

CAPITAL IMPROVEMENTS ELEMENT



ALACHUA COUNTY COMPREHENSIVE PLAN DRAFT
POLICIES - OCTOBER 4, 2018



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), 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:
 - ~~(1) 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.~~

Mode of Travel	Level of Service (LOS)	Standard of Measure
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Pedestrian	B	Based on Presence of a pedestrian facility
Bicycle	B	Based on Presence of a bike lanes / paved shoulders
Express Transit	B	Based on Peak Hour Frequency of 15 minutes or less
Motor Vehicle*	D	Professionally Accepted Traffic Analysis
Motor Vehicle*—SIS**	C	Professionally Accepted Traffic Analysis in consultation with FDOT

*—Standard applies to Collector and Arterial Roads.

**——Strategic Intermodal System

- (2)——For areas outside of Urban Cluster Mobility Districts, Alachua County shall adopt the following minimum level of service standards based on peak hour conditions for functionally classified roadways in order to maximize the efficient use and safety of roadway facilities:

Mode of Travel	Level of Service (LOS)
Motor Vehicle—SIS*	B
Motor Vehicle—Multi lane**	C
Motor Vehicle—Two lane Arterial	——C***
Motor Vehicle—Two lane Collector	C

* Strategic Intermodal System, Florida Department of Transportation

** Four or more through lanes

***LOS D for:

SR 24 (Archer Road) from SW 91st to Levy County
SR 121 (Williston Rd) from SW 62nd to Levy County
SR 26 from NE 39th (SR 222) to Putnam County
CR 241 (NW 143rd) from NW 39th to City of Alachua
SW 122nd (Parker Rd) from SW 24th to SR 24 (Archer Rd)

- (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
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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
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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:](#)

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

* [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.

Commented [JLH1]: Replace Map

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

- (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:~~
- ~~(1) Compliance with 1.3.2 A(1-4) and/or 1.3.2 B(1-3); or~~
 - ~~(2) Inclusion of a County or Florida Department of Transportation road project in the five year Capital Improvements Program where actual construction is scheduled to commence in or before the third year of the five year plan and is needed to maintain the adopted level of service standards. If such projects in the County or FDOT five year plan are moved to later years, or otherwise amended, Alachua County shall assess the impact of such changes. A Plan Amendment shall be required in order to eliminate, defer or delay construction of any road project listed in the 5 Year Capital Improvements Schedule which is needed to maintain the adopted level of service standard.~~
 - ~~(3) Within Urban Cluster Transportation Mobility Districts:~~
 - ~~a. Development shall satisfy transportation concurrency obligations through payment of a multi-modal transportation fee consistent with Policy 1.1.7 of the Transportation Mobility Element. This provision shall not exempt Developments of Regional Impact from statutory requirements for proportionate share mitigation.~~

- ~~b. In order to achieve the level of service standard 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 2030, not a standard that is intended to be achieved on an annual basis for each roadway.~~
- ~~c. 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 achieved starting by 2015 on each of the four (4) routes shown on the Express Transit Corridors map. The peak hour frequency for each route shall be a minimum of 30 minutes by 2015, 20 minutes by 2017 and 15 minutes by 2020. Service hours may be extended to three (3) hours and additional service added to meet demand and maintain fifteen (15) minute headways based on the capacity and productivity of the Service. The addition of Express Transit Service to serve Transit Oriented Development(s) on the Parker Road Corridor as shown on the Rapid Transit Corridor Map will require an update to the Multi-Modal Transportation Capital Improvement Program.~~
- ~~d. Within each Transportation Mobility District, achievement of the LOS for all functionally classified County and Non SIS State Roadways shall be based on an Area-wide LOS. The Area-wide LOS analysis shall be divided into north-south and east-west roadways. The Area-wide 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 County and Non SIS State Roadways.~~
- ~~e. The LOS for SIS facilities within the Urban Cluster shall be addressed through the Strategic Intermodal System (SIS) Mitigation Plan (Alachua County Growth Management Department January 26th, 2010). The SIS Mitigation Plan identifies mitigation measures such as the construction of parallel roadways serving similar travel demand patterns, dedicated transit lane(s), access management and transit service. Mitigation projects, consistent with the SIS Mitigation Plan, shall be included in the Multi-Modal Transportation Capital Improvements Program. The SIS Mitigation Plan may be amended, in consultation with FDOT, during updates to the Capital Improvements Element.~~

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.~~

~~(d)(c)~~ Determination that the capital project funds are programmed in the CIP (see 1.6.5).

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.~~

~~**Policy 1.10.1** A Transportation Concurrency Backlog Area (TCBA) may be established within any portion of the Urban Cluster Transportation Mobility Districts to address backlog transportation facilities.~~

~~**Policy 1.10.2** A Transportation Concurrency Backlog Plan (TCBP) shall be developed for each TCBA and shall include the following elements:~~

~~(a) — Designated Transportation Concurrency Backlog Area~~

- ~~(b) List and map of backlog roadways and if applicable interchanges~~
- ~~(c) Analysis of the extent roadways are over capacity~~
- ~~(d) Proposed multi-modal mitigation, cost of mitigation and capacity added~~
- ~~(e) Access and Corridor Management modifications~~
- ~~(f) Local roadway connectivity plan~~
- ~~(g) Projected development and revenue~~
- ~~(h) Projected tax and multi-modal transportation fee revenue generated~~
- ~~(i) The percentage of the tax increment to be utilized for mitigation~~

Policy 1.10.3 ~~A TCBA proposed for development within a Urban Service Area, to extent permitted by law, shall be required to include in the TCBP mitigation in the form of phased frequent transit service along rapid transit corridors that connects the TCBA with a centrally located transit hub on the University of Florida campus, the Downtown transit transfer station and the Eastside Activity Center. Phased transit service shall be as follows:~~

- ~~(a) Phase 1: AM and PM peak hour headways of 20 minutes for a span of service of 4 hours and off peak headways of 40 minutes for a span of service of 6 hours.~~
- ~~(b) Phase 2: AM, afternoon and PM peak hour headways of 15 minutes for a span of service of 6 hours and off peak headways of 30 minutes for a span of service of 8 hours.~~
- ~~(c) Phase 3: AM, afternoon and PM peak hour headways of 10 minutes for a span of service of 8 hours, off peak headways of 20 minutes for a span of service of 6 hours and early morning and late evening off peak headways of 30 minutes for a span of service of 4 hours.~~

Policy 1.10.4 ~~A Transportation Concurrence Backlog Plan for the Southwest District 1 Area may be adopted as part of the Capital Improvements Element of the Comprehensive Plan within 6 months of establishment of a Transportation Concurrence Backlog Authority pursuant to Section 162.3182, Florida Statutes. The Southwest District 1 Transportation Concurrence Backlog Plan dated October 13, 2010 will serve as a framework for the TCBP to be considered for adoption in the Comprehensive Plan.~~

Policy 1.10.5 ~~Any TCBP adopted by the Board of County Commissioners shall be included as part of the update of the Capital Improvements Element.~~

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

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

Project Name-Location		Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020-2020-2030	FY 2020-2023 1-2025-203 5	FY 2025-2036 -2030-2040
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 <u>complete streets</u>	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 2020-20202030	FY 2020 2021-20252035	FY 2025 2036-20392040
	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		

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2020-2020-2030	FY 2020-2020-2020-2030	FY 2020-2020-2020-2030
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
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.							
South west							
SW 62nd Ave/SW 63rd Blvd and Archer Road	Northbound Left Turn Lane & Intersection	0.1	SW	Develo per funded			

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY <u>2010</u> <u>2020</u> - <u>2020</u> <u>2030</u>	FY <u>2020</u> <u>203</u> <u>1</u> - <u>2025</u> <u>203</u> <u>5</u>	FY <u>2025</u> <u>2036</u> - <u>2030</u> <u>2040</u>
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

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2020-2020-2030	FY 2020-2020-2020-2030	FY 2020-2020-2020-2030
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
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.							
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 roadway, add	1.1	E	(1) & (11)		\$1,564,683	

[illegible]

Bicycle and Pedestrian Projects

Project Name-Location	Project Description	Project Length	Mobility Disrupt	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
Northwest							
Project Name-Location	Project Description	Project Length	Funding Source	FY 20120-20230	FY 202301-20235	FY 202536-203040	
SW 8th Ave from SW 122nd St SW 91st St	Multiuse off-road facility	2.0	(1), (2), (6)	\$395,000	-	-	
SW 8th Ave from SW 75th Street to East Terminus	Sidewalk facility	0.5	(1), (2), (6)	\$60,000	-	-	
W. University Ave from SW 75th St to East Terminus	Sidewalk facility	0.5	(1), (2), (6)	\$62,000230,000			
NW 98th Street from NW 23rd Ave to NW 39th Ave	Multiuse off-road facility	1.0	(1), (2), (6)	\$260,000			
NW 143rd St (CR 241) from Newberry Road to NW 39th Ave	Multiuse off-road facility	1.5	(1), (2), (6)	\$600,000	\$180,000		
NW 76th Drive from Tower Road to Tower Road	6 ft. Sidewalk	0.4	(2)	\$225,000			
NW 75th Dr. from NW 76th Dr to W University Ave	6 ft. Sidewalk	0.2	(2)	\$110,000			
NW 76th Blvd from W University Ave to Skate Station	6 ft. Sidewalk	0.3	(2)	\$280,000			
Millhopper Greenway from Millhopper Road to NW 39th	Multiuse off-road facility	1.5	(1), (2), (8)		\$180600,000		

CR 235A from US 441 end of existing sidewalk to NW 177th Ave	Multiuse off-road facilitySidewalk	1.0 0.4	(1), (2), (6)		\$ 88 175,000	
SW 1st Place from NW 79th Dr to SW 77th Terr	Multiuse off-road facility	0.1	(1), (2), (6)		\$12,000	
NW 63rd Terr from NW 18th Ave to NW 19th Pl	Multiuse off-road facility	0.1	(1), (2), (6)		\$12,000	
SW 122nd St from Newberry Rd to SW 8th Ave	Multiuse off-road facility	2.0	(1), (2), (6)			\$ 240 325,000
NW 39th Ave from NW 143rd St to I-75	Multiuse off-road facility	3.0	(1), (2), (6)			\$324,000
Total Projected Cost				\$ 777,000 1,445,000	\$ 472 775,000	\$ 564 649,000

Southwest

Project Name-Location	Project Description	Project Length	Funding Source	FY 2010 2020- 20202030	FY 2020 2031- 20252035	FY 2025 2036- 20302040
SW 24th Ave from SW 122nd St to SW 75th St SW 87th to SW 77th St	Filling in gaps of existing multiuse off-road facility	3.00 .5	(1), (2), (5), (2)	\$360,000 \$275,000		
Archer Road from City of Archer to I-75 SW 76th Ter to SW 45th St	Multiuse off-road facility	9.72 .25	FDOT	\$3,000,000 \$1,700,000		
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 1.6	(1), (2), (6)		\$ \$8550,000	
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 Kanapaha 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)		<u>\$325,000</u>	<u>\$420,000</u>
SW 91st St from Archer Braid Trail SW 46th Blvd to SW 8th Ave	Multiuse off-road facility	0.9 3.0	(1), (2), (6)			<u>\$1,100,000</u> \$504,000
SW 136th St from W Newberry Rd to SW 6th Rd	6 ft. Sidewalk	0.5	(1), (2)			<u>\$220,000</u>

Total Projected Cost	\$3,708,000 <u>2,275,000</u>	\$1,869,000 <u>1,355,000</u>	\$924,000 <u>1,320,000</u>
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East						
Project Name-Location	Project Description	Project Length	Funding Source	FY 2010 2020- 20202030	FY 2020 2031- 20252035	FY 2025 2036- 20302040
SE 15th St from SE 14th Ave to Boulware Springs/Hawthorne Trail Entrance	Multiuse off-road facility	1.4	(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	
SE 27 th St from SE 28 th Dr to SE 29 th Pl	6 ft. sidewalk	1.2	(2)	\$540,000		
NE 27th Ave from SR 222 to SR 26	Multiuse off-road facility	2.7	(1), (2), (6)		\$324,600,000	
Kincaid Loop Connector from SE 15th to Hawthorne Road	Multiuse off-road facility	2.8	(1), (2), (6)			\$336,000
NE 39 th Ave from Airport Entrance to NE 52 nd St	6ft. Sidewalk	1.0	(1), (2)			\$450,000
Total Projected Cost				\$252,000540,000	\$384,000600,000	\$336,000786,000

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;

Express Transit and Transit Capital

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 20152020-20202030	FY 20202031-20252035	FY 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		

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

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2015-2020-2020-2030	FY 2020-2031-2025-2035	FY 2025-2035-2030-2040
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.

East

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

Project / Year	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>	Funding Source
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

Project / Year	One <u>10/11</u>	Two <u>11/12</u>	Year <u>12/13</u>	Thre <u>13/14</u>	Four <u>14/15</u>	Five <u>15/16</u>	Six <u>16/17</u>	17/18 <u>Seven</u>	Funding Source
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.

Table 1-c: Transportation -

Timing Consistent with Approved Developer's Agreement

FY 2010/2011-2017-2018

Project	One 10/11	Two 11/12	Year 12/13	Three 13/14	Four 14/15	Five 15/16	Six 16/17	Seven 17/18	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 FY 28/29<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.