

GOAL

PROVIDE AND MAINTAIN, IN A TIMELY AND EFFICIENT MANNER, ADEQUATE PUBLIC FACILITIES FOR BOTH EXISTING AND FUTURE POPULATIONS, CONSISTENT WITH AVAILABLE FINANCIAL RESOURCES.

OBJECTIVE 1.1

Coordinate the timing and location of capital improvement projects with improvement projects of other agencies and jurisdictions and ensure that the [Capital Improvements Element](#) (CIE) is consistent with other elements of the Comprehensive Plan.

Policy 1.1.1 Alachua County shall coordinate capital improvements with the plans for, and impacts of capital improvements proposed by State agencies and the Suwannee River and St. John's River Water Management Districts.

Policy 1.1.2 Alachua County shall coordinate the timing and location of capital improvement projects with improvement projects of the municipalities in Alachua County, the School Board of Alachua County, the Alachua County Library District, the Regional Transit System (RTS), the Florida Department of Transportation (FDOT), and surrounding counties. This shall be implemented as follows:

As part of the ~~annual~~ updates of the Capital Improvements Program (CIP), and Capital Budget, capital improvement plans of local agencies relevant to the facilities provided in Alachua County's CIE and CIP shall be identified and analyzed. This analysis may be in the form of maps identifying existing facilities, planned improvements for the upcoming fiscal year, five-year plans and the ~~2030 Multi-Modal Transportation Capital Improvement Program~~ 2040 Multi-Modal Transportation Capital Improvement Program. In turn, Alachua County shall provide information concerning the timing, location, and design of proposed capital improvements by the County to these entities and shall maintain a data base on facilities affecting or affected by facilities provided by the County.

Policy 1.1.3 The [Capital Improvements Element](#) shall be consistent with the North Central Florida Strategic Regional Policy Plan and the State Comprehensive Plan.

Policy 1.1.4 All public facility improvements shall be consistent with the other elements of the Comprehensive Plan. This shall be implemented by including for all projects in the Capital Improvement Program, an analysis of consistency with the Comprehensive Plan.

Policy 1.1.5 Alachua County shall annually adopt and implement a financially feasible Capital Improvements Program which identifies and coordinates the timing of capital projects needed to maintain the adopted levels of service identified in the Comprehensive Plan.

OBJECTIVE 1.2

Alachua County shall define types of public facilities and establish the standards or guidelines for level of service (LOS) by facility type to be used in developing and updating the five year capital improvement program and the ~~2030-2040~~ Multi-Modal Transportation Capital Improvement Program to implement this element.

Policy 1.2.1 Public facilities are classified in the following manner:

- (a) Category "A" public facilities are arterial and collector roads, bicycle facilities, pedestrian facilities, transit facilities, storm water management systems, solid waste, and recreation facilities owned and operated by the County, and are addressed in other elements of this Comprehensive Plan;
- (b) Category "B" public facilities are arterial and collector roads, bicycle facilities, pedestrian facilities, transit facilities, storm water management systems, potable water, sanitary sewer, public schools, and recreation facilities located in the unincorporated area of the County, owned and operated by other entities including Federal and State government or other jurisdictions or private providers in Alachua County.
- (c) Category "C" public facilities are correctional, emergency medical services, fire services, sheriff, preservation lands, and other governmental facilities owned and operated by the County.

Policy 1.2.2 Alachua County shall maintain adopted LOS standards for Category "A" public facilities and include the capital improvements to Category "A" public facilities in the Capital Improvements Program (CIP) ~~or 2030 Multi-Modal Transportation Capital Improvement Program~~. Procedures are included in the development regulations to ensure that adequate facilities to maintain level of service standards on those facilities in the unincorporated area of the County will be available concurrent with the impacts of new development subject to approval by the County as defined in Policy 1.3.2 (a-c). Pursuant to Section 163.3167(2), Florida Statutes, no final development order or permit which contains a specific plan for development, including the densities and intensities of development, shall be approved by Alachua County without a prior determination that this concurrency requirement will be met.

Policy 1.2.3 Alachua County shall maintain adopted LOS standards for Category "B" public facilities and shall review planned improvements to these facilities as part of the annual update of the Capital Improvements Program. Procedures shall be included in the development regulations to ensure that adequate facilities to maintain level of service standards will be available concurrent with the impacts of development as defined in Policy 1.3.2 (a-c). Pursuant to Section 163.3167(2), Florida Statutes, no final development order or permit which contains a specific plan for development, including the densities and intensities of development, shall be approved without a determination that this concurrency requirement will be met.

Policy 1.2.4 LOS standards for Category "A" and "B" public facilities shall be as follows:

- (a) Transportation Facilities Level of Service:
 - ~~Within Urban Cluster Transportation Mobility Districts, the County adopts the following level of service standards, as further detailed in Policy 1.1.4 of the Transportation Mobility Element and Policy 1.3.2 (c) (3) (a-c) of the Capital Improvements Element. The level of service for pedestrian, bicycle, and express transit are long range standards. The level of service for motor vehicles is based on an Areawide analysis for each district.~~

~~* Standard applies to Collector and Arterial Roads.~~

~~* Strategic Intermodal System, Florida Department of Transportation~~

- (b) Recreation LOS Standards: The County shall adopt and maintain, at a minimum, the following level of service standards for recreation of: (1) 0.5 acres of improved activity-based recreation sites per 1000 persons in the unincorporated area of

Alachua County; (2) 5.0 acres of improved resource-based recreation sites per 1000 persons in the unincorporated area of Alachua County.

- (c) The level of service (LOS) standard for solid waste disposal, used as the basis for determining availability of disposal capacity to accommodate the demand generated by existing and new development in Alachua County, is at a minimum, at 0.73 tons per person per year.
- (d) Stormwater Management LOS Standards (based on [Stormwater Management Element](#); Policy 3.1.1)

| Facility | Level of Service |
|-----------------------------|---|
| Residential floor elevation | 1 foot above the 100 year/ critical-duration storm elevation 1 foot above 100 year/critical-duration storm elev. or flood resistant construction |
| Water Quantity | |
| Retention basins | 100 year/ critical-duration storm or applicable WMD standards |
| Detention basins | 25 year/ critical-duration Storm with 100 year/ critical-duration storm routing analysis |
| Storm sewer systems | 3 year/10 minute |
| Crossdrains | 10/25 year/24hr. for closed system 100 year/24 hr. for open system |
| Sidedrains | 10 year/20 minute |

*"Critical-duration" means the duration of a specific storm event (i.e., 100-year storm) which creates the largest volume or highest rate of net stormwater runoff (post-development runoff less pre-development runoff) for typical durations up through and including the 10-day duration event. The critical duration is determined by comparing various durations of the specified storm and calculating the peak rate and volume of runoff for each. The duration resulting in the highest peak rate or largest total volume is the "critical-duration" storm.

Water Quality

Water Quality treatment criteria for new or modifications to existing facilities shall be provided in accordance with State Water Policy and the applicable local, Water Management District, state and federal requirements.

- (e) Potable Water and Sewer LOS Standards (based on [Potable Water and Sanitary Sewer Element](#)). The following level of service standards for potable water and sanitary sewer service in the unincorporated portion of Alachua County are hereby adopted, and shall be used as the basis for determining the availability of facility capacity, adequate water supply, and the demand generated by a development within the appropriate service area for the providers listed below for purposes of issuing development orders or building permits.

Potable Water

| | |
|---------------------------------------|--|
| Raw Water Supply: | Average Daily Flow |
| Treatment Capacity: | Daily Flow |
| Pumping and Distribution Capacity: | Peak hourly flow |
| Storage capacity: | One-half of peak day volume in gallons. This requirement may be met by a combination of storage and auxiliary power. |
| Minimum pressure: | The system shall be designed for a minimum pressure of 40 psig under forecasted peak hourly demands to assure 20 psig under extreme and unforeseen conditions. |
| Fire demand: | As determined using Insurance Services Organization guidelines |
| Potable Water: Average Day (gross) | 147 gallons per capita per day (including residential and non-residential uses) |
| Peak Day (gross): | 200 gallons per capita per day (including residential and non-residential uses) |

Sanitary Sewerage

| | |
|---|---|
| Collection System: | Peak Hourly Flow (2.5 times the average daily flow) |
| Treatment and Disposal: | Annual average daily flow which allows for anticipated peak hour flow |
| Sanitary Sewerage: Average Day (gross) | <u>106 gallons per capita per day</u> |

Municipal Systems- LOS Requirements

ALACHUA

| | |
|-----------------|--|
| Potable Water: | 124 gallons per capita per day |
| Sanitary Sewer: | 81 gallons per capita per day (Paul O’Dea Plant) 60 gallons per capita per day (Turkey Creek Plant) |

ARCHER

| | |
|----------------|--------------------------------|
| Potable Water: | 116 gallons per capita per day |
|----------------|--------------------------------|

HAWTHORNE

| | |
|-----------------|--------------------------------|
| Potable Water: | 117 gallons per capita per day |
| Sanitary Sewer: | 100 gallons per capita per day |

HIGH SPRINGS

| | |
|----------------|--------------------------------|
| Potable Water: | 135 gallons per capita per day |
|----------------|--------------------------------|

MICANOPY
 Potable Water: 120 gallons per capita per day

NEWBERRY
 Potable Water: 124 gallons per capita per day
 Sanitary Sewer: 120 gallons per capita per day

WALDO
 Potable Water: 89 gallons per capita per day
 Sanitary Sewer: 61 gallons per capita per day

For private package treatment plants, community water systems, and non-community water systems, the level of service standards shall be the minimum design and operating standards as established by the authorized local, regional, water management district, state, or federal regulatory agency.

- (f) Public Schools LOS Standard (based on [Public School Facilities Element](#))

The uniform, district-wide LOS standards shall be 100% of Program Capacity [see definition] for elementary, middle and high schools. This LOS standard shall apply to all concurrency service areas (CSA) as adopted in the Interlocal Agreement. These LOS standards shall be applied to School Concurrency Service Areas (SCSAs) as specified in the Public School Facilities Element.

Policy 1.2.5 Alachua County shall adopt LOS guidelines for Category "C" public facilities, and include those facilities in the CIP. These LOS guidelines are to be used for analysis and identification of Capital Improvement Project needs for these facilities to be included in the Capital Improvement Program. These level of service guidelines shall be for advisory purposes only. The LOS guidelines for Category "C" public facilities are the following:

- (a) The County adopts multi-modal level of service (LOS) guidelines for the following:

| | <u>Level of Service (LOS)</u> | <u>Standard of Measure</u> |
|------------------------------|-------------------------------|--|
| <u>Pedestrian</u> | <u>B</u> | <u>Based on Presence of a pedestrian facility</u> |
| <u>Bicycle</u> | <u>B</u> | <u>Based on Presence of a bike lanes / paved shoulders</u> |
| <u>Express Transit</u> | <u>B</u> | <u>Based on Peak Hour Frequency of 15 minutes or less</u> |
| <u>Motor Vehicle- Urban*</u> | <u>D</u> | <u>Professionally Accepted Traffic Analysis (Areawide)</u> |
| <u>Motor Vehicle - Rural</u> | <u>C</u> | <u>Professionally Accepted Traffic Analysis</u> |

* Standard applies to Collector and Arterial Roads

- (1) In order to achieve the level of service guideline for pedestrians and bicyclists, the facility shall run the entire length of the roadway segment. A pedestrian facility shall be either a multi-use path on one (1) side of the roadway or sidewalks on both

sides of the roadway. A multi-use path along a roadway shall result in a LOS B for bicyclists. The LOS for bicycle and pedestrian travel is the goal for all collector and arterial roadways within the Urban Cluster by 2040, not a standard that is intended to be achieved on an annual basis for each roadway.

(2) Express Transit Service shall be provided for a minimum of two (2) hours during both the AM and PM peak periods. The LOS for Express Transit Service shall be a goal achieved within the Urban Cluster on each of the four (4) routes shown on the **Express Transit Corridors map by 2040**. The peak hour frequency for each route shall be a minimum of 30 minutes and may be extended to add additional service to meet demand and maintain up to fifteen (15) minute headways based on the capacity and productivity of the Service.

(3) Within each Urban Transportation Mobility District, achievement of the LOS for all functionally classified roadways shall be based on an Areawide LOS. The Areawide LOS shall be determined by dividing the sum (Σ) of total traffic by the sum (Σ) of the total maximum service volume at the adopted LOS standard for all functionally classified roadways.

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OBJECTIVE 1.3

Maintenance of adopted LOS standards to meet existing and future facility needs by coordinating land use decisions with a schedule of capital improvements.

Policy 1.3.1 Require all public facilities constructed in unincorporated Alachua County, to be consistent with the [Capital Improvements Element](#) and the Comprehensive Plan.

Policy 1.3.2 Require Category "A" and "B" public facilities and services needed to support development to be available concurrent with the impacts of development and require issuance of a Certificate of Level of Service Compliance (CLSC) as a condition of all final development orders. "Concurrent" shall mean that all adopted LOS standards shall be maintained or be achieved within a reasonable time frame as set out in 1.3.2 (A-D) below. Failure to receive a Certificate of Level of Service Compliance will preclude the issuance of any final development order on the project or project phase, until the requirements of 1.3.2 (A-D) have been satisfied.

- (a) For potable water, sewerage, solid waste and storm water management, the following standards must be met to satisfy the concurrency requirement and to receive a Certificate of Level of Service Compliance:
 - (1) The necessary facilities and services are in place at the time a development permit is issued; or
 - (2) A development permit is issued subject to the condition that the necessary facilities will be in place when the impacts of development occur; or

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- (3) The necessary facilities are under construction at the time a development permit is issued and will be in place when the impacts of development occur; or
 - (4) The necessary facilities and services are guaranteed in an enforceable development agreement that includes the provisions of Policy 1.3.2(a-c). An enforceable development agreement may include, but is not limited to: (1) development agreements pursuant to section 163.3220, Florida Statutes, or (2) an agreement or development order issued pursuant to Chapter 380, Florida Statutes. Any such agreement must guarantee that the necessary facilities and services will be in place when the impacts of development occur.
- (b) For recreation, the concurrency requirement may be satisfied by:
- (1) Compliance with the requirements of 1.3.2-A(1-4); or
 - (2) At the time the development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of actual construction of the required facilities or the provision of services within one year of the issuance of the development permit; or
 - (3) The necessary facilities and services are guaranteed in an enforceable development agreement which requires commencement of construction of the facilities within one year of the issuance of the applicable development permit. Such enforceable development agreements may include, but are not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes.
- ~~(c) For transportation facilities, except Transportation Concurrency Exceptions for Projects that Promote Public Transportation consistent with Policy 1.1.10 of the Transportation Mobility Element, the concurrency requirement may be satisfied by:~~

Policy 1.3.3 The Concurrency Management System (CMS) shall include at a minimum the following components:

- (a) Procedures for issuance of a Certificate of Level of Service Compliance (CLSC) as a condition of Final Development Orders.
 - (b) Use of the five-year Capital Improvements Program which shall (1) be financially feasible based on currently available revenue sources, and (2) include both necessary facilities to maintain adopted level of service standards to serve new development and the necessary facilities required to eliminate existing deficiencies which are a priority to be eliminated during the five year Capital Improvement Program planning period.
- ~~(c) Use of the 2030 Multi-Modal Transportation Capital Improvement Program.~~

OBJECTIVE 1.8

Explore the full range of possible revenue sources to address capital improvement needs.

Policy 1.8.1 The County shall investigate potential new funding sources including user fees, impact fees, mobility fees, multi-modal transportation fees, transportation utility fees, gas taxes,

storm water utility fees, ad valorem tax revenues, special assessments, ~~backlog authorities~~, Community Development Districts and other sources allowed by law.

Policy 1.8.2 Alachua County may use impact fees, mobility fees, multi-modal transportation fees, transportation utility fees, backlog authorities, dedications, and exactions, among other means consistent with legal standards, to ensure that owners and developers of future development projects will provide or pay for capital improvements, for public facilities, necessary to address the impacts of the development.

Policy 1.8.3 The County shall utilize current funding sources and identify, as part of the Recreation Master Plan, appropriate new funding sources (e.g., utility tax, user fees, benefit districts and special assessments) for the provision of recreation site maintenance and operations. New funding mechanisms such as user fees at County parks shall be structured so that accessibility to low-income individuals is affirmatively enhanced.

Policy 1.8.4 Alachua County shall expand the availability of recreational opportunities by seeking agreements with recreational facility and program providers to serve multi-jurisdictional areas based on the findings of the Recreation Master Plan. These agreements shall address issues that include provision of operations and maintenance, capital improvements and capital funding liabilities and other appropriate issues. The County shall implement the most efficient and effective use of public funds to provide comprehensive recreation programs and opportunities for the public. The County shall contract with public or private organizations for such services where it has been demonstrated that they provide the most beneficial recreational programs.

OBJECTIVE 1.10

~~To establish the process for establishment of a Transportation Concurrency Backlog Authority (TCBA), consistent with Florida Statute 163.3182 for Urban Cluster Transportation Mobility Districts to address backlog transportation facilities and identify multi-modal mitigation consistent with the Multi-Modal Transportation Capital Improvements Program. The following policies establish the process for adoption of Transportation Concurrency Backlog Plans within the Urban Cluster Transportation Mobility Districts as part of future updates to the Capital Improvements Element.~~

Table 1: FY 2010 - 2030 MULTIMODAL TRANSPORTATION CAPITAL IMPROVEMENTS PROGRAM

Roadways and Dedicated Transit Lanes **Updates to Cost Estimates Forthcoming**

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| Project Name-Location | Project Description | Project Length | Mobility District | Funding Source | FY 2010-2020 | FY 2020-2030 | FY 2030-2040 | FY 2040-2050 |
|--|-------------------------------------|----------------|-------------------|----------------|--------------------|--------------|--------------|--------------|
| Northwest | | | | | | | | |
| Ft. Clarke Blvd from Newberry Road to NW 23rd Ave | 2 Dedicated Transit Lanes | 0.50 | NW | (5) | Developer funded | | | |
| SW 8th Ave/62nd Ave From Tower Road to SW 24th Ave | 2-lane reconstruction and extension | 1.20 | NW | (2) & (4) | \$ 3,000,000 | | | |
| SW 8th Avenue from Tower Road to SW 122nd | Reconstruct, 2-lane upgrade | 3.00 | NW | (2) | Under Construction | | | |
| SW 8th Avenue from SW 122nd to SW 127th | New construction, 2-lanes | 0.30 | NW | (1) & (6) | \$1,170,944 | | | |
| SW 8th Avenue from SW 127th to SW 136th | New construction, 2-lanes | 0.60 | NW | (5) | Under Construction | | | |
| SW 8th Avenue from SW 136th to SW 143rd | New construction, 2-lanes | 0.40 | NW | (1) & (6) | \$1,561,254 | | | |
| SW 143rd Street from Newberry Road (SR 26) to SW 8th Ave | Upgrade, 2 lanes | 0.60 | NW | (1) & (2) | \$329,379 | | | |
| NW 23rd Avenue from NW 55th St to NW 59th Terrace | Widen to 4 lanes | 0.30 | NW | (1) | \$1,496,709 | | | |
| NW 23rd Avenue from NW 59th Terrace to NW 83rd | Widen to 34 lane complete streets | 1.40 | NW | (1), (2), (3) | | \$6,984,641 | | |
| NW 23rd Avenue from NW 83rd to Ft. Clarke | Widen to 4 lanes, including | 0.50 | NW | (1) & (3) | \$ 11,914,515 | | | |

| Project Name-Location | Project Description | Project Length | Mobility District | Funding Source | FY 2019-2020 - 2020-2030 | FY 2020-2031-2025-2035 | FY 2025-2036-2030-2040 |
|--|---|----------------|-------------------|----------------|--------------------------|------------------------|------------------------|
| | bridge over I-75 + Transit Pre-emption Provisions | | | | | | |
| NW 23rd Avenue from Ft. Clarke to NW 98th St | Widen to 4 lanes | 0.40 | NW | (1) | | \$1,995,612 | |
| NW 23rd Avenue Extension from NW 98th St to NW 122nd St Extension | New Construction, 2 lanes | 1.30 | NW | (1) & (7) | | | \$5,074,076 |
| NW 23rd Avenue Extension from NW 122nd St to CR 241 (NW 143rd St) | New Construction, 2 lanes | 1.50 | NW | (1) & (7) | | | \$6,965,874 |
| NW 83rd Street from NW 39th Ave to NW 23rd St | 2 Dedicated Transit Lanes | 1.00 | NW | (1) or (8) | \$ 7,754,759 | | |
| NW 83rd Street from NW 39th Ave to NW 46th Avenue | New roadway + 2 Dedicated Transit Lanes | 0.40 | NW | (8) & (10) | Developer funded | | |
| NW 83rd Street Ext from Millhopper Road to Santa Fe Northern Boundary | New 2 lane roadway | 0.75 | NW | (1) or (8) | | \$2,927,352 | |
| NW 46th Avenue from NW 83rd St Ext to NW 91st St Ext | New roadway + 2 Dedicated Transit Lanes | 0.40 | NW | (8) & (10) | Developer funded | | |
| NW 46th Avenue from NW 91st St Ext to NW 98th St Ext | New 4 lane roadway + 2 Dedicated Transit Lanes & Bridge over I-75 | 0.90 | NW | (9) & (10) | Developer funded | | |
| NW 46th Avenue from NW 98th Ext to NW 115th Ext | New Construction, 2 lanes + Dedicated Transit Lane | 0.60 | NW | (1) | | \$2,786,350 | |
| NW 91st St Extension from Terminus to NW 46th Ext | New Construction, 4 lanes | 0.25 | NW | (9) & (10) | Developer funded | | |
| NW 98th Street Extension from NW 39th to NW 46th Avenue | New Construction, 4 lanes | 0.25 | NW | (9) & (10) | Developer funded | | |

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| Project Name-Location | Project Description | Project Length | Mobility District | Funding Source | FY | FY | FY |
|---|---|-----------------|-------------------|--------------------------|---------------------|-------------------|-----------------------|
| | | | | | 20192020 - 20202030 | 20202031-20252035 | 20252036-20302040 |
| Newberry Road (SR 26) from I-75 to NW 109th Drive | Dedicated Transit Lane in median + signal upgrade | 2.40 | NW | (1), (2), (3), (11) | | \$2,867,849 | |
| Newberry Road (SR 26) from NW 109th Drive to CR 241 (NW 143rd) | Dedicated Transit Lane in median + resurface & signal upgrade | 1.90 | NW | (1), (2), (3), (11) | | \$ 4,445,363 | |
| NW 115th St from NW 39th Ave to NW 46th Ave | New Construction, 2 lanes + Dedicated Transit Lane | 0.25 | NW | (1) & (7) | | \$2,128,702 | |
| NW 122nd St / 115th St from Newberry Road to NW 39th Ave | New Construction, 2 lanes + Dedicated Transit Lane | 2.30 | NW | (1) & (7) | | | \$ 8,977,212 |
| SW 122nd St from Newberry Rd to SW 8th Ave | Dedicated Transit Lane | 1.00 | NW | (1) & (5) | | | \$ 902,510 |
| Total Projected Cost | | | | | \$27,227,556 | \$24,135,868 | \$21,919,673 |
| <p>Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer – means roadway may be constructed in conjunction with a development; (7) Developer – means roadway constructed only in conjunction with a development; (8) Santa Fe DRI – Projected to be constructed by DRI, not currently in DRI ADA; (9) Springhills DRI – Projected to be constructed by DRI, not currently in DRI ADA; (10) Major roadway internal to DRI needed to address internal circulation and potentially reduce external impact, not currently in DRI ADA, number of lanes to final traffic; (11) State Funds – County would pursue State Funds, No funds currently allocated. The NW 83rd Extension from Santa Fe DRI to Millhopper Road is pending a more detailed model analysis; any changes will be reflected in the next Capital Improvements Element Update.</p> | | | | | | | |
| South west | | | | | | | |
| SW 62nd Ave/SW 63rd Blvd and Archer Road | Northbound Left Turn Lane & Intersection | 0.1 | SW | Develo per funded | | | |

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| Project Name-Location | Project Description | Project Length | Mobility District | Funding Source | FY 2019-2020 - 2020-2030 | FY 2020-2031 - 2025-2035 | FY 2025-2036 - 2030-2040 |
|--|---|----------------|-------------------|---------------------|--------------------------|--------------------------|--------------------------|
| SW 20th Ave I-75 Bridge from SW 62nd Ave to SW 52nd Ave | Widen, 4 lanes with bridge over I-75 | 0.50 | SW | (1) & (3) | \$8,741,308 | | |
| SW 73rd Ave Extension from SW 80th Drive to SW 75th Street | New Construction, 2 lane road | 0.30 | SW | (5) | Developer funded | | |
| SW 91st Street / SW 73rd Ave Extension from Archer Road to SW 88th St | New Construction, 2 lane road | 0.30 | SW | (1) & (6) | \$ 1,170,941 | | |
| SW 30th Ave I-75 Bridge from SW 45th St to SW 24th Ave | New 4 lane bridge over I-75 + Dedicated Transit Lane(s) & Archer-Braid Trail Crossing | 0.30 | SW | (1), (3), (7) | \$12,944,284 | | |
| SW 45th St from Archer Road to I-75 | New Construction, 2 lanes + Dedicated Transit Lane(s) | 0.75 | SW | (7) | Developer funded | | |
| Williston Road from I-75 to SW 63rd | Widen to 4 lanes | 0.75 | SW | (11) | | \$3,741,772 | |
| Archer Road from SW 75th St to SW 45th St | Dedicated Transit Lane + signal upgrade | 2.00 | SW | (1), (2), (3), (11) | | \$ 2,173,208 | |
| SW 62nd Ave from Archer Rd to Williston Rd | Reconstruct, 2 lane upgrade | 1.95 | SW | (1) & (2) | | \$2,337,155 | |
| Archer Road from SW 75th Terr to SW 91st St | Widen, 4 lanes + Dedicated Transit Lane | 1.25 | SW | (1), (3), (11) | | \$9,481,720 | |
| Tower Road from SW 8th Ave to Archer Road | Reconstruct, 2 lane divided | 3.00 | SW | (1), (2), (3) | | | TBD - 60% Design |

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| Project Name-Location | Project Description | Project Length | Mobility District | Funding Source | FY 20192020 - 20202030 | FY 20202031-20252035 | FY 20252036-20302040 |
|---|---|----------------|-------------------|----------------|------------------------|----------------------|----------------------|
| SW 47th Road from New Road South and Parallel to Archer Road SW 63rd to Archer Road | New Construction , 2 lanes +2 lane upgrade of existing road | 1.50 | SW | (1) & (6) | | | \$4,177,618 |
| SW 57th Road from SW 75th to SW 63rd | New Construction , 2 lanes | 1.40 | SW | (1) & (6) | | | \$5,464,390 |
| SW 63rd/ SW 67th Ave from SW 24th Ave to Archer Road | New Construction , 2 lanes | 1.90 | SW | (1) & (6) | | | \$7,415,958 |
| SW 91st St from SW 46th to Archer Road | Dedicated Transit Lane | 1.00 | SW | (1) | | | \$902,510 |
| SW 122nd St from SW 8th Ave to SW 37th Ave | Dedicated Transit lane | 1.75 | SW | (1) & (5) | | | \$1,579,393 |
| Total Projected Cost | | | | | \$22,856,582 | \$17,733,856 | \$19,539,868 |
| <p>Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer – means roadway may be constructed in conjunction with a development; (7) Developer – means roadway constructed only in conjunction with a development; (8) Santa Fe DRI – Projected to be constructed by DRI, not currently in DRI ADA; (9) Springhills DRI – Projected to be constructed by DRI, not currently in DRI ADA; (10) Major roadway internal to DRI needed to address internal circulation and potentially reduce external impact, not currently in DRI ADA; (11) State Funds – County would pursue State Funds, No funds currently allocated. Tower Road from SW 8th Avenue to Archer Road is currently pending 60% design plan review. Final project description and cost estimate will be reflected in the next Capital Improvements Element Update.</p> | | | | | | | |
| East | | | | | | | |
| SE 43rd St from E. University Ave to Hawthorne Rd (SR 20) | Center Turn Lane, Signal at E. University Ave | 1.1 | E | (1) & (6) | \$864,535 | | |
| Hawthorne Road from SE 27th to SE 43rd | Dedicated Transit Lanes (Reconfigure existing) | 1.1 | E | (1) & (11) | | \$1,564,683 | |

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| Project Name-Location | Project Description | Project Length | Mobility District | Funding Source | FY | FY | FY |
|--|------------------------------|----------------|-------------------|-------------------------|---------------------|-------------------|-------------------|
| | | | | | 20192020 - 20202030 | 20202031-20252035 | 20252036-20302040 |
| | roadway, add multi-use path) | | | | | | |
| NE 39th Avenue (SR 222) from Gainesville Regional Airport to NE 27th | Widen to 4 lanes | 1.6 | E | (-1), (-3), (-11) | | | \$ 12,900,484 |
| Waldo Road from Future County Fairgrounds to Gainesville Regional Airport | Dedicated Transit Lane | 1.5 | E | (1) | | | \$1,353,765 |
| Total Projected Cost | | | | | \$864,535 | \$1,564,683 | \$ 14,253,949 |
| <u>Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA; (9) Springhills DRI - Projected to be constructed by DRI, not currently in DRI ADA; (10) Major roadway internal to DRI needed to address internal circulation and potentially reduce external impact, not currently in DRI ADA, number of lanes to final traffic; (11) State Funds - County would pursue State Funds, No funds currently allocated. The NW 83rd Extension from Santa Fe DRI to Millhopper Road is pending a more detailed model analysis; any changes will be reflected in the next Capital Improvements Element Update.</u> | | | | | | | |
| <u>Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA; (9) Springhills DRI - Projected to be constructed by DRI, not currently in DRI ADA; (10) Major roadway internal to DRI needed to address internal circulation and potentially reduce external impact, not currently in DRI ADA; (11) State Funds - County would pursue State Funds, No funds currently allocated. Tower Road from SW 8th Avenue to Archer Road is currently pending 60% design plan review. Final project description and cost estimate will be reflected in the next Capital Improvements Element Update.</u> | | | | | | | |
| Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA; (9) Springhills DRI - Projected to be constructed by DRI, not currently in DRI ADA; (10) Major roadway internal to DRI needed to address internal circulation and potentially reduce external impact, not currently in DRI ADA; (11) State Funds - County would pursue State Funds, No funds currently allocated | | | | | | | |

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Bicycle and Pedestrian Projects

| <u>Project Name-Location</u> | <u>Project Description</u> | <u>Project Length</u> | <u>Mobility District</u> | <u>Funding Source</u> | <u>FY 2010-2020</u> | <u>FY 2020-2025</u> | <u>FY 2025-2030</u> |
|--|----------------------------|-----------------------|--------------------------|-----------------------|-----------------------|------------------------|-------------------------|
| Northwest | | | | | | | |
| <u>Project Name-Location</u> | <u>Project Description</u> | <u>Project Length</u> | <u>Mobility District</u> | <u>Funding Source</u> | <u>FY 20120-20230</u> | <u>FY 202301-20235</u> | <u>FY 202536-203040</u> |
| SW 8th Ave from SW 122nd St SW 91st St | Multiuse off-road facility | 2.0 | NW | (1), (2), (6) | \$395,000 | | |
| SW 8th Ave from SW 75th Street to East Terminus | Sidewalk facility | 0.5 | NW | (1), (2), (6) | \$60,000 | | |
| W. University Ave from SW 75th St to East Terminus | Sidewalk facility | 0.5 | NW | (1), (2), (6) | \$62,000 | | |
| NW 98th Street from NW 23rd Ave to NW 39th Ave | Multiuse off-road facility | 1.0 | NW | (1), (2), (6) | \$260,000 | | |
| NW 143rd St (CR 241) from Newberry Road to NW 39th Ave | Multiuse off-road facility | 1.5 | NW | (1), (2), (6) | | \$180,000 | |
| Millhopper Greenway from Millhopper Road to NW 39th | Multiuse off-road facility | 1.5 | NW | (1), (2), (8) | | \$180,000 | |
| CR 235A from US 441 to NW 177th Ave | Multiuse off-road facility | 1.0 | NW | (1), (2), (6) | | \$ 88,000 | |
| SW 1st Place from NW 79th Dr to SW 77th Terr | Multiuse off-road facility | 0.1 | NW | (1), (2), (6) | | \$12,000 | |
| NW 63rd Terr from NW 18th Ave to NW 19th PI | Multiuse off-road facility | 0.1 | NW | (1), (2), (6) | | \$12,000 | |
| SW 122nd St from Newberry Rd to SW 8th Ave | Multiuse off-road facility | 2.0 | NW | (1), (2), (6) | | | \$240,000 |
| NW 39th Ave from NW 143rd St to I-75 | Multiuse off-road facility | 3.0 | NW | (1), (2), (6) | | | \$324,000 |

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Total Projected Cost

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\$472,000

\$564,000

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| Project Name-Location | Project Description | Project Length | Funding Source | FY 2010 2020- 2020 2030 | FY 2020 2031- 2025 2035 | FY 2025 2036- 2030 2040 |
|--|---|----------------|--------------------|--|--|--|
| SW 24th Ave from SW 122nd St to SW 75th St | Filling in gaps of existing multiuse facility | 3.0 | (1), (2), (5) | \$360,000 | | |
| Archer Road from City of Archer to I-75 | Multiuse off-road facility | 9.7 | FDOT | \$3,000,000 | | |
| Archer Braid from Tower Road to Lake Kanapaha | Multiuse off-road facility | 1.0 | (1), (2), (3), (6) | \$300,000 | | |
| SW 122nd St from SW 40th Ave to SW 24th Ave | Multiuse off-road facility | 2.0 | (5) | Developer funded | | |
| SW 41st Pl from Tower Road to Greenleaf | Multiuse off-road facility | 0.4 | (1), (2), (6) | \$48,000 | | |
| Archer Braid from Archer Road at 91st St to Tower Road at Veteran's Park | Multiuse off-road facility | 2.4 | (1), (2), (3), (6) | | \$650,000 | |
| SW 75th St from SW 73rd Way to 6200 Block of SW Archer Road | Multiuse off-road facility | 0.5 | (1), (2), (6) | | \$ 55,000 | |
| SW 20th/24th Ave from Tower Road to I-75 | Multiuse off-road facility | 1.5 | (1), (2), (6) | | \$180,000 | |
| Archer Braid from Lake Kanahapa to I-75 | Multiuse off-road facility | 0.7 | (1), (2), (3), (6) | | \$ 600,000 | |
| Tower Road from Archer Road to SW 8th Ave | Multiuse off-road facility | 3.2 | (1), (2), (6) | | \$384,000 | |
| SW 62nd Ave/63rd Blvd from Archer Road to Williston Road | Multiuse off-road facility | 1.5 | (1), (2), (6) | | | \$300,000 |
| SW 122nd St from SW 24th Ave to SW 8th Ave | Multiuse off-road facility | 1.0 | (1), (2), (6) | | | \$120,000 |
| SW 91st St from Archer Braid Trail to SW 8th Ave | Multiuse off-road facility | 0.9 | (1), (2), (6) | | | \$504,000 |
| Total Projected Cost | | | | \$3,708,000 | \$1,869,000 | \$924,000 |

| East | | | | | | |
|--|----------------------------|-----------------------|-----------------------|---|--|---|
| Project Name-Location | Project Description | Project Length | Funding Source | FY 20102020- 20202030 | FY 20202031 - 20252035 | FY 20252036- 20302040 |
| SE 15th St from SE 14th Ave to Boulware Springs/Hawthorne Trail Entrance | Multiuse off-road facility | 1.1 | (1), (2), (6) | \$132,000 | | |
| Sweetwater Preserve Connector from Waldo Road (SR 331) to Hawthorne Trail | Multiuse off-road facility | 1.0 | (1), (2), (6) | \$120,000 | | |
| SE 43rd Street from E. University Ave to Hawthorne Road | Multiuse off-road facility | 0.5 | (1), (2), (6) | | \$60,000 | |
| NE 27th Ave from SR 222 to SR 26 | Multiuse off-road facility | 2.7 | (1), (2), (6) | | \$324,000 | |
| Kincaid Loop Connector from SE 15th to Hawthorne Road | Multiuse off-road facility | 2.8 | (1), (2), (6) | | | \$336,000 |
| Total Projected Cost | | | | \$252,000 | \$384,000 | \$336,000 |
| Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share) Mobility Fee; (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development ; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA; | | | | | | |

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Express Transit and Transit Capital

| Project Name-Location | Project Description | Project Length | Mobility District | Funding Source | FY | FY | FY |
|--|--|----------------|-------------------|-------------------------|---------------------------------|------------------------------|------------------------------|
| | | | | | 20152020-20202030 | 20202031-20252035 | 20252036-20302040 |
| Northwest | | | | | | | |
| Newberry / Jonesville Express | Express Transit Service from Jonesville Activity Center to UF | 10.00 | NW | (2), (4) thru (9) | \$1,375,000 | \$1,500,000 | \$1,750,000 |
| Sante Fe / Tower Express | Express Transit Service from SpringHills Activity Center to Archer / Tower Activity Center | 9.00 | NW | (2), (5) thru (9) | \$1,375,000 | \$1,500,000 | \$1,750,000 |
| Jonesville Activity Center Park & Ride | Park & Ride | n/a | NW | (1), (4), (5), (7), (8) | \$ 360,000 | | |
| NW 122nd Park & Ride | Park & Ride | n/a | NW | (7) | | \$210,000 | |
| NW 98th Area Park & Ride | Park & Ride | n/a | NW | (7) | | \$210,000 | |
| Ft. Clarke / I-75 Park & Ride | Park & Ride | n/a | NW | (1), (4), (5), (7), (8) | \$450,000 | | |
| Spring Hills Activity Center Park & Ride | Park & Ride | n/a | NW | (7) | Projected Developer Constructed | | |
| Santa Fe Park & Ride | Park & Ride | n/a | NW | (7) | Projected Developer Constructed | | |
| Santa Fe College Park & Ride | Park & Ride | n/a | NW | (5) | College Funded | | |

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|--|-------|-----|----|-------------------------------|-------------|-------------|-------------|
| Northwest Express Transit Vehicles | Buses | n/a | NW | (1), (3), (4), (5), (8) | \$3,465,000 | \$2,000,000 | \$1,700,000 |
| Total Projected Cost | | | | | \$7,025,000 | \$5,420,000 | \$5,200,000 |
| Funding Legend: (1) Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share Mobility Fee); (2) Gas Tax; (3) Future Sales Tax; (4) UF - Potential Contribution; (5) Santa Fe College - Potential Contribution; (6) Transit Oriented Developments (TOD) - Potential Contribution; (7) Potential Partnership with Private Developers; (8) State & Federal - Potential Funds; (9) Fare Collections | | | | | | | |
| Notes: Express Service Transit frequencies are 15 minutes for two (2) hours in the AM and two (2) hours in the PM. Projected cost shown is for the five year period. Cost shown for Santa Fe / Tower Express is the cost for the entire route from I-75 @ NW 39th Avenue to Tower Road @ Archer Road. | | | | | | | |

Southwest

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| Project Name-Location | Project Description | Project Length | Mobility District | Funding Source | FY | FY | FY |
|--|--|----------------|-------------------|-----------------------------|-------------------|-------------------|-------------------|
| | | | | | 20152020-20202030 | 20202031-20252035 | 20252035-20302040 |
| Santa Fe / Tower Express | Express Transit Service from Springhills Activity Center to Archer / Tower Activity Center | 9.00 | SW | (2), (5) thru (9) | \$1,375,000 | \$1,500,000 | \$1,750,000 |
| Haile Plantation Express | Express Transit Service from Haile Plantation to UF | 10.00 | SW | (1), (2), (4), (6) thru (9) | \$1,375,000 | \$1,500,000 | \$1,750,000 |
| Veterans Park, Park & Ride | Park & Ride | n/a | SW | (1) | \$180,000 | | |
| Tower / Archer Activity Center Park & Ride | Park & Ride | n/a | SW | (1), (4), (5), (7), (8) | \$360,000 | | |
| I-75 Park & Ride | Park & Ride | n/a | SW | (1), (4), (7), (8) | \$450,000 | | |
| SW 62nd Area Park & Ride | Park & Ride | n/a | SW | (7) | | \$210,000 | |
| SW 91st Park & Ride | Park & Ride | n/a | SW | (1), (4), (7), (8) | \$450,000 | | |
| Haile Plantation Park & Ride | Park & Ride | n/a | SW | (1) | \$180,000 | | |
| Southwest Express Transit Vehicles | Buses | n/a | SW | (1), (3), (4), (8) | \$3,465,000 | \$2,000,000 | \$1,700,000 |
| Total Projected Cost | | | | | \$7,835,000 | \$5,210,000 | \$5,200,000 |

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share) Mobility Fee; (2) Gas Tax; (3) Future Sales Tax; (4) UF - Potential Contribution; (5) Santa Fe College - Potential Contribution; (6) Transit Oriented Developments (TOD) - Potential Contribution; (7) Potential Partnership with Private Developers; (8) State & Federal - Potential Funds; (9) Fare Collections

Notes: Express Service Transit frequencies are 15 minutes for two (2) hours in the AM and two (2) hours in the PM. Projected cost shown is for the five year period. Cost shown for Santa Fe / Tower Express is the cost for the entire route from I-75 @ NW 39th Avenue to Tower Road @ Archer Road.

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|--|---|------|----|-----------------------------|-------------|-------------|-------------|
| Eastside Express Service | Express Transit Service from Eastside Activity Center to UF | 6.00 | E | (1), (2), (4), (6) thru (9) | \$1,375,000 | \$1,500,000 | \$1,750,000 |
| Eastside Park Park & Ride | Park & Ride | n/a | SW | (1), (4), (7), (8) | \$360,000 | | |
| East Express Transit Vehicles | Buses | n/a | E | (1), (3), (4), (8) | \$1,925,000 | \$800,000 | \$850,000 |
| Total Projected Cost | | | | | \$3,660,000 | \$2,300,000 | \$2,600,000 |
| Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share Mobility Fee); (2) Gas Tax; (3) Future Sales Tax; (4) UF - Potential Contribution; (5) Santa Fe College - Potential Contribution; (6) Transit Oriented Developments (TOD) - Potential Contribution; (7) Potential Partnership with Private Developers; (8) State & Federal - Potential Funds; (9) Fare Collections | | | | | | | |
| Notes: Express Service Transit frequencies are 15 minutes for two (2) hours in the AM and two (2) hours in the PM. Projected cost shown is for the five year period. Cost shown for Santa Fe / Tower Express is the cost for the entire route from I-75 @ NW 39th Avenue to Tower Road @ Archer Road. | | | | | | | |

Table 1-a: Transportation - ~~FY 2010/2011-2017/2018~~ Timing Consistent with Approved Developer's Agreement

| <u>Project / Year</u> | 10/11 <u>One</u> | 11/12 <u>Two</u> | 12/13 <u>Year 3</u> | 13/14 <u>Thre</u> <u>ee</u> | 14/15 <u>Four</u> | 15/16 <u>Fiv</u> <u>e</u> | 16/17 <u>Six</u> | 17/18 <u>Seven</u> | <u>Funding Source</u> |
|--|--------------------------------|--------------------------------|-----------------------------------|--|---------------------------------|--|--------------------------------|----------------------------------|-----------------------|
| Newberry Village TOD Transit Operations* | | | | | 120,000 | 235,000 | 245,000 | 250,000 | CDD** |
| Newberry Village Dedicated Transit Lanes from NW 23 rd Avenue to Newberry Road | | | | | | 1,608,000 | 1,608,000 | 1,608,000 | CDD** |
| Modifications to I-75 interchange to accommodate Transit | | | | | | 300,000 | | | CDD** |
| * The annual contribution shall continue at the \$250,000 plus cost of living adjustments through FY 28/29 <u>Year 20</u> | | | | | | | | | |
| ** Community Development District or other appropriate Developer funded mechanism | | | | | | | | | |

Note: Table 1-a -was identified as "Table 3" in Ordinance 10-22. It has been renumbered by codifier to fit document numbering system.

Table 1-b: Transportation - ~~FY 2010/2011-2017-2018~~ Timing Consistent with Approved Developer's Agreement

| <u>Project / Year</u> | 10/11 <u>One</u> | 11/12 <u>Two</u> | 12/13 <u>Year 3</u> | 13/14 <u>Thre</u> <u>ee</u> | 14/15 <u>Four</u> | 15/16 <u>Five</u> | 16/17 <u>Six</u> | 17/18 <u>Seven</u> | <u>Funding Source</u> |
|---|--------------------------------|--------------------------------|-----------------------------------|--|---------------------------------|---------------------------------|--------------------------------|----------------------------------|-----------------------|
| SantaFe Village TOD Transit Operations | | | | | 200,000 | 250,000 | 300,000 | 350,000* | CDD** |
| SantaFe Village Transit Lanes from NW 39 th Avenue to NW 23 rd Avenue | | | | | | 2,700,000 | 2,700,000 | 2,700,000 | CDD** |
| SantaFe Village | | | | | | 1,000,000 | 1,000,000 | | CDD** |

| | | | | | | | | | |
|---|--|--|--|--|--|--|---------|-----------|-------|
| Dedicated Transit Lanes north From NW 39 th Avenue through to NW 91 st Street | | | | | | | | | |
| SantaFe Village Greenway to Millhopper Road | | | | | | | 180,000 | | CDD** |
| SantaFe Village 83 rd Street local road extension | | | | | | | | 2,927,352 | CDD** |
| <p>* The annual contribution shall continue at the \$350,000 plus cost of living adjustments through FY28/29<u>Year 20</u></p> <p>** CDD or other developer funded mechanism</p> | | | | | | | | | |

Note: Table 1-b was identified as "Table 4" in Ordinance 10-18. It has been renumbered by codifier to fit document numbering system.

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**Table 1-c: Transportation -
Timing Consistent with Approved Developer's Agreement
FY 2010/2011-2017-2018**

| Project | <u>One</u> <u>10/11</u> | <u>Two</u> <u>11/12</u> | <u>Year</u> <u>12/13</u> | <u>Thre</u> <u>e13/14</u> | <u>Four</u> <u>14/15</u> | <u>Five</u> <u>15/16</u> | <u>Six</u> <u>16/17</u> | <u>Seven</u> <u>17/18</u> | Funding Source |
|--|----------------------------|----------------------------|-----------------------------|------------------------------|-----------------------------|-----------------------------|----------------------------|------------------------------|----------------|
| Springhills TOD Transit Operations | | | | | 300,000 | 450,000 | 450,000 | 450,000* | CDD** |
| Springhills Roadway, Trail, and Dedicated Transit Lanes specified in Policy 2.5.1(b)5 of the Future Land Use Element | | | | | | 3,750,000 | 3,750,000 | 3,750,000 | CDD** |
| Springhills Dedicated Transit Lanes north From NW 91 st Street to I-75 | | | | | | 1,000,000 | | | CDD** |
| NW 91 st Street Intersection and roadway upgrade | | | | | | 500,000 | | | CDD** |
| <p>* The annual contribution shall continue at the \$450,000 plus cost of living adjustments through <u>FY 28/29</u> <u>Year 20</u></p> <p>** Funding through a Community Development District or other appropriate developer funded mechanism</p> | | | | | | | | | |

Note: Table 1-c was identified as "Table 5" in Ordinance 10-23. It has been renumbered by codifier to fit document numbering system.

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