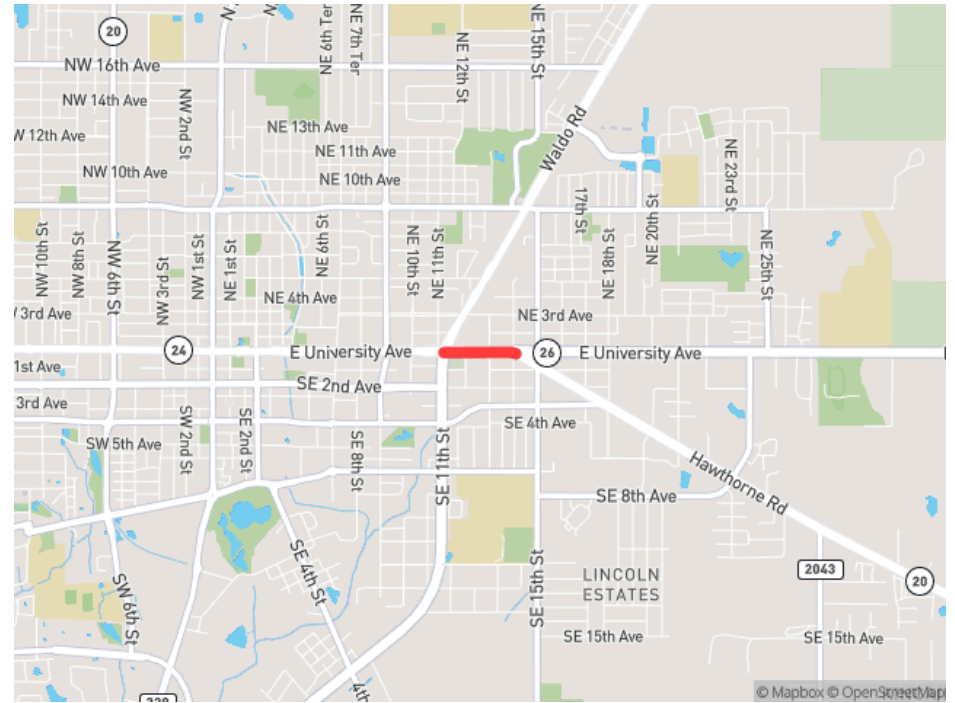
<b>Project Type:</b>	State of Good Repair
<b>Lead Agency:</b>	City Of Gainesville
<b>Total Cost:</b>	\$602,474
<b>SIS:</b>	No
<b>Length:</b>	0

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

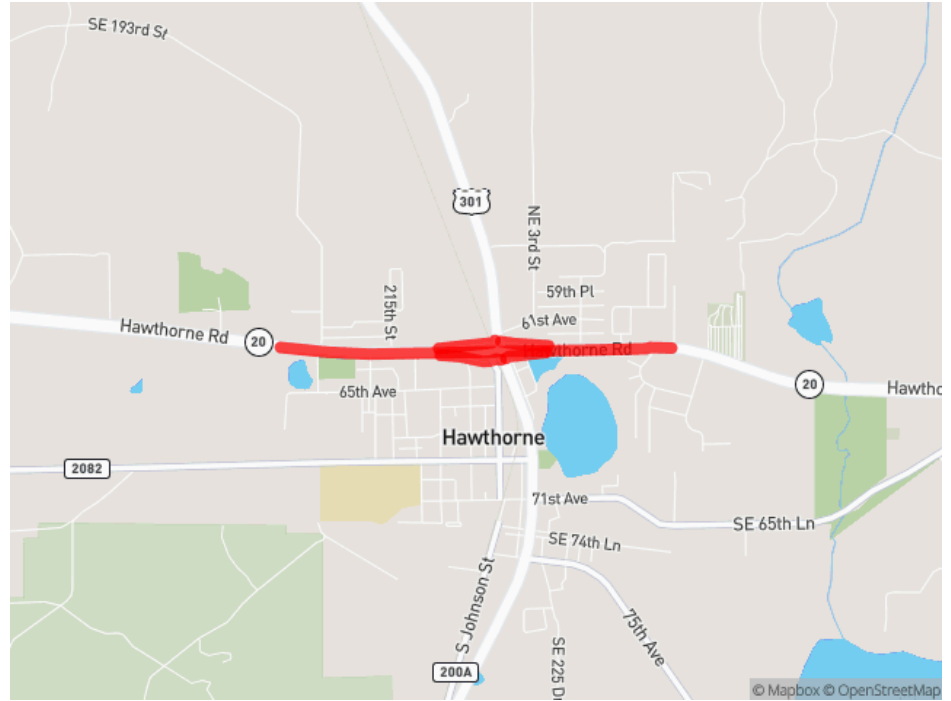


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$32,144	\$0	\$0	\$0	\$0	\$32,144
Total Construction - Express/Expedited		\$0	\$0	\$32,144	\$0	\$0	\$0	\$0	\$32,144
Construction	AC NAT HWY PERFORM RESURFACING	\$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



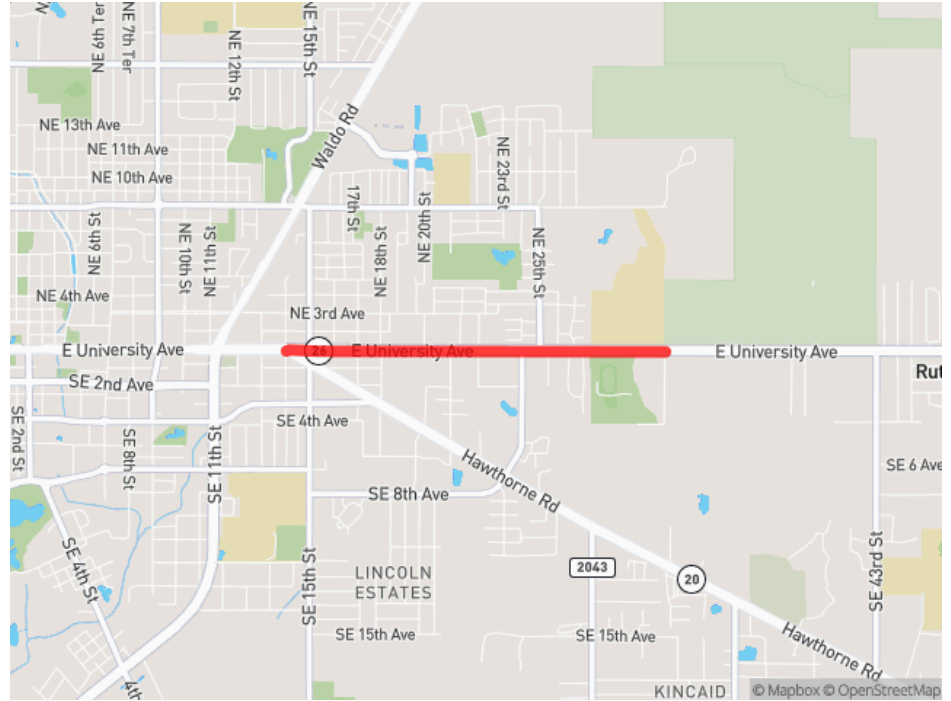
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Preliminary Engineering	ADVANCE CONSTRUCTION (SA)	\$0	\$607,395	\$0	\$0	\$0	\$0	\$0	\$607,395
<b>Total Preliminary Engineering</b>		\$0	\$607,395	\$0	\$0	\$0	\$0	\$0	\$607,395
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$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

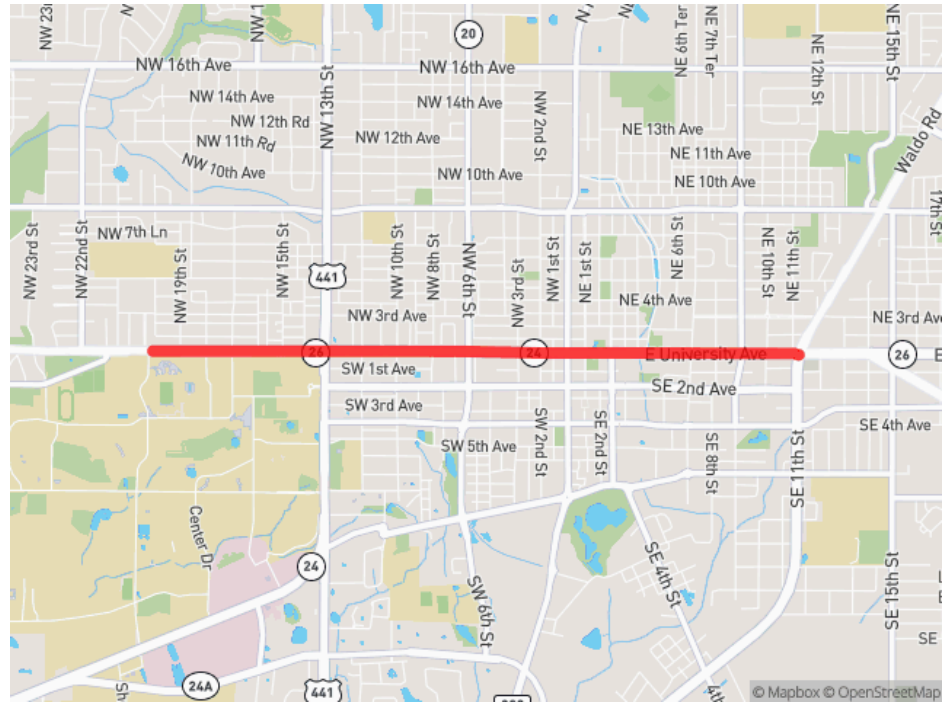


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$105,697	\$0	\$0	\$0	\$0	\$105,697
Total Construction - Express/Expedited		\$0	\$0	\$105,697	\$0	\$0	\$0	\$0	\$105,697
Construction	STATE PRIMARY HIGHWAYS & 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

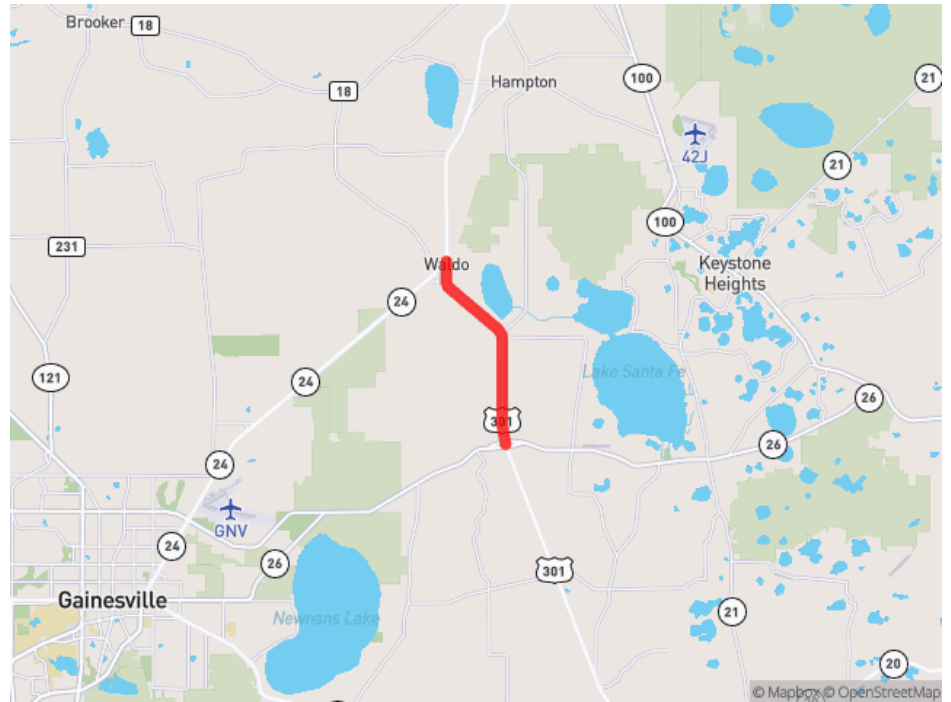


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$172,059	\$0	\$0	\$0	\$0	\$172,059
Total Construction - Express/Expedited		\$0	\$0	\$172,059	\$0	\$0	\$0	\$0	\$172,059
Construction	AC NAT HWY PERFORM RESURFACING	\$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

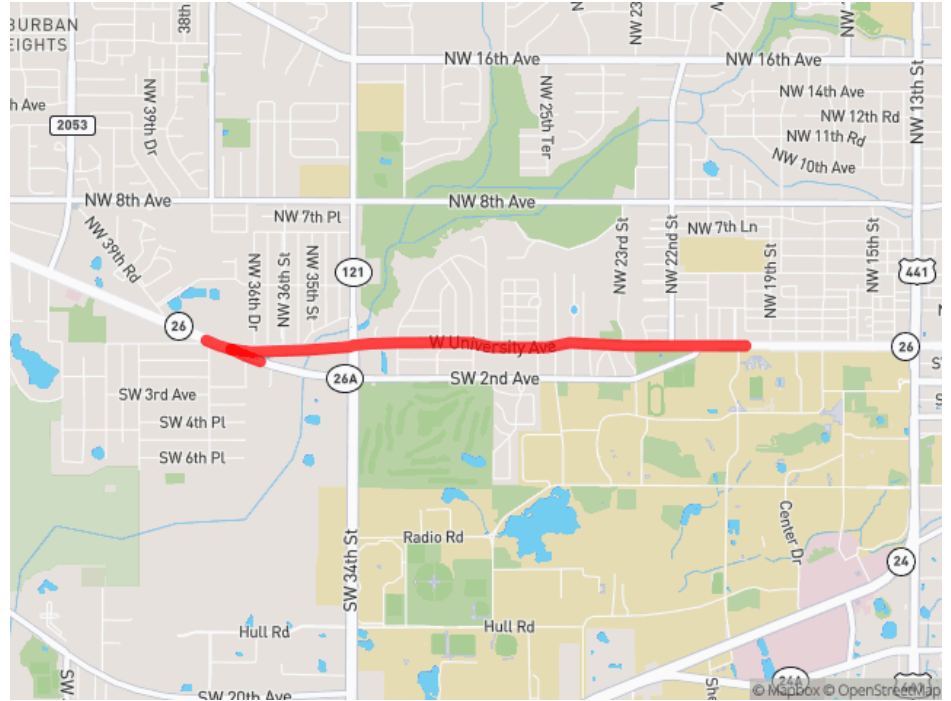
<b>Project Type:</b>	State of Good Repair
<b>Lead Agency:</b>	City Of Gainesville
<b>Total Cost:</b>	\$312,730
<b>SIS:</b>	No
<b>Length:</b>	0

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

# 2078175 - SR26(W UNIVERSITY AVE) FROM SW 38TH ST TO GALE LEMERAND DR

SR26(W UNIVERSITY AVE) FROM SW 38TH ST TO GALE LEMERAND DR

<b>Project Type:</b>	State of Good Repair
<b>Lead Agency:</b>	City Of Gainesville
<b>Total Cost:</b>	\$6,423,088
<b>SIS:</b>	No
<b>Length:</b>	2.034

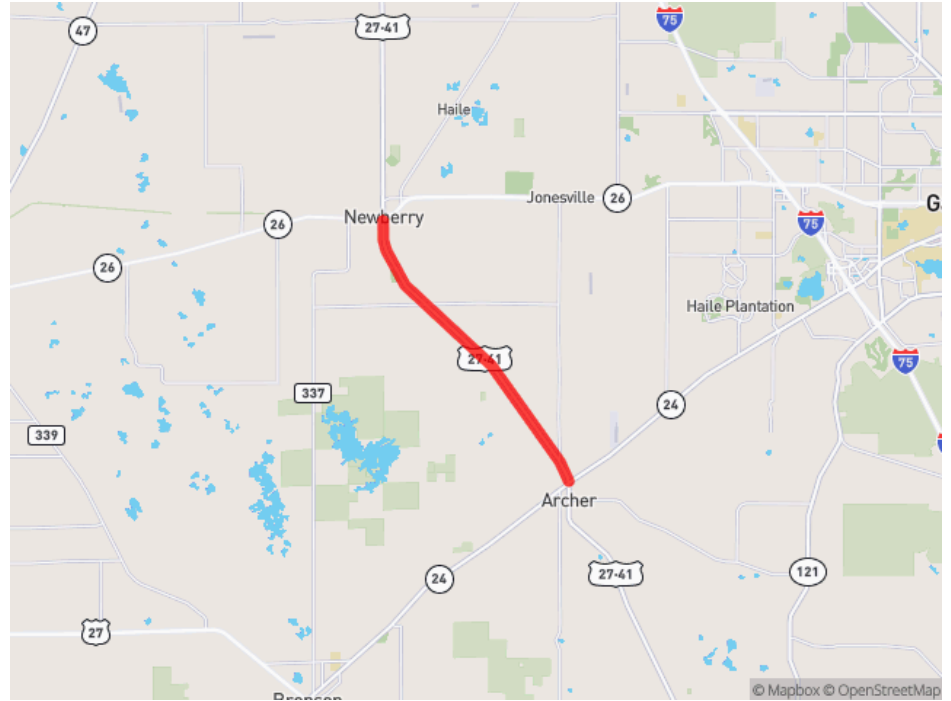


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$120,231	\$0	\$0	\$0	\$0	\$0	\$120,231
Total Construction - Express/Expedited		\$0	\$120,231	\$0	\$0	\$0	\$0	\$0	\$120,231
Construction	AC NAT HWY PERFORM RESURFACING	\$0	\$2,058,000	\$0	\$0	\$0	\$0	\$0	\$2,058,000
Construction	ADVANCE CONSTRUCTION (SA)	\$0	\$1,148,760	\$0	\$0	\$0	\$0	\$0	\$1,148,760
Construction	ADVANCE CONSTRUCTION (SU)	\$0	\$679,717	\$0	\$0	\$0	\$0	\$0	\$679,717
Construction	DISTRICT DEDICATED REVENUE	\$0	\$718,153	\$0	\$0	\$0	\$0	\$0	\$718,153
Construction	LOCAL FUNDS	\$0	\$74,580	\$0	\$0	\$0	\$0	\$0	\$74,580
Construction	STATE IN-HOUSE PRODUCT SUPPORT	\$0	\$31,290	\$0	\$0	\$0	\$0	\$0	\$31,290
Total Construction		\$0	\$4,710,500	\$0	\$0	\$0	\$0	\$0	\$4,710,500
Construction Support - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$46,325	\$0	\$0	\$0	\$0	\$0	\$46,325
Total Construction Support - Express/Expedited		\$0	\$46,325	\$0	\$0	\$0	\$0	\$0	\$46,325
Total Programmed		\$0	\$4,877,056	\$0	\$0	\$0	\$0	\$0	\$4,877,056

## 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

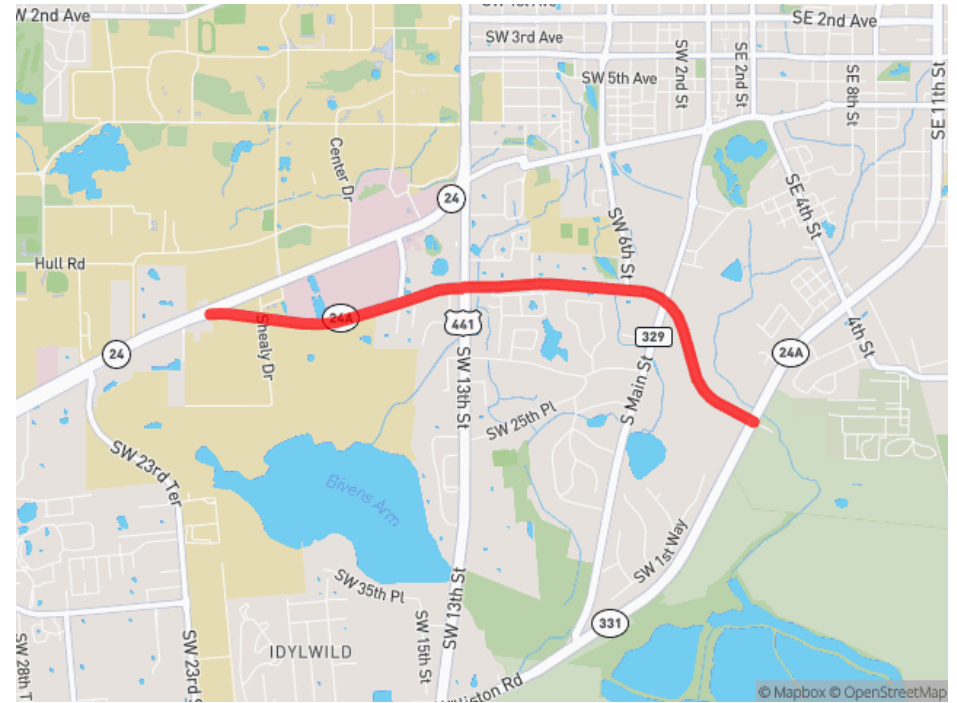


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$211,783	\$0	\$0	\$0	\$0	\$0	\$211,783
Total Construction - Express/Expedited		\$0	\$211,783	\$0	\$0	\$0	\$0	\$0	\$211,783
Construction	AC NAT HWY PERFORM RESURFACING	\$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

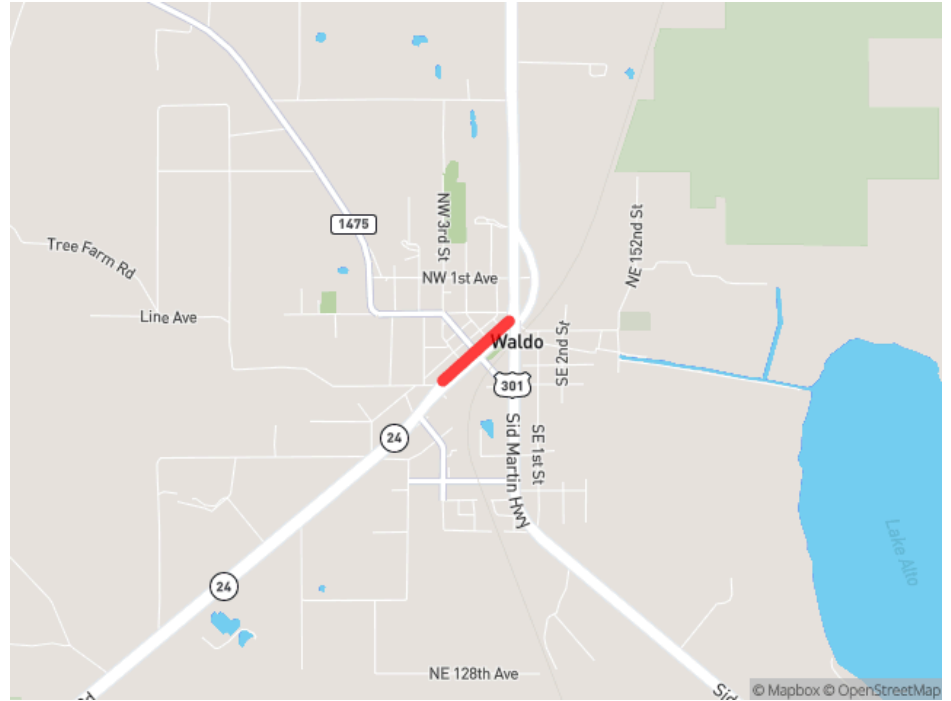
<b>Project Type:</b>	State of Good Repair
<b>Lead Agency:</b>	City Of Gainesville
<b>Total Cost:</b>	\$11,510,394
<b>SIS:</b>	No
<b>Length:</b>	0

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

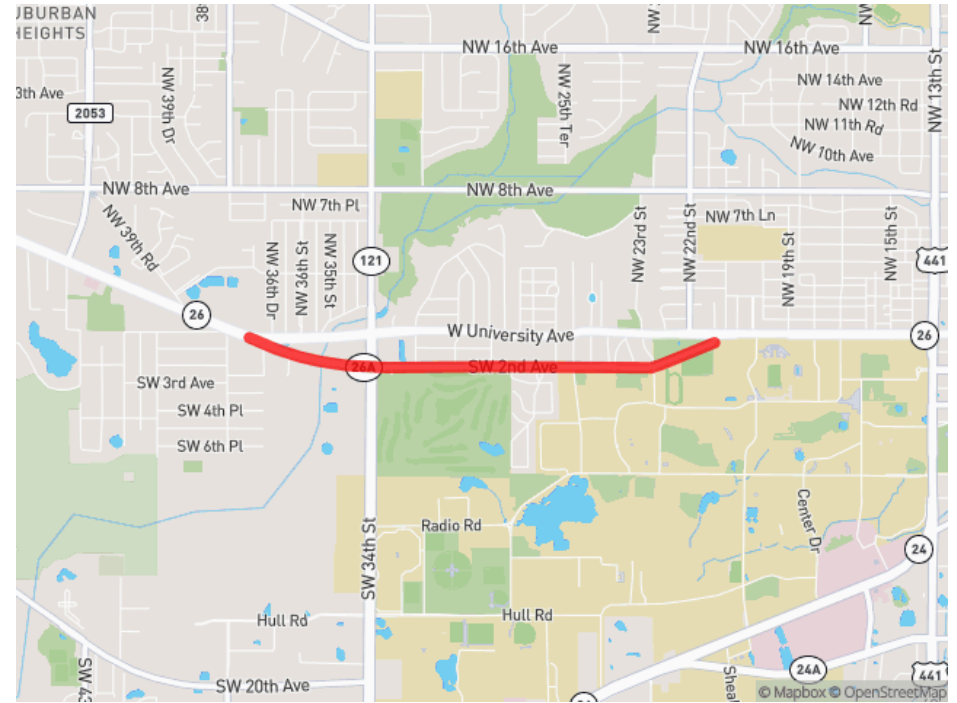
<b>Project Type:</b>	State of Good Repair
<b>Lead Agency:</b>	City Of Gainesville
<b>Total Cost:</b>	\$3,918,619
<b>SIS:</b>	Yes
<b>Length:</b>	0

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

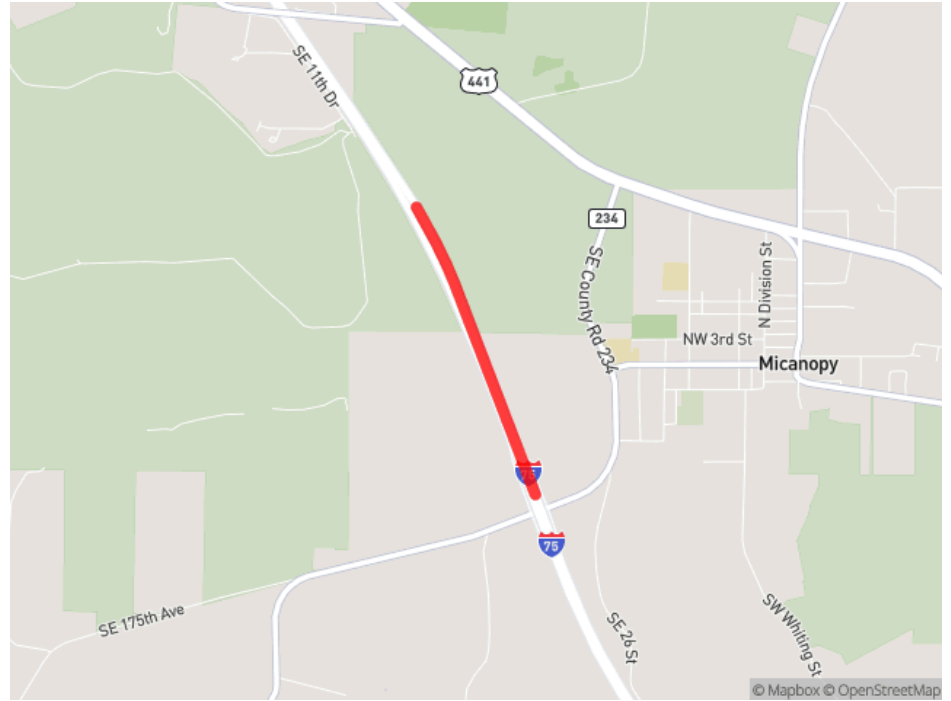


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$88,026	\$0	\$0	\$0	\$0	\$88,026
Total Construction - Express/Expedited		\$0	\$0	\$88,026	\$0	\$0	\$0	\$0	\$88,026
Construction	AC NAT HWY PERFORM RESURFACING	\$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 WACAHOOTA RD

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

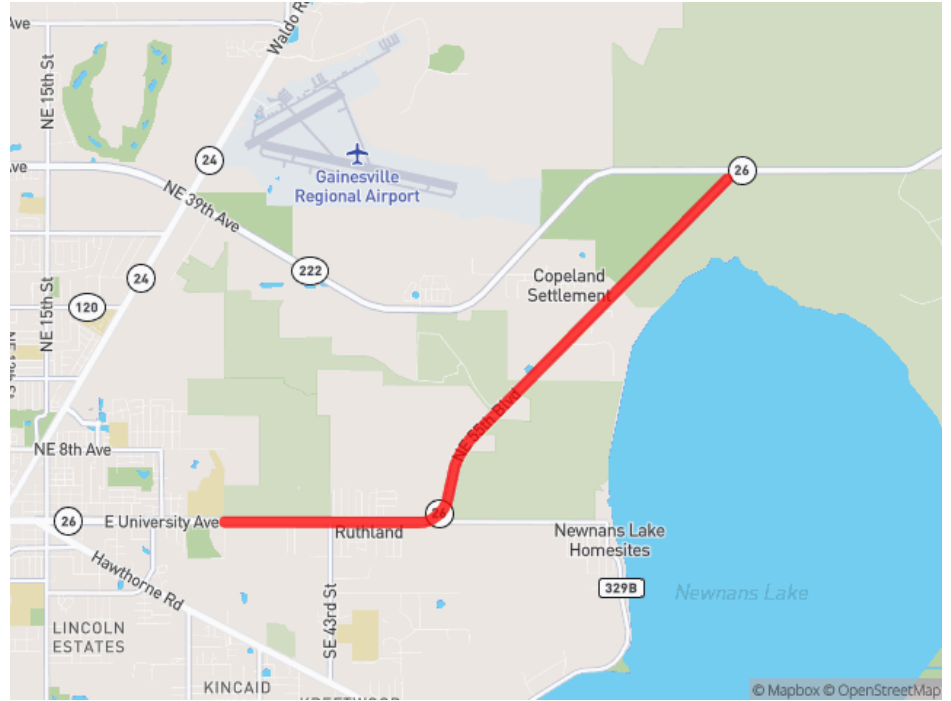


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Preliminary Engineering	ADVANCE CONSTRUCTION NHPP	\$0	\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000
Total Preliminary Engineering		\$0	\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$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)

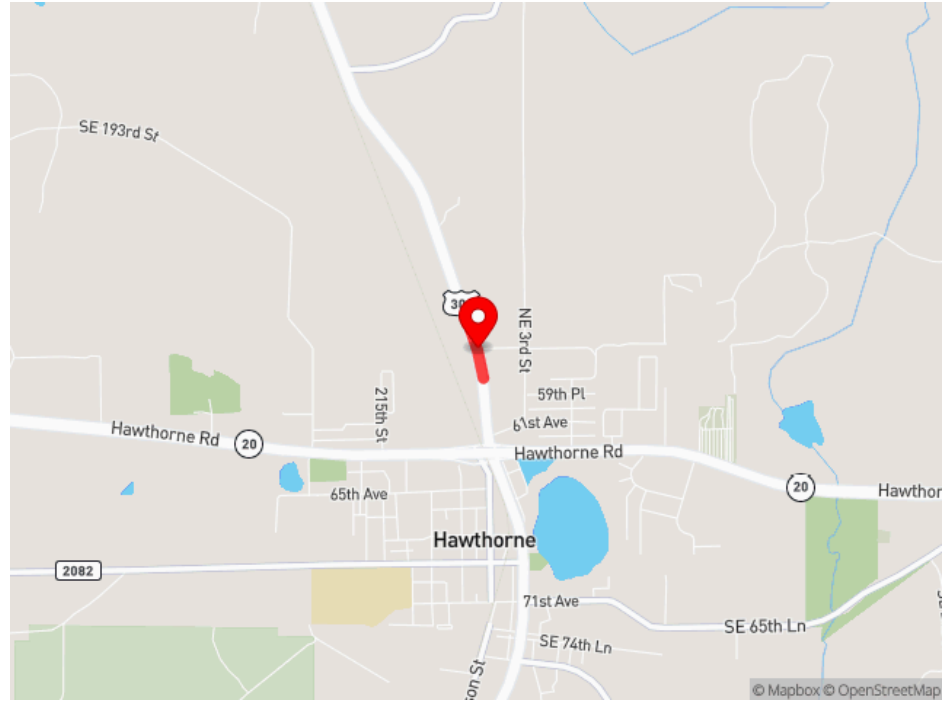
<b>Project Type:</b>	State of Good Repair
<b>Lead Agency:</b>	City Of Gainesville
<b>Total Cost:</b>	\$33,984,636
<b>SIS:</b>	No
<b>Length:</b>	0

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

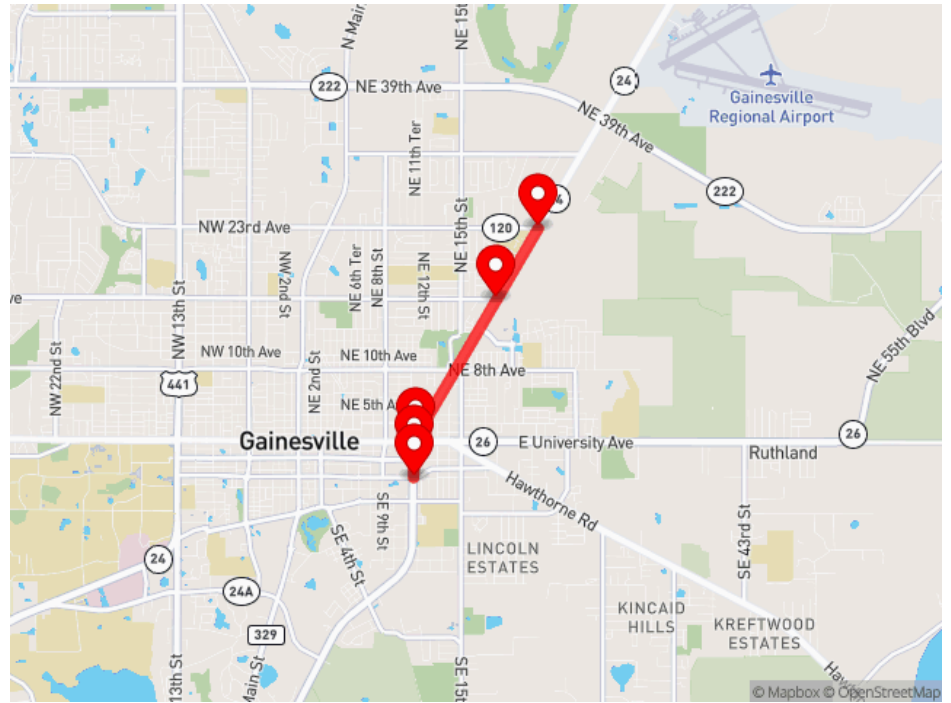
<b>Project Type:</b>	TSMO
<b>Lead Agency:</b>	Town Of Micanopy
<b>Total Cost:</b>	\$16,598,523
<b>SIS:</b>	No
<b>Length:</b>	0

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

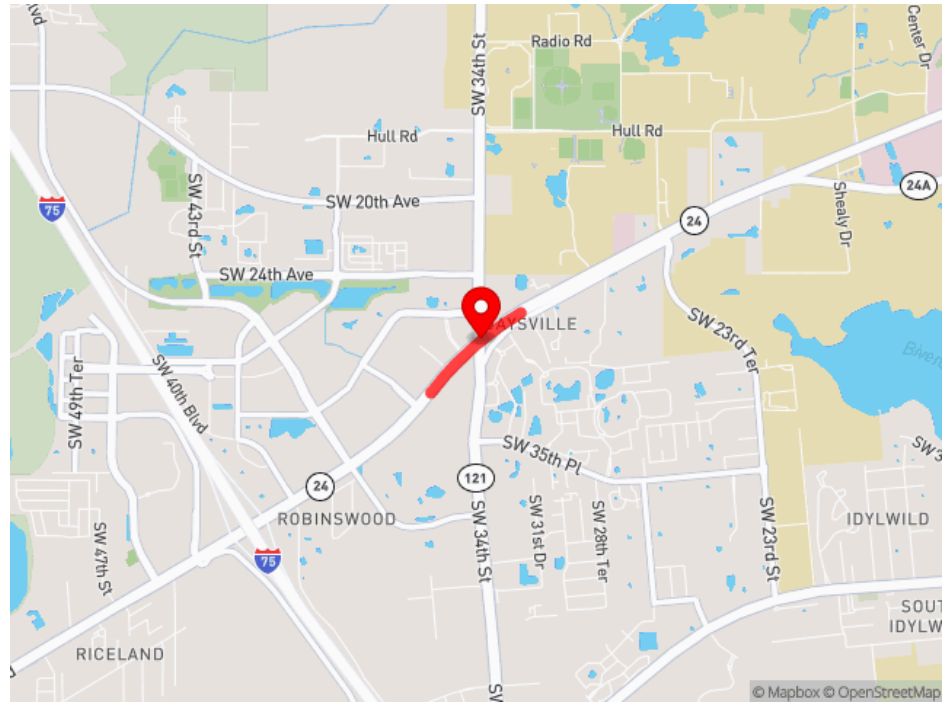


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	FY2031	Future	Total
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$0	\$0	\$138,167	\$0	\$0	\$138,167
Total Construction - Express/Expedited		\$0	\$0	\$0	\$0	\$138,167	\$0	\$0	\$138,167
Construction	DISTRICT DEDICATED REVENUE	\$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>		\$0	\$371,198	\$0	\$0	\$0	\$0	\$0	\$371,198
Construction - Express/Expedited	State 100% - Indirect/Overhead	\$0	\$0	\$104,597	\$0	\$0	\$0	\$0	\$104,597
<b>Total Construction - Express/Expedited</b>		\$0	\$0	\$104,597	\$0	\$0	\$0	\$0	\$104,597
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>		\$0	\$0	\$3,672,387	\$0	\$0	\$0	\$0	\$3,672,387
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>		\$0	\$0	\$21,274	\$0	\$0	\$0	\$0	\$21,274
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>		\$0	\$29,560	\$0	\$0	\$0	\$0	\$0	\$29,560
<b>Total Programmed</b>		\$0	\$400,758	\$3,798,258	\$0	\$0	\$0	\$0	\$4,199,016

Transit Projects  
7 Projects

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# 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
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## 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:

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Lake City, FL 32025, MS 2007

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### 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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Lake City, FL 32025, MS 2007

386.961.7842

[David.Tyler@dot.state.fl.us](mailto:David.Tyler@dot.state.fl.us)

## 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 \$3,987,061	2155462 4040261	Operating Assistance 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

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ITEM NUMBER: 207533 2 DISTRICT: 02 ROADWAY ID: 26005000	PROJECT DESCRIPTION: SR222 (NW 39TH AVE) AT SR25 (US441) SW 13TH ST COUNTY: ALACHUA PROJECT LENGTH: .200MI	*NON-SIS* TYPE OF WORK: INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE -----	2025 -----	
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 DISTRICT: 02 ROADWAY ID: 26130000	PROJECT DESCRIPTION: SR26 (UNIVERSITY AVE) FROM 31ST ST TO SR222 (NE 39TH BLVD) COUNTY: ALACHUA PROJECT LENGTH: 4.702MI	*NON-SIS* TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE -----	2025 -----	
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 DISTRICT: 02 ROADWAY ID: 26005000	PROJECT DESCRIPTION: SR222 (NW 39TH AVE) FROM E OF NW 40TH TERR TO NW 24TH BLVD COUNTY: ALACHUA PROJECT LENGTH: 1.739MI	*NON-SIS* TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE -----	2025 -----	
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 DISTRICT: 02 ROADWAY ID: 26005000	PROJECT DESCRIPTION: SR222 (NE39TH AVE) AT NE28TH DR COUNTY: ALACHUA PROJECT LENGTH: .093MI	*NON-SIS* TYPE OF WORK: PEDESTRIAN SAFETY IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE -----	2025 -----	
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**

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FLORIDA DEPARTMENT OF TRANSPORTATION  
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**HIGHWAYS**  
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DATE RUN: 10/01/2025  
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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
		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>

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
		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>

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
		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>

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
		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**

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**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)	TYPE OF WORK:RESURFACING	*SIS*
DISTRICT:02	COUNTY:ALACHUA	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
ROADWAY ID:26070000	PROJECT LENGTH: 6.223MI		
FUND 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)	TYPE OF WORK:RESURFACING	*SIS*
DISTRICT:02	COUNTY:ALACHUA	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
ROADWAY ID:26060000	PROJECT LENGTH: 5.873MI		
FUND 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	TYPE OF WORK:RESURFACING	*SIS*
DISTRICT:02	COUNTY:ALACHUA	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
ROADWAY ID:26060000	PROJECT LENGTH: 8.716MI		
FUND CODE	2025		
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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	TYPE OF WORK:TRAFFIC SIGNALS	*SIS*
DISTRICT:02	COUNTY:ALACHUA	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
ROADWAY ID:26060000	PROJECT LENGTH: .200MI		
FUND 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

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

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

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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 LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0

FUND CODE		2025
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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 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE		2025
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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 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE		2025
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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 LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE		2025
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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>

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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 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 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 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 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)**  
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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>

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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 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 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 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 CODE		2025	
<hr/>			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ALACHUA COUNTY BOARD OF COUNTY			
HSP		428,281	

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

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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 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 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 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>

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

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GAINESVILLE MTPO		
ITEM NUMBER: 447033 1 DISTRICT: 02 ROADWAY ID: 26010000  FUND CODE _____ 2025	PROJECT DESCRIPTION: SR25 (US441) FROM SR331 (WILLISTON ROAD) TO SR24 (ARCHER ROAD) COUNTY: ALACHUA PROJECT LENGTH: 1.883MI	*NON-SIS* TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
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 DISTRICT: 02 ROADWAY ID: 26000000  FUND CODE _____ 2025	PROJECT DESCRIPTION: CITY OF GAINESVILLE; MULTIPLE LOCATIONS COUNTY: ALACHUA PROJECT LENGTH: 1.000MI	*NON-SIS* TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
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 DISTRICT: 02 ROADWAY ID: 26512000  FUND CODE _____ 2025	PROJECT DESCRIPTION: NW 97TH BLVD AND SR222 (NW 39TH AVE) COUNTY: ALACHUA PROJECT LENGTH: .151MI	*NON-SIS* TYPE OF WORK: INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
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 DISTRICT: 02 ROADWAY ID: 26520000  FUND CODE _____ 2025	PROJECT DESCRIPTION: CR231 AT NW156TH AVENUE COUNTY: ALACHUA PROJECT LENGTH: .400MI	*NON-SIS* TYPE OF WORK: INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
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>

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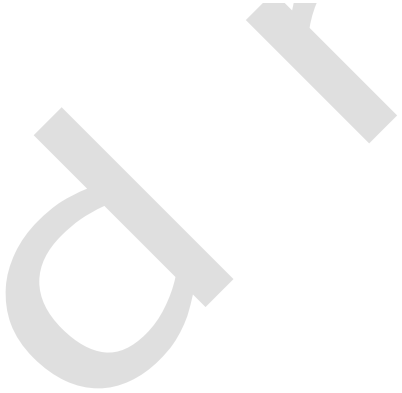
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ITEM NUMBER: 447962 1	PROJECT DESCRIPTION: SR331 FROM NORTH OF SR25 (US441) TO SOUTH OF SR26	*SIS*
DISTRICT: 02	COUNTY: ALACHUA	TYPE OF WORK: RESURFACING
ROADWAY ID: 26050000	PROJECT LENGTH: 3.301MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2025	
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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>	



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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 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 of 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

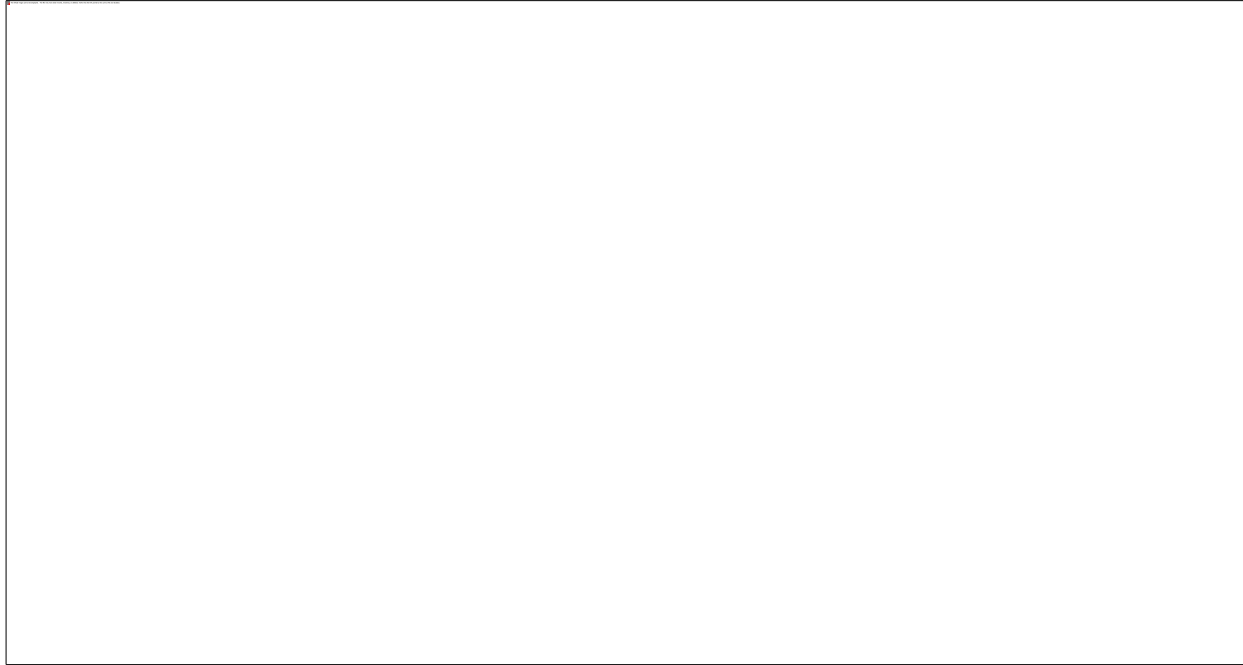
TIP = Transportation Improvement Program

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

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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)