



**Technical Advisory Committee (TAC) Meeting**  
Marion County – Library Headquarters, Meeting Room B  
2720 E. Silver Springs Blvd., Ocala, FL 34470

**August 13, 2024**  
**3:30 PM**

**AGENDA**

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **PROOF OF PUBLICATION**
4. **MEMBERSHIP UPDATE**
  - A. **Technical Advisory Committee (TAC) Members**
5. **CONSENT AGENDA**
  - A. **June 11, 2024 CAC-TAC Joint Meeting Minutes**
6. **ACTION ITEMS**
  - A. **List of Priority Projects (LOPP) Policies and Procedures Update**  
*Staff will present an update to the LOPP guidance document*
7. **PRESENTATIONS**
  - A. **2024 Traffic Counts Report and Map**  
*A presentation by staff on the report and updated map*
  - B. **Commitment to Zero Annual Report and Dashboard**  
*A presentation by staff on the annual report and dashboard updates*
  - C. **SunTran Annual Report**  
*A presentation by SunTran on the annual report to the TPO*
8. **COMMENTS BY FDOT**
  - A. **FDOT Construction Report**
9. **COMMENTS BY TPO STAFF**
  - A. **2050 Long Range Transportation Plan (LRTP) Update**
  - B. **Fiscal Years 2024 to 2028 Transportation Improvement Program Modification #3 Update**
  - C. **Safety Partners Activities Summary**
  - D. **FDOT Strategic Intermodal System (SIS) Plans**

## **10. COMMENTS BY TAC MEMBERS**

## **11. PUBLIC COMMENT (Limited to 2 minutes)**

## **12. ADJOURNMENT**

All meetings are open to the public, the TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or [liz.mitchell@marioncountyfl.org](mailto:liz.mitchell@marioncountyfl.org) forty-eight (48) hours in advance, so proper accommodations can be made.

Pursuant to Chapter 286.0105, Florida Statutes, please be advised that if any person wishes to appeal any decision made by the Board with respect to any matter considered at the above meeting, they will need a record of the proceedings, and that, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

*The next regular meeting of the Technical Advisory Committee will be held on  
September 10, 2024*



**TO: Committee Members**

**FROM: Rob Balmes, Director**

**RE: Membership Update**

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**Summary**

Based on recent staff changes, the TAC has two new members and one vacant member. New members include:

Tom Duncan, City of Ocala, SunTran Transit Administrator

Chris Carlisle, Marion County Schools, Governmental and Community Relations Director.

Tom Duncan replaces Ji Li. Chris Carlisle replaces Dave Herlihy. Due to the recent retirement of Mickey Thomason, the Department of Environment and Protection (DEP)/Greenways and Trails membership is currently vacant.

**Attachment(s)**

- TAC Membership List

If you have any questions, please contact me at: 352-438-2631.



**Technical Advisory Committee (TAC)  
Members**

**Jeff Shrum, Chair**  
**Tracy Straub, Vice-Chair**

**Noel Cooper**  
**Chris Carlisle**  
**Tom Duncan**  
**Kia Powell (non-voting)**  
**Loretta Shaffer**  
***Vacant***  
**Bob Titterington**  
**Chuck Varadin**  
**Chad Ward**

**City of Ocala Growth Management**  
**Marion County Administration**

**City of Ocala Engineering**  
**Marion County Public Schools**  
**City of Ocala- SunTran**  
**FDOT- District 5 Liaison**  
**Marion County Tourism**  
**Florida State Parks**  
**City of Belleview**  
**Marion County Growth Services**  
**City of Dunnellon**





**Citizens (CAC) and Technical (TAC) Advisory Committee Joint Meeting**

Marion County – Library Headquarters  
2720 E. Silver Springs Blvd., Ocala, FL 34470  
1:00 PM

**MINUTES**

**CAC Members Present:**

Matt Fabian  
Travis Magamoll  
Richard McGinley  
Nick Mora  
Steve Rudnianyn  
Michelle Shearer (*arrived at 1:22pm*)

**CAC Members Not Present:**

Richard Howard  
Suzanne Mangram

**TAC Members Present:**

Noel Cooper  
Ji Li (*alternate Tom Duncan arrived at 1:09pm*)  
Kia Powell  
Jeff Shrum  
Tracy Straub (*alternate Chris Zeigler*)  
Bob Titterington

**TAC Members Not Present:**

Dave Herlihy  
Loretta Shaffer  
Chuck Varadin  
Chad Ward

**Others Present:**

Rob Balmes  
Shakayla Irby  
Liz Mitchell  
Amy O’Brien, HCA Florida  
Daniel DaGraca, Kimley-Horn  
Steven Cohoon, Marion County

**Item 1. Call to Order and Pledge of Allegiance**

Chairman Travis Magamoll called the meeting to order at 1:03pm.

**Item 2. CAC Roll Call**

Chairman Magamoll asked for a roll call. Secretary Shakayla Irby called the roll and a quorum was present.

**Item 3. TAC Roll Call**

Chairman Jeff Shrum asked for a roll call. Secretary Shakayla Irby called the roll and a quorum was present.

**Item 4. Proof of Publication**

Secretary Shakayla Irby stated the meeting had been published online to the TPO’s website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon’s websites on June 4, 2024. The meeting had also been published to the TPOs Facebook and Twitter pages.

**Item 5. CAC Consent Agenda**

*Mr. McGinley made a motion to approve the consent agenda. Mr. Rudnianyn seconded, and the motion passed unanimously.*

**Item 6. TAC Consent Agenda**

*Mr. Cooper made a motion to approve the consent agenda. Mr. Titterington seconded, and the motion passed unanimously.*

**Item 7a. Draft Fiscal Years (FY) 2025 to 2029 Transportation Improvement Program (TIP)**

Transportation Planner, Sara Brown presented the draft Fiscal Years 2025 to 2029 Transportation Improvement Program which was made available for public and partner agency review on May 7, 2024. As a follow-up to the draft presentation at the committee meeting on May 14, 2024, comments that were received from partner agencies and the public at the meeting were presented. To date, the TPO had received feedback from the Florida Department of Transportation (FDOT) which was included in the meeting packet.

There was also one comment received from the public.

- **Public Comment:** “In the draft TIP map online, project FM 436756-1 does not include further detail about the project. I own a few properties along that route and would like to know more about the project and if any designs have been made.”
  - **TPO Response:** Noted for public record. The citizen was thanked for the comment and was told that the project in the TIP is funded for preliminary engineering in FY 25. The TPO also gave the citizen contact information for the city to ask if they have any further design information for the project.

Both committees were asked to recommend to the TPO Board adoption of the TIP on June 25.

### **CAC Action:**

*Mr. McGinley made a motion to recommend approval the Draft FY 2025 to 2029 TIP.*

*Mr. Rudnianyn seconded, and the motion passed unanimously.*

### **TAC Action:**

*Mr. Cooper made a motion to recommend approval the Draft FY 2025 to 2029 TIP.*

*Mr. Zeigler seconded, and the motion passed unanimously.*

### **Item 7b. Draft Fiscal Years (FY) 2026 to 2030 List of Priority Projects (LOPP)**

Mr. Balmes presented and said that the draft FY 2026 to 2030 LOPP had been shared with the committees in May, including a recommendation from the TAC to move the Marion Oaks Extension and Flyover into the top tier of the Planning List. He had made this adjustment and presented it to the TPO board at the May meeting, where the board had no objections to the recommendation.

At the joint CAC-TAC meeting, both committees were asked for final comments and a recommendation to the TPO Board for adoption on June 25.

Mr. Zeigler from Marion County presented a list of recommended changes that Marion County wished to see in the LOPP. Mr. Zeigler’s recommendations resulted in extensive dialogue by both the TAC and CAC members and also involved the TPO Director providing information. The end result included specific recommendations by each respective committee.

### **TAC Recommendations**

#### ***Ranking Changes (Top 20 List)***

- #6 US 41 Capacity to #11
- #11 SR 200 Capacity to #6
- #9 SR 40 at SR 35 Roundabout to #18
- #17 SR 35 at SR 464 Intersection to #9
- #20 Belleview Trail to #17

***Project Deletion (Top 20 List)***

- #16 SW 80th Capacity (redundant with #2)

***Project Addition (Top 20 List)***

- I-75 at CR 484 Bridge Replacement (new) #1 Ranking
- Marion Oaks Extension and Flyover – Rank at bottom of Top 20
- CR 475A from SW 66th to SW 42<sup>nd</sup> - Rank at bottom of Top 20

**CAC Recommendations**

***Ranking Changes (Top 20 List)***

- #20 Belleview Trail to #17

***Project Additions to Top 20 List (2)***

- I-75 at CR 484 Bridge Replacement (new) #1 Ranking
- CR 475A from SW 66th to SW 42<sup>nd</sup> - Rank at bottom of Top 20

**TAC Action:**

Mr. Titterington made a motion to recommend approval of the proposed recommendations and rankings by the TAC for the FY 2026 to 2030 LOPP. Mr. Zeigler seconded the motion, and it passed unanimously.

**CAC Action:**

Ms. Shearer made a motion to move project #20 Belleview Trail to #17 on the FY 2026 to 2030 LOPP. Mr. McGinley seconded, and the motion passed unanimously.

Mr. Rudnianyn made a motion to add I-75 at CR 484 Bridge Replacement on the FY 2026 to 2030 LOPP. Ms. Shearer seconded, and the motion passed unanimously.

Mr. Rudnianyn made a motion to add the four laning of CR 475A from SW 66<sup>th</sup> to SW 42<sup>nd</sup> on the FY 2026 to 2030 LOPP. Mr. Fabian seconded, and the motion passed with Ms. Shearer opposing.

**Item 7c. Draft 2024 List of Regional Priority Projects**

Mr. Balmes presented and said TPO staff presented in May the draft 2024 List of Regional Priority Projects to the CAC and TAC. He reminded the committees that the TPO worked in collaboration annually with the Central Florida MPO Alliance (CFMPOA) to approve a set of regionally significant transportation priority projects.

Both committees were asked for any final comments and feedback in preparation for seeking TPO Board approval on June 25.

Mr. Rudnianyn asked if there was still a request for an interchange at SW 20th Street.

Approved –

Mr. Balmes clarified that the City of Ocala had requested the interchange project be added to the list about three years ago and that the project was included in the Draft Department of Transportation (DOT) Strategic Intermodal System (SIS).

Mr. Shrum said that he had not heard that the City of Ocala did not want the interchange at SW 20th Street.

**CAC Action:**

Ms. Shearer made a motion to recommend approval of the Draft 2024 List of Regional Priority Projects. Mr. Fabian seconded the motion, and it passed unanimously.

Mr. Cooper commented that the 44th Corridor project was on the last regional list and inquired why it was not included in the list for 2024.

Mr. Balmes explained that he proposed not including the project on the list because the Central Florida MPO Alliance would not vote on it until sometime in October, by which time the DOT Work Program Development Cycle would already be underway. He added that TRIP funding would likely be for 2027 to 2030 and would require support from two other counties. He also mentioned that a recommendation could be made to add the project back to the list if the committee decided to do so.

Mr. Shrum suggested mentioning to the TPO board the potential of considering Marion Oaks Manor as just a flyover.

**TAC Action:**

Mr. Zeigler made a motion to recommend approval of the Draft 2024 List of Regional Priority Projects. Mr. Cooper seconded the motion, and it passed unanimously.

**Item 7d. 2045 Long Range Transportation Plan (LRTP) Amendment #3**

Mr. Balmes presented and said as announced on June 4, 2024, the TPO would hold a public hearing on June 25, 2024 at 3:00 p.m. at the Marion County Commission Auditorium, 601 SE 25th Avenue, Ocala, FL 34471. The public hearing would be for an amendment to the 2045 Long Range Transportation Plan (LRTP).

The amendment was proposed to ensure appropriate consistency between the Florida Department of Transportation (FDOT) State Transportation Improvement Program (STIP), TPO Transportation Improvement Program (TIP) and the 2045 LRTP. The proposed amendment included funding and phase updates to the following project in the Cost Feasible Element of Chapter 7: Funding the Plan.

I-75 at NW 49th Street Interchange, from End of NW 49th Street to End of NW 35th Street (FY 2021 to 2025) (FM 435209-1). Updated LRTP project cost estimates.

New Interchange

- Right-of-Way (ROW): \$21,500,000
- Construction (Design-Build, DSB): \$93,500,000

- Total Funding: \$115,000,000

**TAC Action:**

*Mr. Cooper made a motion to recommend approval of the 2045 LRTP Amendment #3. Mr. Titterington seconded the motion, and it passed unanimously.*

**CAC Action:**

*Mr. Mora made a motion to recommend approval of the 2045 LRTP Amendment #3. Mr. McGinley seconded the motion, and it passed unanimously.*

**Item 8a. Fiscal Years (FY) 2024 to 2028 Transportation Improvement Program (TIP) Amendment #4 Update**

Ms. Brown presented and said that on May 16, 2024, FDOT reached out to the TPO to process a TIP Amendment for the I-75 at NW 49th Street Interchange project. At the May 28, 2024 TPO Board Meeting TPO staff presented the TIP amendment to the Board and the TPO Board approved the TIP Amendment. The project information was as follows:

**FM# 435209-1: I-75 at NW 49th Street from end of NW 49th Street to end of NW 35th Street**

- New Interchange on I-75
- Funds to be amended to FY 2025
- Total: \$114,803,862
  - ACNP: \$56,903,700 (DSB)
  - ACSL: \$2,516,655 (DSB)
  - CIGP: \$2,620,216 (ROW)
  - DDR: 7,807,576 (ROW: \$3,948,826; DSB: \$3,858,750)
  - DIH: \$50,000
  - LF: \$20,612,138 (ROW: \$5,768,850; RRU: \$1,760,000; DSB: \$13,083,288)
  - SA: \$ 3,873,030 (ROW)
  - SL: \$5,633,813 (ROW: \$1,000,000; DSB: \$4,633,813)
  - TRIP: \$10,569,054 (ROW: \$3,740,934; DSB: 6,828,120)
  - TRWR: \$4,207,680 (ROW: \$418,360; DSB: \$3,789,320)

**Item 8b. Interactive 2050 LRTP Group Survey and Discussion**

Mr. Balmes conducted an interactive Mentimeter survey with the committees, based on the already published online survey of the 2050 LRTP.

### **Item 9. Comments by FDOT**

Ms. Kia Powell gave the following updates:

- The Construction Report was provided in the committee packet and there was at the time 8 intermittent lane closures. She shared with the committees that more detailed information could be found on cflroads.com.
- U.S. 301 (S.R. 35) Resurfacing from north of C.R. 42 to north of SE 144th Place Road was expected to start in the summer of 2024.
- There would be a public meeting on State Road 40 held at the Mary Sue Rich Community Center from 5:30pm to 7:30pm and there would also be a virtual option.
- FDOT Safety Office would be participating in the June 27 Marion County PTSD awareness event.

### **Item 10. Comments by TPO Staff**

*There were no comments by TPO Staff.*

### **Item 11. Comments by CAC Members**

Ms. Shearer inquired about the Marion Oaks Manor Extension – Marion Oaks Manor to CR 42 Flyover at I-75 project, asking if it would be two or four lanes and whether there were homes near it.

Mr. Zeigler responded yes, explaining that Marion Oaks Blvd was partially four-laned with two lanes before approaching Summer Glen.

Ms. Shearer specifically asked about the west side where Marion Oaks was located.

Mr. Zeigler said he could gather more information on the project.

Mr. Steve Cohoon (inaudible on the recording) expounded on the project and addressed Ms. Shearer's question.

### **Item 12. Comments by TAC Members**

*There were no comments by TAC Members.*

### **Item 13. Public Comments**

Mr. Steve Cohoon, Marion County Engineer, addressed the committees and asked them not to fault Mr. Zeigler for the sudden changes proposed for the LOPP, as he had instructed him to do so on his behalf. He explained that he did not have a favorable situation when he joined the County and was behind schedule, assuring that such issues would not recur. He also discussed the suggestion of removing the first project on the LOPP (I-75 at NW 49<sup>th</sup> Street Interchange), noting that since the project was design-build, the deadline for responses was May 6. The department was holding oral presentations with the final selection meeting for the design-build on June 24. He said that because design-build projects differ when it comes to

Approved –

implementation, with selections happening in June, actual construction could start in the next two to three months. There were no objections to leaving the project on the Top 20 list as that is what the committee decided on; he just wanted to provide some background. He apologized to the committees again for the sudden changes.

**Item 14. Adjournment**

Chairman Magamoll adjourned the meeting at 2:37pm and reminded both committees that they would resume meeting on August 13 at regular times.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant





**TO: Committee Members**

**FROM: Rob Balmes, Director**

**RE: List of Priority Projects (LOPP) Policies and Procedures  
Guidance Updates**

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**Summary**

At the June 25 TPO Board Meeting, Chair Dreyer made a formal request to review and update the current schedule for development of the annual List of Priority Projects (LOPP). Based on this request, TPO staff conducted a review of the current LOPP Policies and Procedures Guidance document. The review has resulted in proposed changes to the LOPP schedule and other sections of the document involving roles, expectations and requirements.

Attached to this memo is a proposed revised LOPP Policies and Procedures Guidance document in tracked changes mode with all updates highlighted for ease of review.

**Attachment(s)**

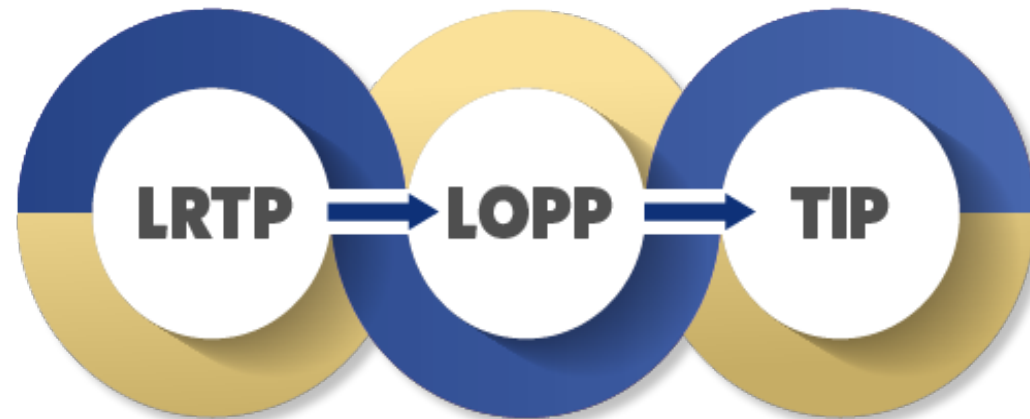
- List of Priority Projects (LOPP) Proposed Updates Presentation
- LOPP Policies and Procedures Guidance, Tracked Changes
- LOPP Proposed Schedule

**Recommendation(s)**

Recommend to the TPO Board approval of updates to the LOPP Policies and Procedures Guidance document.

If you have any questions, please contact me at: 352-438-2631.

# List of Priority Projects (LOPP) Policies and Procedures Updates



**Committee Meetings**  
**August 13, 2024**

# **TPO Staff Proposed Updates**

## **Policies and Procedures Guidance**

# Annual LOPP Schedule

<b>LOPP Activity</b>	<b>Milestone Dates</b>
LOPP process begins and schedule announced to TPO Board/Committees and local jurisdictions Review prior project rankings and applications	January
Meetings and coordination with local jurisdictions (Bellevue, Dunnellon, Ocala, Marion County)	February

# Annual LOPP Schedule

LOPP Activity	Milestone Dates
Coordination with FDOT to review Work Program schedule and project application requirements	March - April
Deadline for new projects, project updates and priorities, and local jurisdiction application commitments	No later than March 31
Finalize Draft LOPP Project Lists and rankings	No later than April 30

# Annual LOPP Schedule

LOPP Activity	Milestone Dates
Presentation of draft LOPP to Board/Committees	May
Close of Committee and public comment on Draft LOPP and rankings	May
Local Jurisdiction FDOT Project Applications due to the TPO	No later than June 15

# Annual LOPP Schedule

LOPP Activity	Milestone Dates
Presentation of Final LOPP to Board/Committees	June
Adoption of LOPP by TPO Board	June
Submission of project applications to FDOT GAP Portal	No later than June 30
Submission of TPO Board Adopted LOPP to FDOT	No later than June 30

# Agency Roles and Expectations

## **TPO [additions]:**

- Develops and presents LOPP project lists to Committees and TPO Board
- Submission of Project Applications to FDOT GAP online portal



# Agency Roles and Expectations

## Local Jurisdictions [update]:

- Preparation of Project Applications for submission to the **TPO**

# Organization of LOPP Lists

- Top **20** Priorities
- Strategic Intermodal System (SIS)
- **Non-SIS Capacity**
- **Safety and Operations**
- ~~Complete Streets~~
- **Trails**
- **Bicycle and Pedestrian**
- ~~Transit~~
- **Planning**

# Top 20 Priorities Requirement

## To be eligible for the Top 20 List:

- Projects identified in the current LRTP
- Local projects must reference application and resubmittal commitments by March 31
- New Local projects must reference application commitments by March 31

# Questions or Comments?

# Requesting Recommendation to TPO Board



# List of Priority Projects (LOPP)

## Policies and Procedures Guidance

*Adopted by Ocala Marion TPO Board on April 26, 2022*

***Updated on August 27, 2024***

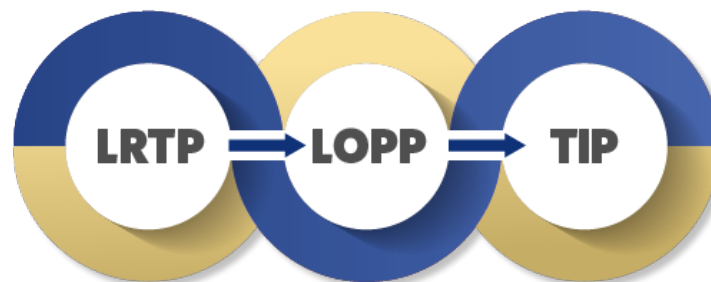
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The annual List of Priority Projects (LOPP) process is one of the most significant activities undertaken by the Ocala Marion Transportation Planning Organization (TPO). The LOPP represents the highest priority unfunded transportation needs in the TPO's planning area. **A well-organized LOPP process is critical to obtaining federal and state funding.** This *LOPP Policy and Procedures Guide* is intended to provide the TPO and partner local governments with guidance to implement a successful process that is predictable and consistent from year-to-year.

## Purpose of the LOPP

The LOPP serves as the bridge between the TPO's Long Range Transportation Plan (LRTP) and the annual selection of projects by FDOT for inclusion in the Five-Year Work Program which the TPO's Transportation Improvement Program (TIP) will align with.



## STATUTORY REQUIREMENTS

Per Section 339.175(8), Florida Statutes, all Florida MPOs/TPOs are required to annually develop and submit a list of priority projects to FDOT. The prevailing principles to be considered by MPOs/TPOs when developing a list of project priorities are:

- Preserving existing transportation infrastructure
- Enhancing Florida's economic competitiveness
- Improving travel choices to ensure mobility

The LOPP must be based upon project selection criteria that, at a minimum, consider the following:

1. The approved MPO/TPO long-range transportation plan
2. The Strategic Intermodal System Plan [s. 339.64]
3. The priorities developed pursuant to the Transportation Regional Incentive Program (TRIP) [s. 339.2819(4)]
4. The results of the transportation management systems
5. The MPO's/TPO's public-involvement procedures

## ALIGNMENT WITH OTHER PLANS

As noted above, it is critical for projects submitted within the LOPP to be aligned with the TPO's LRTP. Similarly, the projects that are being advanced should be consistent with the respective local government's Comprehensive Plan. A key concept for transportation projects being prioritized and programmed for funding is *planning consistency*.

It is important for projects to be described consistently as they proceed from the LRTP Cost Feasible Plan to the LOPP, the TIP, and ultimately into project development. This is a requirement for federally funded projects so changes to a project beyond certain thresholds will require amendments of the LRTP and TIP to ensure planning consistency is maintained.

### LOPP Process

The LOPP process is continuous and dynamic, with the highest priority projects advancing each year as funding is programmed and the project phases move forward. The highest priority projects in the LOPP will typically remain at the top of a given list from year-to-year until they move forward to be programmed for funding in the FDOT Work Program and TIP. Reaffirming priorities annually provides greater predictability for local sponsors, improves coordination with FDOT, and improves prospects for project funding. Once a project has been fully funded through construction in the FDOT Work Program/TIP [and is completed], it will no longer remain on the LOPP. Projects will typically advance more quickly or be ranked higher on a list based on prioritization factors such as the amount of local funding available (see *LOPP Prioritization and Ranking section*).

### SCHEDULE AND KEY MILESTONES

The success of ~~each year's~~ **the annual** LOPP ~~in paving the way for project funding process~~ depends on a schedule that ~~facilitates~~ **involves** effective coordination, communication, and prioritization. It is critical for the approved annual LOPP with associated documentation for all priority projects to be ready for submission to FDOT by the annual deadline which is typically July 1. The annual ~~Ocala Marion TPO~~ LOPP process will follow the ~~Typical LOPP Schedule~~ **detailed schedule** in the table below. ~~Specific deadlines and meeting dates (e.g., Call for Projects and Technical Assistance Meetings) will be communicated by the TPO to partner local governments during the Call for Projects period.~~

<b>TYPICAL ANNUAL LOPP SCHEDULE</b>	
<b>Key LOPP Activity</b>	<b>General Milestone Dates</b>
<del>Call for Projects</del> <b>LOPP process begins and schedule announced to TPO Board/Committees and local jurisdictions. Review prior project rankings and applications</b>	<del>November</del> —January
<del>Compilation of Initial Project Lists (unranked)</del>	January—February
<del>Technical Assistance Meetings and coordination with Project Sponsors</del> <b>local jurisdictions (Bellevue, Dunnellon, Ocala, Marion County)</b>	February
<del>Coordination with FDOT to review Work Program schedule</del> <b>Identify and Project project Information Application application Needs requirements</b>	March - April
<del>Presentation of Draft LOPP to TPO Board/Committees</del> <b>Deadline for new projects, project updates and priorities, and local application commitments</b>	<b>No later than March 31</b>
<b>Finalize Draft LOPP Project Lists and rankings</b>	<b>No later than April 30</b>
Presentation of <del>Revised</del> Draft LOPP to TPO Board/Committees <del>(as needed)</del>	May
<b>Close of Committee and public comment on Draft LOPP and rankings</b>	<b>May</b>
<del>Finalization of Local Jurisdiction new and resubmittal</del> <b>FDOT Project Information Applications due to the TPO for Applicable Projects</b>	<del>May</del> <b>No later than June 15</b>
Presentation of Final LOPP to TPO Board/Committees	June
Adoption of Final LOPP by TPO Board	June
<b>Submission of new and resubmittal project applications to FDOT Grant Application Process (GAP) online portal</b>	<b>No later than June 30</b>
Submission of <del>the TPO Board Adopted</del> <b>Final LOPP and Project Information Applications</b> to FDOT	No later than June 30



### AGENCY ROLES AND EXPECTATIONS

The LOPP is a collaborative process between the TPO, Marion County, the cities of Belleview, Dunnellon, Ocala, and the Florida Department of Transportation. The following represents the general roles of each agency in the development of each year's LOPP.

#### Ocala Marion TPO

The TPO serves as the facilitator of the LOPP process and is responsible for the following activities:

- Support jurisdictions in the identification of projects eligible for consideration in the LOPP
- Provide information and guidance related to available project funding sources and applicable processes
- Leads project scoring and ranking process in collaboration with project sponsors
- **Develops and presents LOPP project lists to TPO Committees and Board**
- **As-needed support for the development of FDOT Project Information-Applications for Local Off-System projects**
- **Submission of all Project Applications to FDOT GAP online portal**
- **Submission of each year's required annual TPO Board adopted LOPP to FDOT**

#### Local Jurisdictions

During each year's LOPP process, Marion County, Belleview, Dunnellon, and Ocala are expected to provide and/or participate in the following:

- Submit a prioritized list of projects that has been approved by its respective board as defined in this guidance
- Participate in TPO-led meetings related to initial list reviews, project prioritization, and FDOT Project Information-Application (PIA) needs
- Preparation of complete and accurate **PIA forms Project Applications** for submission to **FDOT the TPO**

#### Florida Department of Transportation

FDOT can provide valuable information to the TPO and project sponsors during the LOPP process. This includes providing cursory review of draft priority lists, confirming application requirements, and providing guidance and consultation on the organization of the various project lists.

### SUBMISSION OF PROJECTS

The process for the annual LOPP begins with each jurisdiction submitting a list of its highest priority projects for consideration. By submitting this list early in the process **and discussing at a coordination meeting**, the TPO can lead an efficient approach to analyze projects and appropriately direct the efforts of local governments in the development of only the necessary applications and information. An FDOT Project Information-Application (PIA) **needs to must** be completed **or updated or on-file** for all projects being submitted for **Local Off-System** funding consideration. Projects that are in the current version of the LOPP should still be included in lists submitted by project sponsors. This helps the TPO and FDOT to determine if a new **PIA-Project Application** is required or if an existing application only needs updated information **for re-submission**, such as updated project schedule or estimated costs.



## Organization of the LOPP

The LOPP includes the following **seven** lists by project category:

1. Top **20** Priorities (combined list of highest priority projects from applicable **categories-project lists** below)
2. Strategic Intermodal System (SIS)
3. Non-SIS Capacity
4. Safety and Operations
- ~~5. Complete Streets~~
- ~~6.5~~ Trails
- ~~7.6~~ Bicycle **and** /Pedestrian
- ~~8. Transit~~
- ~~9.7~~ Planning **Studies**

## Top 20 Priorities Requirements

To be eligible for inclusion on the Top 20 Priorities List, the following requirements must be met:

- Projects are identified in the TPO's current Long-Range Transportation Plan (LRTP)
- Local Off-Systems projects reference prior FDOT Project Applications and resubmittal application commitments by the deadline (no later than March 31)
- New Local Off-System projects reference application commitments by the deadline (no later than March 31)

### LOPP Prioritization and Ranking

The ranking methodology for the TPO's List of Priority Projects was developed to guide a clear and fair process to annually score and rank projects. This methodology was approved by the TPO Board on April 26, 2022 as part of an overall update to LOPP policies and procedures. The ranking methodology is intended to:

- Support the goals of the TPO's 2045 Long Range Transportation Plan (LRTP)
- Provide a clear and transparent process that is easily implementable by TPO staff
- Provide a balance of quantitative criteria and flexibility to strategically prioritize projects
- Leverage accessible and readily available data from sources such as the LRTP, Congestion Management Process (CMP), and Safety Action Plan to facilitate project ranking
- Place increased emphasis on improving congestion, safety, freight mobility, and resiliency of the transportation network

### RANKING ELEMENTS

Development of the LOPP will consist of two key components to comprehensively screen and rank projects:

1. Criteria Score
2. Strategic Refinement

Each of these components is described below.

#### Criteria Score

The criteria score is a quantitative component that evaluates projects based upon of specific criteria outlined and described below. There are a total of **100** points available for the quantitative score. Each of the criteria categories have been selected to advance the TPO's LRTP goals, federal Performance Measures (where applicable), and other local/TPO priorities.

#### Strategic Refinement

This component recognizes that when the Draft LOPP ranking is viewed in entirety, there may remain a desire to make refinements to the rank of an individual project or small number of projects based upon strategic needs. This refinement would be conducted only if necessary, to address factors not otherwise adequately captured in the development of the Draft LOPP. This step would be considered during Draft LOPP review by the CAC, TAC, and Board during their May meetings.

- The CAC and TAC will evaluate the Draft LOPP and determine if there are any strategic refinements to the priority order for an individual project or small number of projects. If so, any recommended adjustments will require committee vote to be formal recommendations that are transmitted to the Board.
- The Draft LOPP and any CAC/TAC recommended strategic refinements will be reviewed by the TPO Board. The Board will first consider the Draft LOPP for approval and then separately consider any recommended strategic refinements for approval.

The TPO will update the LOPP based upon the actions of the Board. The CAC, TAC and Board will review the Final LOPP for approval during their June meetings.

### CRITERIA SCORE

The Criteria Score consists of twelve (12) criteria that are summarized in the Criteria Scoring Matrix (page 11). The criteria are described below.

#### Prior Year Rank

##### 1. Prior Year Rank Measure

This scoring criteria recognizes the rank of a given project in the prior LOPP. Consideration of a project's prior ranking helps support program stability and predictability by acknowledging the TPO's previously approved position of projects. Prior year rank also emphasizes the primary goal of moving projects toward full implementation.

Projects receive points based upon their prior LOPP ranking according to the following:

- Prior Year LOPP ranking of 1-5 = 10 points
- Prior Year LOPP ranking of 6-10 = 8 points
- Prior Year LOPP ranking of 11-15 = 6 points
- Prior Year LOPP ranking of 16-20 = 4 points
- Prior Year LOPP ranking above 20 or not ranked = 0 points

#### Project Cycle

##### 2. Project Phase Measure

This scoring criteria evaluates the status of projects in their development phase and allocates more points to projects that are further along in project development. Points are allocated based on a project's highest funded phase. The project development cycle includes the following phases:

- Planning or Feasibility Study [optional]
- Environmental Review/Project Development & Environment (PD&E)
- Design
- Right of Way [if additional right of way is needed]
- Construction

Each project will go through an environmental review phase to determine whether it will advance. This step ensures that each project is comprehensively evaluated for potential impacts to environmental, sociocultural, archaeological, and historical resources.

Note: Projects can only be scored by one phase at a time.

Projects receive points based upon the highest funded phase:

- Project is fully funded through all phases (Maintain in TIP and Work Program) = 10 points
- Project is fully funded through all phases except Construction (Requesting Construction Funding) = 8 points
- Project is fully funded through Design (Requesting ROW) = 6 points
- Project is fully funded through PD&E phase (Requesting Design Funding) = 4 points
- Project is fully funded through Planning/Feasibility phase (Requesting PD&E phase) = 2 points

### Local Funding Commitment

#### 3. Local Funding Commitment Measure

Projects receive points based upon the amount of local matching funding committed and available for the project:

- 50% Local Match Commitment = 10 points
- 25% Local Match Commitment = 7.5 points
- Less than 25% Local Match Commitment = 5 points
- No Local Match Commitment = 0 points

### Regional Connectivity and Partnerships

Considers if a project is supported by a formal partnership between two or more agencies or record of ongoing coordination to complete a project. For example, whether the project is a Transportation Regional Incentive Program (TRIP) or is a project that has documented support of two or more jurisdictions.

#### 4. Regional Connectivity and Partnership Measure

Projects receive points based on the following:

- Project represents a formal partnership between two or more agencies = 10 points
- Project has a demonstrated record of ongoing coordination between two or more agencies = 5 points
- Project does not represent a formal partnership and/or ongoing coordination between two or more agencies = 0 points

### Safety

This scoring criteria identifies projects that include safety improvements or address a safety issue. Projects are scored based on the High Injury Network and crashes identified as part of the development of the TPO's *Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion* document.

#### 5. Safety Measure – Killed, Seriously Injured Crashes (KSI)

Points are allocated if KSI crashes have been documented within the project limits:

- Yes = 5 points
- No = 0 points

#### 6. Safety Measure – High Injury Network

Points are allocated if the project limits are located on the High Injury Network:

- Yes = 5 points
- No = 0 points

### Congestion Management

#### 7. Congestion Management Measure

Identifies projects that improve capacity for vehicular traffic on congested corridors. Projects are scored based on the data within the most recent version of the TPO's *Congestion Management Plan and State of the System Report*, which identifies current and projected levels of congestion based on the volume-to-capacity (V/C) ratios.

Projects receive points based on the following:

- Project on Extremely Congested Corridor (V/C > 1.08) = 10 points
- Project on Congested Corridor (V/C > 1.00) = 7.5 points
- Project on Corridor Approaching Congestion = 5 points
- Project on Corridor that is Not Congested = 0 points

### Multimodal

This scoring criteria evaluates projects that enhance multimodal options and connectivity.

#### 8. Multimodal Measure – Alignment with 2045 LRTP Bicycle, Sidewalk and Trail Priorities

Points are assigned based upon whether the project is and/or connects to a specific Bicycle Facility, Sidewalk and/or Trail priority as listed in the 2045 LRTP's Multimodal Boxed Funds Projects list:

- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP and connects to an existing Non-Motorized Facility – 10 pts
- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP – 5 points
- Not a specific Bicycle Facility, Sidewalk and/or Trail Project facility – 0 points

### Transportation Resilience

Identifies projects that improve the resiliency and reliability of the area's transportation system based upon the TPO's *Transportation Resilience Guidance (January 2022)* and the *Marion County Local Mitigation Strategy*.

#### 9. Transportation Resilience Measure – Evacuation Routes

Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route:

- Project improves a designated evacuation route = 10 points
- Project improves a corridor directly connecting to a designated evacuation route = 5 points
- Project does not improve, or directly connect to, a designated evacuation route = 0 points

### Economic Development and Logistics

Identifies projects that accommodate and promote economic growth by improving access to areas of high employment growth and through the efficient movement of freight, based upon data compiled in the 2045 LRTP.

#### 10. Economic Development and Logistics Measure – Employment Growth

Points are allocated to projects that improve access to employment growth areas as defined in the 2045 LRTP:

- Project limits within or adjacent to High Employment Growth Area = 5 points
- Project limits within or adjacent to Medium-High Employment Growth Area = 4 points
- Project limits within or adjacent to Medium Employment Growth Area = 3 points
- Project limits within or adjacent to Medium-Low Employment Growth Area = 2 points
- Project limits within or adjacent to Low Employment Growth Area = 0 points

#### 11. Economic Development and Logistics Measure – Freight

Points are allocated to projects that enhance efficient and reliable movement of freight and goods within Marion County, based upon the Freight Score assigned to the segment in the 2045 LRTP:

- Project limits include High Freight Score segment = 5 points
- Project limits include Medium Freight Score segment = 3.5 points
- Project limits include Low Freight Score segment = 2 points
- Project limits do not include a Freight Score segment = 0 points

### Equity

Identifies projects that would serve Marion County's Equity Areas identified in the 2045 LRTP. Equity Areas were defined based on the location of five disadvantaged populations by Census Block (People living in poverty; Minority population; People without a vehicle; Seniors; and Youth).

#### 12. Equity Measure – Disadvantaged Populations

Points are allocated based on whether the project is adjacent to, or traverses the Equity Areas identified in the 2045 LRTP:

- Project is adjacent to, or traverses an Equity Area with three (3) Disadvantaged Populations = 10 points
- Project is adjacent to, or traverses an Equity Area with two (2) Disadvantaged Populations = 7.5 points
- Project is adjacent to, or traverses an Equity Area with one (1) Disadvantaged Population = 5 points
- Project is not adjacent to, or does not traverse an Equity Area = 0 points



### CRITERIA SCORING MATRIX

Criteria Score Categories	Measure	Maximum Score	L RTP Goal(s)*	Performance Measure(s)**
Prior Year Rank	1. Projects will receive points based upon their prior year LOPP ranking.	10	4	-
Project Cycle	2. Points are allocated based on a project's highest funded phase.	10	4	-
Local Funding commitment	3. Points are allocated based on amount of local matching funding committed and available for the project.	10	4	-
Regional Connectivity and Partnerships	4. Points are allocated if the project represents a formal partnership or ongoing coordination between two or more agencies.	10	4	-
Safety	5. Points are allocated if fatal and serious injury (KSI) crashes have been documented within the project limits.	5	3	PM1
	6. Points are allocated if the project limits are located on the High Injury Network.	5		
Congestion Management	7. Points are allocated based on the level of congestion identified on the corridor where the project is located.	10	1, 2, 3	PM3
Multimodal	8. Points are allocated if the project is or connects to a specific Bicycle Facility, Sidewalk or Trail priority as listed in the 2045 LRTP's Multimodal Boxed Funds Projects list.	10	1, 3, 5	PM1/PM3
Transportation Resilience	9. Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route.	10	3, 5, 6	-
Economic Development and Logistics	10. Points are allocated to projects that improve access to employment growth areas.	5	2, 5	PM3
	11. Points are allocated to projects that enhance the efficient and reliable movement of freight and goods within Marion County.	5		
Equity	12. Points are allocated to projects based on their proximity to disadvantaged populations.	10	1	-
<b>TOTAL MAXIMUM CRITERIA SCORE</b>		<b>100</b>		



### \*LRTP Goals

1. Promote Travel Choices that are Multimodal and Accessible
2. Provide Efficient Transportation that Promotes Economic Development
3. Focus on Improving Safety and Security of the Transportation System
4. Ensure the Transportation System Meets the Needs of the Community
5. Protect Natural Resources and Create Quality Places
6. Optimize and Preserve Existing Infrastructure

### \*\*Performance Measures (if applicable)

- PM1 – Safety Measures - including traffic fatalities and serious injuries, pedestrian/bicycle fatalities and serious injuries; and transit incidents
- PM2 – Pavement and Bridge Condition Measures - including roadway, bridge, and transit capital asset condition and how well they are maintained
- PM3 – System Performance Measures - including highway congestion, travel reliability, freight movement reliability, and mobile source emissions

### CRITERIA SCORING REFERENCES

The following are the sources of information used to calculate the scores for projects in the LOPP. This includes references to online or static TPO maps and/or external sources of information.

#### Prior Year Rank

- 2021 List of Priority Projects  
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

#### Project Cycle

- 2021 List of Priority Projects  
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>
- Information submitted to the TPO from local governments
- Florida Department of Transportation (FDOT) Central Roads webpage, Marion County  
<https://www.cflroads.com/projects/County/Marion>

#### Local Funding Commitment

- Information submitted to the TPO from local governments
- 2021 List of Priority Projects scoring  
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

#### Regional Connectivity and Partnerships

- Information submitted to the TPO from local governments
- 2021 List of Priority Projects scoring  
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

#### Safety

- High Injury Network (Commitment to Zero Safety Action Plan Page)  
<https://ocalamariontpo.org/safety-plan>  
<https://ocalamariontpo.org/wp-content/uploads/2022/04/Workshop-Boards.pdf>
- Crashes (serious injuries, fatalities), University of Florida Signal 4 Analytics website  
<https://signal4analytics.com>
- Crashes (fatalities, serious injuries), TPO Commitment to Zero Dashboard and Annual Report  
<http://ocalamariontpo.org/transportation-statistics/>

#### Congestion Management

- Congested corridors identified in the CMP - Online CMP map  
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=20f986cb985a4fe99348ab7c8b43637e>

#### Multimodal

- Boxed funds multimodal projects and locations – Online 2045 LRTP map  
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=73c46d008a5740169dd4afc1452d51fd>  
(click on Bicycle Projects, Sidewalk Projects, Trail Projects)

### Transportation Resilience

- Current Evacuation Routes in Marion County – Online Transportation and Community Features map  
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665>

### Logistics and Economic Development

- Current Freight Corridors (1) and Activity Areas with Access to High Employment Growth Areas (2) – Online Transportation and Community Features map – 2 Layers.  
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665>

### Equity

- Marion County Equity Areas – Online 2045 LRTP map  
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=73c46d008a5740169dd4afc1452d51fd>  
(click on Marion County Equity Areas – 3 disadvantaged population tiers)



**List of Priority Projects (LOPP)  
Policies and Procedures  
Proposed Schedule**

ANNUAL LOPP SCHEDULE	
LOPP Activity	Milestone Dates
LOPP process begins and schedule announced to TPO Board/Committees and local jurisdictions. Review prior project rankings and applications	January
Meetings and coordination with local jurisdictions (Belleview, Dunnellon, Ocala, Marion County)	February
Coordination with FDOT to review Work Program schedule and project application requirements	March - April
Deadline for new projects, project updates and priorities, and local application commitments	No later than March 31
Finalize Draft LOPP Project Lists and rankings	No later than April 30
Presentation of Draft LOPP to TPO Board/Committees	May
Close of Committee and public comment on Draft LOPP and rankings	May
Local Jurisdiction new and resubmittal FDOT Project Applications due to the TPO	No later than June 15
Presentation of Final LOPP to TPO Board/Committees	June
Adoption of Final LOPP by TPO Board	June
Submission of new and resubmittal project applications to FDOT Grant Application Process (GAP) online portal	No later than June 30
Submission of TPO Board Adopted LOPP to FDOT	No later than June 30

*A transportation system that supports growth, mobility, and safety through leadership and planning*  
 Marion County • City of Belleview • City of Dunnellon • City of Ocala



**TO: Committee Members**

**FROM: Sara Brown, Transportation Planner**

**RE: 2024 Traffic Counts Report**

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**Summary**

The TPO published to the website the 2024 Traffic Counts Report and Online Map on July 8, 2024. The report is a compilation of traffic counts taken and administered by professionals at Marion County, City of Ocala, and the Florida Department of Transportation (FDOT).

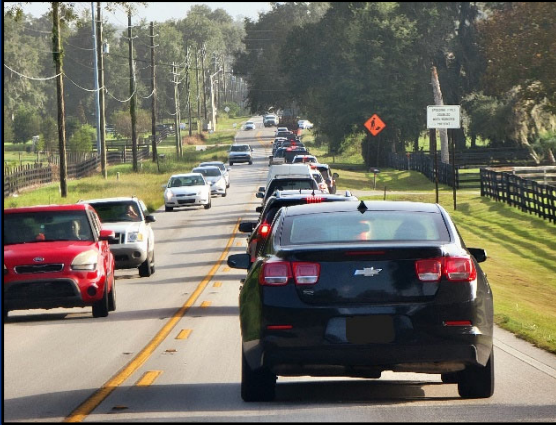
The 2024 Traffic Counts Report is attached with this memo, and may also be found on the TPO website: <https://ocalamariontpo.org/transportation-statistics/>

The Online Map may be found at:  
<https://www.arcgis.com/apps/dashboards/00c6a83faec1494e8dcf1991f3e0c4d3>

**Attachment(s)**

- 2024 Traffic Counts Report

If you have any questions, please contact me at: 352-438-2632.



# 2024 Traffic Counts Report

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[www.ocalamariontpo.org](http://www.ocalamariontpo.org)

## Board Members

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**Kristen Dreyer**, Chair  
City of Ocala

**Carl Zalak, III**, Vice-Chair  
Marion County

**Ire Bethea, Sr.** - City of Ocala

**Kathy Bryant** - Marion County

**Craig Curry** - Marion County

**Ray Dwyer** - City of Belleview

**James Hilty** - City of Ocala

**Tim Inskeep** - City of Dunnellon

**Barry Mansfield** - City of Ocala

**Mayor Ben Marciano** - City of Ocala

**Matt McClain** - Marion County

**Michelle Stone** - Marion County

**John Tyler, P.E.** - FDOT Secretary (Non-Voting)

## Agency Partners

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**Marion County**  
**Tommy Tieche**  
Traffic Engineering

**City of Ocala**  
**Nick Blizzard**  
Traffic System Manager

**Mike Roberson**  
Signal Technician II

**Florida Department of Transportation (FDOT)**  
**Cheryl Burke**  
Data Collection Manager

## TPO Staff

---

**Rob Balmes, AICP CTP**  
Director

**Sara Brown**  
Transportation Planner

**Shakayla Irby**  
Administrative Specialist III/ Social Media Coordinator

**Liz Mitchell**  
Grants Coordinator/Fiscal Planner

*Cover Images: (Top) East Silver Springs Boulevard (SR 40), (Middle) SW 27<sup>th</sup> Avenue, (Bottom), SW 42<sup>nd</sup> Street*



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(Top) CR 316 bridge over I-75, (Bottom) SE Maricamp Rd (SR 464) at SE 36<sup>th</sup> Ave



# INTRODUCTION

The Ocala Marion Transportation Planning Organization (TPO) has published the 2024 Traffic Counts Report to provide the public with a summary of traffic volumes on major roadways in Marion County. Traffic counts in this report were recorded over a five-year period from 2019 to 2023. Each count also indicates the agency that collected the count, the span of time over which the count was taken and the average annual percent change. Counts are listed in alphabetical order by roadway in the report tables.

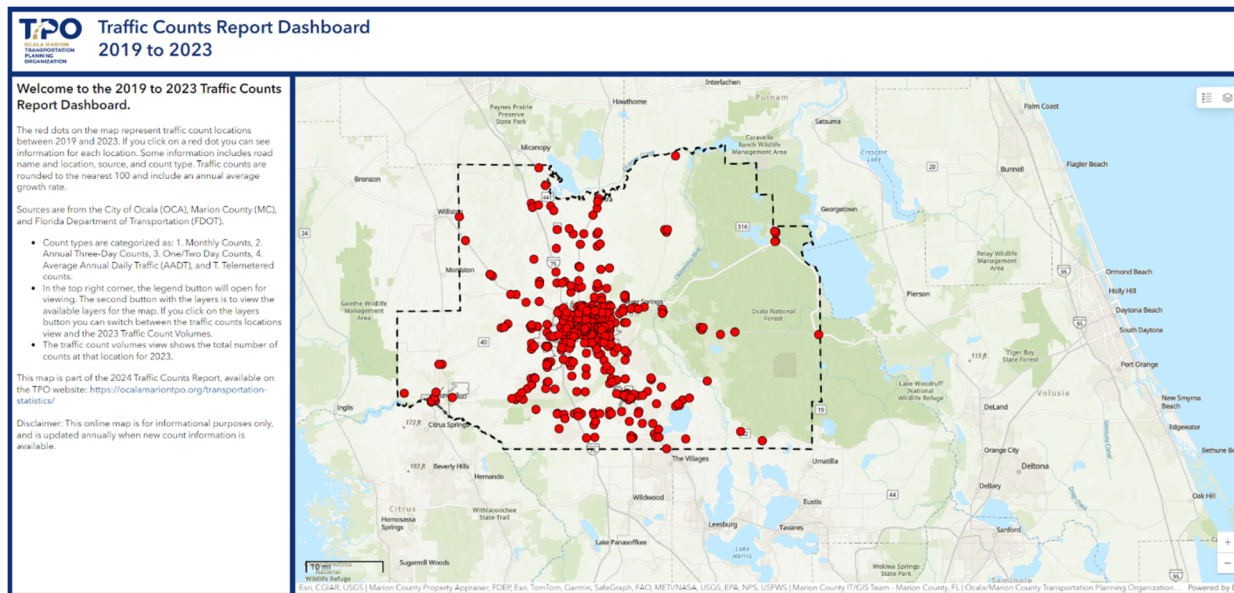
A traffic count indicates the number of vehicles that pass over a point on a particular section of road. Traffic counts taken at the same location over multiple years help provide a better understanding as to how the volume of traffic is changing along a particular roadway. This information may also help determine where future improvements to the transportation system are needed. Additionally, this data informs land-use development, transportation decision-making and the TPO's Congestion Management Process (CMP).

## [Traffic Counts Online Map](#)

The traffic counts may also be accessed online at the **TPO's Interactive Traffic Count Map**:

<https://marioncountyfl.maps.arcgis.com/apps/dashboards/00c6a83faec1494e8dcf1991f3e0c4d3>

The online interactive map provides the locations of all traffic counts in this report, including a five-year history and average annual percentage change.



## DATA SOURCES

The 2024 Traffic Count Report contains traffic counts for locations in the cities of Belleview, Dunnellon, Ocala, and the unincorporated areas of Marion County. All traffic counts have been collected by one of three sources: City of Ocala, Marion County, or the Florida Department of Transportation (FDOT). Counts collected by Marion County are raw count data. Counts by the City of Ocala are a combination of raw and adjusted counts. Data collected by FDOT are all adjusted using seasonal and axle factors, resulting in Annual Average Daily Traffic (AADT) volumes. Seasonal factors are used to adjust data so that counts taken at different times of the year can be compared accurately. Axle factors are used to adjust axle counts into vehicle counts. Please note that all traffic counts in this report were rounded to the nearest 100.

### Count Station Types

There are two main types of count station facilities that are used to record traffic volumes: 'Temporary' stations and 'Permanent' stations.

#### Temporary Stations

The majority of all count stations in Marion County are temporary count stations. These sites feature a portable count computer and pneumatic tubes that are taped across the roadway. When driven over, a burst of air pressure is sent through the tube to the counter. For each vehicle that passes over the tubes, the counter records the time of occurrence.



#### Permanent Stations

Permanent count stations are sites that feature infrastructure that has been installed into the roadway surface. 'Loops' replace the use of pneumatic tubes used in temporary stations. These subsurface loops are fixed and can be connected to a portable count computer or a permanent cabinet. These stations allow for basic counts, and the capability to determine vehicle class and speed.



## EXAMPLE TRAFFIC COUNT TABLE

	<span style="border: 1px solid black; border-radius: 50%; padding: 2px 5px;">1</span>	<span style="border: 1px solid black; border-radius: 50%; padding: 2px 5px;">2</span>						<span style="border: 1px solid black; border-radius: 50%; padding: 2px 5px;">3</span>	<span style="border: 1px solid black; border-radius: 50%; padding: 2px 5px;">4</span>
Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)	
Baseline Extension									
SE 110th St to US 441	MC	3	5,700	4,700	4,500	4,800	4,900	-3.5%	
CR 200A									
N of NE 35th Street	MC	3	8,800	8,300	8,600	9,400	9,500	2.2%	
N of NE 49th Street	MC	3	7,500	8,300	7,800	7,800	7,700	0.9%	

1. **Source:** Agency responsible for collecting the traffic count.

**FDOT** – Florida Department of Transportation

**MC** – Marion County

**OCA** – City of Ocala

2. **Count Type:** Span of time when the count was taken.

1 = **Monthly Count:** A series of 24-hour counts taken on a Tuesday, Wednesday or Thursday once per month for a year.

2 = **Annual Three-Day Count:** The average of three 24-hour counts.

3 = **One/Two-Day Count:** A single 24 to 48-hour count, taken Monday through Thursday.

4 = **Average Annual Daily Traffic (AADT):** FDOT AADT volumes published annually.

T = **Telemetered:** Permanent FDOT continuous traffic count location. There are currently five in Marion County.

3. **Traffic Count:** Numbers are rounded to the nearest 100.

'NC' is indicated when there is no traffic count available due to a reporting error, the count is being phased out, or there was construction or maintenance that interfered with the counting process.

4. **Average Annual Growth Rate (Percent):**

The growth rate is derived by calculating the sum of the average annual growth rates over the five-year period.

'N/A' is provided for count locations with limited historical counts to calculate an average annual growth rate over the five-year period.

## TRAFFIC COUNTS

This Report includes traffic counts from 2019 to 2023 on the following roadways located in the cities of Belleview, Dunnellon, Ocala and unincorporated areas of Marion County. The roadways are listed in alphabetical order.

- |  |  |   |   |  |
|--|--|---|---|--|
| <ul style="list-style-type: none"> <li>• Baseline Extension</li> <li>• CR 25</li> <li>• CR 25A</li> <li>• CR 40</li> <li>• CR 42</li> <li>• CR 200A</li> <li>• CR 225</li> <li>• CR 225A</li> <li>• CR 312</li> <li>• CR 314</li> <li>• CR 314A</li> <li>• CR 315</li> <li>• CR 316</li> <li>• CR 318</li> <li>• CR 328</li> <li>• CR 329</li> <li>• CR 464</li> <li>• CR 464A</li> <li>• CR 464B</li> <li>• CR 464C</li> <li>• CR 467 (SE 36th Avenue)</li> <li>• CR 475</li> </ul> | <ul style="list-style-type: none"> <li>• CR 475A</li> <li>• CR 475B</li> <li>• CR 484</li> <li>• CR/SR 35</li> <li>• CR/SR 326</li> <li>• Fort King Street</li> <li>• I-75</li> <li>• Magnolia Avenue</li> <li>• Marion Oaks Boulevard</li> <li>• Marion Oaks Course</li> <li>• Marion Oaks Drive</li> <li>• Marion Oaks Manor</li> <li>• Marion Oaks Trail</li> <li>• MLK Jr. Avenue</li> <li>• NE 2nd Street</li> <li>• NE 3rd Street</li> <li>• NE 7th Street</li> <li>• NE 8th Avenue</li> <li>• NE 8th Avenue Road</li> </ul> | <ul style="list-style-type: none"> <li>• NE 12th Avenue</li> <li>• NE 17th Avenue</li> <li>• NE 19th Avenue</li> <li>• NE 24th Street</li> <li>• NE 25th Avenue</li> <li>• NE 25th Avenue</li> <li>• NE 28th Street</li> <li>• NE 49th Street</li> <li>• NE 97th Street Road</li> <li>• NE 100th Street</li> <li>• NE 175th Street Road</li> <li>• NE Jacksonville Road</li> <li>• NE Watula Avenue</li> <li>• NE/SE 25th Avenue</li> <li>• NE/SE 36th Avenue</li> <li>• NW 3rd Street</li> <li>• NW 21st Street</li> <li>• NW 22nd Street</li> </ul> | <ul style="list-style-type: none"> <li>• NW 30th Avenue</li> <li>• NW 35th Avenue Road</li> <li>• NW 44th Avenue</li> <li>• NW 60th Avenue</li> <li>• NW 80th Avenue</li> <li>• NW 110th Avenue</li> <li>• NW/NE 28th Street</li> <li>• NW/NE 35th Street</li> <li>• NW/NE 35th Street</li> <li>• NW/SW 27th Avenue</li> <li>• NW/SW 38th Avenue</li> <li>• Powell Road</li> <li>• SE 1st Avenue</li> <li>• SE 3rd Avenue</li> <li>• SE 8th Street</li> <li>• SE 10th Street</li> <li>• SE 11th Avenue</li> </ul> | <ul style="list-style-type: none"> <li>• SE 17th Street</li> <li>• SE 18th Avenue</li> <li>• SE 22nd Avenue</li> <li>• SE 24th Street</li> <li>• SE 25th Avenue</li> <li>• SE 30th Avenue</li> <li>• SE 31st Street</li> <li>• SE 38st Street</li> <li>• SE 44th Avenue Road</li> <li>• SE 52nd Street</li> <li>• SE 62nd Street</li> <li>• SE 73rd Street</li> <li>• SE 80th Street</li> <li>• SE 92nd Loop</li> <li>• SE 92nd Place Road</li> <li>• SE 95th Street</li> <li>• SE 100th Avenue</li> <li>• SE 110th Street</li> <li>• SE 110th Street Road</li> <li>• SE 114th Street</li> </ul> |
|--|--|---|---|--|

- Road
- SE 132nd Street
- SE 135th Street
- SE 147th Street/147th Place
- SE Oak Road
- SE Watula Avenue
- SE/SW 32nd Street
- South Magnolia Avenue
- SR 19
- SR 35
- SR 40
- SR 200
- SR 464
- SR 492
- Sunset Harbor Road
- SW 1st Avenue
- SW 17th Street Extension (SW 10th Street & SW 13th Street)
- SW 17th Street Extension
- SW 19th Avenue Road
- SW 20th Street

- SW 27th Avenue
- SW 32nd Avenue/SW 34th Street
- SW 33rd Avenue
- SW 37th Avenue
- SW 38th Avenue
- SW 38th Street
- SW 42nd Street (CR 475C)
- SW 44th Avenue
- SW 49th Avenue
- SW 60th Avenue
- SW 62nd Avenue Road
- SW 66th Street
- SW 80th Avenue
- SW 90th Street
- SW 95th Street Road/SW 95th Street
- SW 103rd Street Road
- SW 180th Avenue Road
- US 27
- US 41
- US 301

- US 441
- W Broadway Street
- West Anthony Road

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>Baseline Extension</b>								
SE 110th St to US 441	MC	3	5,700	4,700	4,500	4,800	4,900	-3.3%
<b>CR 25</b>								
E of SR 35	MC	3	11,700	11,000	9,000	9,800	9,100	-5.6%
W of SR 35	MC	3	10,900	10,100	NC	NC	NC	N/A
E of SE 110th Street Road	MC	3	11,900	11,400	6,000	6,600	5,900	-13.0%
W of CR 464	MC	3	6,300	6,300	5,500	6,000	5,700	-2.2%
E of CR 464	MC	3	7,900	7,900	7,500	7,700	7,300	-1.9%
S of CR 42	MC	3	11,300	11,200	10,800	11,200	10,400	-2.0%
<b>CR 25A</b>								
N of SR 326	MC	3	8,700	6,500	7,700	8,100	8,500	0.8%
S of NW 63rd Street	MC	3	5,000	6,100	5,000	5,300	5,400	3.0%
S of CR 316	MC	3	2,300	2,400	5,300	3,000	4,000	28.8%
<b>CR 40</b>								
E of CR 336	MC	3	NC	2,500	2,600	3,400	3,700	N/A
W of US 41	MC	3	3,800	5,000	4,000	3,700	4,200	4.4%
<b>CR 42</b>								
E of CR 450	MC	3	4,600	4,700	4,100	4,800	5,000	2.7%
W of US 441	MC	3	8,800	8,400	20,200	17,900	17,600	30.7%
E of CR 475	MC	3	4,800	5,100	5,200	5,200	4,700	-0.4%
E of US 301	MC	3	15,700	14,100	17,400	17,400	15,300	0.3%
E of US 441	MC	3	10,300	10,700	12,000	13,200	12,500	5.2%
W of SE 182nd Avenue Road	MC	3	7,100	10,100	10,600	10,600	10,900	12.5%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>CR 200A</b>								
S of SR 326	MC	3	6,300	6,100	6,900	6,900	7,000	2.8%
N of NE 49th Street	MC	3	7,500	8,300	7,800	7,800	7,700	0.8%
N of NE 35th Street	MC	3	8,800	8,300	8,600	9,400	9,500	2.1%
S of NE 35th Street	MC	3	11,900	9,800	11,500	10,600	10,600	-2.0%
US 441 to Magnolia Avenue	FDOT	2	7,700	9,200	NC	NC	10,000	N/A
N of SR 326	MC	3	10,000	2,700	10,700	10,000	11,000	56.7%
S of CR 316	MC	3	4,600	8,000	5,500	5,600	5,800	12.0%
S of CR 329	MC	3	5,500	7,100	5,700	6,600	6,800	7.0%
<b>CR 225</b>								
N of US 27	MC	3	1,200	1,000	1,000	1,400	1,400	5.8%
<b>CR 225A</b>								
N of CR 326	MC	3	3,000	3,300	2,900	3,100	3,000	0.4%
S of CR 326	MC	3	7,400	7,900	5,000	5,200	5,300	-6.0%
N of US 27	MC	3	7,400	6,700	7,200	7,000	7,100	-0.8%
N of NW 110th Street	MC	3	2,700	2,700	4,800	2,700	2,500	6.7%
<b>CR 312</b>								
E of CR 475A	MC	3	2,600	2,200	2,700	2,900	3,100	5.4%
<b>CR 314</b>								
W of SR 35	MC	3	5,300	5,500	5,400	5,700	5,300	0.1%
E of SR 35	MC	3	6,300	6,500	5,400	7,300	7,100	4.7%
W of SR 19	MC	3	3,400	4,400	3,700	3,400	3,700	3.6%
N of SR 40	MC	3	2,700	2,400	3,500	3,100	3,600	9.9%
S of SR 40	MC	3	1,800	2,400	2,200	1,900	2,200	6.8%
<b>CR 314A</b>								
S of SR 40	MC	3	5,500	5,100	5,600	4,700	5,500	0.9%
E of CR 464C	MC	3	3,900	3,400	5,000	5,000	4,800	7.6%
N of SR 40	MC	3	2,300	2,300	2,400	1,800	2,200	0.4%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>CR 315</b>								
S of CR 21 Putnam Co Line	MC	3	3,000	4,600	4,100	4,400	4,400	12.4%
S of CR 316	MC	3	3,900	3,900	4,100	4,300	4,800	5.4%
N of SR 40	MC	3	3,300	3,700	3,900	3,900	4,600	8.9%
<b>CR 316</b>								
E of CR 200A	MC	3	2,500	2,600	2,300	2,300	2,400	-0.8%
W of CR 315	MC	3	2,700	2,400	3,200	2,800	2,900	3.3%
E of CR 315	MC	3	3,300	6,700	4,200	4,300	4,600	18.8%
W of SR 19	MC	3	2,100	2,400	1,700	1,800	1,800	-2.2%
W of US 441	MC	3	1,800	1,600	1,400	1,300	1,400	-5.8%
<b>CR 318</b>								
W of US 301	MC	3	3,700	3,700	3,300	3,800	3,800	1.1%
E of CR 335	MC	3	1,900	2,200	2,200	2,400	2,500	7.3%
W of I-75	MC	3	1,400	1,100	3,500	4,500	4,100	54.1%
E of I-75	MC	3	4,400	4,000	4,700	5,800	5,800	8.0%
<b>CR 328</b>								
N of SR 40	MC	3	3,100	5,100	5,300	5,600	5,700	19.0%
<b>CR 329</b>								
E of US 441	MC	3	5,700	6,200	5,300	5,200	5,000	-2.9%
E of CR 200A	MC	3	4,800	4,400	5,100	4,100	4,300	-1.8%
W of CR 25A	MC	3	1,700	1,400	1,900	2,100	1,900	4.8%
<b>CR 464</b>								
E of SR 35	MC	3	39,800	35,900	34,400	34,000	34,400	-3.5%
W of Oak Road	MC	3	15,100	12,800	16,000	15,300	15,000	0.9%
W of SE 108th Terrace Road	MC	3	8,600	7,100	8,700	9,100	9,600	3.8%
N of CR 25	MC	3	3,900	3,000	3,000	2,700	2,800	-7.3%



Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>CR 464A</b>								
SE 31st to SE 38th Street	OCA	2	NC	NC	5,800	6,200	6,100	N/A
SE 31st Street to SR 464	OCA	2	NC	NC	8,800	10,500	9,700	N/A
SE 11th Avenue to SE 24th Road	OCA	3	NC	NC	9,300	10,300	10,000	N/A
<b>CR 464B</b>								
W of NW 110th Avenue	MC	3	2,200	3,000	3,200	3,300	3,100	10.0%
<b>CR 464C</b>								
E of SE 141st Terrace Road	MC	3	4,700	4,900	4,800	5,200	4,800	0.7%
<b>CR 467 (SE 36th Avenue)</b>								
S of SE 95th Street	MC	3	4,100	4,700	4,600	5,600	5,200	6.8%
N of CR 484	MC	3	4,700	5,400	6,000	5,800	5,600	4.8%
S of CR 484	MC	3	4,200	4,400	4,500	4,900	4,700	3.0%
<b>CR 475</b>								
N of SE 52nd Street	MC	3	7,800	7,900	8,000	9,200	8,500	2.5%
N of CR 328	MC	3	6,500	6,600	7,200	7,900	7,200	2.9%
N of CR 312	MC	3	6,400	7,000	7,600	8,400	7,400	4.1%
N of CR 484	MC	3	5,300	5,500	5,500	6,000	6,500	5.3%
S of CR 484	MC	3	5,600	5,500	5,400	5,900	5,900	1.4%
S of CR 475A	MC	3	8,500	8,000	9,000	9,000	9,100	1.9%
<b>CR 475A</b>								
N of SW 66th Street	MC	3	12,400	12,200	13,600	13,700	16,000	6.8%
S of SW 66th Street	MC	3	9,500	7,200	10,300	10,200	10,500	5.2%
E of CR 475	MC	3	2,700	1,600	1,500	2,000	2,100	-2.2%
W of US 301/SR 35	MC	3	2,400	2,700	2,200	2,100	2,300	-0.3%
W of CR 475B	MC	3	6,100	6,800	6,800	7,100	6,700	2.6%
N of CR 484	MC	3	6,900	6,800	7,100	8,000	7,200	1.4%
S of CR 484	MC	3	6,200	5,700	5,800	5,700	4,600	-6.8%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>CR 475B</b>								
W of CR 475	MC	3	3,700	2,600	11,000	4,900	5,400	62.0%
<b>CR 484</b>								
E of SR 200	MC	3	8,500	3,800	8,000	7,900	8,000	13.8%
W of I-75	MC	3	32,500	30,700	NC	NC	NC	N/A
E of I-75	MC	3	32,000	31,100	NC	NC	NC	N/A
E of CR 475A	MC	3	25,600	24,000	22,800	19,700	19,200	-6.8%
E of US 41	MC	3	9,400	9,800	9,400	9,400	9,800	1.1%
E of CR 475	MC	3	20,800	18,500	22,400	18,800	19,700	-0.3%
E of CR 467	MC	3	20,500	18,300	18,900	17,700	18,100	-2.9%
W of US 441	MC	3	11,200	10,700	8,900	8,300	7,900	-8.2%
W of SR 200	MC	3	9,700	11,300	11,300	11,400	12,500	6.8%
<b>CR/SR 35</b>								
N of SR 40	MC	3	NC	5,600	9,300	9,400	9,100	N/A
S of SR 326	MC	3	5,100	5,800	2,500	5,800	5,600	21.3%
N of SR 326	MC	3	2,500	2,800	3,100	3,000	2,900	4.0%
<b>CR/SR 326</b>								
W of I-75	MC	3	7,200	7,700	7,200	7,400	7,200	0.1%
E of CR 200A	FDOT	4	11,800	11,600	11,800	12,100	12,500	1.5%
W of CR 35	MC	2	7,200	9,900	NC	NC	NC	N/A
N of SR 40	MC	4	4,000	3,600	3,600	3,600	NC	N/A
E of US 441	FDOT	4	11,800	11,600	11,800	11,400	11,800	0.0%
1 mi W of SR 25/US 441	FDOT	4	11,800	11,600	11,800	11,100	11,500	-0.6%
E of I-75	FDOT	4	22,000	20,500	20,500	20,500	25,500	4.4%
W of US 27	MC	3	3,500	3,800	4,700	5,200	5,000	9.8%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>Fort King Street</b>								
SE 25th Avenue to SE 36th Avenue	OCA	2	6,700	5,500	NC	7,400	NC	N/A
SE 1st Avenue to SE 11th Avenue	OCA	3	6,300	5,200	5,800	5,900	6,300	0.6%
SE 36th Avenue to SR 35	OCA	3	7,400	7,500	7,000	7,700	8,300	3.1%
SE 11th Avenue to SE 16th Avenue	OCA	2	6,800	4,600	5,000	5,700	6,400	0.7%
SE 16th Avenue to SE 25th Avenue	OCA	2	8,900	8,700	9,900	7,600	NC	N/A
SE 22nd Avenue to SE 25th Avenue	OCA	3	NC	NC	NC	NC	8,400	N/A
SE 16th Avenue to SE 22nd Avenue	OCA	3	NC	NC	NC	NC	8,300	N/A
SE 28th Avenue to SE 30th Avenue	OCA	3	NC	NC	NC	NC	8,100	N/A
<b>I-75</b>								
0.23 mi N of SW 66th Street (Telemetered)	FDOT	T	97,200	87,100	103,000	83,200	87,000	-1.7%
N of CR 318	FDOT	4	67,500	56,500	57,500	72,500	68,500	1.5%
N of SR 326	FDOT	4	66,000	61,500	62,500	68,500	68,000	0.9%
N of US 27	FDOT	4	74,000	69,500	84,500	80,500	81,500	3.0%
S of US 27	FDOT	4	83,000	78,000	91,000	87,500	95,500	4.0%
S of SR 40	FDOT	4	97,500	91,500	NC	90,000	95,500	N/A
From SR 44 to CR 484	FDOT	4	81,000	70,500	72,500	104,500	113,500	10.7%
<b>Magnolia Avenue</b>								
NW 14th Street to Jacksonville Road	OCA	2	NC	NC	3,200	3,200	3,200	N/A
NE 1st Avenue to SR 492	OCA	2	NC	NC	4,000	3,700	3,700	N/A
SR 492 to NW 14th Street	OCA	2	NC	3,500	3,900	3,900	3,600	N/A
<b>Magnolia Extension</b>								
SE 3rd Avenue to SW 10th Street	OCA	2	NC	NC	NC	NC	5,500	N/A
<b>Marion Oaks Boulevard</b>								
S of CR 484	FDOT	4	14,500	14,300	15,100	15,100	15,700	2.0%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>Marion Oaks Course</b>								
N of CR 484	MC	3	6,900	7,500	13,300	12,200	13,300	21.7%
S of CR 484	FDOT	4	NC	6,500	7,600	7,600	7,900	N/A
<b>Marion Oaks Drive</b>								
W of Marion Oaks Boulevard	FDOT	4	4,400	4,400	4,800	4,800	5,000	3.3%
<b>Marion Oaks Manor</b>								
W of Marion Oaks Drive	FDOT	4	1,800	1,800	2,200	2,200	2,200	5.6%
<b>Marion Oaks Trail</b>								
E of SW 73rd Avenue Road	FDOT	4	1,800	1,800	2,100	2,100	2,100	4.2%
<b>MLK Jr. Avenue</b>								
US 27 to SR 40	OCA	2	22,700	19,400	7,800	13,500	14,700	1.9%
US 27 to NW 22nd Street	OCA	2	8,300	8,600	7,700	8,100	8,800	1.7%
NW 22nd Street to NW 31st Street	OCA	3	3,300	7,200	6,600	7,600	7,500	30.9%
SR 40 to SR 200	OCA	2	21,400	19,900	13,600	16,300	17,900	-2.2%
SR 200 to SR 464	OCA	3	7,300	6,800	6,600	7,400	7,600	1.3%
<b>NE 2nd Street</b>								
NE 8th Avenue to NE 25th Avenue	OCA	3	1,400	2,400	2,400	2,600	1,600	10.3%
<b>NE 3rd Street</b>								
SR 40 to NE 25th Avenue	OCA	3	2,100	1,700	2,000	1,800	1,900	-1.5%
NE 8th Avenue to NE 25th Avenue	OCA	2	3,500	3,100	3,200	3,800	4,100	4.6%
<b>NE 7th Street</b>								
SR 40 to NE 36th Avenue	OCA	3	5,200	4,600	NC	NC	NC	N/A
NE 36th Avenue to City Limits	OCA	3	7,900	8,000	NC	NC	NC	N/A
<b>NE 8th Avenue</b>								
NE 14th Street to SR 40	OCA	3	11,300	9,100	6,900	7,100	7,700	-8.1%
<b>NE 8th Avenue Road</b>								
NE 24th Street to NE 14th Street	OCA	3	6,400	6,200	7,500	7,500	7,600	4.8%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>NE 12th Avenue</b>								
NE 14th Street to SR 40	OCA	2	NC	NC	NC	NC	1,700	N/A
<b>NE 17th Avenue</b>								
SR 492 to NE 3rd Street	OCA	2	2,200	2,100	2,200	2,100	1,600	-7.0%
<b>NE 19th Avenue</b>								
NE 24th Street to NE 14th	OCA	3	2,800	3,000	2,900	2,800	2,900	1.0%
<b>NE 24th Street</b>								
CR 200A to NE 25th Avenue	OCA	2	6,400	5,400	3,700	3,800	3,900	-10.4%
NE 25th Avenue to NE 36th	OCA	3	2,800	2,600	1,800	2,300	2,800	2.9%
<b>NE 25th Avenue</b>								
NE 14th Street to SR 40	FDOT	1	NC	NC	NC	NC	11,200	N/A
NE 14th Street to NE 24th Street	OCA	2	8,300	11,400	9,900	10,600	10,100	6.6%
NE 24th Street to NE 28th Street	OCA	3	9,200	8,800	8,000	7,900	7,500	-4.9%
SR 40 to NE 3rd Street	OCA	3	NC	NC	6,700	6,900	7,000	N/A
<b>NE 28th Street</b>								
CR 200A to NE 25th Avenue	OCA	3	NC	NC	NC	NC	5,200	N/A
<b>NE 49th Street</b>								
E of CR 200A	MC	3	3,400	3,800	3,600	3,700	3,900	3.7%
<b>NE 97th Street Road</b>								
E of NE 21st Avenue	MC	3	3,100	3,000	2,600	2,900	2,900	-1.3%
<b>NE 100th Street</b>								
E of US 441	MC	2	NC	NC	NC	NC	500	N/A
<b>NE 175th Street Road</b>								
E of US 301	MC	3	2,300	2,400	2,600	2,500	2,600	3.2%
<b>NE Jacksonville Road</b>								
N Magnolia Avenue to CR 200A	OCA		1,300	1,200	NC	NC	NC	N/A
<b>NE Watula Avenue</b>								
SR 40 to NE 3rd Street	OCA	2	300	1,000	1,000	700	1,200	68.7%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>NE/SE 25th Avenue</b>								
N of NE 49th Street	MC	3	3,700	3,300	3,100	3,500	3,400	-1.7%
S of NE 49th Street	MC	3	6,700	5,200	4,700	5,000	5,200	-5.4%
N of NE 28th Street	MC	3	8,400	8,800	7,600	7,900	7,600	-2.2%
SE Ft King to SR 464	OCA	2	18,400	16,700	18,300	18,100	18,600	0.5%
SR 40 to SE Ft King Street	OCA	2	14,500	9,800	14,300	13,400	21,000	16.0%
<b>NE/SE 36th Avenue</b>								
S of SR 326	MC	3	4,000	3,200	3,800	3,800	4,000	1.0%
N of NE 35th Street	MC	3	9,400	8,800	9,100	9,100	9,200	-0.5%
SE 31st Street to SE 38th Street	MC	3	7,400	8,300	5,700	6,000	5,700	-4.7%
SR 40 to NE Ft King Street	OCA	2	17,900	17,900	NC	NC	NC	N/A
SR 40 to NE 14th Street	OCA	2	15,100	15,500	15,700	15,000	16,600	2.5%
NE 21st Street to NE 35th Street	OCA	3	NC	NC	NC	12,500	13,200	N/A
NE 14th Street to NE 21st Street	OCA	3	NC	NC	11,400	12,100	11,500	N/A
SE 17th Street to SE 6th Street	OCA	2	NC	NC	18,500	17,200	18,600	N/A
SR 464 to SE 17th Street	OCA	3	15,500	13,900	7,400	NC	NC	N/A
SR 464 to SE 31st Street	OCA	3	NC	5,400	7,400	6,900	6,700	N/A
SE 24th Street to SE 17th Street	OCA	2	NC	NC	17,200	15,400	18,500	N/A
SE 6th Street to Fort King Street	OCA	2	16,600	15,800	18,700	18,200	17,800	2.2%
N of NE 97th Street Road	MC	3	2,000	1,700	1,600	1,900	2,000	0.8%
<b>NW 3rd Street</b>								
US 441 to Magnolia Avenue	OCA	3	1,800	1,500	1,700	NC	700	N/A
<b>NW 21st Street</b>								
MLK Jr. to NW 27th Avenue	OCA	3	1,700	1,900	1,600	1,900	1,700	1.0%
<b>NW 22nd Street</b>								
N ML King Avenue to US 441	OCA	3	2,700	2,900	NC	NC	NC	N/A
<b>NW 30th Avenue</b>								
SR 40 to US 27	OCA	3	1,900	3,700	NC	NC	NC	N/A

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>NW 35th Avenue Road</b>								
NW 21st Street to NW 35th Street	OCA	3	NC	NC	NC	NC	9,700	N/A
US 27 to NW 21st Street	OCA	3	NC	NC	NC	NC	8,900	N/A
<b>NW 44th Avenue</b>								
N of US 27	MC	3	8,900	8,200	8,700	9,700	10,600	4.8%
<b>NW 60th Avenue</b>								
N of SR 40	MC	3	9,700	10,000	11,600	10,800	12,900	7.9%
<b>NW 80th Avenue</b>								
N of SR 40	MC	3	5,400	4,800	7,000	7,300	7,600	10.8%
<b>NW 110th Avenue</b>								
N of SR 40	MC	3	3,800	7,800	4,800	5,400	5,700	21.2%
<b>NW/NE 28th Street</b>								
US 441 to NW 2nd Avenue	OCA	3	3,300	3,300	5,200	2,300	NC	N/A
NW 1st Avenue to Jacksonville Road	OCA	1	NC	16,500	NC	NC	NC	N/A
US 441 to CR 200A	OCA	3	NC	NC	NC	NC	3,300	N/A
<b>NW/NE 35th Street</b>								
W of NE 25th Avenue	MC	3	8,500	9,800	8,700	9,800	9,900	4.4%
E of NE 25th Avenue	MC	3	8,200	7,900	7,600	7,900	8,600	1.3%
E of NE 36th Avenue	MC	3	6,500	7,100	6,600	7,100	7,000	2.1%
W of NW 16th Avenue	MC	3	6,600	6,700	10,200	10,600	10,700	14.7%
W of US 441	MC	3	13,000	14,000	16,500	17,000	17,300	7.6%
W Anthony Road to NW 2nd Avenue	OCA	3	9,800	9,300	NC	NC	NC	N/A
<b>NW/SW 27th Avenue</b>								
US 27 to SR 40	OCA	2	20,500	20,300	30,400	25,800	24,400	7.1%
NW 21st Street to US 27	OCA	3	6,200	5,600	5,700	6,200	6,500	1.4%
SW 34th Street to SW 42nd Street	OCA	3	19,900	18,800	20,900	23,500	23,500	4.5%
<b>NW/SW 38th Avenue</b>								
S of US 27	MC	3	3,200	3,400	2,700	2,500	2,400	-6.4%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>Powell Road</b>								
W of US 41	MC	3	4,200	4,000	4,800	3,600	4,000	0.3%
<b>S Magnolia Avenue</b>								
SE 3rd Street to SE 8th Street	OCA	1	4,000	3,200	5,900	5,200	NC	N/A
<b>SE 1st Avenue</b>								
SW 10th Street to SE 8th Street	OCA	2	NC	NC	NC	NC	2,500	N/A
<b>SE 3rd Avenue</b>								
CR 464A to SR 464	OCA	3	5,700	2,900	4,600	3,500	4,300	2.1%
SR 464 to SE 23rd Place	OCA	3	3,600	4,400	2,700	2,700	3,300	1.5%
SE 8th Street to CR 464A	OCA	2	12,500	10,500	NC	NC	NC	N/A
<b>SE 8th Street</b>								
SE 36th Avenue to SE 52nd Court	OCA	3	2,000	1,800	1,900	2,100	2,300	3.9%
SE 3rd Avenue to SE 11th Avenue	OCA	3	1,400	1,900	NC	NC	NC	N/A
SE 1st Avenue to SE 3rd Avenue	OCA	3	2,800	2,400	NC	NC	NC	N/A
<b>SE 10th Street</b>								
US 441 to SE 1st Avenue	OCA	3	NC	NC	NC	NC	12,000	N/A
<b>SE 11th Avenue</b>								
SR 40 to SE Ft King Street	OCA	2	2,900	2,300	3,100	2,400	3,100	5.2%
SR 464 to CR 464A	OCA	3	2,400	1,400	2,100	2,000	2,000	0.9%
SE Ft King Street to SR 464	OCA	3	3,700	2,700	3,500	3,100	2,900	-3.8%
<b>SE 17th Street</b>								
SE 30th Avenue to SE 36th Avenue	OCA	3	3,400	4,600	5,400	5,200	5,400	13.2%
SE 25th Avenue to SE 30th Avenue	OCA	2	3,900	4,000	3,200	3,400	3,200	-4.3%
<b>SE 18th Avenue</b>								
SR 464 to SE 31st Street	OCA	2	8,600	6,500	8,600	8,300	9,000	3.2%
<b>SE 22nd Avenue</b>								
SE Ft King Street to SR 464	OCA	3	2,000	1,900	1,900	2,300	2,000	0.8%



Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SE 24th Street</b>								
SR 464 to SE 36th Avenue	OCA	3	9,600	8,200	9,600	10,100	9,400	0.2%
SE 36th Avenue to SE 44th Court	OCA	3	9,600	7,300	NC	NC	NC	N/A
<b>SE 25th Avenue</b>								
SE 14th Street to SR 464	OCA		NC	NC	NC	NC	18,600	N/A
SE 14th Street to Fort King	OCA	2	NC	NC	NC	NC	17,900	N/A
<b>SE 30th Avenue</b>								
SE Ft King Street to SE 17th Street	OCA	3	4,200	2,800	3,400	3,800	3,600	-1.4%
SR 464 to SE 17th Street	OCA	3	NC	NC	NC	NC	3,500	N/A
<b>SE 31st Street</b>								
CR 475 to US 441	OCA	2	NC	NC	18,400	24,100	25,400	N/A
US 441 to Lake Weir	OCA	2	18,300	19,200	23,900	17,900	18,100	1.4%
SE 36th Avenue to SR 464	OCA	2	NC	NC	7,800	7,800	5,400	N/A
SW 7th Avenue to CR 475	OCA	3	NC	NC	NC	NC	33,600	N/A
SE 22nd Avenue to SE 36th Avenue	OCA	3	NC	NC	NC	NC	7,600	N/A
<b>SE 38st Street</b>								
W of SE 36th Avenue	MC	3	6,000	6,400	5,400	5,400	5,200	-3.2%
<b>SE 44th Avenue Road</b>								
N of SE 52nd Street	MC	3	7,500	7,600	8,100	8,300	8,200	2.3%
<b>SE 52nd Street</b>								
E of US 441	MC	3	6,100	6,700	5,500	6,000	5,100	-3.5%
W of US 441	MC	3	3,100	3,000	3,100	3,400	3,300	1.7%
<b>SE 62nd Street</b>								
W of SE 30th Court (Before RxR)	MC		NC	NC	NC	NC	1,100	N/A
<b>SE 73rd Street</b>								
W of SE 36th Avenue (Before RxR)	MC		NC	NC	NC	NC	1,600	N/A
<b>SE 80th Street</b>								
W of US 441	MC	3	5,000	4,800	6,200	6,400	6,800	8.7%
E of US 441	MC	3	4,400	4,300	5,900	5,800	6,200	10.0%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
SE 92nd Loop								
SE 110th Street Road & E HWY 25	MC	3	NC	NC	8,100	12,300	12,500	N/A
SE 92nd Place Road								
E of US 441	MC	3	7,200	7,000	9,900	10,400	11,300	13.1%
SE 95th Street								
W of US 441	MC	3	5,700	6,000	6,500	6,800	6,700	4.2%
SE 100th Avenue								
S of CR 25	MC	3	5,400	5,100	4,700	5,000	4,500	-4.3%
SE 110th Street								
W of US 441	MC	3	5,800	5,600	6,500	6,600	6,100	1.6%
SE 110th Street Road								
E of Oak Road	MC	3	2,900	3,300	3,200	3,400	3,300	3.5%
SE 114th Street Road								
W of CR 464C	MC	3	3,600	4,200	4,500	5,000	4,800	7.7%
SE 132nd Street								
E of CR 484	MC	3	11,400	11,200	13,500	13,700	13,100	4.0%
W of US 441	MC	3	11,000	10,000	13,200	14,100	13,900	7.1%
SE 135th Street								
W of SE 80th Avenue (Before RxR)	MC		NC	NC	NC	NC	700	N/A
SE 147th Street/147th Place								
W of US 441	MC	3	4,400	5,500	4,800	5,600	5,300	5.9%
SE Oak Road								
S of CR 464	MC	3	3,500	5,000	5,100	5,300	5,200	11.7%
SE Watula Avenue								
SE Ft. King to 8th Street	OCA	3	4,300	4,600	4,100	4,500	3,500	-4.1%
Ft. King to SR 40	OCA	3	NC	NC	4,100	3,400	4,000	N/A
SE/SW 32nd Street								
CR 475 to US 441	OCA	2	NC	21,300	NC	18,400	NC	N/A

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SR 19</b>								
SE of CR 314	FDOT	4	1,900	1,900	1,900	2,200	2,200	3.9%
N of CR 316	FDOT	4	3,500	3,800	3,800	3,800	3,800	2.1%
N of SR 40	FDOT	4	1,700	1,900	1,900	1,900	2,000	4.3%
S of CR 316	FDOT	4	4,200	4,300	4,300	4,300	4,700	2.9%
<b>SR 35</b>								
S of SR 464	FDOT	4	26,000	26,000	27,000	26,500	27,500	1.4%
N of SR 464	FDOT	4	21,000	20,400	20,500	20,500	21,400	0.5%
N of SR 25	FDOT	4	11,800	12,400	12,600	12,600	14,500	5.4%
S of SR 40	FDOT	4	12,200	12,000	12,200	15,800	16,400	8.3%
N of SE 92nd	FDOT	4	26,000	26,000	27,000	26,500	27,500	1.4%
<b>SR 40</b>								
W of CR 314A	FDOT	4	13,400	13,200	13,400	13,000	13,600	0.4%
SE 183rd to Lake County	FDOT	4	6,300	6,100	6,300	5,200	5,400	-3.4%
NE 36th Avenue to City Limits	FDOT	4	22,500	22,500	21,800	22,100	22,300	-0.2%
E of NE 24th (Telemetered)	FDOT	T	21,700	20,200	21,800	22,100	22,300	0.8%
N Magnolia to NE 8th Avenue	FDOT	4	32,000	31,000	32,000	29,000	30,000	-1.5%
ML King to SW 27th Avenue	FDOT	4	25,500	23,000	23,000	23,000	21,500	-4.1%
SW 27th to SW 33rd	FDOT	4	34,000	33,000	32,500	32,500	30,000	-3.0%
E of CR 314A	FDOT	4	8,600	8,100	8,300	8,300	8,000	-1.7%
NE 25th Avenue to NE 36th	FDOT	4	24,500	24,500	25,000	28,500	29,500	4.9%
E of CR 314	FDOT	4	13,400	13,200	13,400	13,000	13,600	0.4%
NE of US 41	FDOT	4	8,800	8,200	8,400	8,400	8,600	-0.5%
W of I-75	FDOT	4	31,000	30,000	31,000	31,000	28,500	-2.0%
W of CR 225A	FDOT	4	20,500	18,700	19,100	19,100	20,200	-0.2%
NE 11th Avenue to NE 25th	FDOT	4	30,500	27,000	28,000	28,000	27,500	-2.4%
0.9 mi E of SR 35	FDOT	4	14,600	12,800	13,000	13,000	14,600	0.4%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SR 40 (cont.)</b>								
W of US 441	FDOT	4	19,300	19,200	19,800	20,500	21,400	2.6%
E of US 441	FDOT	4	32,000	31,000	32,000	29,000	30,000	-1.5%
E of CR 328	FDOT	4	16,400	16,200	16,600	17,200	17,900	2.2%
W of SW 60th Avenue	FDOT	3	21,300	23,600	21,500	22,500	23,500	2.7%
E of SR 326	FDOT	4	17,600	17,200	17,600	17,500	18,100	0.7%
<b>SR 200</b>								
SW MLK to US 441	FDOT	4	26,500	26,000	25,500	25,000	27,000	0.6%
SW 17th Street to SW ML King	FDOT	4	24,000	22,000	22,000	22,000	27,000	3.6%
SW 27th Avenue to SW 17th	FDOT	4	38,500	37,500	38,500	33,000	34,500	-2.4%
SW 26th Street to SW 27th	FDOT	4	40,500	36,500	37,500	37,500	36,000	-2.8%
S of CR 484	FDOT	4	16,400	15,200	15,600	15,600	17,500	1.9%
NE of CR 484	FDOT	4	21,000	21,000	21,000	26,500	27,500	7.5%
1 mi NE of CR 484	FDOT	4	36,000	30,000	31,000	31,000	26,000	-7.4%
0.5 mi E of I-75	FDOT	4	43,500	42,500	43,500	43,000	45,000	0.9%
2.5 mi SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	42,000	41,000	39,600	40,800	38,000	-2.4%
W of I-75	FDOT	4	42,000	41,000	43,000	40,800	42,700	0.5%
W of 60th Avenue	FDOT	4	48,000	41,000	42,000	44,000	37,000	-5.8%
<b>SR 464</b>								
36th Avenue to SR 35 (Telemetered)	FDOT	T	31,100	29,000	32,200	32,800	33,600	2.1%
US 441 to SE 11th Avenue	FDOT	4	31,000	29,000	30,000	30,000	30,000	-0.8%
SE 25th to SE 36th	FDOT	4	35,500	34,500	35,500	34,500	35,500	0.0%
SE 11th to SE 25th	FDOT	4	29,500	29,000	30,000	30,500	31,500	1.7%
SW 19th Avenue Road to SW 7th	FDOT	4	35,500	31,000	32,000	32,000	31,000	-3.1%
SR 200 to SW 19th Avenue Road	FDOT	4	25,500	25,500	26,000	23,500	24,500	-0.8%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SR 492</b>								
US 441 to N Magnolia Avenue	FDOT	4	20,500	20,300	19,000	19,000	16,300	-5.4%
N Magnolia to NE 8th Avenue	FDOT	4	21,000	21,000	21,000	19,000	16,300	-5.9%
0.5 mi W of NE 17th	FDOT	4	20,500	20,300	19,000	19,000	16,400	-5.3%
NE 19th to NE 25th	FDOT	4	19,800	19,400	19,400	19,400	19,200	-0.8%
NE 36th Avenue to SR 40	FDOT	4	9,500	9,300	9,500	9,600	10,000	1.3%
NE 25th to NE 36th	FDOT	4	16,600	16,300	18,700	18,700	16,200	-0.1%
<b>Sunset Harbor Road</b>								
N of SE 155th Street	MC	3	3,800	4,900	12,700	3,400	3,300	28.0%
E of US 441	MC	3	6,600	6,300	12,400	6,400	6,300	10.6%
<b>SW 1st Avenue</b>								
SR 200 to SR 464	OCA	3	5,000	4,600	3,300	4,700	5,200	4.2%
<b>SW 5th Street</b>								
US 441 to S Magnolia Avenue	OCA	3	NC	NC	NC	NC	1,700	N/A
<b>SW 17th Street Extension</b>								
SW 27th Avenue to SR 200	OCA	3	14,100	7,300	12,500	12,100	13,000	6.8%
<b>SW 17th Street Extension (SW 10th St &amp; SW 13th St)</b>								
SW 33rd Avenue to SW 27th Avenue	OCA	3	5,700	NC	NC	NC	5,200	N/A
<b>SW 19th Avenue Road</b>								
SW 27th Avenue to SW 24th Street	OCA	2	NC	NC	NC	14,900	12,200	N/A
SR 464 to SW 24th Avenue	OCA	2	NC	NC	19,300	18,600	18,900	N/A
<b>SW 20th Street</b>								
SW 27th Avenue to SR 200	OCA	3	6,900	6,400	NC	NC	NC	N/A
SW 38th Avenue to SW 31st Street	OCA	2	NC	NC	16,200	14,000	14,400	N/A
Carlton Arms to SW 38th	OCA	3	NC	NC	9,500	13,400	8,200	N/A
SW 60th Avenue to SW 53rd	OCA	2	NC	NC	NC	12,400	12,900	N/A
SW 53rd to Carlton Arms	OCA	3	NC	NC	10,800	11,900	13,300	N/A

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SW 27th Avenue</b>								
SR 200 to SW 20th Avenue Road	OCA	2	19,200	13,100	19,300	18,800	20,200	5.1%
SW 34th Street to SW 19th Avenue Road	OCA	3	NC	NC	NC	NC	18,400	N/A
<b>SW 32nd Avenue/SW 34th Street</b>								
SR 200 to SW 27th Avenue	OCA	2	NC	NC	NC	NC	25,900	N/A
<b>SW 33rd Avenue</b>								
SW 7th Street to SW 13th Street	OCA	3	2,600	2,000	4,600	4,800	6,600	37.2%
SW 7th Street to SR 40	OCA	3	NC	NC	6,500	7,900	9,100	N/A
<b>SW 37th Avenue</b>								
SW 13th Street to SW 20th Street	OCA	3	NC	NC	4,600	3,500	3,700	N/A
<b>SW 38th Avenue</b>								
SW 20th Street to SW 40th Avenue	OCA	3	NC	NC	4,200	6,000	6,900	N/A
SW 13th Street to SW 40th Street	OCA	3	NC	NC	NC	NC	17,000	N/A
<b>SW 38th Street</b>								
E of SW 60th Avenue	MC	3	7,200	5,500	8,000	8,600	9,100	8.8%
W of SW 60th Avenue	MC	3	9,800	6,800	10,600	10,400	12,200	10.2%
E of SW 80th Avenue	MC	3	NC	NC	NC	9,000	9,800	N/A
<b>SW 42nd Street (CR 475C)</b>								
SW 27th Avenue to SW 31st Avenue	OCA	1	15,200	11,100	NC	NC	NC	N/A
SW 31st Avenue to SR 200	OCA	2	21,900	14,900	19,900	19,800	21,000	1.8%
<b>SW 44th Avenue</b>								
SW 20th Street to SW 13th Street	OCA	3	NC	NC	NC	NC	3,400	N/A
<b>SW 49th Avenue</b>								
N of SW 103rd Street Road	MC	3	10,000	10,900	11,700	13,500	16,000	12.6%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>SW 60th Avenue</b>								
N of SR 200	MC	3	14,800	19,300	18,400	17,600	18,400	6.5%
S of SR 200	MC	3	17,300	22,400	20,500	19,000	19,700	4.3%
N of 20th Street	MC	2	21,000	26,700	NC	NC	20,800	N/A
S of SW 38th Street	MC	3	14,600	17,400	18,400	17,400	18,500	6.5%
<b>SW 62nd Avenue Road</b>								
S of SW 95th Street	MC	3	7,800	8,800	8,900	9,000	10,200	7.1%
N of SW 103rd Street Road	MC	3	6,900	8,300	6,800	7,000	8,400	6.3%
<b>SW 66th Street</b>								
E of SR 200	MC	3	5,400	4,400	6,800	7,800	8,800	15.9%
W of CR 475A	MC	3	7,000	6,000	10,800	12,400	15,400	26.2%
E of CR 475A	MC	3	5,400	4,900	5,800	5,700	6,300	4.5%
<b>SW 80th Avenue</b>								
S of SR 40	MC	3	8,200	8,400	9,000	8,800	9,100	2.7%
N of SR 200	MC	3	11,500	11,800	12,700	12,800	14,600	6.3%
S of SR 200	MC	3	3,500	3,600	4,300	4,700	4,100	4.7%
S of SW 38th Street	MC	3	NC	NC	NC	11,600	12,400	N/A
N of SW 38th Street	MC	3	NC	NC	NC	8,100	9,000	N/A
<b>SW 90th Street</b>								
W of SR 200	MC	3	5,100	5,300	4,900	8,400	9,900	21.4%
<b>SW 95th Street Road/SW 95th Street</b>								
E of SW 62nd Avenue Road	MC	3	11,000	11,100	11,500	11,200	12,500	3.4%
E of SR 200	MC	3	3,900	3,700	6,300	6,900	7,400	20.5%
<b>SW 103rd Street Road</b>								
E of SR 200	MC	3	6,300	5,300	4,800	5,600	5,400	-3.1%
<b>SW 180th Avenue Road</b>								
N of CR 484	MC	2	2,500	3,300	3,000	5,200	3,600	16.4%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>US 27</b>								
NW of I-75	FDOT	4	21,000	21,000	21,500	21,500	20,200	-0.9%
NW 27th to NW MLK Jr	FDOT	4	22,500	22,500	23,500	23,500	22,000	-0.5%
I-75 to NW 27th Avenue	FDOT	4	22,500	21,000	21,000	21,000	21,400	-1.2%
MLK Jr Avenue to US 441	FDOT	4	28,000	25,000	26,000	26,000	20,500	-7.0%
S of CR 326	FDOT	4	8,000	7,800	8,000	9,900	10,300	7.0%
E of CR 225	FDOT	4	16,900	17,500	17,900	17,900	20,200	4.7%
W of NW 160th Avenue	FDOT	4	7,400	7,600	7,800	8,400	10,300	8.9%
<b>US 41</b>								
N of SR 40	FDOT	4	11,300	11,100	11,300	11,700	12,100	1.7%
N of Citrus County	FDOT	4	21,500	21,500	21,500	21,500	20,800	-0.8%
N of CR 484	FDOT	4	21,000	21,000	21,000	21,500	21,500	0.6%
N of CR 484 - Robinson	FDOT	4	26,000	26,000	24,000	24,000	22,500	-3.5%
<b>US 301</b>								
N of CR 329	FDOT	4	14,900	14,700	15,000	9,900	10,300	-7.3%
N of SE 118th Place	FDOT	4	13,500	13,300	13,500	13,100	13,700	0.4%
N of CR 318	FDOT	4	15,200	14,800	15,100	15,100	15,800	1.0%
N of CR 316	FDOT	4	17,300	17,000	19,000	19,000	16,800	-0.4%
N of CR 42	FDOT	4	17,300	17,100	17,500	17,500	15,600	-2.4%
S of CR 42	FDOT	4	19,900	19,700	23,000	23,000	29,500	11.0%
<b>US 441</b>								
0.5 mi N of CR 42	FDOT	4	31,000	30,000	31,000	33,000	34,000	2.4%
S of SR 326	FDOT	4	16,600	16,300	16,700	16,500	20,200	5.5%
S of SR 40	FDOT	4	35,500	34,500	35,500	39,500	41,500	4.1%
S of SR 464	FDOT	4	25,500	25,500	26,500	30,000	31,000	5.1%
S of SE 38th Terrace	FDOT	4	29,500	28,500	29,500	29,500	28,500	-0.8%
S of CR 464A	FDOT	4	31,500	30,500	31,500	32,500	29,000	-1.9%



Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
<b>US 441 (cont.)</b>								
0.3 mi N of SR 326 (Telemetered)	FDOT	T	31,400	29,200	32,500	33,200	32,200	0.9%
County Line to CR 42	FDOT	4	39,500	37,500	38,000	38,000	40,500	0.7%
N of NW 10th Street	FDOT	4	27,000	27,000	28,000	25,500	26,500	-0.3%
S of SR 200	FDOT	4	26,000	26,000	32,000	32,000	30,000	4.2%
W Anthony Road to CR 25A	FDOT	4	22,000	19,300	21,200	18,100	18,700	-3.4%
N of NW 100th Street	FDOT	4	22,500	22,500	28,500	28,500	29,500	7.5%
S of CR 320	FDOT	4	9,300	8,200	8,400	8,400	8,500	-2.0%
S of CR 318	FDOT	4	9,800	9,600	8,400	8,400	8,500	-3.3%
SE of CR 25A	FDOT	4	7,800	7,200	7,400	7,400	7,500	-0.9%
0.7 mi N of US 301	FDOT	4	27,500	26,000	27,000	27,000	30,500	2.8%
S of CR 316	FDOT	4	8,900	8,700	8,900	8,500	8,900	0.1%
1.1 mi N of CR 25A	FDOT	4	22,000	22,000	22,000	18,100	10,300	-15.2%
N of SR 40	FDOT	4	29,500	28,000	29,000	29,000	31,500	1.8%
NW of US 301	FDOT	4	30,500	29,500	30,500	27,500	28,500	-1.5%
S of Alachua CL	FDOT	4	8,100	5,300	5,400	5,400	8,000	3.9%
0.5 mi SE of US 301	FDOT	4	17,500	16,400	16,800	18,000	15,500	-2.6%
<b>W Broadway Street</b>								
US 441 to S Magnolia Avenue	OCA	3	1,000	800	NC	NC	NC	N/A
<b>West Anthony Road</b>								
N of NW 35th Street	MC	2	5,200	5,500	5,300	5,700	6,100	4.2%
NW 35th Street to US 441	FDOT	4	2,000	1,300	1,300	1,300	1,800	0.9%



**TO: Committee Members**

**FROM: Sara Brown, Transportation Planner**

**RE: Commitment to Zero Dashboard Update and 2024 Annual Summary Report**

---

### **Summary**

As part of the Commitment to Zero Safety Action Plan, the TPO has been updating the online, interactive dashboard and annual summary report. Both tasks are part of the TPO's commitment to maintain education and awareness for transportation safety in Marion County.

### **Commitment to Zero Dashboard Update**

The updated Commitment to Zero Dashboard can be viewed using this link: <https://experience.arcgis.com/experience/00fd59b069bf46c5b203a3bb09870f6a>

This Dashboard is meant to provide a public-friendly resource view of the most recent five years of crash data (2019-2023) for fatal and serious injury crashes. The Dashboard has a number of features, such as changing the map display to an aerial background; selecting crashes by year, severity, and crash type; viewing crash types, light condition, weather condition, and road condition; among others. The Dashboard will continue to be updated annually to include the most recent five-year period, along with any refinements and improvements. Ongoing feedback will be most welcomed to ensure the Dashboard remains accessible and of value to the community.

### **Commitment to Zero Annual Report**

The Commitment to Zero 2024 Annual Safety Summary Report provides an in-depth summary of crash statistics over the most recent five-year period (2019-2023) in Marion County. The report includes key statistics like total crashes, crash types, crash severity by year, top frequently locations, and detailed information about the users.

The updated Commitment to Zero Annual Report and Executive Summary can be viewed using this link: <https://ocalamariontpo.org/transportation-statistics/>

**Attachment(s)**

- Commitment to Zero 2024 Annual Safety Summary Report
- Commitment to Zero 2024 Annual Safety Executive Summary

If you have any questions, please contact me at: 352-438-2632.

# Commitment to Zero 2024 Annual Safety Summary Report 2019 - 2023

August 2024



  
**COMMITMENT  
TO ZERO**



An Action Plan  for Safer Streets in Ocala Marion

**TPO**  
OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION

# Commitment to Zero Pledge

*We recognize that crashes are preventable, and our choices matter to our lives and the lives of others.*

*We pledge to make safety a priority, to focus on driving, to slow down, be aware of our surroundings, walk, ride, or roll in a safe and predictable manner, and to set an example for those around us.*



An Action Plan >>> for Safer Streets in Ocala Marion



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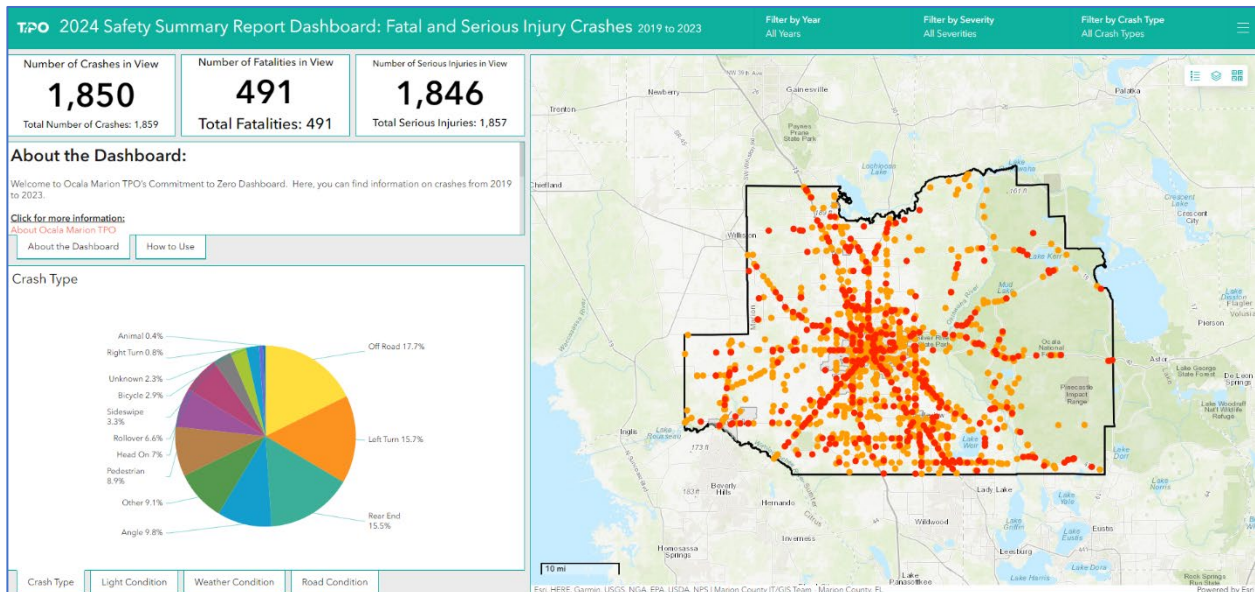
## INTRODUCTION

Transportation Safety is one of the primary emphasis areas of the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT), and the Ocala Marion Transportation Planning Organization (TPO). In November 2022, the TPO Board adopted Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. Commitment to Zero is the TPO's call to action to eliminate traffic fatalities and serious injuries from the county's transportation system. It is not just a slogan, plan, or effort isolated to the TPO. Commitment to Zero is a community-wide shift in how the region talks about, approaches, and addresses traffic safety (<https://ocalamariontpo.org/safety-plan/>).

The TPO's commitment to safety includes the obligation of meeting federal reporting requirements mandating annual monitoring and performance-based planning. This process represents a robust outcome-driven program that can be tracked transparently and adjusted as necessary. The Commitment to Zero Annual Safety Summary report includes a five-year snapshot of safety outcomes in Marion County and is intended to be a resource for citizens, elected leaders, and public agencies with an interest in transportation safety trends. This report is supplemented by an executive summary and the Commitment to Zero Dashboard located on the TPO's website

(<https://experience.arcgis.com/experience/00fd59b069bf46c5b203a3bb09870f6a/>)

Figure 1: 2024 Safety Summary Report Dashboard



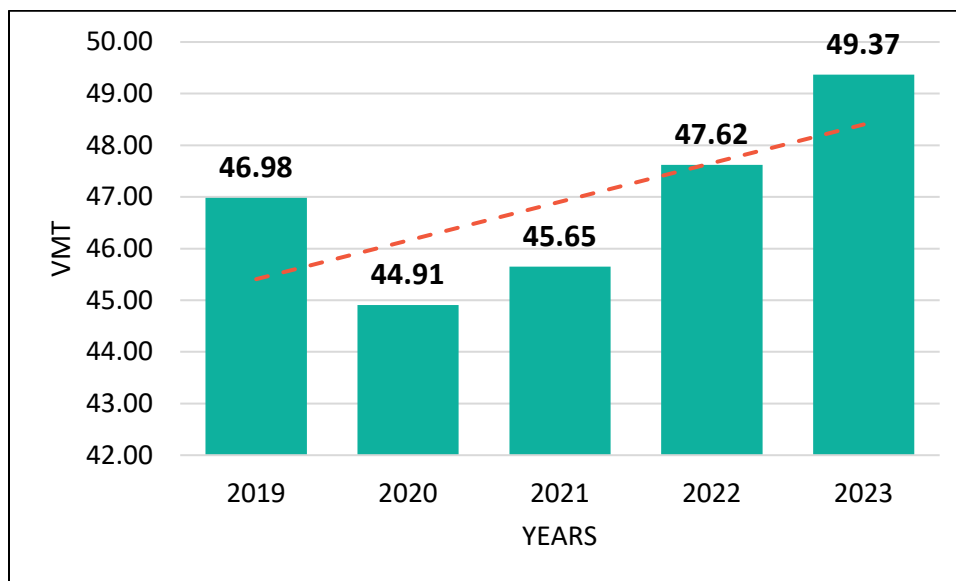
## Methodology

The source of the data used in this report is from Signal 4 Analytics and FDOT Public Road Mileage and Travel (DVMT) Report. The TPO used the FDOT Safety Crash Data Guidance<sup>1</sup> when gathering and cleaning the data for this report. The first step was to download the five-year crash data from Signal 4 Analytics<sup>2</sup>. For this report we are using the five-year period from 2019 to 2023<sup>3</sup>. The second step was to clean the data. The last step was to use the data to run analysis to produce the information in this report. For a detailed breakdown on cleaning the data see Appendix B.

## BACKGROUND ON COUNTYWIDE DEMAND GROWTH (VMT)

The number, type, and results of crashes that have occurred in Marion County over the past five years are statistics that can be misleading, if assessed in isolation. Vehicle miles traveled (VMT) is a measure of the level of traffic and distance traveled by motorists in the county that is used to normalize crash data. Reviewing VMT supports a better understanding of the relationship between increased and/or decreased driving and impacts on crashes. Figure 2 shows the VMT (in 100 million) on public roads in Marion County from 2019 to 2023. There was an upward trend in VMT from 2019 to 2023 despite the drop in 2020, which was the result of the COVID-19 pandemic.

Figure 2: Vehicle Miles Traveled (100 Million)



1 [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/11a-safetyengineering/crash-data/25998\\_crash-data-process\\_v18.pdf?sfvrsn=b50e9f4e\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/11a-safetyengineering/crash-data/25998_crash-data-process_v18.pdf?sfvrsn=b50e9f4e_2)

2 Data for this report was downloaded on June 24, 2024.

3 Some crash records from 2023 are still being verified and could potentially be updated after this report has been published.

## MULTIMODAL SAFETY

### Safety Performance Measures

The safety performance measures tracked by the TPO are consistent with federally defined safety performance measures, also known as PM1. Table 1, lists the statistics for those measures from 2019 to 2023. As shown, the total annual fatality rate has increased in the past five years, and while the 2020 pandemic year featured the lowest total crash rate, it also saw the highest fatality rate across the five years, in terms of total fatalities per 100 million VMT.

Table 1: Safety Performance Measure Results<sup>4</sup>

Safety Performance Measure	2019-2023	2019	2020	2021	2022	2023
Annual Total Crashes	44,938	8,896	7,865	9,299	9,354	9,524
Annual Total Crash Rate (Per 100 million VMT)	191.51	189.36	175.13	203.70	196.43	192.91
Annual Fatalities <sup>5</sup>	491	88	104	92	108	99
Annual Fatality Rate (Per 100 million VMT)	2.10	1.87	2.32	2.02	2.27	2.01
Annual Serious Injuries	1,857	419	295	250	472	421
Annual Serious Injury Rate (Per 100 million VMT)	7.88	8.92	6.57	5.48	9.91	8.53
# of Pedestrian Fatalities	90	20	22	18	17	13
Pedestrian Fatality Rate (Per 100 million VMT)	0.39	0.43	0.49	0.39	0.36	0.26
# of Pedestrian Serious Injuries	100	24	16	16	16	28
Pedestrian Serious Injury Rate (Per 100 million VMT)	0.42	0.51	0.36	0.35	0.34	0.57
# of Bicycle Fatalities	15	1	2	3	5	4
Bicycle Fatality Rate (Per 100 million VMT)	0.06	0.02	0.04	0.07	0.10	0.08
# of Bicycle Serious Injuries	51	8	12	8	14	9
Bicycle Serious Injury Rate (Per 100 million VMT)	0.22	0.17	0.27	0.18	0.29	0.18

<sup>4</sup> As of June 24, 2024

<sup>5</sup> Based on definitions provided by the Federal Highway Administration (FHWA), a crash is classified as **Fatal** if an injury sustained during the crash results in death within a 30-day period after the crash occurred. Serious/incapacitating injuries resulting from a crash have catastrophic impacts such as permanent disability, lost productivity and wages, and ongoing healthcare costs. A **Serious Injury** crash includes: broken or fractured bones; dislocated or distorted limbs; severe lacerations resulting in exposure of organs or tissue or resulting in significant loss of blood; severe burns (second- or third-degree over 10 percent or more of the body); skull, spinal, chest, or abdominal injuries; and unconsciousness at or when taken from the crash scene.

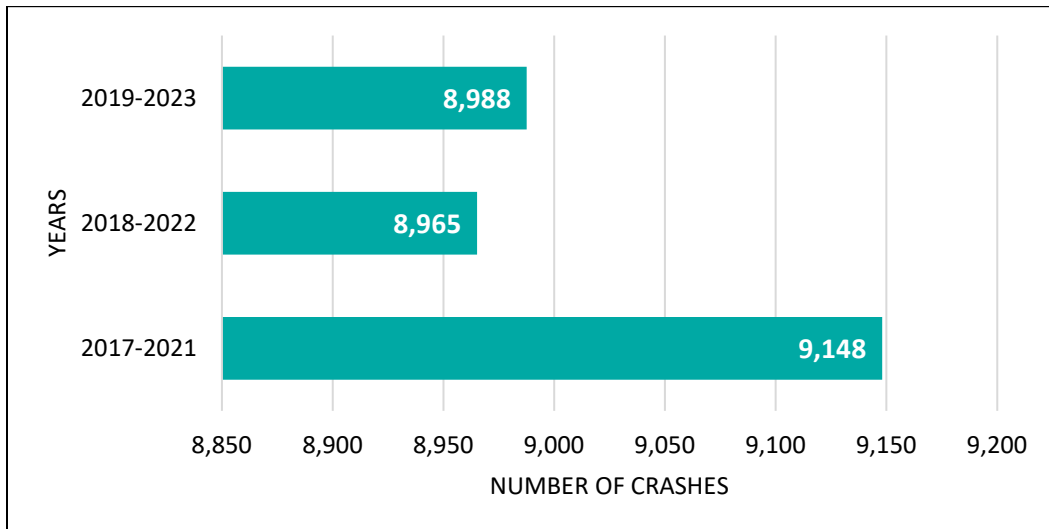
## All Crash Frequency Analysis

### Rolling Five Years Summary

The frequency of crashes was analyzed for the 2019 to 2023 period and two preceding five-year periods (2017-2021 and 2018-2022), based on a rolling five-year average.

As shown in Figure 3, there has been a slight increase in total crashes in the most recent five-year period but a decrease in the total number of crashes from the 2017-2021 five-year period.

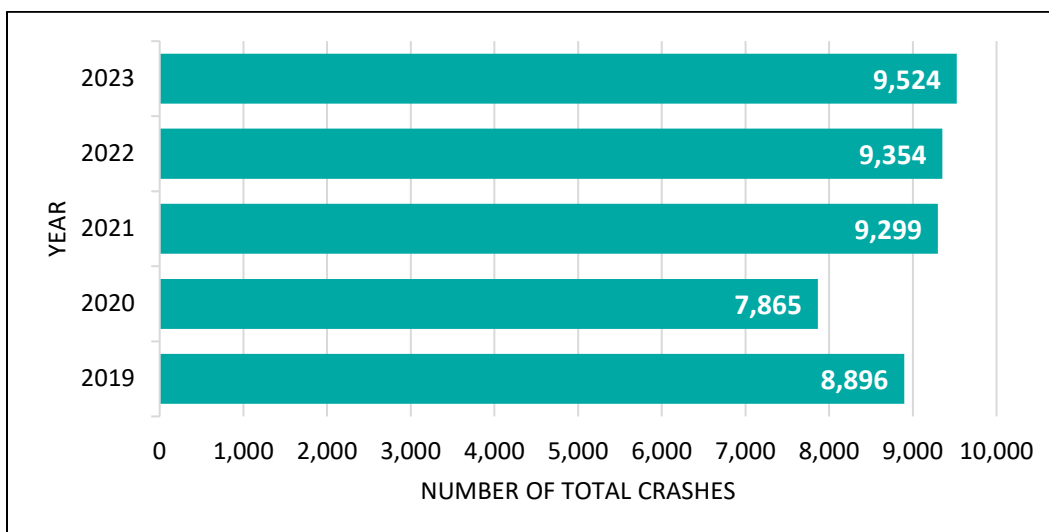
Figure 3: Countywide Total Crashes (Five-Years Average)



### Annual Summary (2019-2023)

From 2019 to 2023, just under 45,000 crashes occurred in Marion County (44,938). Figure 4 illustrates the total annual number of crashes in Marion County per year. Annual total crashes have been increasing every year with the exception of 2020 due to the COVID-19 Pandemic.

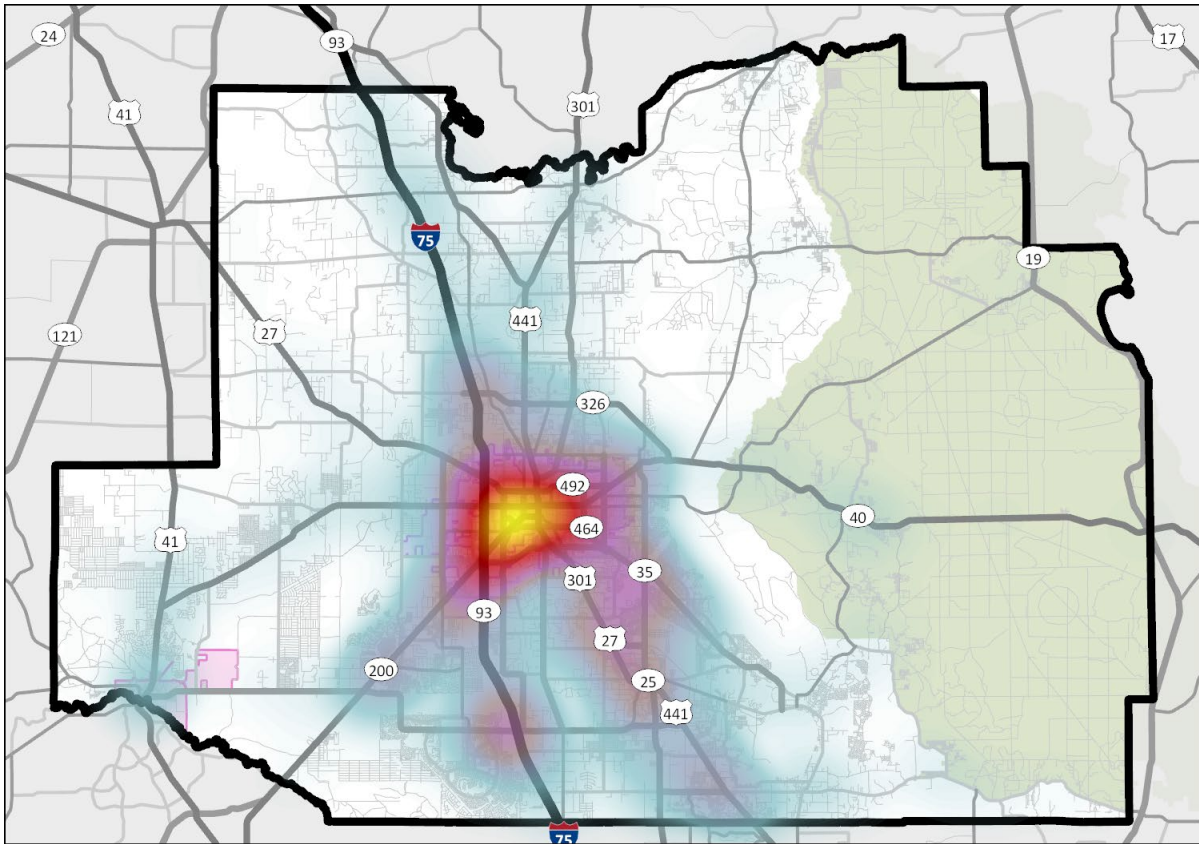
Figure 4: Annual Countywide Crashes



*Top Crash Frequency Areas – County region roadways*

The 2019 to 2023 crash data were compiled for Marion County. Figure 5 displays all crashes in Marion County displayed on a heat map. The heat map shows that crashes are more frequent in the City of Ocala and Central Marion County, also along the major routes of SR 200, SR 40, and US 27/US 301/ US 441. Figures 7 and 8 display a heat map for fatalities and serious injuries.

*Figure 5: Heat Map of all Countywide Crashes from 2019 to 2023*



*Figure 6: Zoomed in Figure 5 Heat Map to the City of Ocala/Central Marion County*

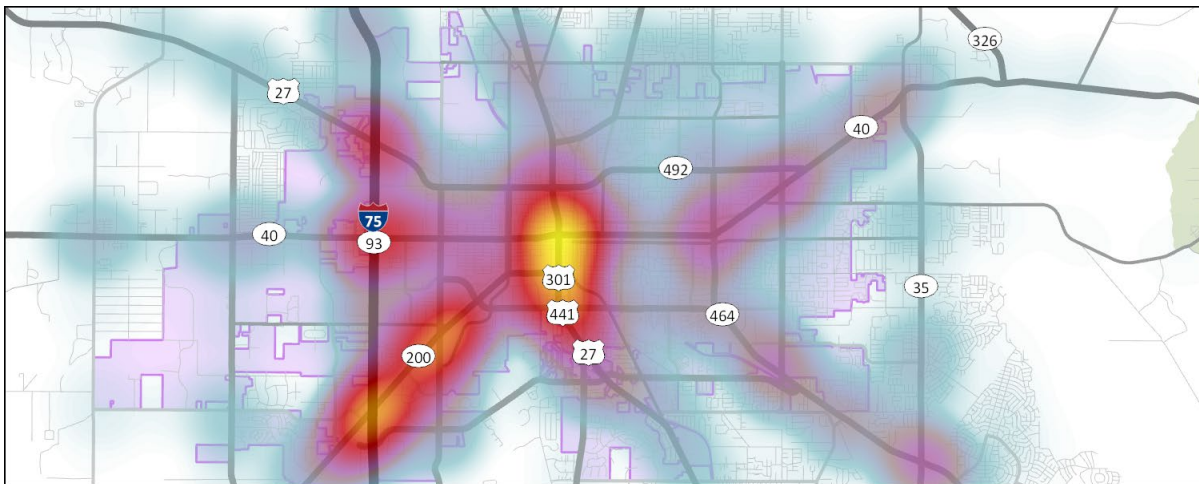




Figure 7: Fatalities Heat Map of all Countywide Crashes from 2019 to 2023

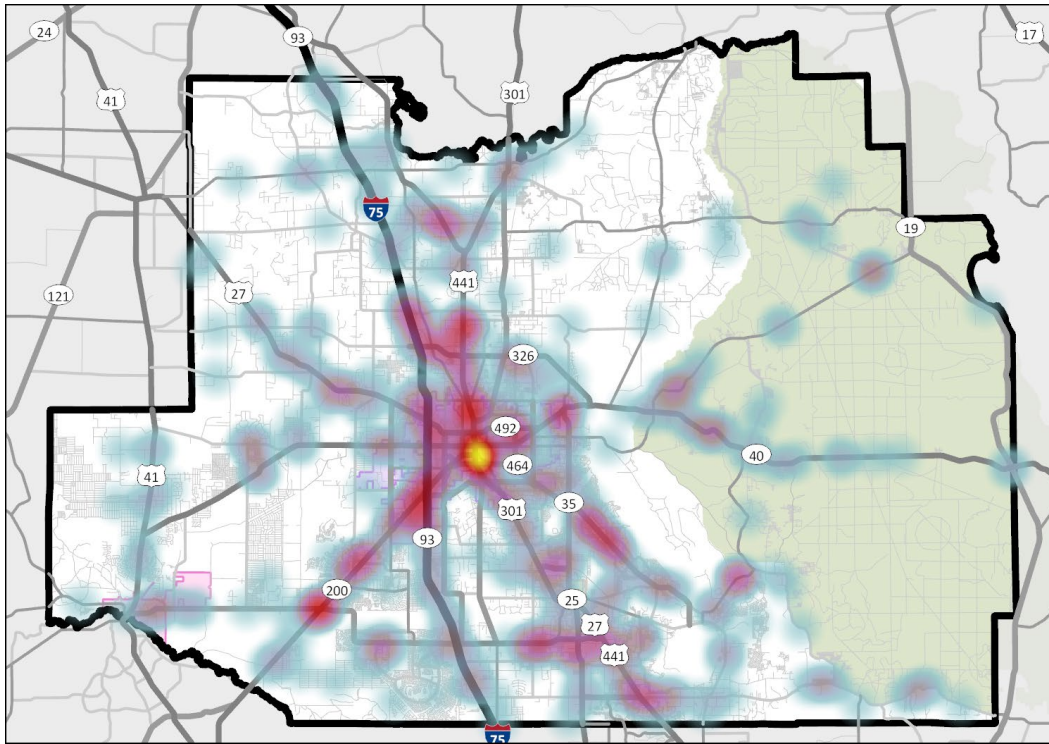


Figure 8: Serious Injuries Heat Map of all Countywide Crashes from 2019 to 2023

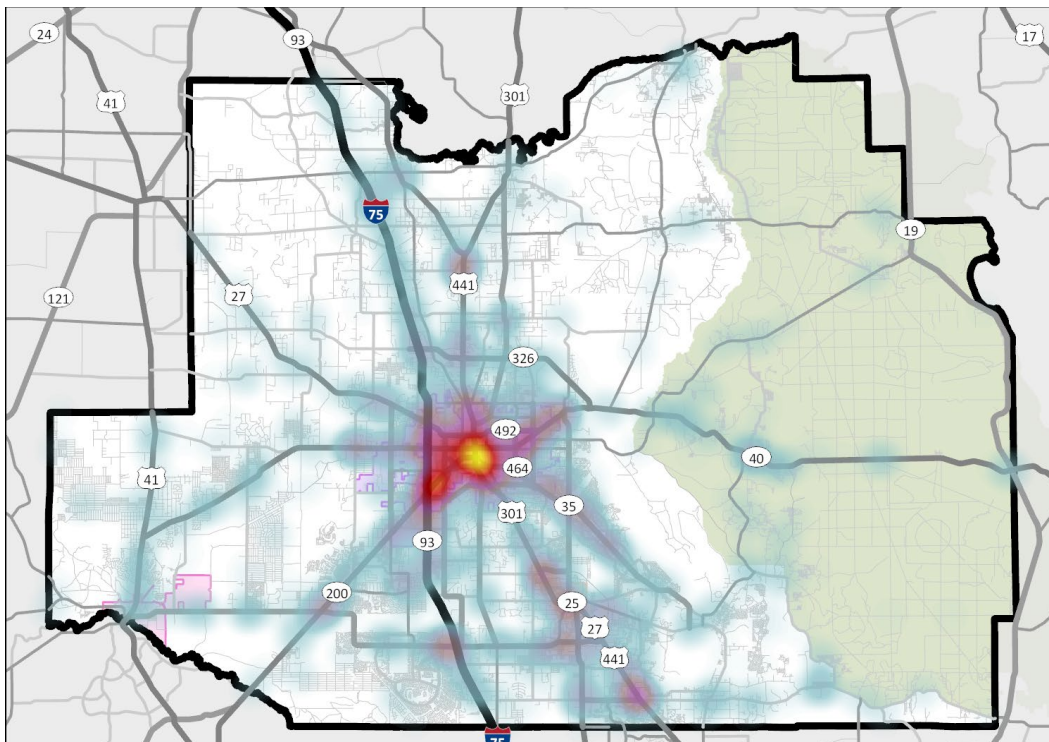


Table 2 is a list of the Top 10 Crash Intersections and Roadways in Marion County. The list is based on total crashes.

*Table 2: List of the Top 10 Crash Intersection Locations and Road Segments*

Top 10 Crash Intersections	Top 10 Roadways
County Road 484 at SW SB I-75 Ramp	I-75
State Road 326 at NW NB I-75 Ramp	State Road 200
SE 58th Avenue at SE Maricamp Road	State Road 40
State Road 200 at SW 60th Avenue	County Road 484
County Road 484 at SW NB I-75 Ramp	US 27/US 301/US 441
SR 500 (US 27/441) at CR 42	SW 27th Avenue
SR 40 at NW 80th Avenue	SE 58th Avenue
US 301/US 441 at 10th Street	County Road 464
US 301/US 441 at 17th Street	State Road 326
SE Highway 42 at S US Highway 301	SW 60th Avenue

### High Injury Network Analysis

As part of the TPO’s Commitment to Zero Safety Action Plan, a High Injury Roadway Network (HIN) was created. This network, shown in Figure 9, identifies where fatal and serious injury crashes occurred most often for all road users, Table 3 shows the limits of the HIN segments, their lengths and the maintaining jurisdictions. Crashes that occurred on this network from 2019 to 2023 were grouped based on road user type and severity of crash. Tracked over time, these statistics, shown in Figure 10 to Figure 12, help determine the success of strategies outlined in the Safety Action Plan in minimizing fatal and serious injury crashes on the HIN. There were 17,165 crashes (38.2% of all crashes) on the high injury network in the five-year time period between 2019 and 2023. Of those 17,165 crashes, 612 crashes were either fatal (7.1% of all fatal and serious injury crashes) or serious injury (25.8% of all fatal and serious injury crashes) crashes.

Total fatal and serious injury crashes on the high injury network have been on a downward trend since 2019. The year 2020 saw the highest number of pedestrian crashes on the HIN. Bicycle crashes on the HIN have been increasing since 2019.



Figure 9: Marion County High Injury Network

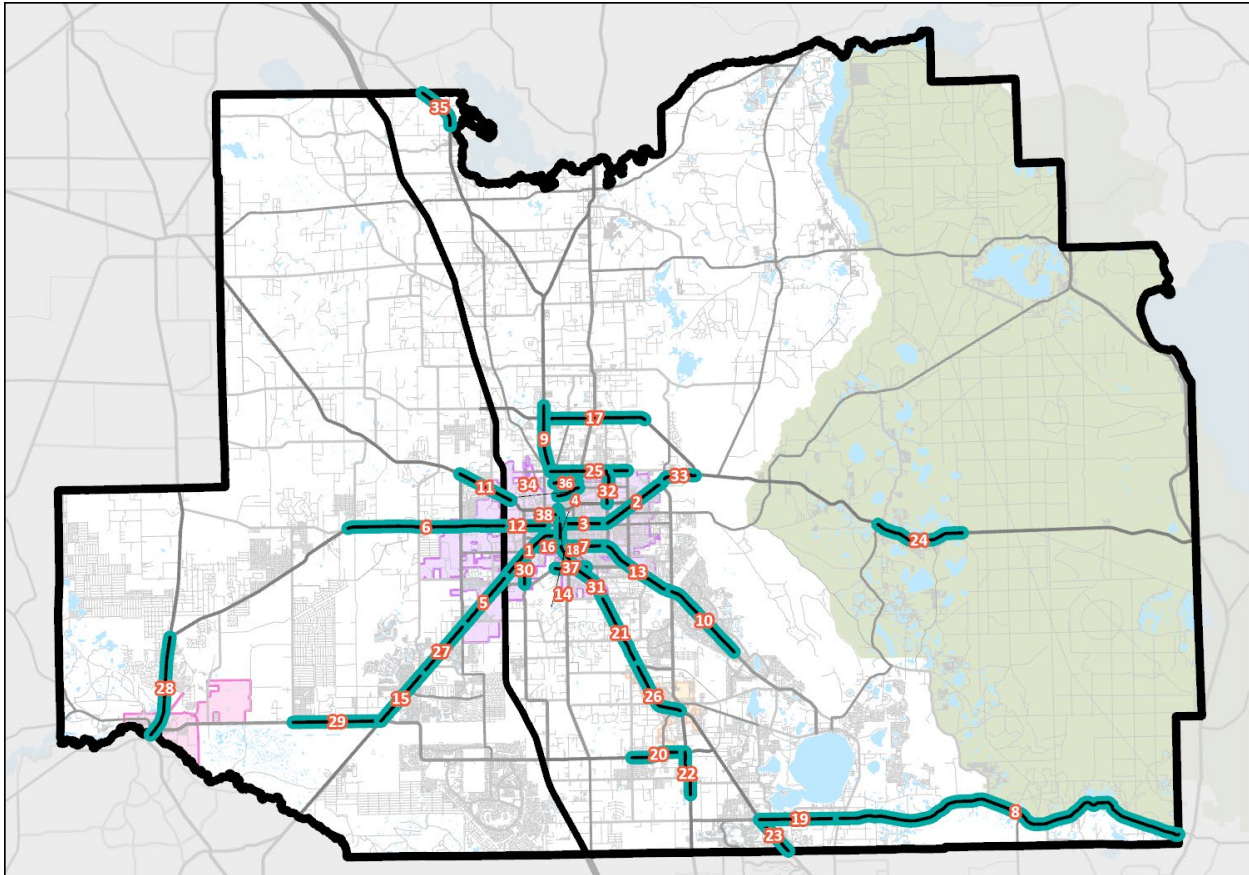


Table 3: Commitment to Zero High Injury Network Segments

ID	On	From	To
1	SR 200/College Rd	I-75	S Pine Ave
2	SR 40/Silver Springs Blvd	25th Ave	36th Ave
3	SR 40/Silver Springs Blvd	Pine Ave	25th Ave
4	US 27/301/441/S Pine Ave	SE 17th St	SR 40/Silver Springs Blvd
5	SR 200/College Rd	SE 60th Ave	I-75
6	SR 40	NW 113th Cir	I-75
7	SR 464/SE 17th St	S Pine Ave	SE 25th Ave
8	SE HWY 42	S HWY 25	Lake County Line
9	US 441	NE 35th St	N of 77th St
10	SR 464/Maircamp Rd	SE 58th Ave	Emerald Rd
11	US 27/Blitchton Rd	W of NW 60th Ave	NW 34th Ave
12	SR 40/Silver Springs Blvd	I-75	NW Martin L King Ave



ID	On	From	To
13	SR 464/Maircamp Rd	SE 25th Ave	SE 58th Ave
14	US 27/301/441/S Pine Ave	SE 32nd St	SE 17th St
15	SR 200/College Rd	SW Hwy 484	SW 80th Ave
16	SR 464/SW 17th St	SR 200/College Rd	S Pine Ave
17	SR 326/NE 70th St	US 441	NE 36th Avenue Rd
18	US 27/301/441/N Pine Ave	SR 40/Silver Springs Blvd	NW 10th St
19	SE Hwy 42	US 441	S Hwy 25
20	SE Hwy 484/SE 132nd Street Rd	SE 36th Ave	US 301
21	US 27/301/441/S Pine Ave	SE 92nd Place Rd	SE 52nd St
22	US 301	S. of 151st St	SE 132 Street Rd
23	US 441	Marion/Sumter County Line	SE Hwy 42
24	SR 40	S Hwy 314A	196th Ter
25	NE 35th St	US 441	NE 36th Ave
26	US 27/301/441/SE Abshier Blvd	SE 62nd Ave	SE 92nd Place Rd
27	SR 200/College Rd	SW 80th Ave	SW 60th Ave
28	US 41/Williams St	Marion/Citrus County Line	SR 40
29	SW Hwy 484	SW 104th Ave	SR 200/College Rd
30	SW 27th Ave	SW 42nd St	SR 200/College Rd
31	US 27/301/441/S Pine Ave	SE 52nd St	SE 32nd St
32	NE 25th Ave	NE 14th St	NE 35th St
33	SR 40/Silver Springs Blvd	NE 35th Ave	E Hwy 326
34	20th St/Jacksonville Rd/Hwy 200A and NE 24th St	US 441/301/N Pine Ave	NE 10th Ct
35	US 441	NW 214th Ln	NW 230th St
36	NE 28th St	US 441/301/N Pine Ave	Jacksonville Rd
37	SW 32nd St	SW 7th Ave	SE Lake Weir Ave
38	NW 7th St	NW Old Blitchton Rd	NW 6th Ter

Figure 10: Countywide Fatal and Serious Injury Crashes on High Injury Network

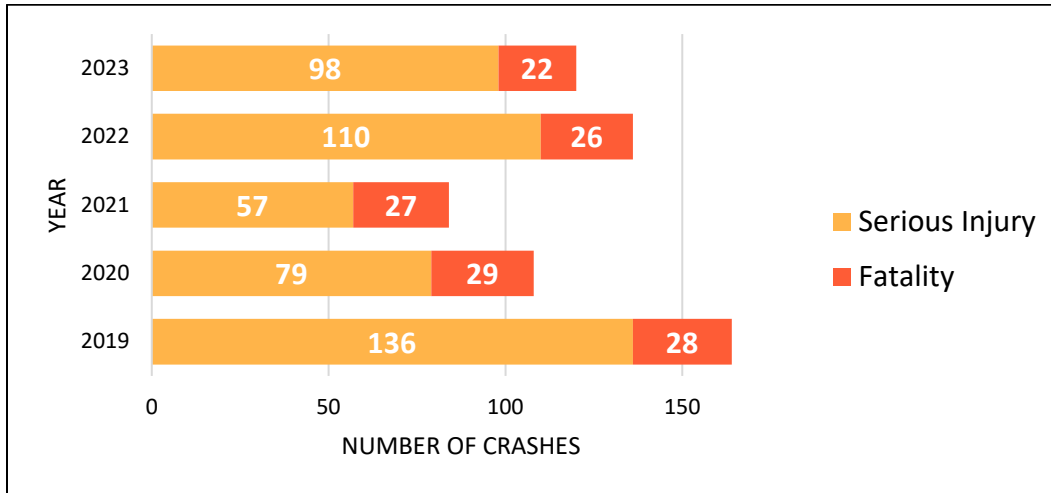


Figure 11: Pedestrian Involved Crashes on the High Injury Network

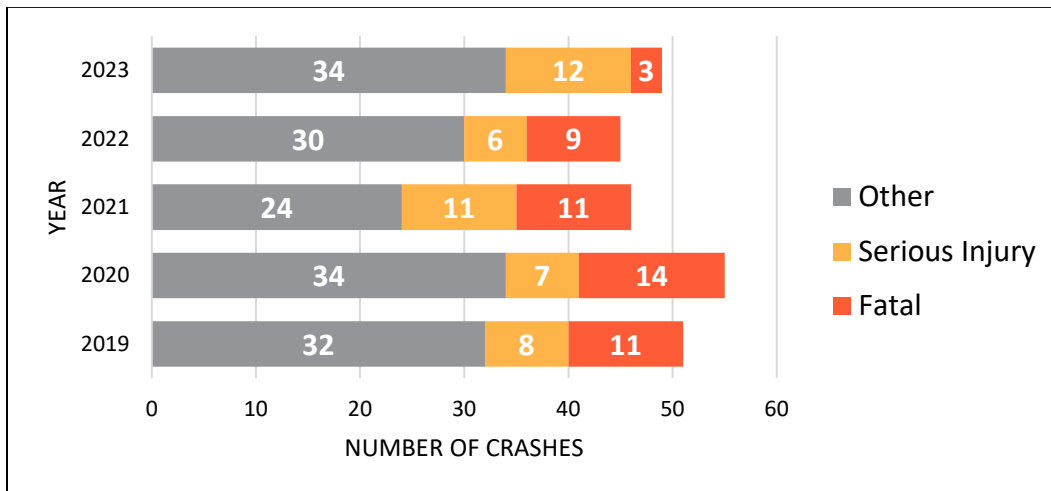
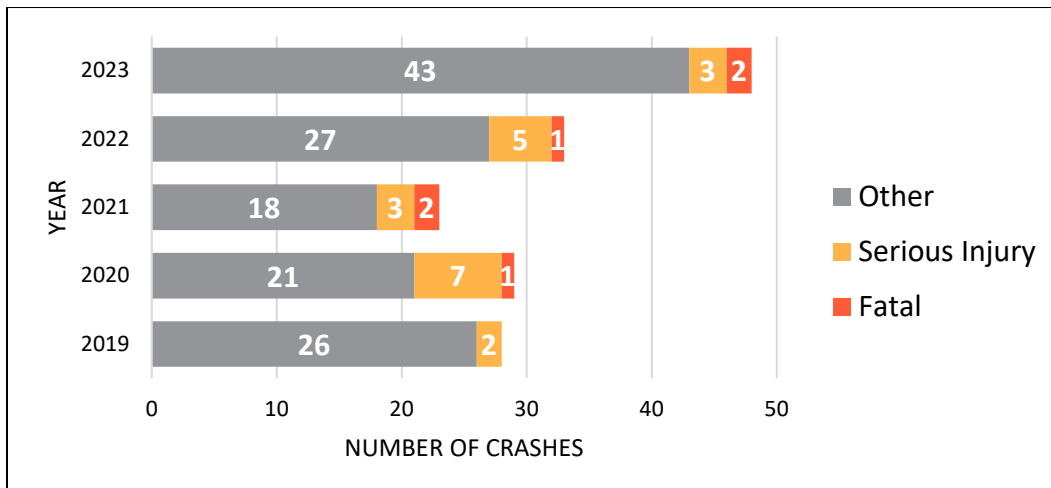


Figure 12: Bicycle Crashes on the High Injury Network



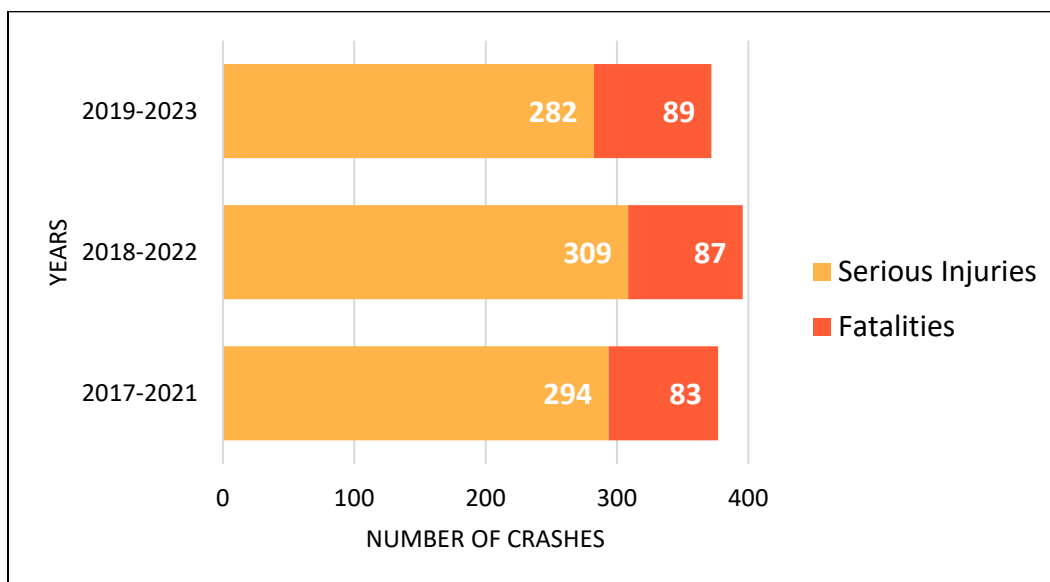
## Crash Severity Analysis: Fatal and Serious Injuries

The most severe crashes were isolated and summarized separately for the 2019 to 2023 period. Crashes included in the crash severity summary are crashes resulting in fatalities or serious injuries.

### *Rolling Five Years Summary*

Figure 13 shows the average annual number of fatal and serious injury crashes in the last 3 five-year periods. There was a 1.6% decrease in total fatal and serious injury crashes from the 2017 to 2021 period to the 2019 to 2023 period, with the largest difference in the number of serious injury crashes. Fatal crashes increased by 7.2% during the same period.

*Figure 13: Countywide Fatal and Serious Injury Crashes (Rolling Five-Years Average)*



**7.2%**  
**Increase in**  
**Fatal Crashes**

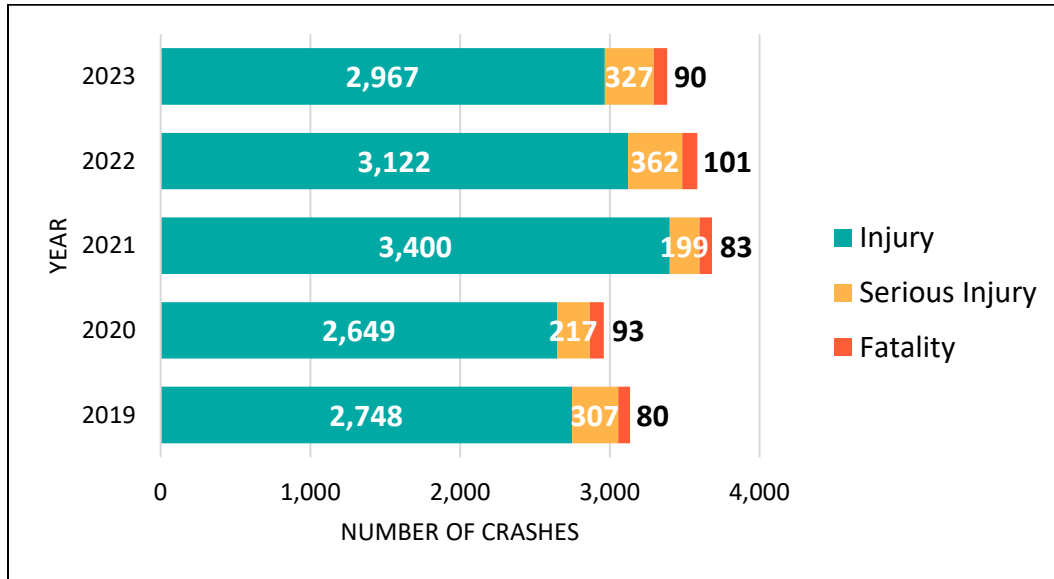
**1.6% Decrease**  
**in Serious**  
**Injury Crashes**

### *Annual Summary (2019-2023)*

Figure 14 illustrates the number of crashes by severity for countywide total crashes. Several notable trends for fatal and serious injury crashes identified in the data include:

- 2021 had the greatest number of crashes resulting in an injury or fatality
- 2022 had the greatest number of serious injury and fatal crashes
- While 2020 had the least amount of crashes resulting in an injury, 2020 had the second highest number of fatal crashes

Figure 14: Annual Countywide Crashes by Injury Severity



### Crash Trends by Mode: Fatal and Serious Injury Crashes

#### Annual Summary (2019-2023)

The 2019 - 2023 crashes that occurred in Marion County were analyzed by mode, distinguishing crashes involving motorized vehicles only from those involving bicyclists and/or pedestrians. Figure 15 to Figure 17 illustrate the annual number of fatal and serious injury crashes involving these three modes in Marion County.

Several notable trends identified in the data include:

- 90 pedestrian fatalities and 100 pedestrian serious injuries resulting from 194 pedestrian involved fatal and serious injury crashes
- Crashes involving a pedestrian was on a downward trend between 2019 and 2022
- 15 bicycle fatalities and 51 bicycle serious injuries from 65 bicycle involved fatal and serious injury crashes

**190 Pedestrian  
Fatalities and  
Serious Injuries**

**66 Bicycle  
Fatalities and  
Serious**

Figure 15: Annual Pedestrian Involved Fatal and Serious Injury Crashes in Marion County

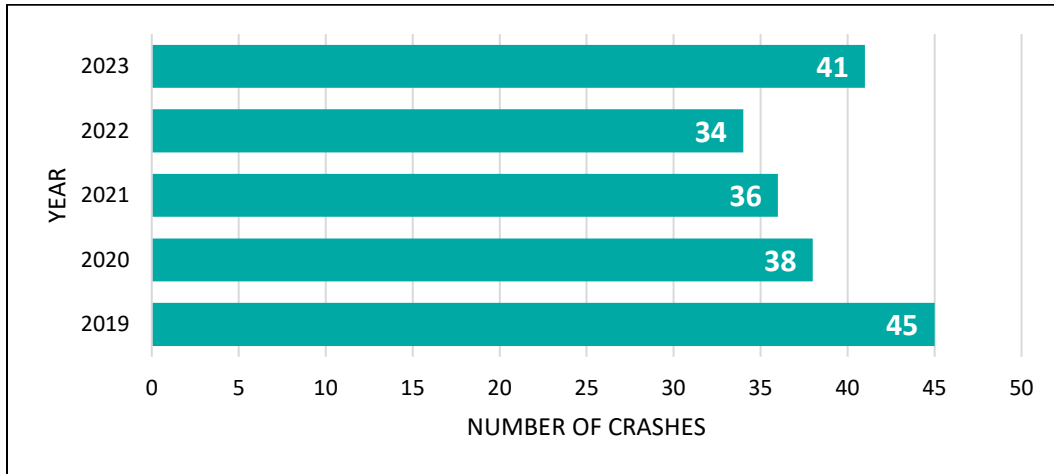


Figure 16: Annual Bicycle Involved Fatal and Serious Injury Crashes in Marion County

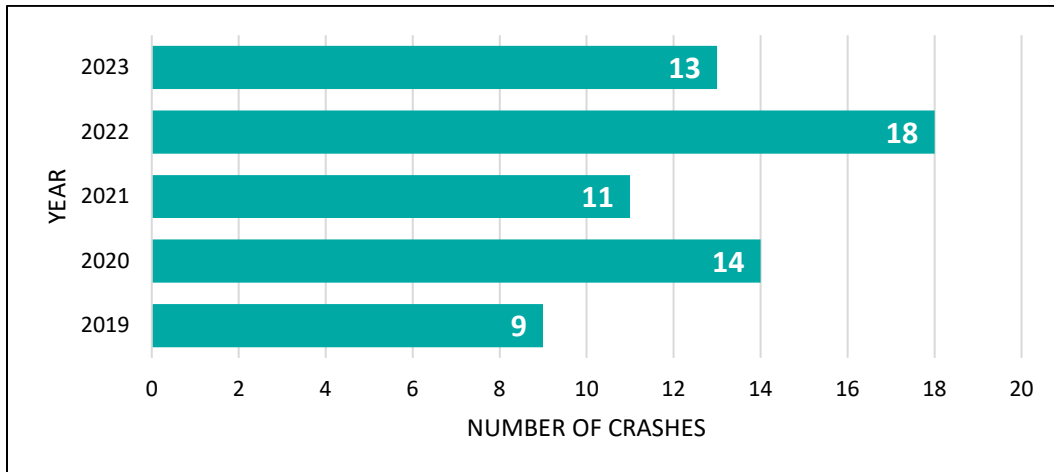
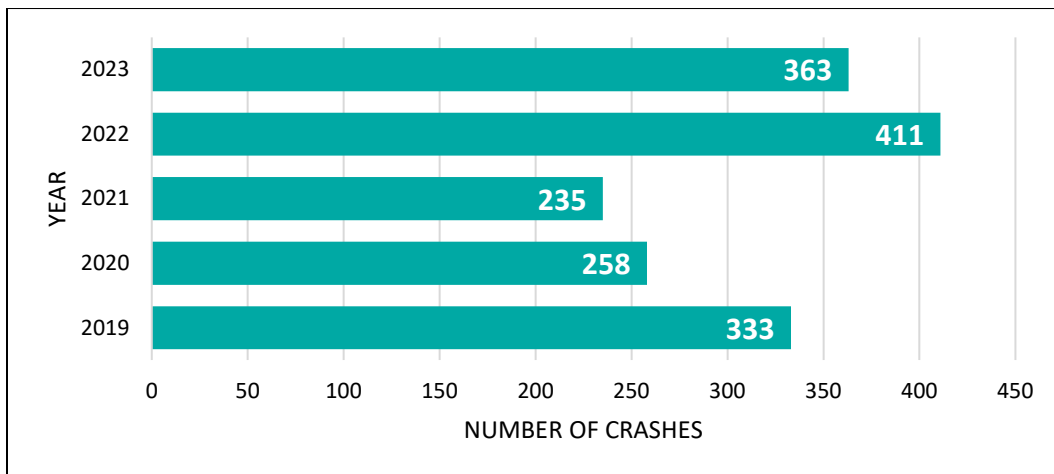


Figure 17: Annual Vehicle Fatal and Serious Injury Crashes in Marion County



## Countywide Safety Metrics

The crash history from 2019 to 2023 is summarized by month in this section. The crash data summarized below represents an aggregate of the five years for each crash statistic. Appendix A includes the same analysis for each individual year from 2019-2023.

### Crashes by Month

#### Total Crashes

Figures 18 and 19 show the total number of crashes and the average number of crashes by month, respectively in the period between 2019 and 2023. December and March have the highest five-year total crashes by month and average number of crashes by month. July has the lowest total number of crashes by month.

Figure 18: Five-Year Total Crashes by Month

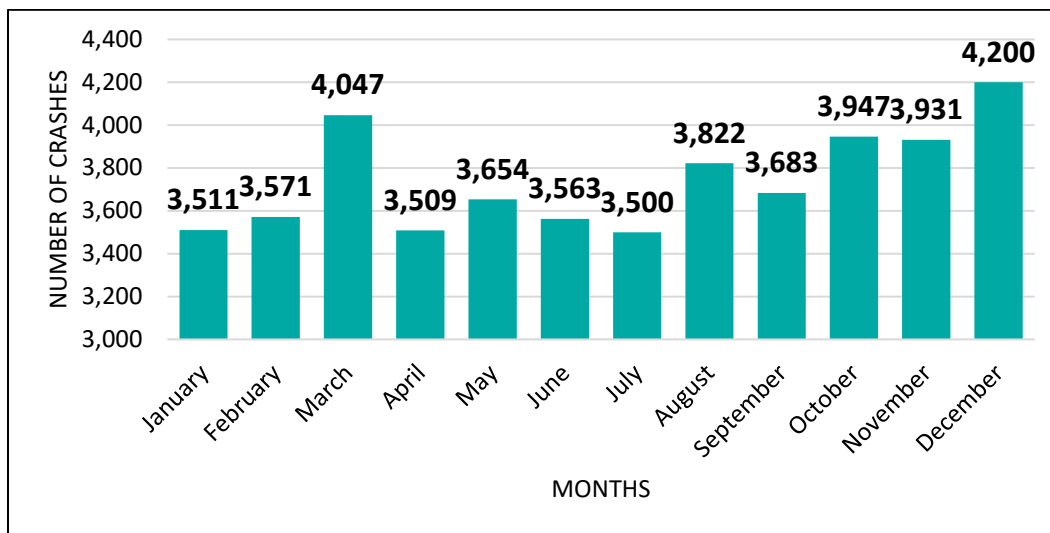
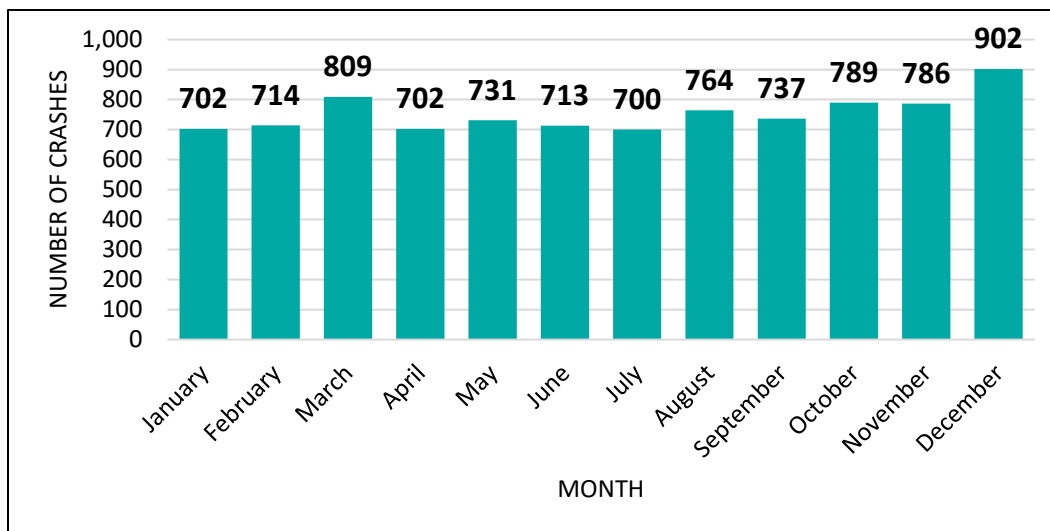


Figure 19: Five-Year Average Number of Crashes by Month



### Fatalities

There were a total of 447 fatal crashes resulting in 491 fatalities in the five-year period between 2019 to 2023. Figures 20 and 21 represent the fatal crashes in terms of number of fatalities by month and average number of fatalities by month. During this five-year period, October and November had the most fatalities while July and February had the least amount of fatalities per month.

Figure 20: Five-Year Total Number of Fatalities by Month

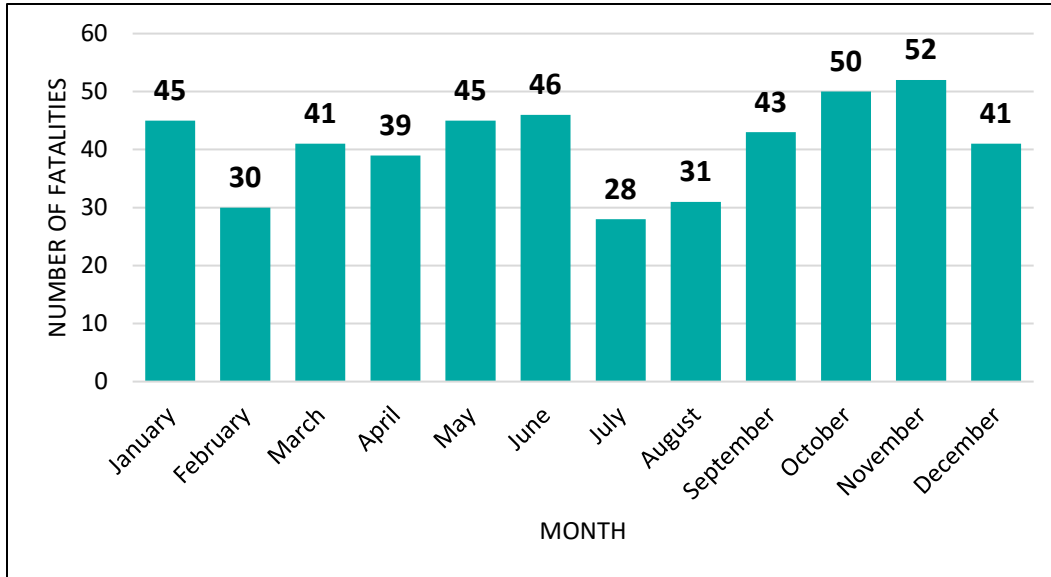
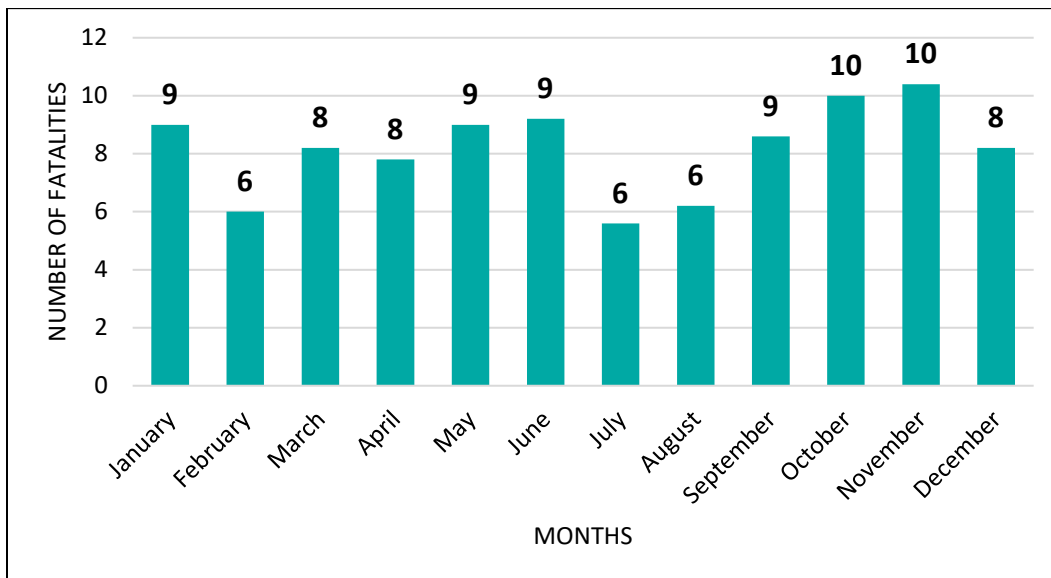


Figure 21: Five-Year Average Number of Fatalities by Month



### Serious Injuries

There were a total of 1,412 serious injury crashes resulting in 1,734 serious injuries. Another 123 serious injuries resulted from a fatal crash. Within the five-year period between 2019 and 2023 there were a total of 1,857 serious injuries resulting from fatal and serious injury crashes. Figures 22 and 23 represent the serious injuries by month and average number of serious injuries by month. During this five-year period March had the highest number of serious injuries and August had the least amount of serious injuries.

Figure 22: Five-Year Total Number of Serious Injuries

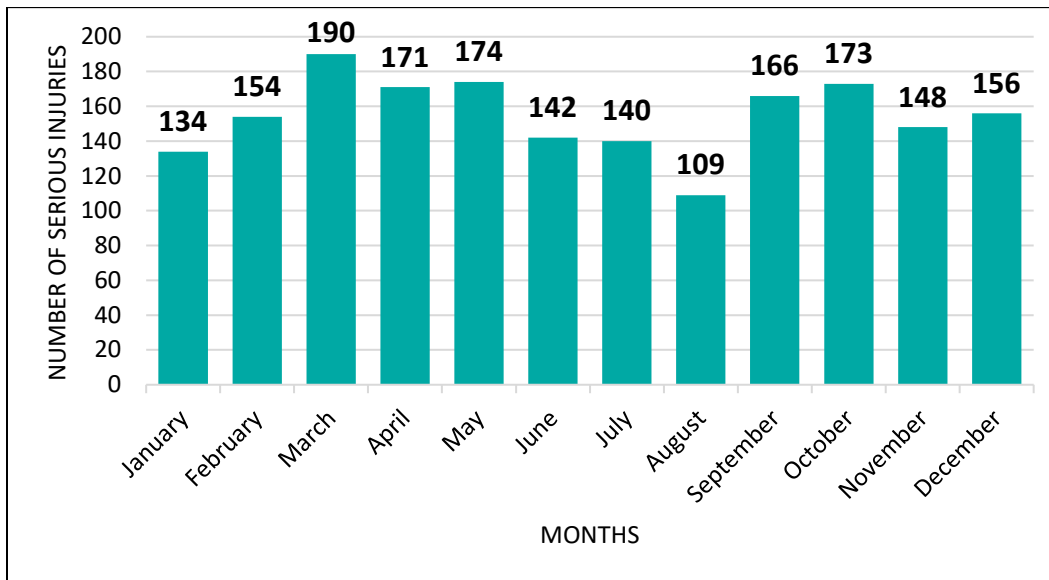
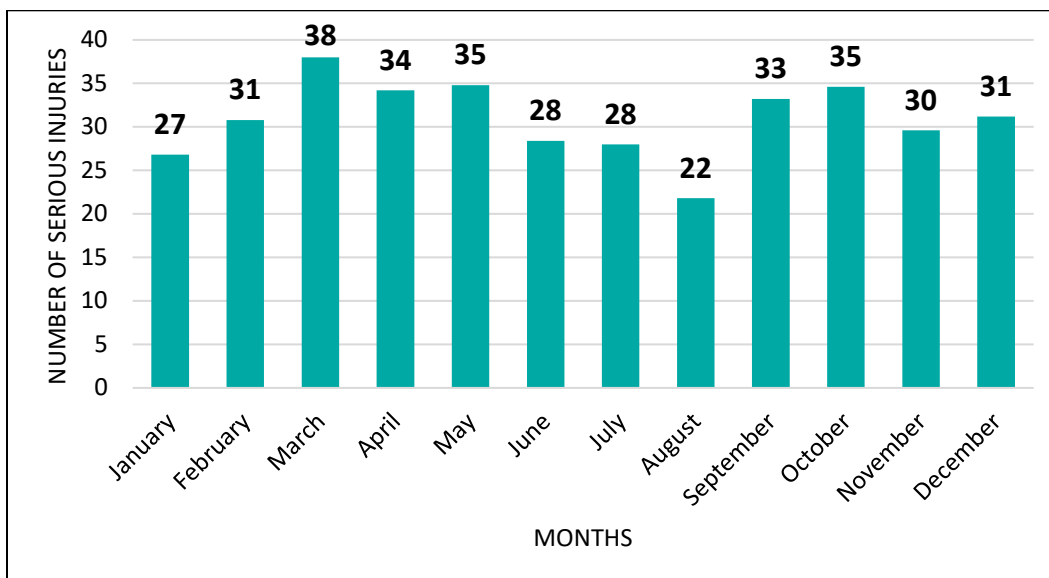


Figure 23: Five-Year Average Number of Serious Injuries by Month





## Top Crash Types

### Top 5 Overall Crash Types

Analysis of all crashes by crash type indicates that just over 1/3 of crashes were Rear End crashes. Table 4 summarizes the top five crash types and their respective percentages among all crashes from 2019-2023 in Marion County.

Table 4: Top 5 Crash Types in Marion County

Crash Type	Number of Crashes	Percentage
Rear End	16,509	36.7%
Fixed-Object/Off Road	4,936	11.0%
Same Direction Sideswipe	4,205	9.4%
Right Angle	3,624	8.1%
Left Entering	3,264	7.3%

### Top 3 Fatal Crash Types

The top three fatal crash types from 2019-2023 are Fixed Object/Run-Off Road, Pedestrian, and Head On. Table 5 shows the number of fatal crashes by the top three crash types and their respective percentages among all fatal crashes from 2019-2023.

Table 5: Top 3 Fatal Crash Types in Marion County

Crash Type	Number of Crashes	Percentage
Fixed Object/Run-Off Road	93	20.8%
Pedestrian	80	17.9%
Head On	48	10.7%

### Top 3 Serious Injury Crash Types

The top three serious injury crash types from 2019-2023 are Rear End, Fixed Object/Run-Off Road, and Right Angle. Table 6 shows the number of serious injury crashes by the top three crash types and their respective percentages among all serious injury crashes from 2019-2023.

Table 6: Top 3 Serious Injury Crash Types in Marion County

Crash Type	Number of Crashes	Percentage
Rear End	259	18.3%
Fixed Object/ Run-Off Road	235	16.6%
Right Angle	149	10.6%

**Fatal and Serious Injury Crash Summary**

A summary of the 1,859 fatal and serious injury crashes by age of driver, weather conditions, lighting conditions, and several other factors can help illuminate contributing factors. Crashes under different conditions, including these and others are summarized below.

**By Age Group**

Figures 24 and 25 summarize fatal and serious injury crashes by age groups for drivers involved in fatal and serious injury crashes from 2019-2023. Drivers 60+ years old (23.23%) followed by drivers 19-29 (23.20%) were the top two highest ages groups involved in a fatal or serious injury crash. Drivers 60+ years old had the highest number of fatalities and serious injuries. Marion County’s 60+ years old age group is 35.6%<sup>6</sup> of the total population in the county. They are the highest population age group in the county.

Figure 24: Combines Drivers Ages in Fatal and Serious Injury Crashes

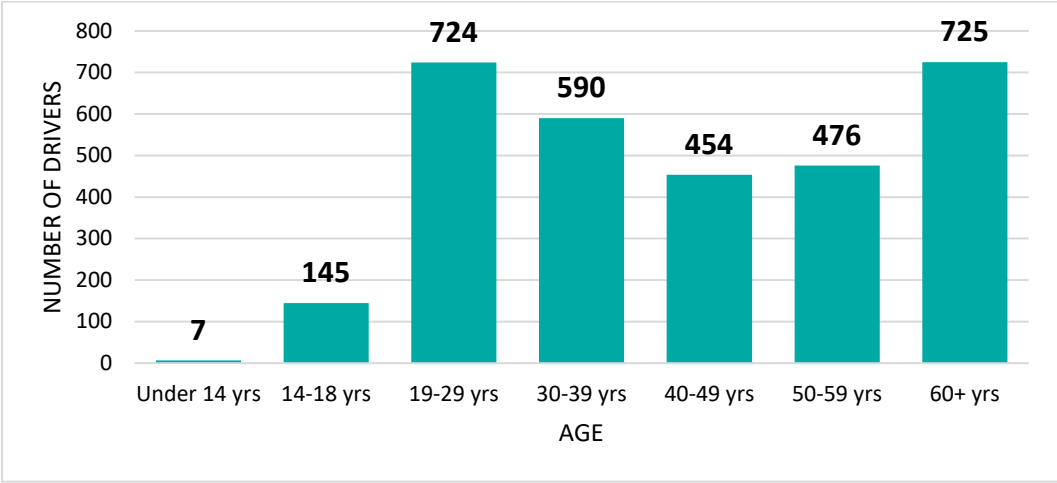
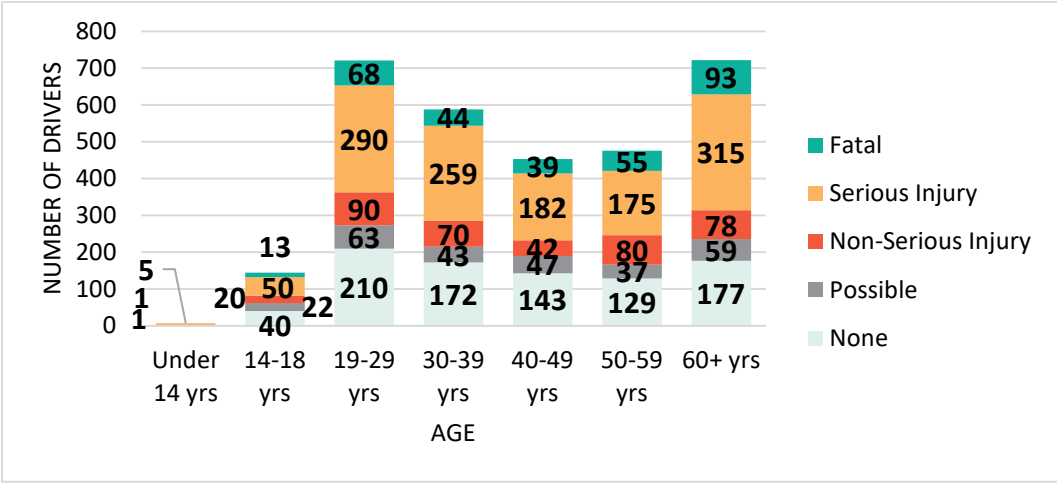


Figure 25: Drivers Age by Severity in Fatal and Serious Injury Crashes



<sup>6</sup> U.S. Census Bureau’s American Community Survey 5-year estimate data from 2018-2022 estimates

Figures 26 and 27 summarize fatal and serious injury crashes by age groups for passengers involved in fatal and serious injury crashes from 2019-2023. Passengers under 14 years old is the age group that has the most passengers involved in fatal and serious injury crashes. Passengers over 60 years old had the most fatalities and serious injuries, followed by passengers under 14 years old.

Figure 26: Passenger Ages in Fatal and Serious Injury Crashes

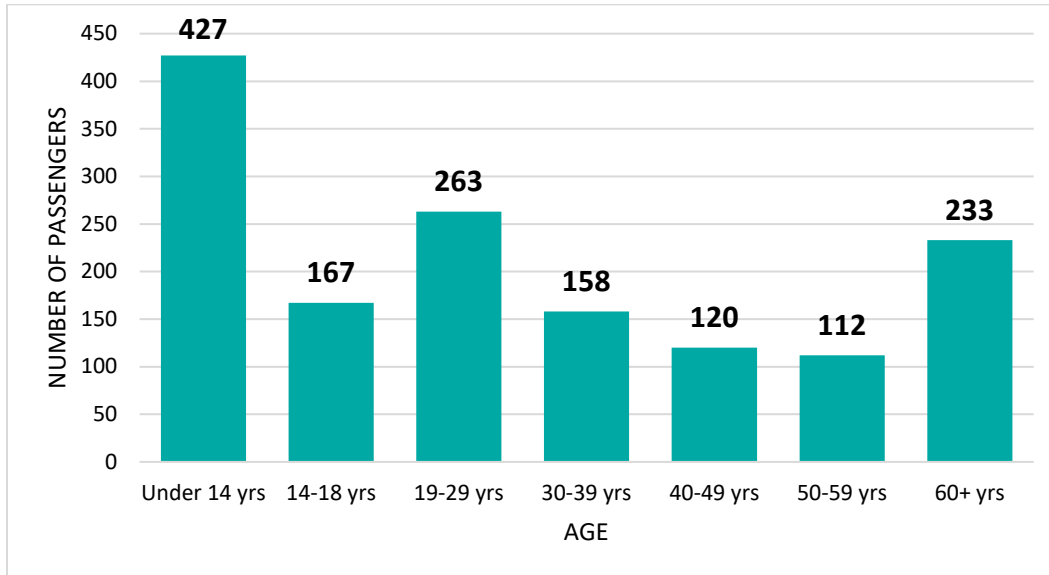
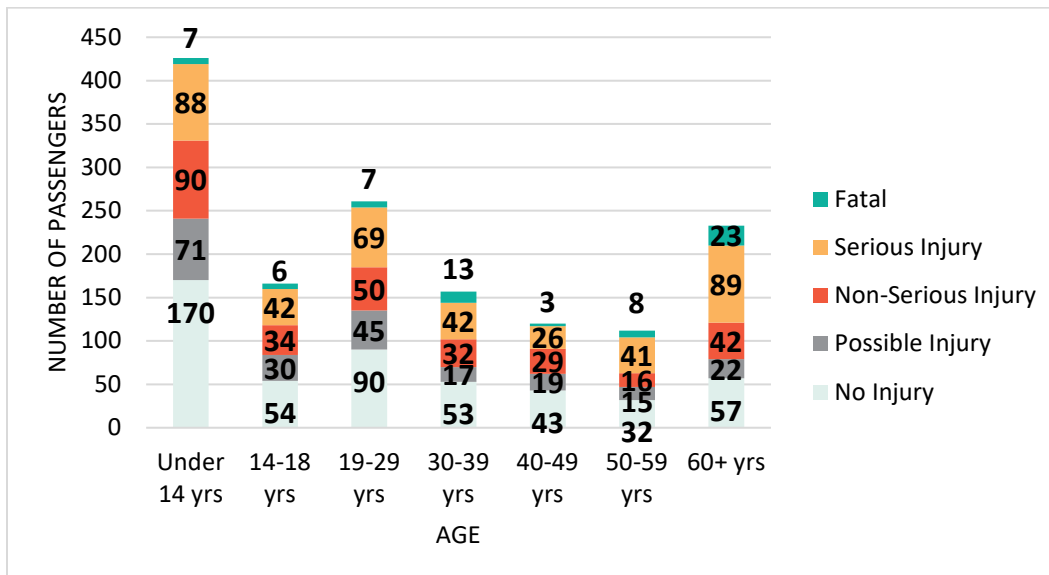


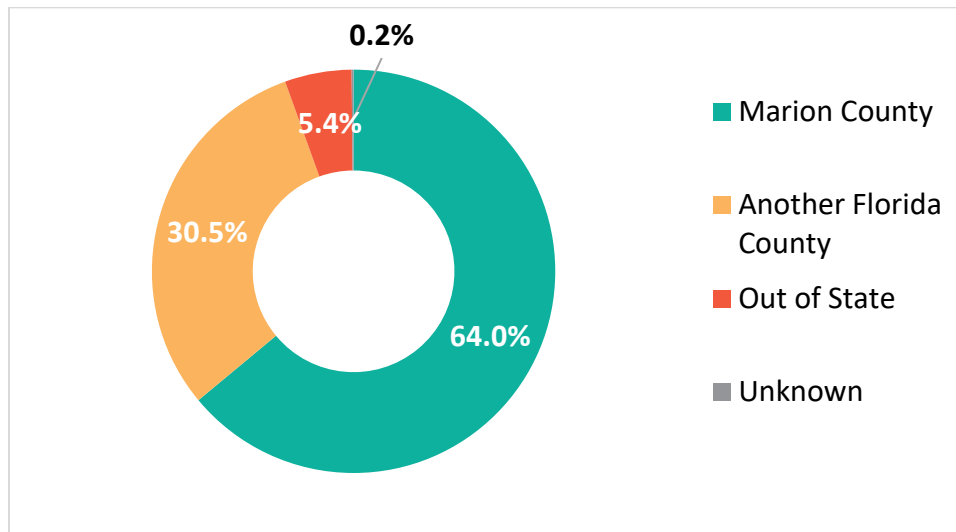
Figure 27: Passenger Ages by Severity in Fatal and Serious Injury Crashes



### By Driver's License Registration Location

Figure 28 summarizes license registration location for drivers involved in fatal and serious injury crashes from 2019-2023. Almost 2/3<sup>ds</sup> of the drivers were from Marion County. Drivers from another county in FL were the second highest location for driver's license registered. The top 3 counties were Volusia County, Alachua County, and Orange County.

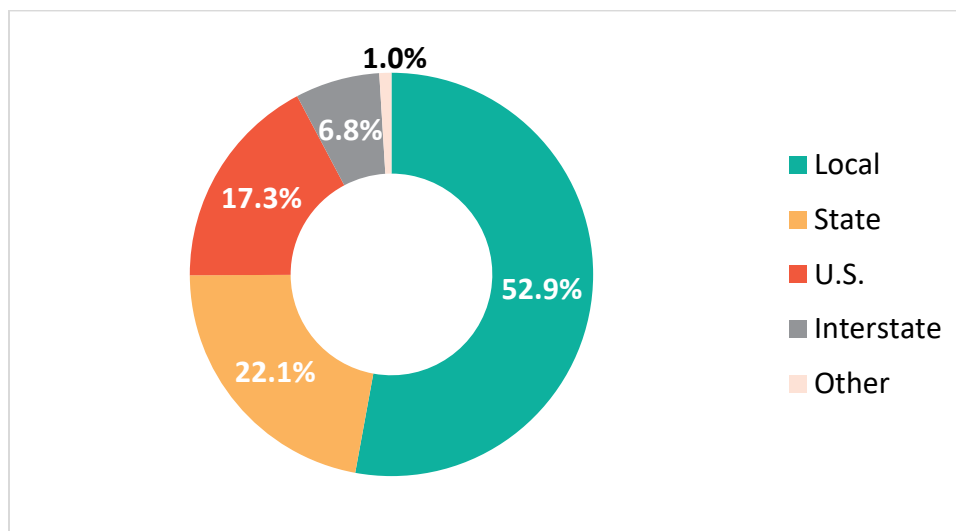
Figure 28: Driver's License Registered Location for Fatal and Serious Injury Crashes



### By Road Type

Figure 29 depicts the distribution of road types where fatal and serious injury occurred from 2019-2023. Local roadways have the most fatal and serious injury crashes, with 53% of the total, followed by state roads (22%).

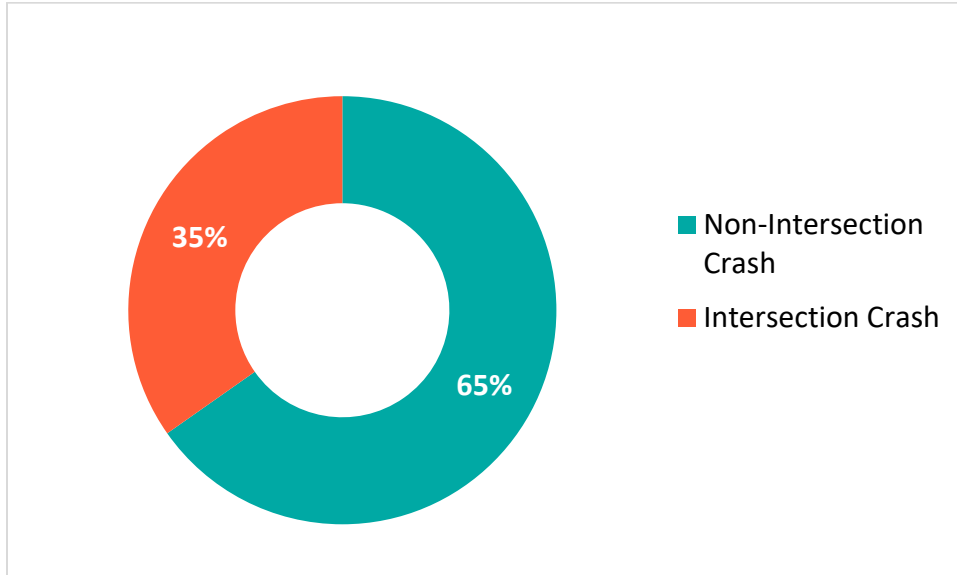
Figure 29: Road Types for Fatal and Serious Injury Crashes



### By Intersection vs Non-Intersection

Figure 30 shows the distribution of fatal and serious injury crashes at intersection and non-intersection locations. As shown, 66% of fatal and serious injury crashes occurred at non-intersection locations.

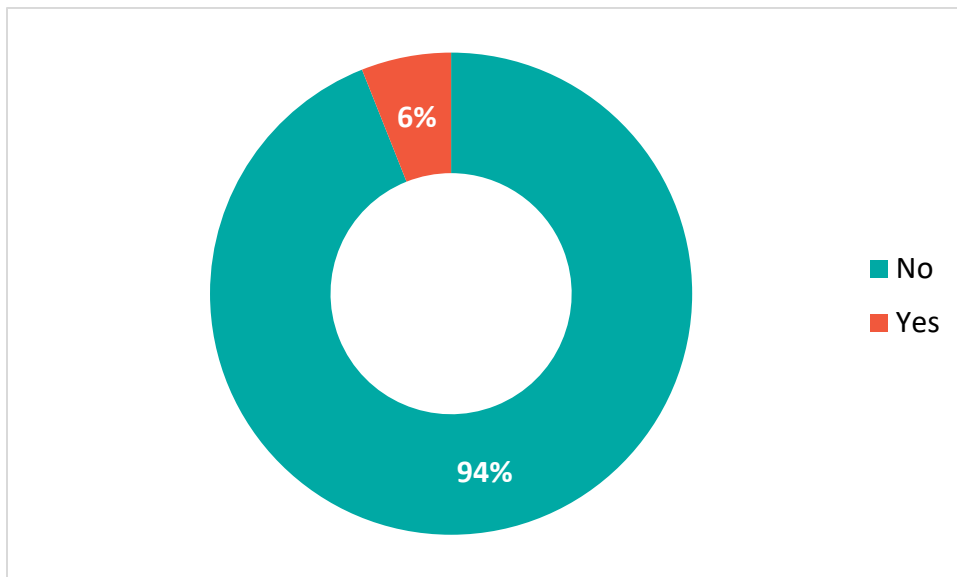
Figure 30: Intersection vs Non-Intersection for Fatal and Serious Injury Crashes



### Hit and Run

6% of fatal and serious injury crashes are hit and run crashes, as illustrated in Figure 31.

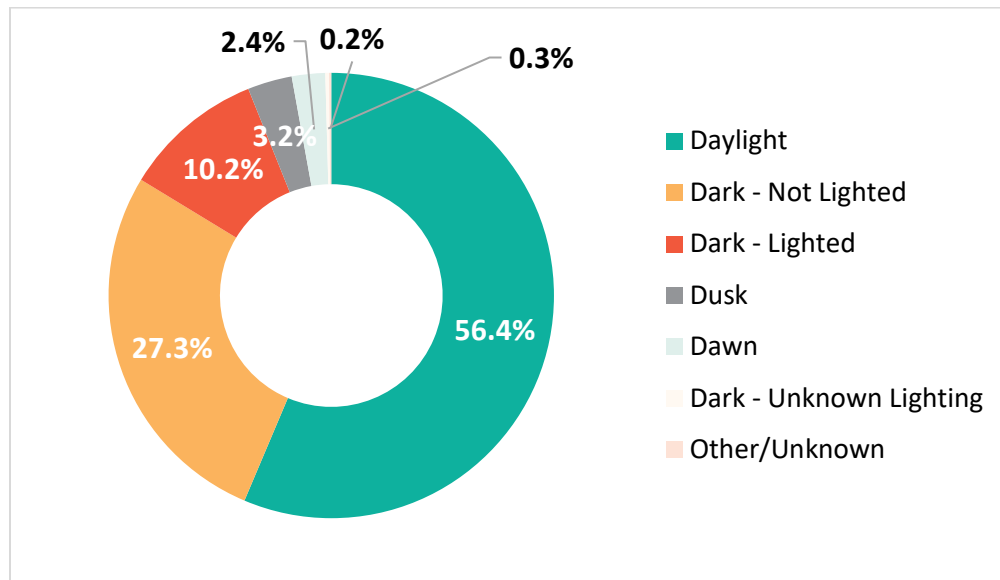
Figure 31: Hit and Run for Fatal and Serious Injury Crashes



### Lighting Conditions

Lighting conditions for fatal and serious injury crashes are shown in Figure 32, with 56% of crashes occurring during daylight hours and 27% in dark-not lighted conditions.

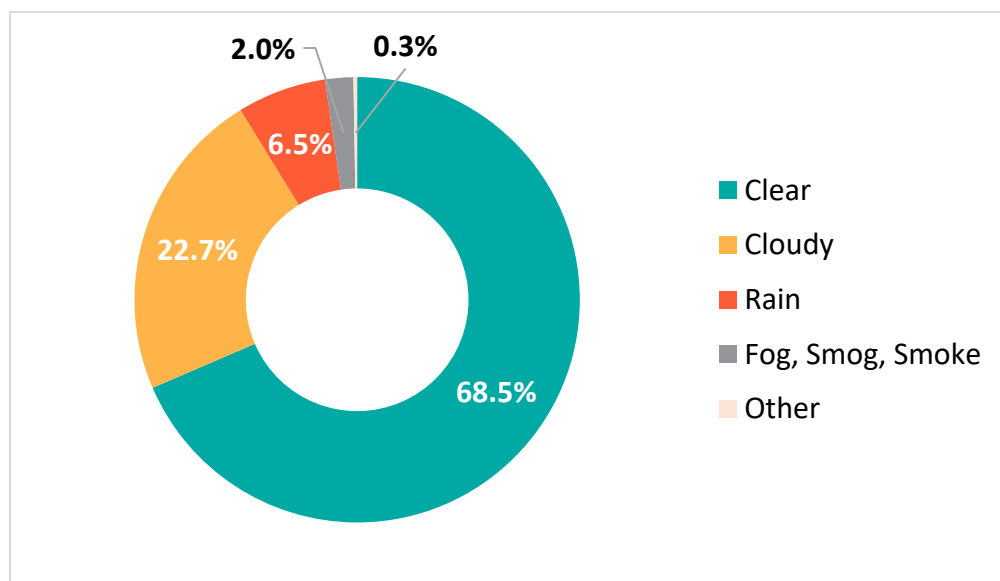
Figure 32: Lighting Conditions for Fatal and Serious Injury Crashes



### Weather Conditions

Statistics on weather conditions during fatal and serious injury crashes indicate that 68.5% of fatal and serious injury crashes occurred in clear conditions, with the second most common condition being cloudy, with 22.7% of crashes as shown in Figure 33.

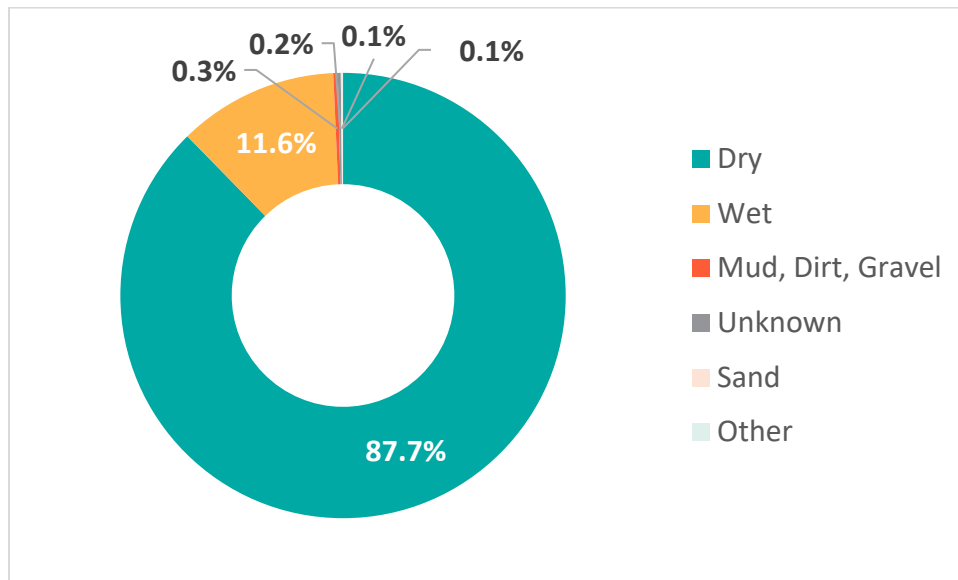
Figure 33: Weather Conditions for Fatal and Serious Injury Crashes



### Road Surface Condition

Figure 34 shows that 87% of fatal and serious injury crashes from 2019-2023 occurred on dry road surfaces, and 12% occurred on wet road surfaces.

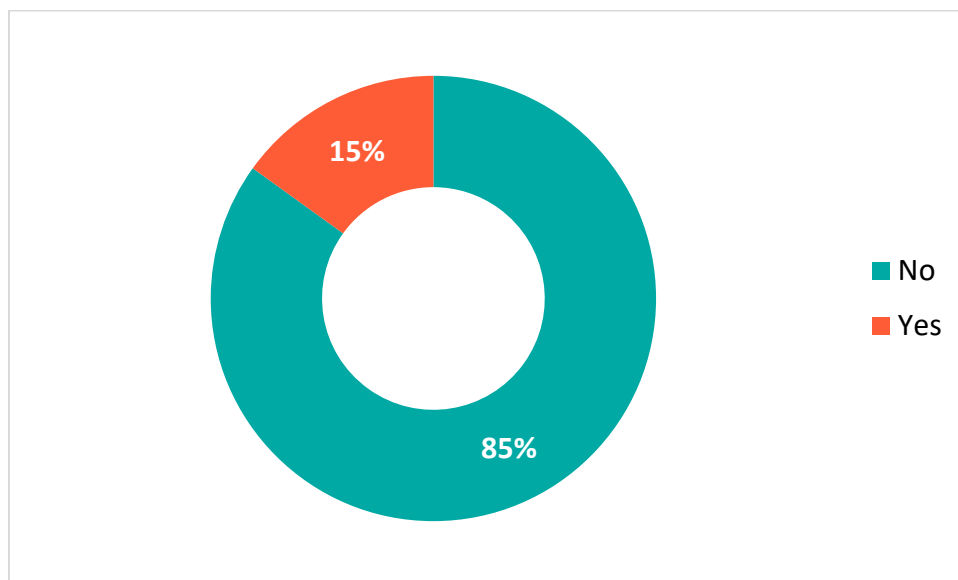
Figure 34: Road Surface Condition for Fatal and Serious Injury Crashes



### Alcohol and/or Drugs Confirmed

Figure 35 illustrates that 15% of fatal and serious injury crashes from 2019-2023 occurred with at least one driver under the influence of alcohol and/or drugs.

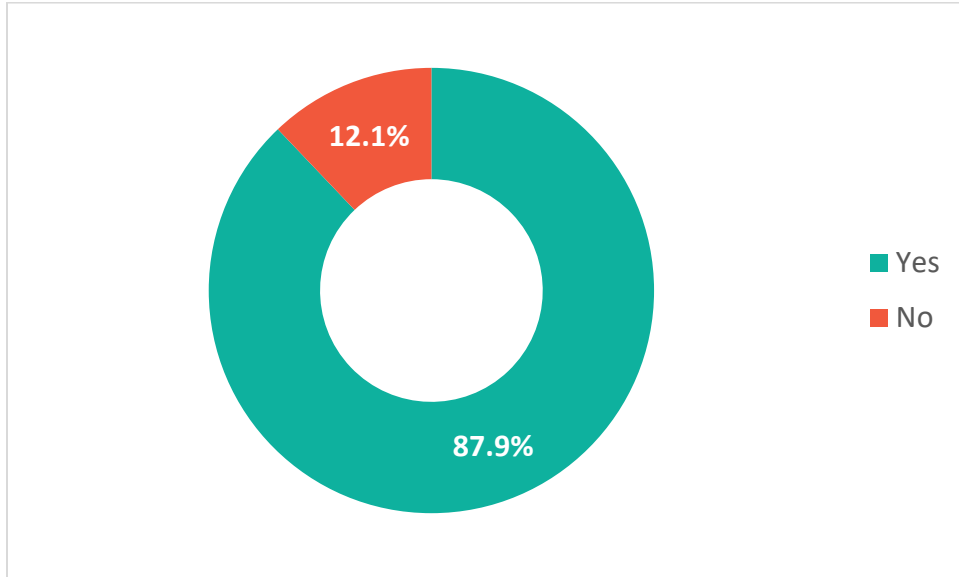
Figure 35: Alcohol and/or Drugs Confirmed for Fatal and Serious Injury Crashes



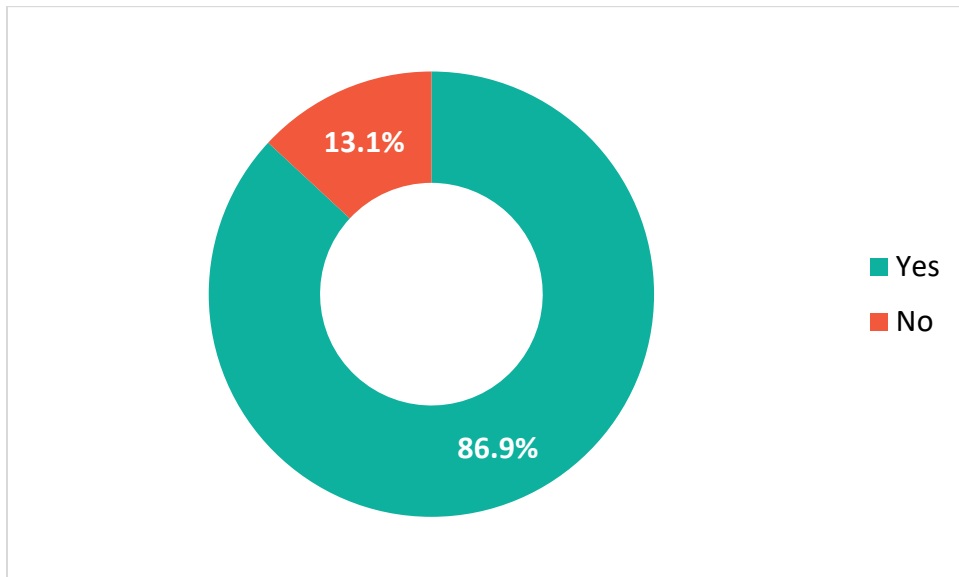
### Restrained

Figures 36 and 37 display the incidence of drivers and passengers, respectively, wearing restraint devices or not in fatal and serious injury crashes.

*Figure 36: Driver Restrained for Fatal and Serious Injury Crashes*



*Figure 37: Passenger Restrained for Fatal and Serious Injury Crashes*





### Posted Speed vs Driver Speed

Figure 38 shows that 69% of fatal and serious injury crashes occurred on roadways with a posted speed of between 40-55 miles per hour, with the next highest category of posted speed at 20-35 miles per hour.

Figure 38: Posted Speed Limits for Fatal and Serious Injury Crashes

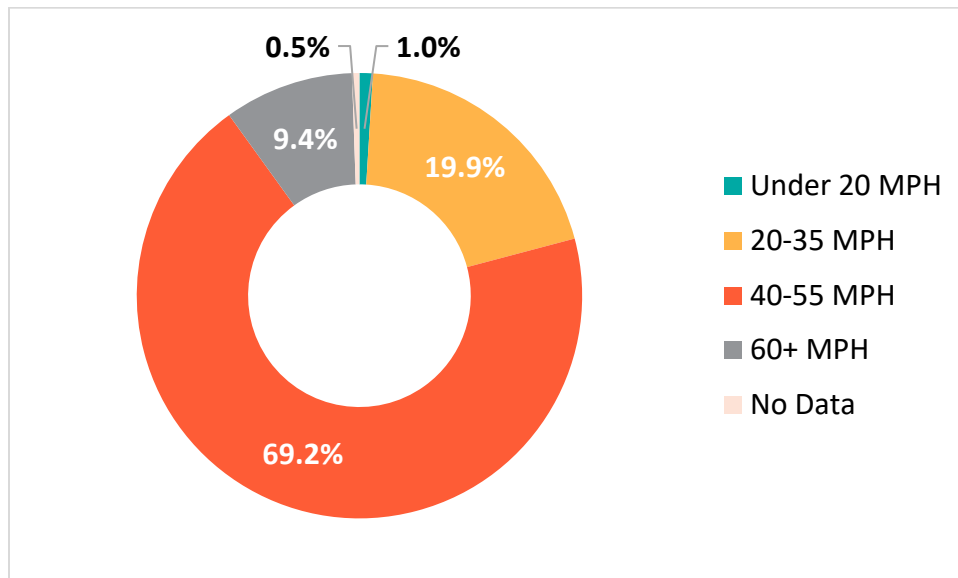
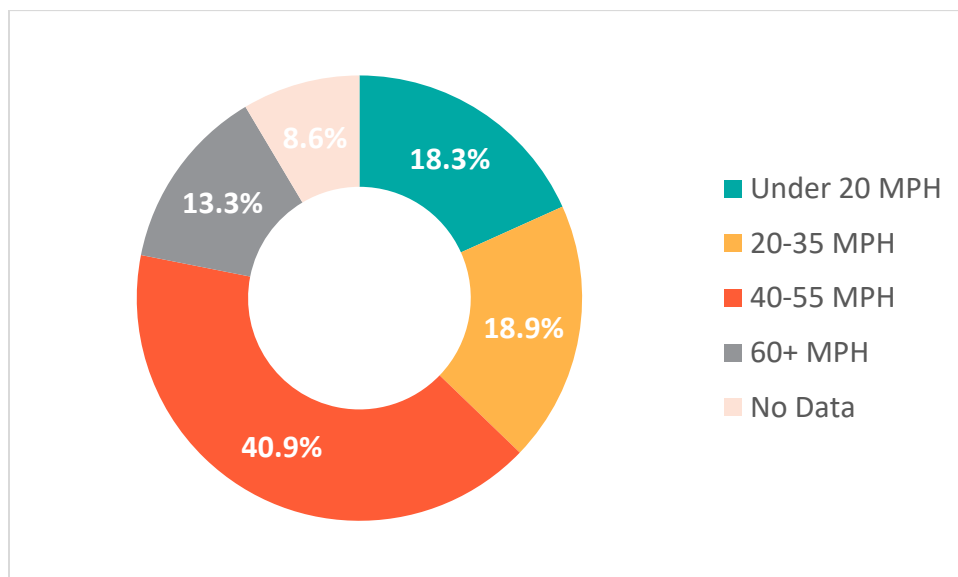


Figure 39 shows that 41% of fatal and serious injury crash drivers estimated speed was between 40-55 mph prior to the crash. The second highest category was an estimated speed of 20-35 mph prior to the crash.

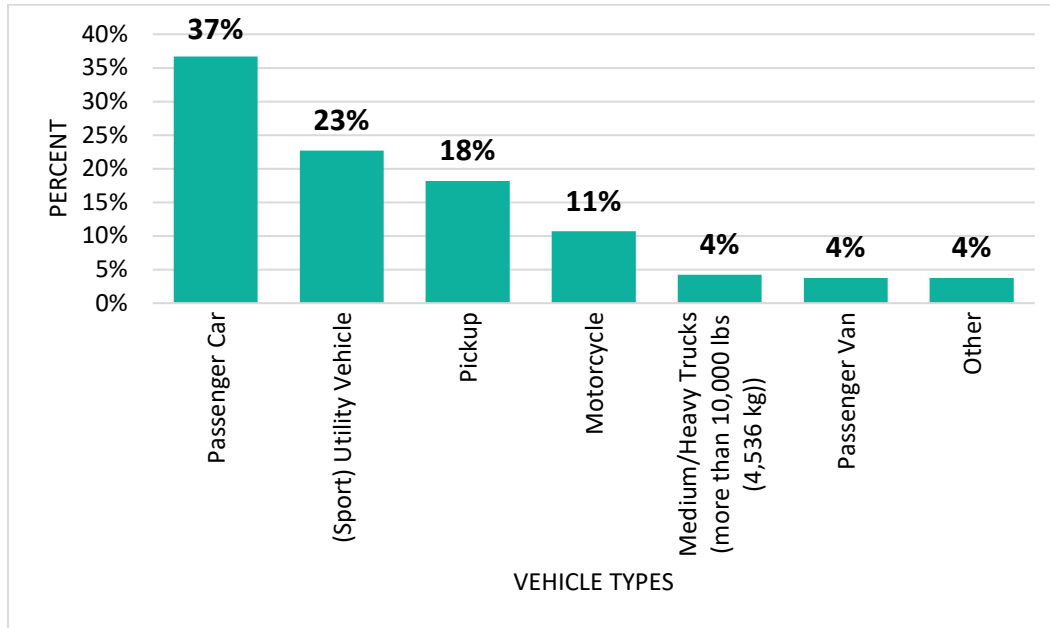
Figure 39: Drivers Estimated Speed Prior to Crash for Fatal and Serious Injury Crashes



### Vehicle Type

A summary of fatal and serious injury crashes by vehicle type in Figure 40 indicates that 37% involved passenger cars, with the next highest category of vehicle type being sport utility vehicles, at 23%.

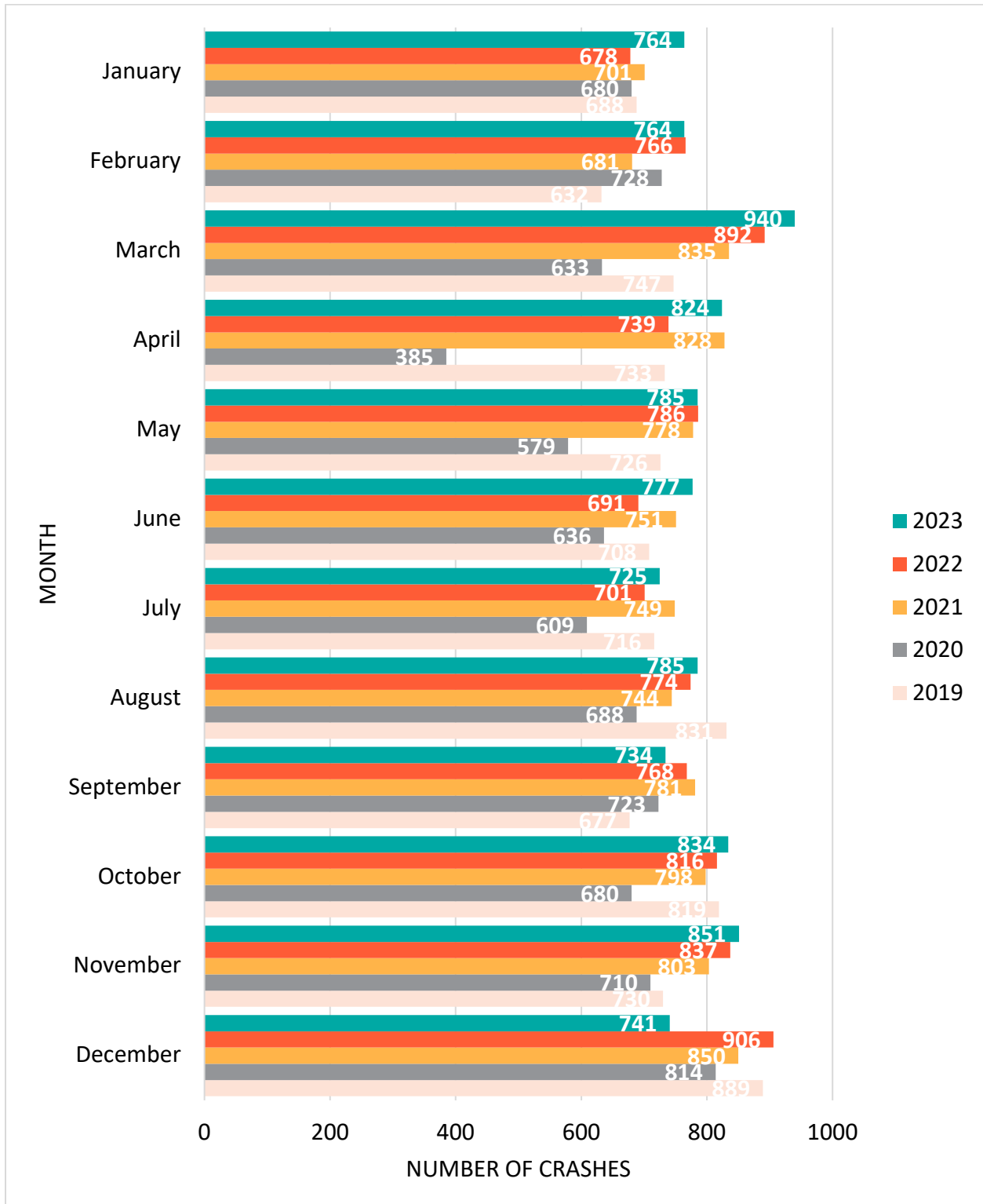
Figure 40: Vehicle Types Involved in Fatal and Serious Injury Crashes



## APPENDIX A: ADDITIONAL CRASH STATISTICS

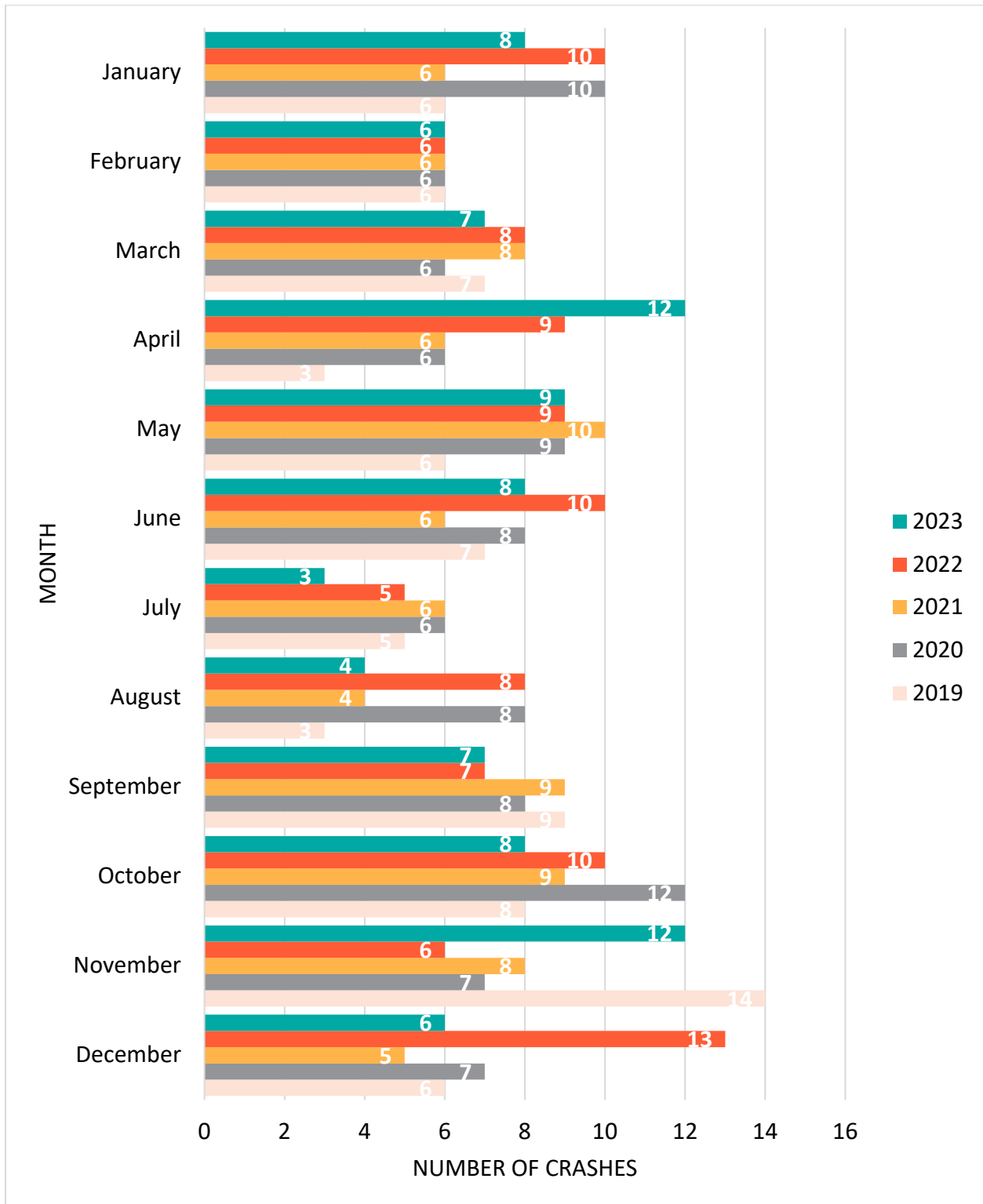
### Crash by Month

All Crashes

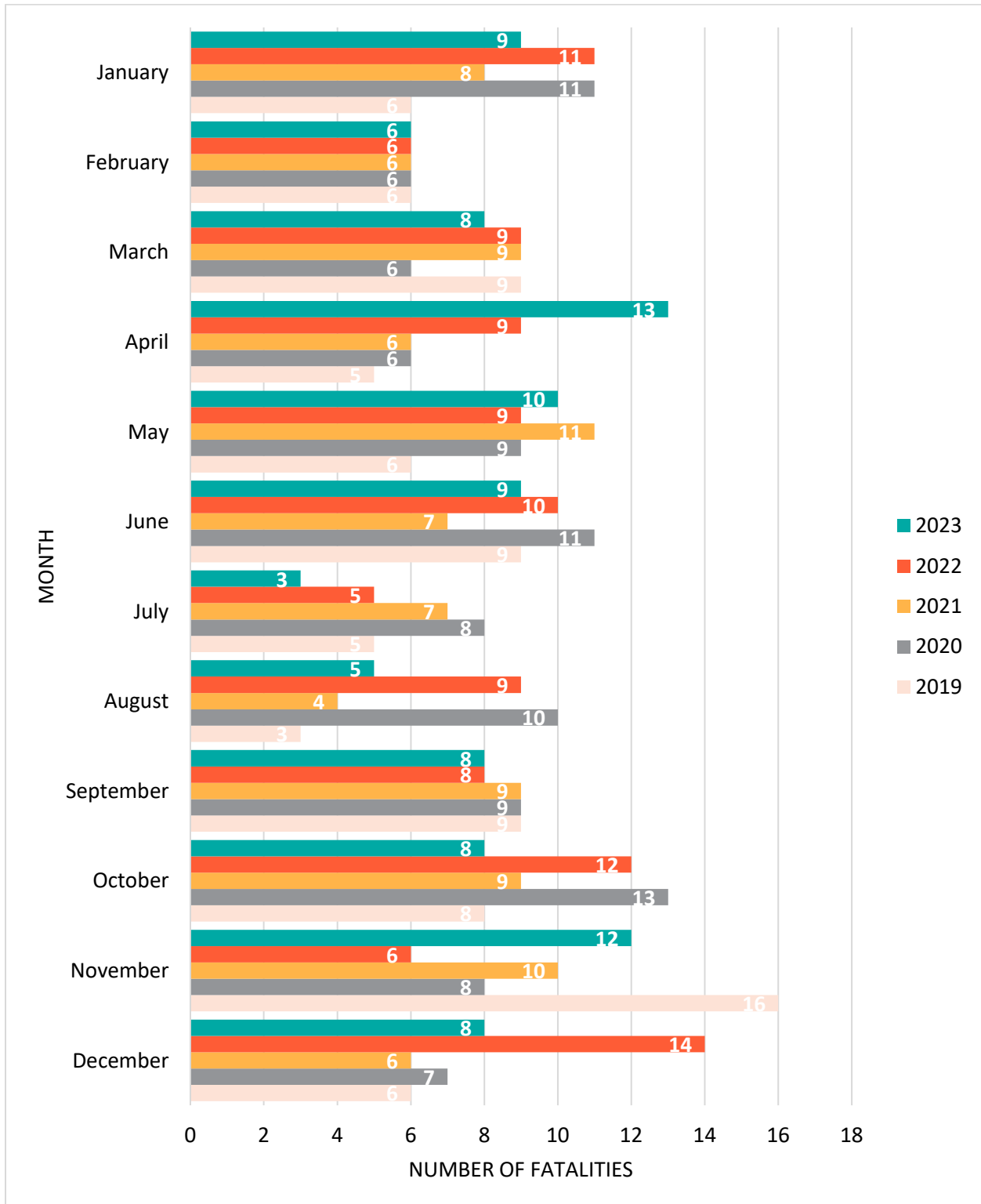


## Fatalities

### Annual Fatal Crashes



*Annual Fatalities*

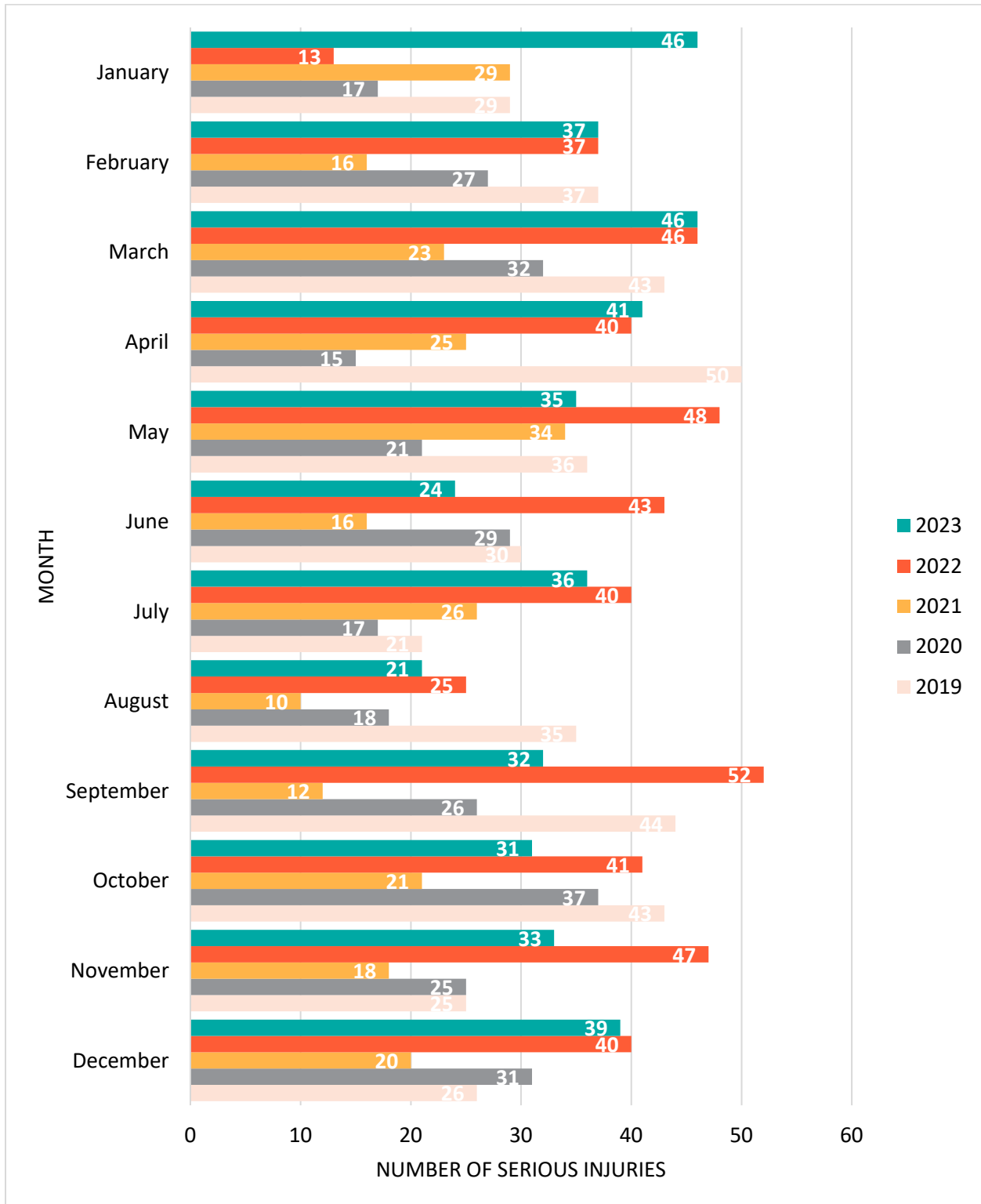


## Serious Injuries

### Annual Serious Injury Crashes



Annual Serious Injuries



## Top Crash Types

### *Top 5 Overall Crash Types*

2019

Top 5 Crash Types	Number of Crashes	Percentage
Read End	3,520	39.6%
Left Turn	1,070	12.0%
Other Type	971	10.9%
Fixed Object/Off Road	900	10.1%
Sideswipe	813	9.1%

2020

Top 5 Crash Types	Number of Crashes	Percentage
Read End	2,766	35.2%
Left Turn	983	12.5%
Fixed Object/Off Road	950	12.1%
Other Type	915	11.6%
Sideswipe	723	9.2%

2021

Top 5 Crash Types	Number of Crashes	Percentage
Read End	3,472	37.3%
Left Turn	1,143	12.3%
Other Type	1,053	11.3%
Fixed Object/Off Road	1,036	11.1%
Sideswipe	931	10.0%

2022

Top 5 Crash Types	Number of Crashes	Percentage
Read End	3,370	36.0%
Left Turn	1,251	13.4%
Sideswipe	1,029	11.0%
Fixed Object/Off Road	1,008	10.8%
Other Type	988	10.6%

2023

Top 5 Crash Types	Number of Crashes	Percentage
Read End	3,381	35.5%
Left Turn	1,269	13.3%
Sideswipe	1,158	12.2%
Fixed Object/Off Road	1,042	10.9%
Other Type	1,034	10.9%



*Top 3 Fatal Crash Types*

2019

Top 3 Crash Types	Number of Crashes	Percentage
Pedestrian	17	21.3%
Rear End	11	13.8%
Other Type	11	13.8%

2020

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Off Road	25	26.9%
Pedestrian	18	19.4%
Head On	11	11.8%

2021

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Off Road	18	21.7%
Pedestrian	16	19.3%
Left Turn	9	10.8%

2022

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Off Road	24	23.8%
Pedestrian	17	16.8%
Left Turn	16	15.8%

2023

Top 3 Crash Types	Number of Crashes	Percentage
Left Turn	18	20.0%
Fixed Object/Off Road	16	17.8%
Head On and Pedestrian	12	13.3%

### Top 3 Serious Injury Crash Types

2019

Top 3 Crash Types	Number of Crashes	Percentage
Rear End	67	21.8%
Left Turn	54	17.6%
Fixed Object/Off Road	40	13.0%

2020

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Off Road	46	21.2%
Left Turn	42	19.4%
Rear End	27	12.4%

2021

Top 3 Crash Types	Number of Crashes	Percentage
Fixed Object/Off Road	41	20.6%
Rear End	37	18.6%
Left Turn	32	16.1%

2022

Top 3 Crash Types	Number of Crashes	Percentage
Rear End	68	18.8%
Fixed Object/Off Road	61	16.9%
Left Turn	52	14.4%

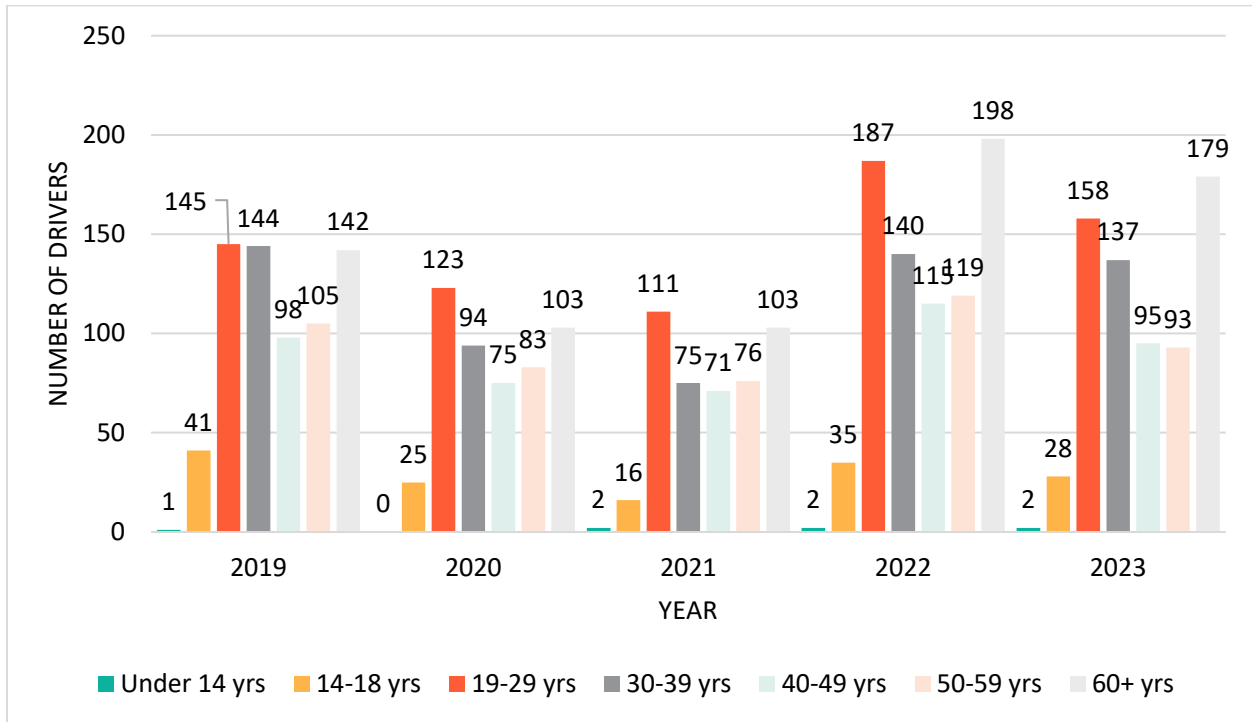
2023

Top 3 Crash Types	Number of Crashes	Percentage
Left Turn	62	19.0%
Rear End	60	18.3%
Fixed Object/Off Road	47	14.4%

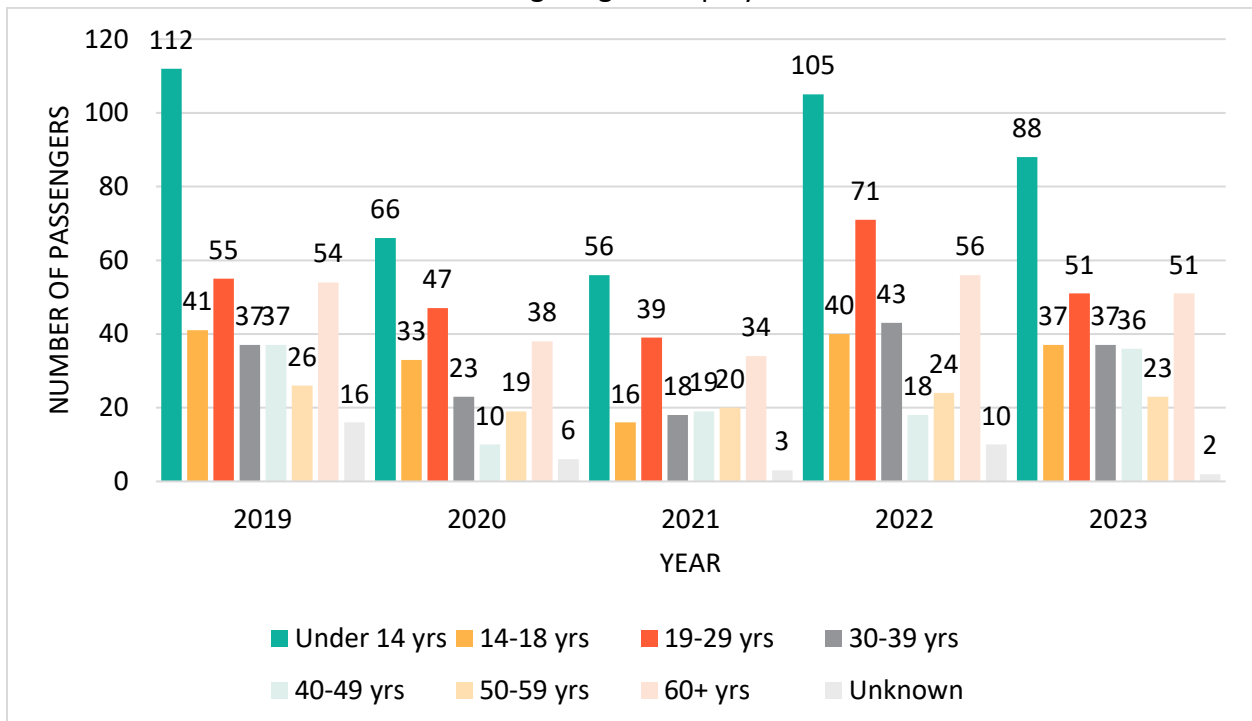
## Fatal and Serious Injury Crash Metrics

### Age Groups

Driver Age Group by Year

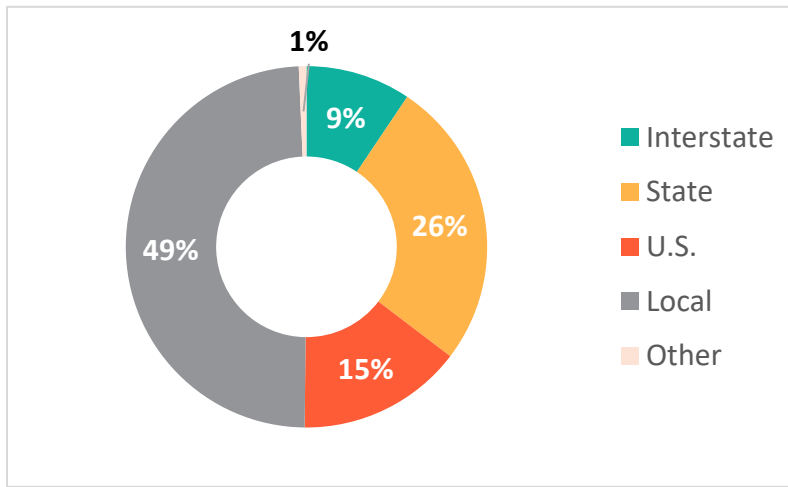


Passenger Age Group by Year

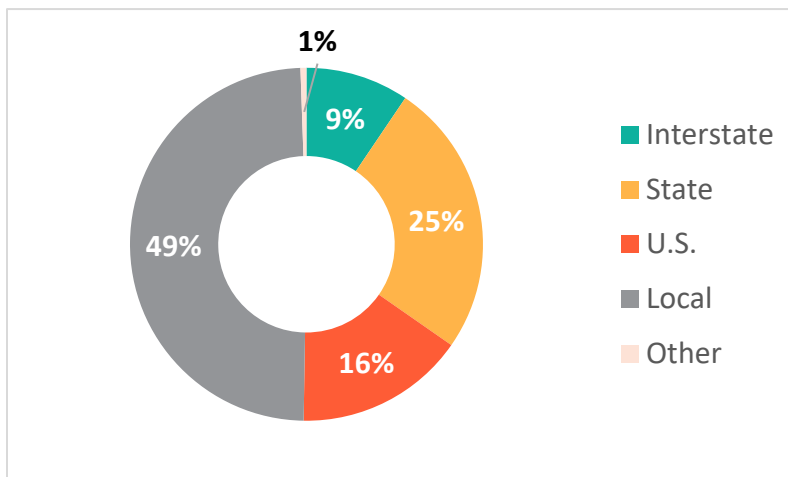


Road Type

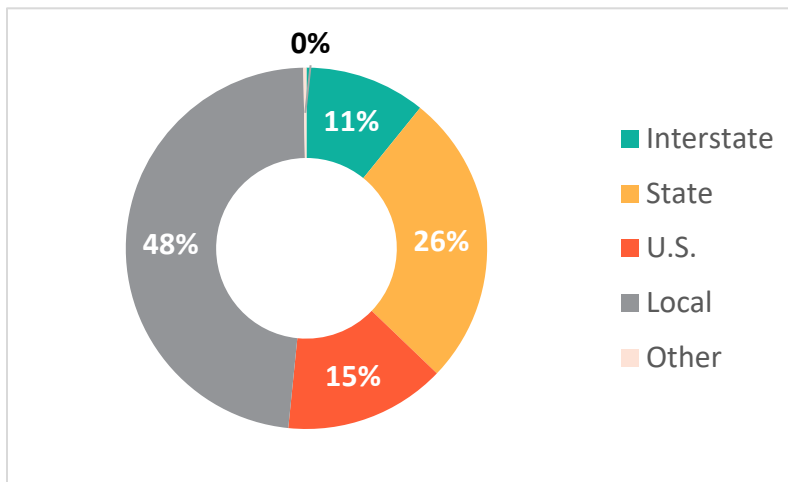
2019

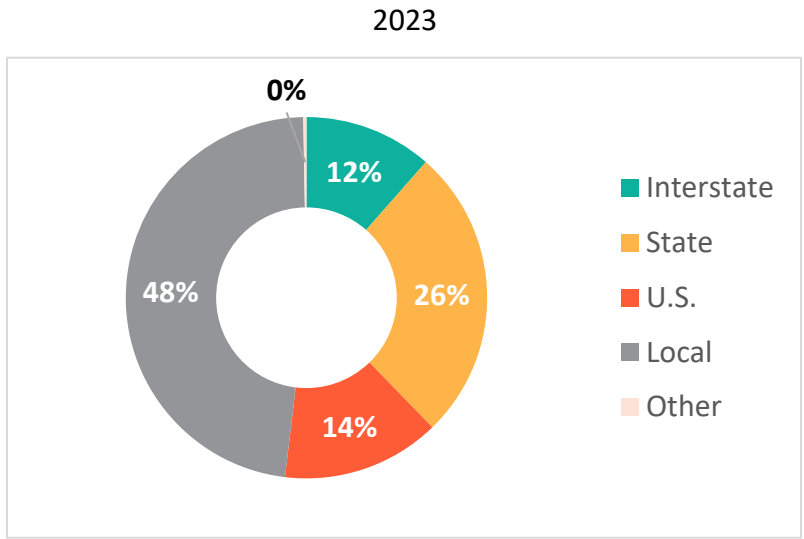
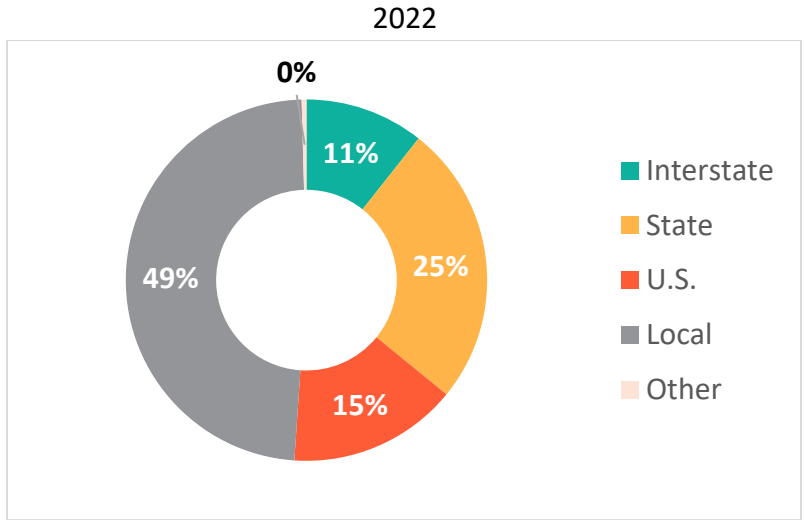


2020

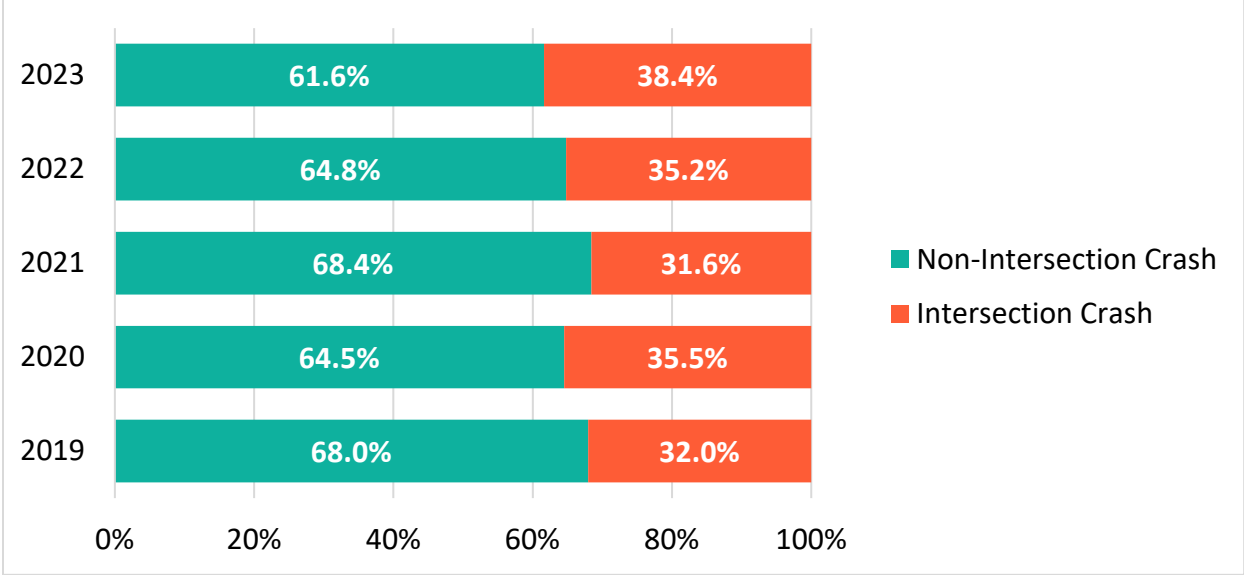


2021

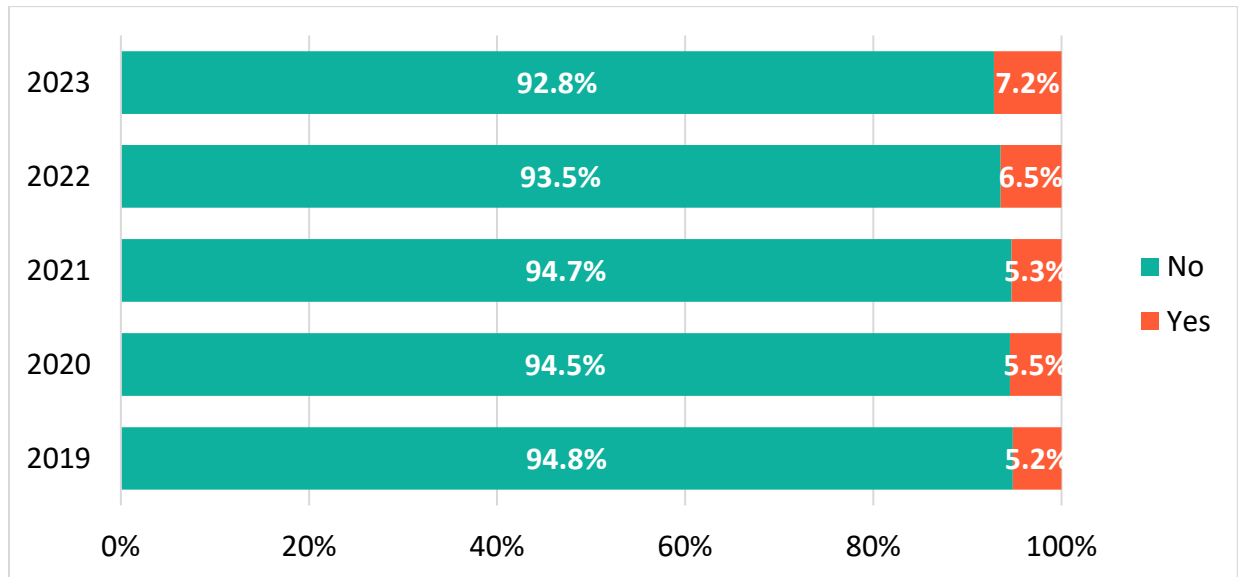




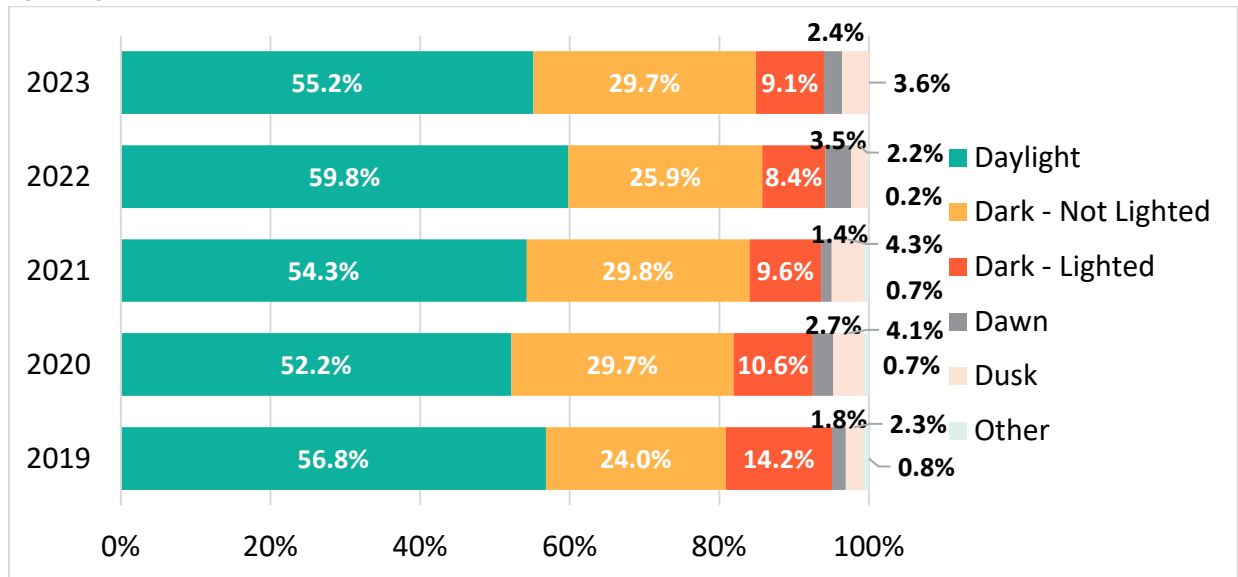
*Intersection vs Non-Intersection*



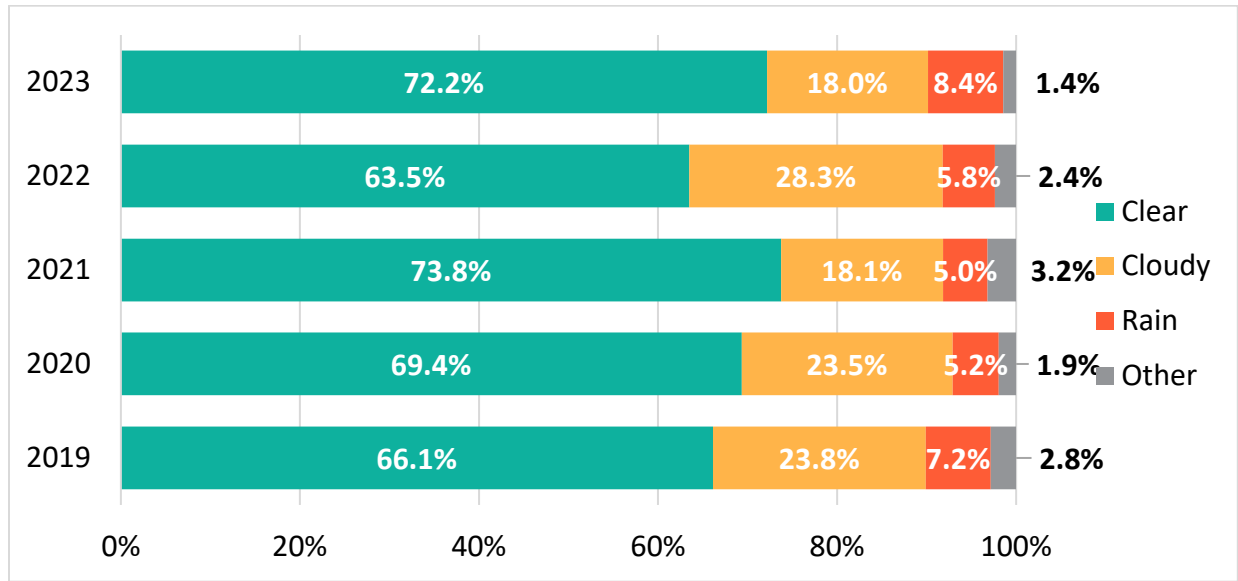
### Hit and Run



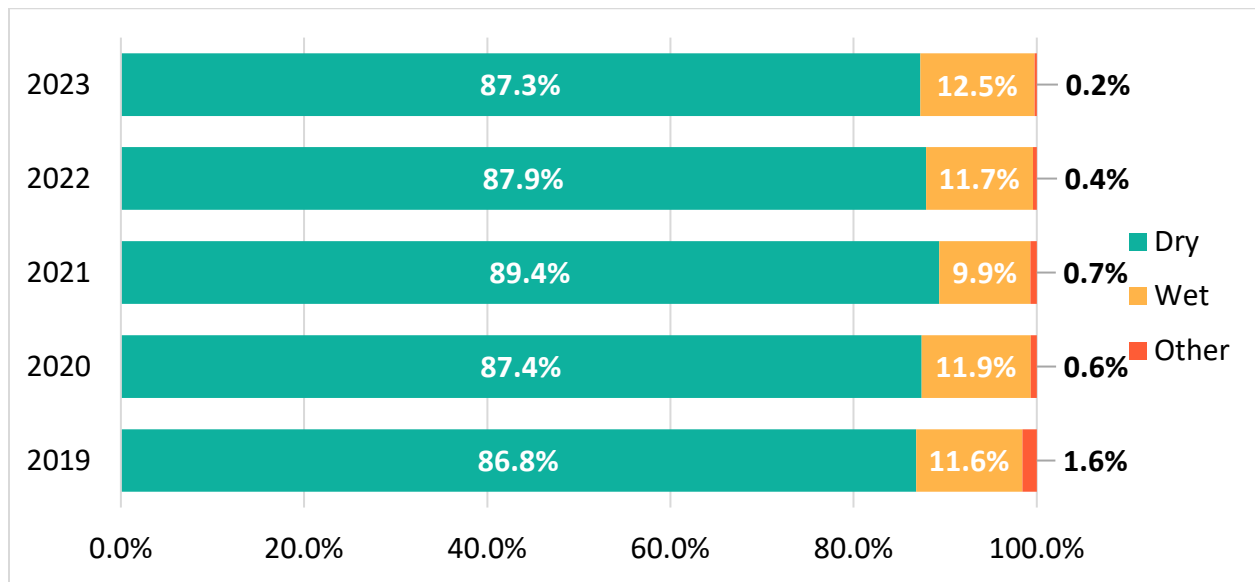
### Lighting Condition



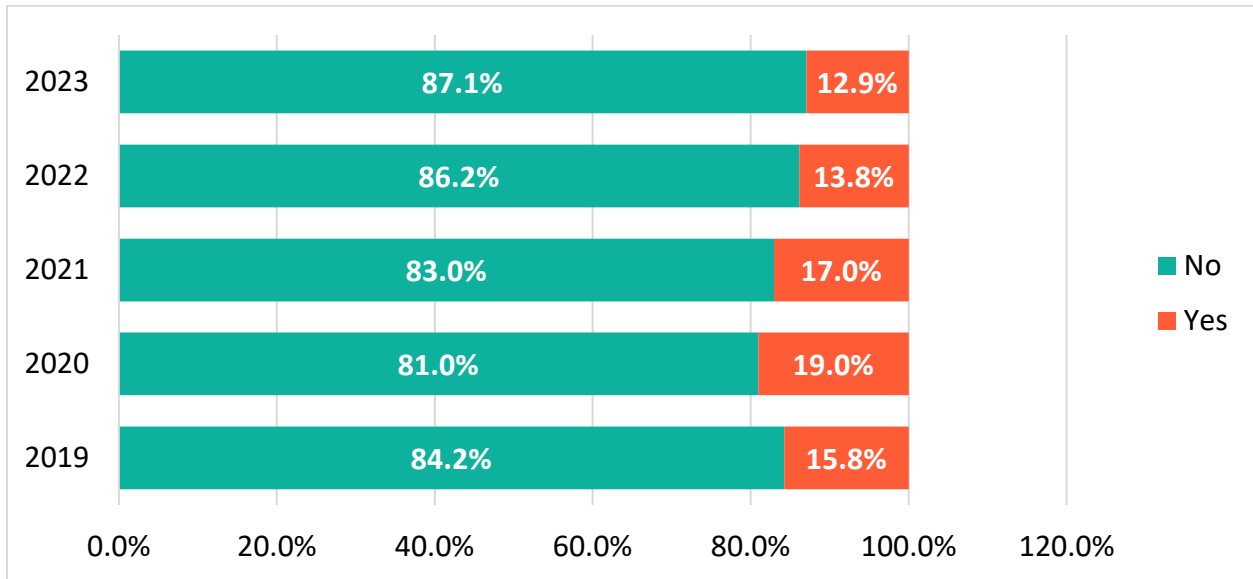
*Weather Condition*



*Road Surface*

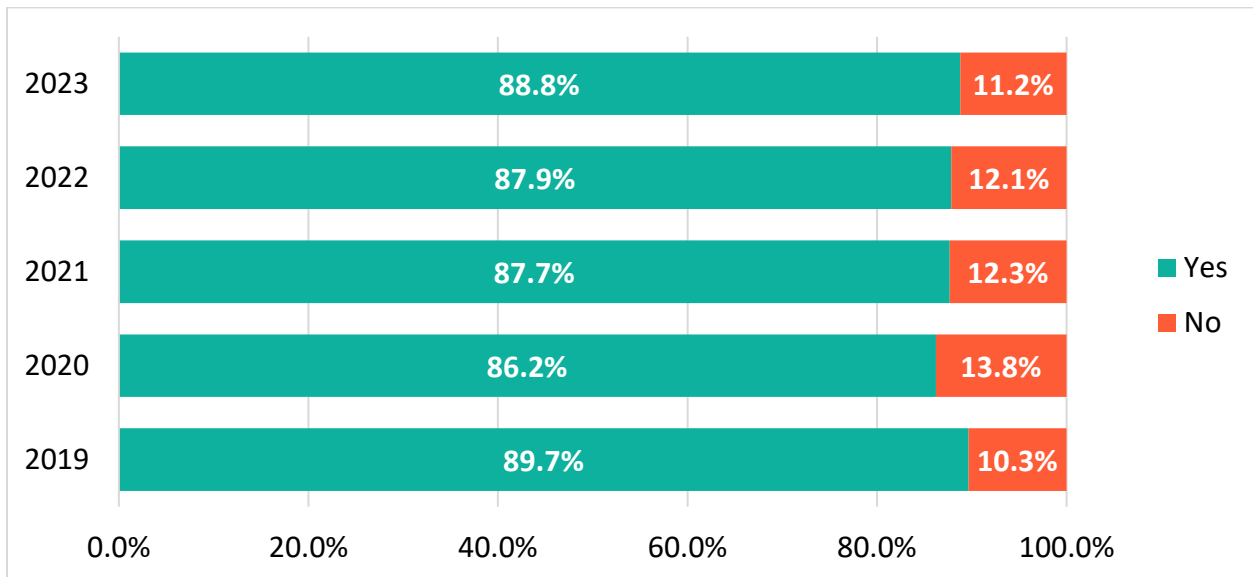


### Alcohol and/or Drugs Confirmed



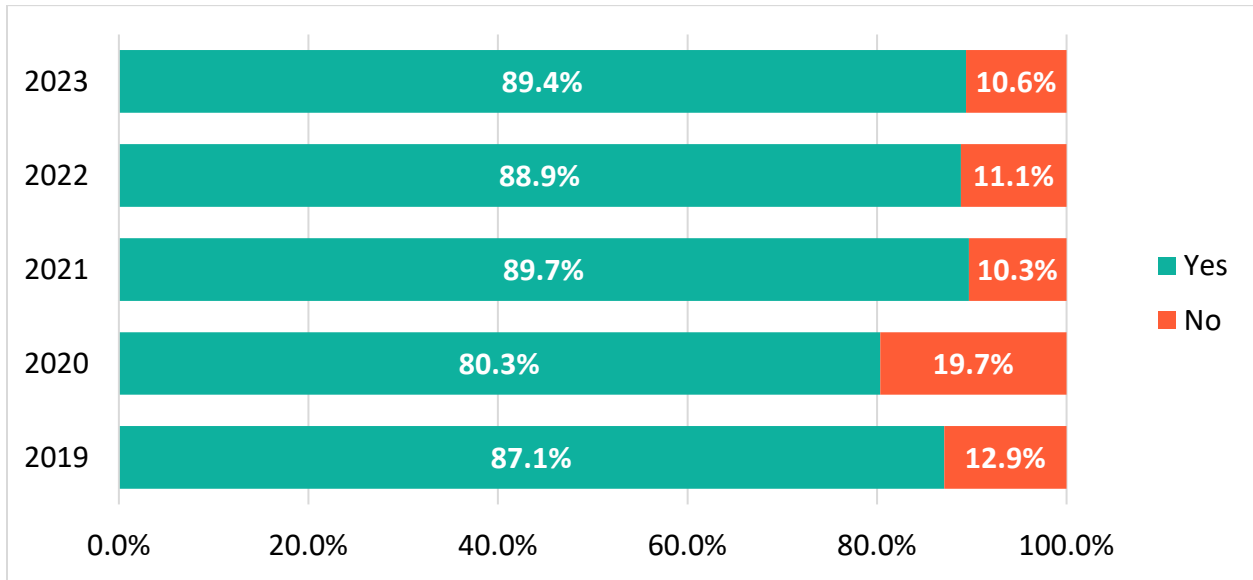
### Restrained

#### Driver Restrained

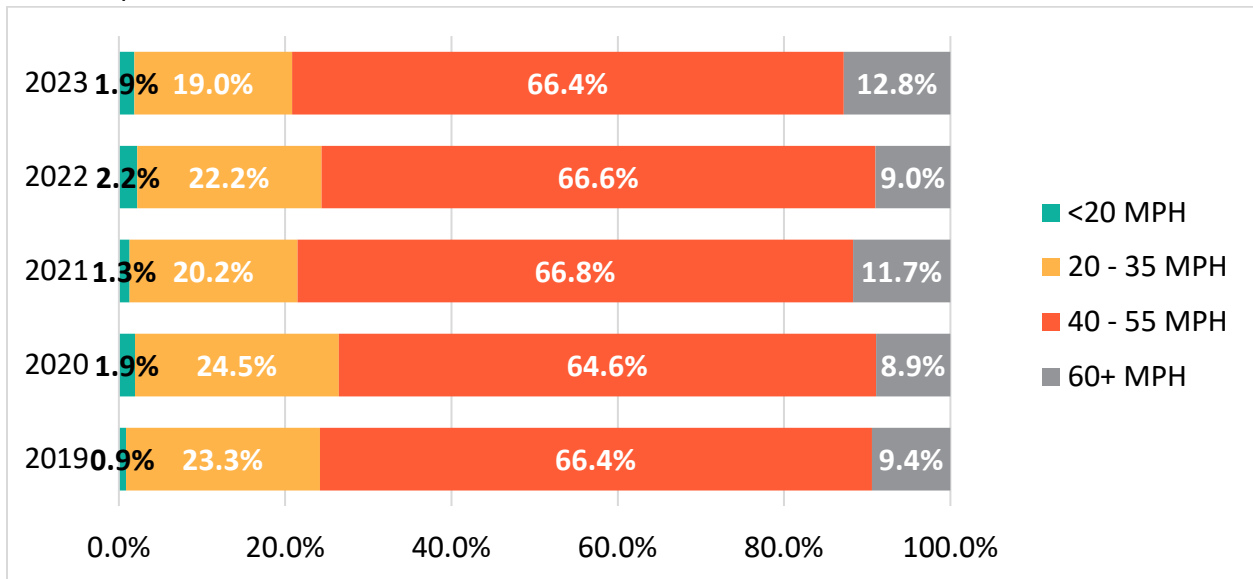




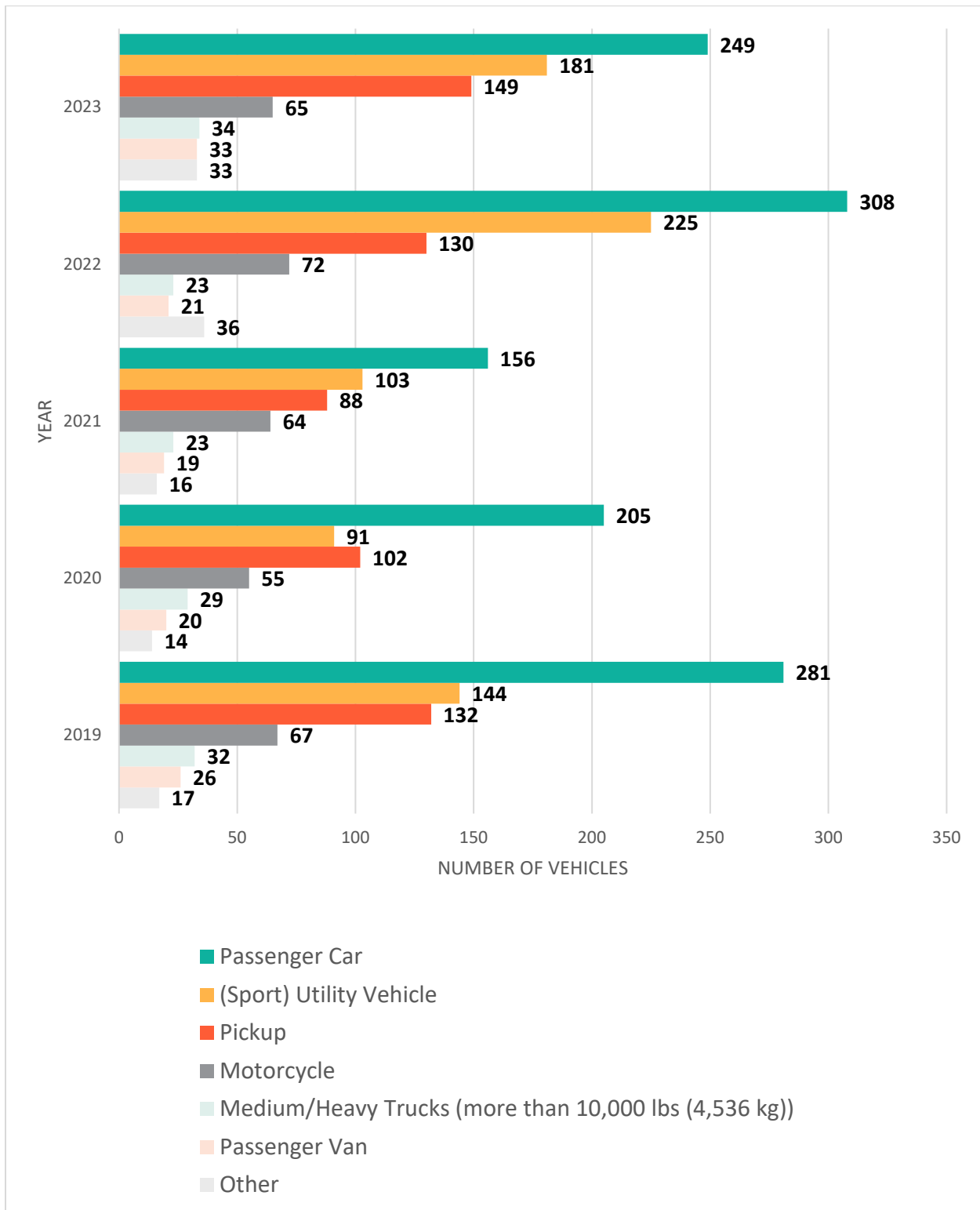
### Passenger Restrained



### Posted Speed



## Vehicle Type



## APPENDIX B: METHODOLOGY

On June 24, 2024, the TPO downloaded all crashes from Signal Four Analytics with a location of Marion County from January 1, 2019 to December 31, 2023. The initial download included 48,443 crash records. Upon reviewing the crash records, it was noticed that some records were included in the Marion County downloads even though they occurred outside of Marion County.

The first step was to remove those crashes that occurred outside of Marion County. To do this we filtered by Investigating Agency Name.

- Records kept included
  - Florida Highway Patrol
  - Ocala Police Department
  - Belleview Police Department
  - Dunnellon Police Department
  - Marion County Sheriff's Office
- Records removed included
  - Clearwater Police Department
  - Hialeah Police Department
  - Lakeland Police Department
  - Miami Gardens Police Department
  - Miami Police Department
  - Sanford Police Department
  - Sarasota County Sheriff's Office
  - Tallahassee Police Department
  - Tampa Police Department

With removing those Investigating Agencies that were outside of Marion County we removed 155 crash records, leaving 48,288 records to review.

The second step (following the FDOT Safety Crash Data Guidance) was to remove crashes that occurred in parking lots, on forest roads, and on private roadways.

- Records removed included
  - Forest Roads – 42 records
  - Parking Lots – 2,707 records
  - Private Roadways – 601 records

After removing those 3,350 records it left 44,938 records to review for this summary report.

The next step was to re-code crash severities that were left blank or labeled as non-traffic fatality to no injury. Non-traffic fatalities are when the only injury reported in the crash is a

fatality not related to traffic (such as a heart attack). There were 9 crashes between 2019 and 2023 with an initial crash severity of non-traffic fatality that were changed to no injury.

For the serious injury and fatal summary, we filtered the 44,938 total records to a crash severity to only include fatal and serious injury. This resulted in 1,859 crash records.



## COMMITMENT TO ZERO 2024 ANNUAL SAFETY EXECUTIVE SUMMARY

Transportation Safety is one of the primary emphasis areas of the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT), and the Ocala Marion Transportation Planning Organization (TPO). In November 2022, the TPO Board adopted Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion. Commitment to Zero is the TPO’s call to action to eliminate traffic fatalities and serious injuries from the county’s transportation system. It is not just a slogan, plan, or effort isolated to the TPO. Commitment to Zero is a community-wide shift in how the region talks about, approaches, and addresses traffic safety (<https://ocalamariontpo.org/safety-plan/>).

The Commitment to Zero Annual Safety Summary report includes a five-year snapshot of safety outcomes in Marion County and is intended to be a resource for citizens, elected leaders, and public agencies with an interest in transportation safety trends. This report is supplemented by the Commitment to Zero Dashboard located on the TPO’s website (<https://experience.arcgis.com/experience/00fd59b069bf46c5b203a3bb09870f6a/>). The source of the data used is from Signal 4 Analytics and FDOT Public Road Mileage and Travel (DVMT) Report. The five-year period is from 2019 to 2023.

### Safety Performance Measures

The safety performance measures tracked by the TPO are consistent with federally defined safety performance measures, also known as PM1. The table below lists the statistics for those measures from 2019 to 2023. As shown, the total annual fatality rate has increased in the past 5 years, and while the 2020 pandemic year featured the lowest total crash rate, it also saw the highest fatality rate across the five years, in terms of total fatalities per 100 million Vehicle miles traveled (VMT).

Safety Performance Measure	2019-2023	2019	2020	2021	2022	2023
Annual Total Crashes	44,938	8,896	7,865	9,299	9,354	9,524
Annual Total Crash Rate (Per 100 million VMT)	191.51	189.36	175.13	203.70	196.43	192.91
Annual Fatalities	491	88	104	92	108	99
Annual Fatality Rate (Per 100 million VMT)	2.10	1.87	2.32	2.02	2.27	2.01
Annual Serious Injuries	1,857	419	295	250	472	421
Annual Serious Injury Rate (Per 100 million VMT)	7.88	8.92	6.57	5.48	9.91	8.53
# of Pedestrian Fatalities	90	20	22	18	17	13
Pedestrian Fatality Rate (Per 100 million VMT)	0.39	0.43	0.49	0.39	0.36	0.26
# of Pedestrian Serious Injuries	100	24	16	16	16	28
Pedestrian Serious Injury Rate (Per 100 million VMT)	0.42	0.51	0.36	0.35	0.34	0.57
# of Bicycle Fatalities	15	1	2	3	5	4
Bicycle Fatality Rate (Per 100 million VMT)	0.06	0.02	0.04	0.07	0.10	0.08
# of Bicycle Serious Injuries	51	8	12	8	14	9
Bicycle Serious Injury Rate (Per 100 million VMT)	0.22	0.17	0.27	0.18	0.29	0.18

# MARION COUNTY CRASH STATISTICS

## 2019-2023

<b>ALL CRASHES</b>	<b># OF CRASHES</b>	<b>AVG. CRASHES PER YEAR</b>	<b>AVG. ANNUAL INCREASE</b>	
	<b>44,938</b>	<b>8,988</b>	<b>1.2%</b>	
<b>HIGH INJURY NETWORK</b>	<b>612</b> Fatal and Serious Injuries on the HIN or 32.9% of Total Fatalities and Serious Injuries in Marion County			
<b>FATAL CRASHES*</b>	<b># OF CRASHES</b>	<b># OF FATALITIES</b>	<b>FATALITIES by MONTH</b> Highest: OCTOBER and NOVEMBER Lowest: JULY and FEBRUARY	
	<b>447</b>	<b>491</b>		
<b>SERIOUS INJURY CRASHES*</b>	<b># OF CRASHES</b>	<b>SERIOUS INJURIES</b>	<b>SERIOUS INJURIES IN FATAL CRASHES</b>	
	<b>1,412</b>	<b>1,734</b>	<b>123</b>	
<b>DRIVER RELATED*</b>	<b>DRIVER AGE</b>	<b>PASSENGER AGE</b>	<b>RESTRAINT USED</b>	<b>ALCOHOL/DRUG RELATED</b>
	<b>23.2%</b> 60+ Years Old	<b>28.1%</b> Under 14 Years Old	<b>88%</b>	<b>15%</b>
<b>ROAD RELATED*</b>	<b>INTERSECTION RELATED</b>	<b>POSTED SPEED</b>	<b>LIGHT CONDITION</b>	
	<b>35%</b>	<b>40-55 MPH</b> 69%	<b>27.3%</b> Dark-Not Lighted Road	
<b>CRASH TYPES</b>	<b>TOP 3 TYPES</b>	<b>TOP 3 FATALITY</b>	<b>TOP 3 SERIOUS INJURY</b>	
	Rear End Fixed Object/Run-Off Road Same Direction Sideswipe	Fixed Object/Run-Off Road Pedestrian Head On	Rear End Fixed-Object/Off-Road Same Direction Sideswipe	

\*Fatal and Serious Injury crashes only  
For more information on safety, please visit the TPO website:  
<https://ocalamariontpo.org/safety-plan/>





**TO: Committee Members**

**FROM: Rob Balmes, Director**

**RE: SunTran Annual Report**

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**Summary**

Tom Duncan, SunTran Transit Administrator, will provide an annual report presentation to the committees and be available to answer any specific questions.

**Attachment(s)**

- SunTran 2023/2024 Annual Report Presentation

If you have any questions, please contact me at: 352-438-2631.



# SunTran 2023/2024 Annual Report

TAC/CAC Meetings (08/13/2024)

TPO Board Meeting (08/27/2024)





# Presentation Topics

SunTran TDP Goals and Implementation Plan

Downtown Circulator Project

FTA Low or No Emission and Grants for Buses and Facilities Competitive Programs FY 2023

SunTran Building Renovation

FTA 2023 Triennial Review Results

FY 2024 FDOT Triennial Review

Downtown Transfer Station New Restroom Facility & Ticketing Kiosk

Bus Stop Shelter Improvements

Operating Performance Update

# TDP Goals



## Environment and Equity

Enhance the integration of transit services to support environmental sustainability and address equity issues within the community.

## Accessibility

Expand transit services to maximize access to opportunities.

## Usability

Make the system more convenient and useful for residents and visitors.

## Efficiency

Maximize the productivity and financial efficiency of transit operations.

## Presence

Engage the community to improve service awareness and public support.

# TDP (2025 – 2034 Year Implementation Plan)



**Downtown Circulator**

**Downtown Restroom Facility  
& Ticketing Kiosk**

**Bus Stop Shelter  
Improvement**

**2025**

**Microtransit – Sunday A  
Microtransit Belleview**

**2027**

**Marion Oaks service**

**2028**

**2026**

**Blue-Green-Orange-Purple improvements**

**Microtransit – Sunday B**

**Microtransit – Sunday C**

**Bus Stop Shelter  
Improvement**

**2028**

**Red Route streamlining  
Silver Springs Shore  
Microtransit**



# TDP (2025 – 2034 Year Implementation Plan)



Silver Route Consolidate  
with Northwest  
Microtransit  
**2029**

Microtransit – SW SR 200  
Corridor  
**2031**

Yellow A Improvements  
**2033**

**2030**  
Blue-Green-Orange-Purple improvements

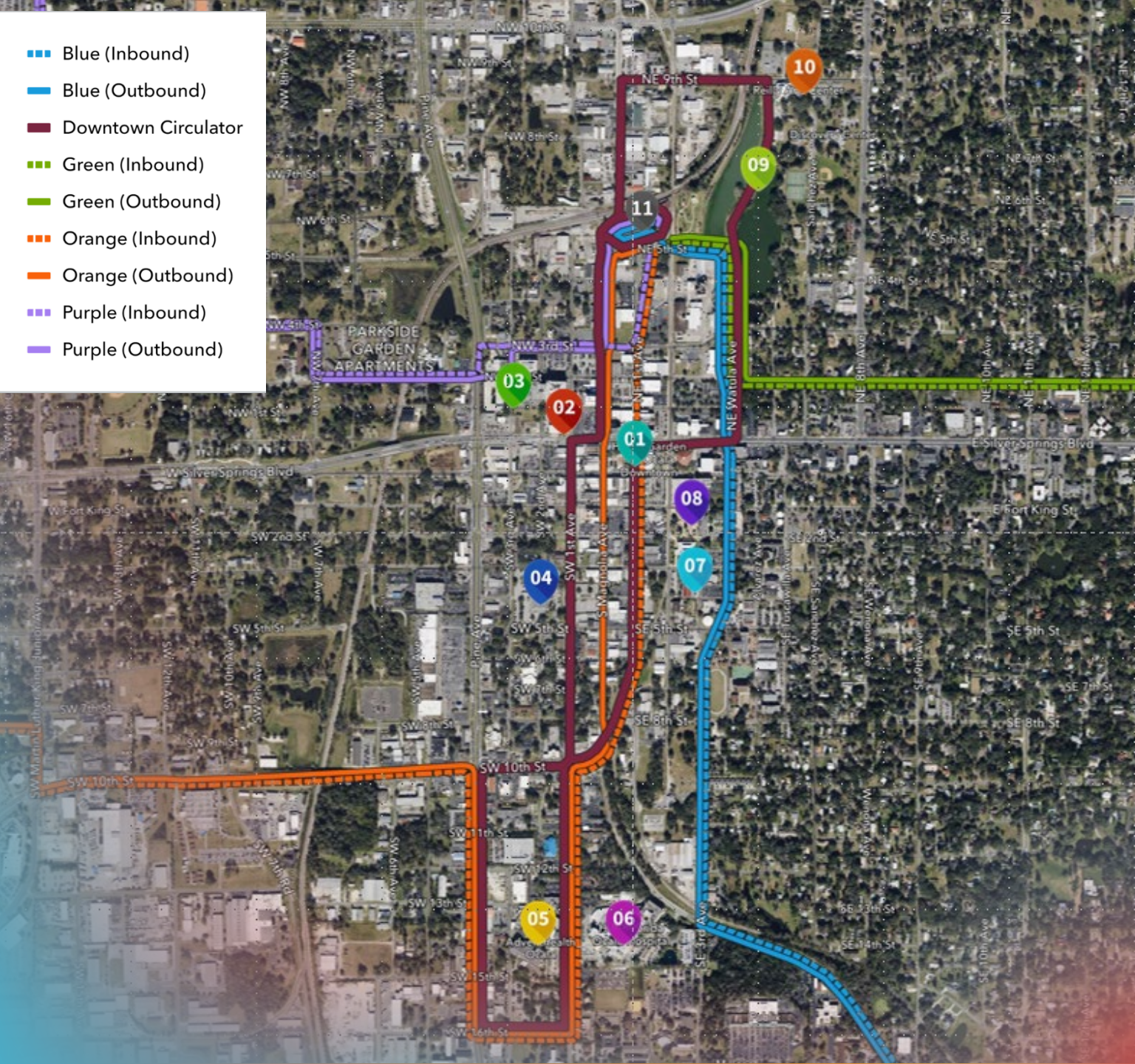
**2032**  
Yellow Route Consolidate



# Downtown Circulator Project



- Blue (Inbound)
- Blue (Outbound)
- Downtown Circulator
- Green (Inbound)
- Green (Outbound)
- Orange (Inbound)
- Orange (Outbound)
- Purple (Inbound)
- Purple (Outbound)



## Major Activity Centers served:

1. Downtown Square
2. Tourist Development Council
3. Marion County Courthouse
4. Post Office
5. Advent Health Ocala Hospital
6. Ocala Regional Medical Center
7. Downtown Market & Chamber & Economic Partnership
8. City Hall/Citizen's Circle
9. Tuscawilla Park
10. Reilly Arts Center
11. Downtown Transfer Station

- Electric trolley will be used (grant is pending)
- Free of fare charge
- Weekday Service (11 AM – 2 PM & 4 PM – 7 PM)
- Applied to FDOT FY 2026 Public Transit Service Development Program for operating assistance



# FTA Low or No Emissions & Buses and Facilities Programs

FTA's Competitive Funding Opportunities (5339 Grant)

FY 2023 Total  
Funding Amount:

- Low-No Program: \$1.22 billion
- Buses and Bus Facilities Program: \$473 million

FY 2023 Final  
Results\*:

- Total projects awarded: 130
- Projects Awarded Percentage: 27.3%

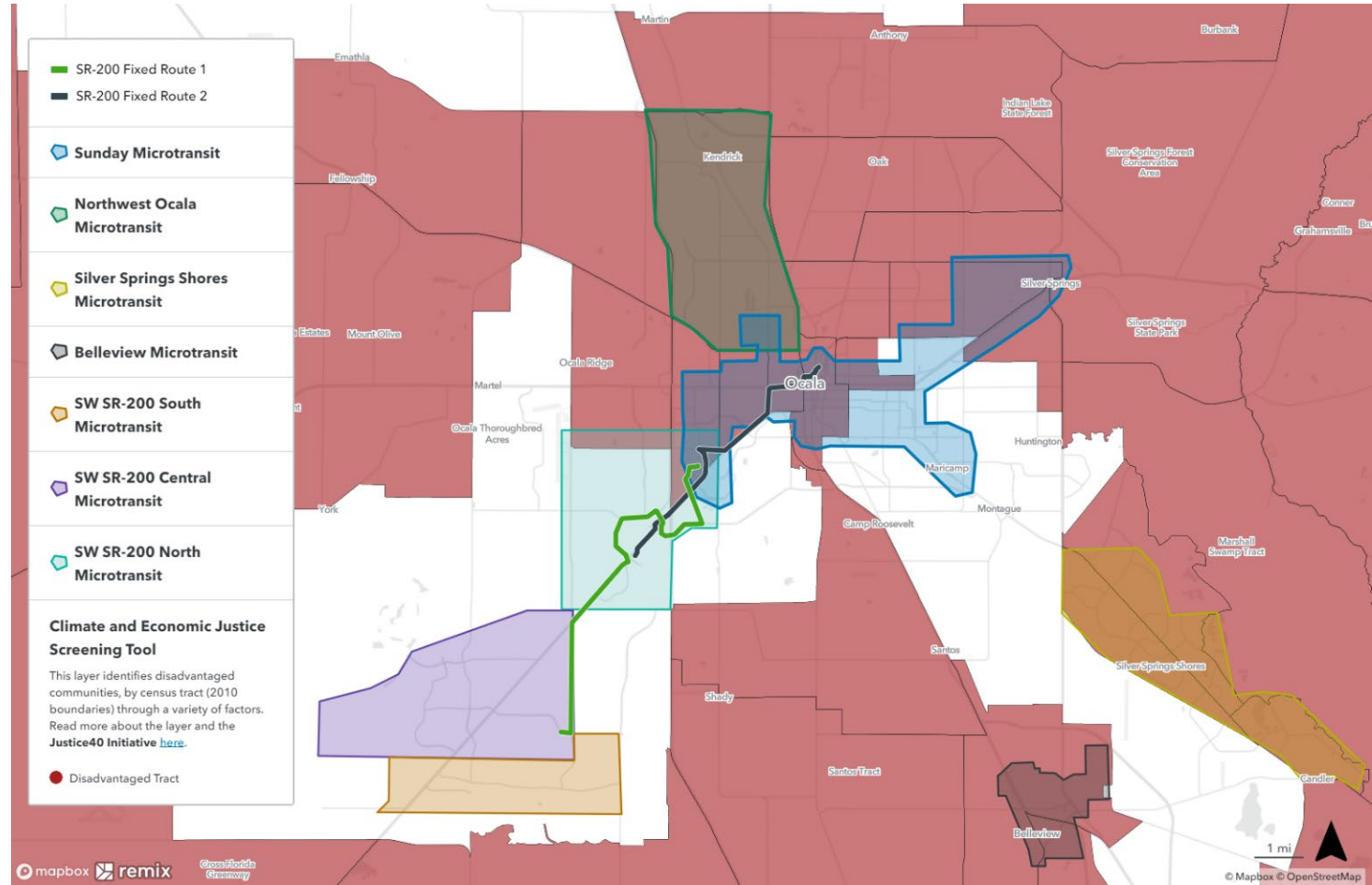
\* FTA received 475 eligible project proposals in 46 states/territories, requesting approximately \$8.7 billion.



## FTA Low or No Emissions & Buses and Facilities Programs

- SunTran's Proposal Included:
  - 26 battery electric small cutaway vans
  - 5 battery 35-foot BEBs (Battery Electric Buses)
  - Purchase and installation of supporting infrastructure and equipment
  - Expansion of the SunTran existing maintenance facility to support electric vehicle maintenance and operation
- Total Funding Request:
  - 16.2 Million (Full Scale)
  - 13.3 Million (Reduced Scale)
- **Grant Awarded: 06/26/2023 (Full Scale)**

# FTA Low or No Emissions & Buses and Facilities Programs





# What has been done?



- Initial consultation and evaluation of Mobility-on-Demand (MOD) microtransit planning software providers: Via Transportation, Ecolane, Sparelabs, and RideCo.
  - Background and history
  - Strengths and weaknesses
  - Alignment of the planning software with the needs of the City
  - List of references
  - Initial cost estimates
- Negotiation with Center for Transportation and the Environment (CTE) regarding service contract
- Preparation of grand funding disbursement
- Funding disbursement anticipation date: by the end of June 2024

TABLE 1—FY 2023 LOW OR NO EMISSION PROJECT SELECTIONS  
[Note: some projects have multiple project IDs]

State	Recipient	Project ID	Project description	Award
AL	Alabama Agricultural and Mechanical University	D0203-LWNO-001	Upgrade infrastructure and facilities to include solar power and purchase battery electric buses.	\$8,122,850
AR	City of Jonesboro, Arkansas	D0203-LWNO-002	Replace diesel buses with hybrid electric buses	1,010,372
AZ	City of Tucson, Sun Tran	D0203-LWNO-003	Replace diesel buses with CNG	21,490,560
AZ	Regional Public Transportation Authority	D0203-LWNO-004	Replace diesel and CNG buses with battery electric buses, and workforce training for new technologies.	13,295,699
CA	Alameda-Contra Costa Transit District	D0203-LWNO-011	Retrofit a Training and Education center to include a bus maintenance and a zero emission technologies learning space. Purchase fuel cell electric buses.	25,513,684
CA	City of Anaheim	D0203-LWNO-006	Purchase battery electric buses, install charging equipment, and construct Bus Rapid Transit stops.	3,609,800
CA	City of Santa Rosa	D0203-LWNO-007	Replace diesel buses with battery electric buses and install chargers.	9,899,120
CA	Golden Empire Transit	D0203-LWNO-010	Purchase CNG buses	5,750,351
CA	North County Transit District (NCTD)	D0203-LWNO-005	Purchase hydrogen fuel-cell electric buses (FCEB) and create an Advanced Transportation apprenticeship program in partnership with a local college.	29,330,243
CA	State of California on behalf of Glenn County Transportation Commission.	D0203-LWNO-008	Purchase hybrid electric buses	3,400,000
CA	State of California on behalf of Kern Regional Transit	D0203-LWNO-009	Purchase CNG buses	3,248,500
CO	City of Colorado Springs dba Mountain Metropolitan Transit.	D0203-LWNO-015	Replace diesel buses with hybrid electric buses	3,199,038
CO	Maui County	D0203-LWNO-013	Purchase CNG buses	1,162,000
CO	The Colorado Department of Transportation (CDOT) on behalf of Mountain Express Transit.	D0203-LWNO-014	Purchase propane vehicles and associated maintenance facility upgrades.	753,118
CO	The Colorado Department of Transportation (CDOT) on behalf of the Town of Winter Park.	D0203-LWNO-012	Purchase battery electric bus and a charger	1,145,951
CT	State of Connecticut Department of Transportation	D0203-LWNO-016	Purchase battery electric buses, related charging infrastructure and associated facilities and power upgrades.	26,437,120
DC	Washington Metropolitan Area Transit Authority	D0203-LWNO-017 D0203-LWNO-018	Purchase battery electric buses, convert an existing facility to a fully battery-electric bus facility and fund workforce development.	104,000,000
DE	City of Ocala	D0203-LWNO-020	Purchase battery electric buses and associated charging and facility upgrades, including expansion of existing maintenance facility.	16,166,822
GA	Georgia State University	D0203-LWNO-021	Purchase battery electric buses and associated infrastructure.	22,286,745
HI	Honolulu Department of Transportation Services	D0203-LWNO-022	Purchase battery electric buses and chargers	20,000,000
IA	City of Ames	D0203-LWNO-024	Purchase battery electric buses and chargers	2,359,072
IA	City of Ames	D0203-LWNO-023	Replace aged transit facility and replace diesel buses with battery electric buses.	23,260,546
IL	Illinois State Tollway Authority	D0203-LWNO-027	Purchase hybrid electric buses	6,835,394
IL	Illinois State Tollway Authority on behalf of 24	D0203-LWNO-025	Purchase battery electric paratransit buses and associated charging infrastructure for 24 subrecipients.	12,299,377
IL	Illinois State Tollway Authority	D0203-LWNO-025	Purchase hybrid electric buses	4,094,652
IL	Illinois State Tollway Authority	D0203-LWNO-028	Purchase hybrid electric buses	19,040,336
IN	Indianapolis Transit Authority	D0203-LWNO-029	Purchase battery electric buses	7,305,528
IN	Indianapolis Transit Authority	D0203-LWNO-030	Purchase battery electric buses and charging infrastructure; build out microgrid; re-tool the maintenance program and provide workforce development.	71,439,261
IN	Indianapolis Transit Authority	D0203-LWNO-033	Purchase hybrid electric buses and maintenance facility improvements.	2,212,747
IN	Lowell Regional Transit Authority	D0203-LWNO-032	Purchase hybrid electric buses	6,859,296
IN	Southeastern Regional Transit Authority	D0203-LWNO-034	Purchase hybrid electric buses	11,560,000
MA	The Brockton Area Transit Authority	D0203-LWNO-031	Purchase battery electric buses and related charging infrastructure.	10,694,736
MD	University of Maryland, College Park	D0203-LWNO-035	Purchase battery electric buses and related charging infrastructure.	39,863,156
MI	Interurban Transit Partnership	D0203-LWNO-036	Purchase CNG buses	6,197,180
MN	Metro Transit	D0203-LWNO-037	Purchase battery-electric buses to replace diesel buses, as well as chargers, maintenance equipment, and workforce development.	17,532,900
MN	Minnesota Department of Transportation on behalf of 2 rural transit agencies.	D0203-LWNO-038	Purchase propane buses and supporting fueling infrastructure.	1,456,970
MN	White Earth Reservation Business Committee	D0203-LWNO-039	Bus replacement with fareboxes	6,859,296
MS	City of Hattiesburg	D0203-LWNO-040	Replace diesel buses with battery electric buses and purchase associated charging infrastructure.	6,455,325
MS	Coast Transit Authority dba MS Coast Transportation Authority	D0203-LWNO-041	Purchase propane buses	1,760,000
MT	Missoula Urban Transportation District	D0203-LWNO-042	Replace the current operations facility with a new Maintenance Operations Administration Base.	39,142,124
NC	Cape Fear Public Transportation Authority	D0203-LWNO-045	Purchase CNG buses	2,860,250
NC	North Carolina Department of Transportation on behalf of ICTPA.	D0203-LWNO-044	Construction of an operations and maintenance facility for propane vehicles.	3,306,967
NC	Research Triangle Regional Public Transportation Authority.	D0203-LWNO-043	Purchase charging equipment and associated facility rehabilitation.	1,672,000

FL	City of Ocala	D2023-LWNO-020	Purchase battery electric buses and associated charging and facility upgrades, including expansion of existing maintenance facility.	16,166,822
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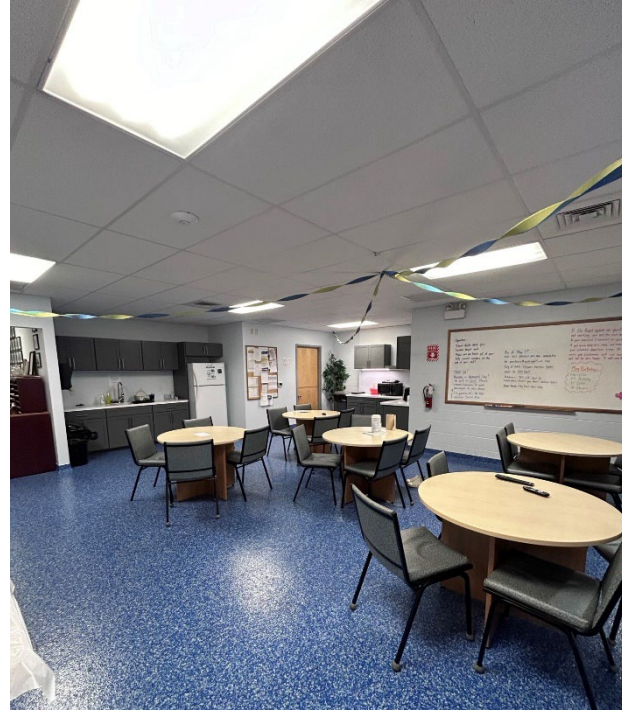


# Dedicated BEBs Maintenance Facility

- Two 40-foot Bus Service Bays
- State-of-the-Art Electric Bus Maintenance Infrastructure
- Door/ceiling upgrade
- Power infrastructure upgrade
- Overhead lifting and fall protection equipment
- Best charging practices and equipment
- High-voltage PPEs







01.29.2021 10:08AM

# SunTran Building Renovation

- Major Project Timeline:
  - Project Start: 06/19/2023
  - Project End: 11/11/2023

# FTA Triennial Review Results -- 2023



- Examine recipient performance and adherence to current FTA requirements and Policies
- Final results of the review:
  - ❑ No deficiencies were found
  - ❑ Recommendations were provided:
    - i. Update the procurement policy to include missing federal clauses
    - ii. Attend procurement training classes (procurement department)
- Major remedies performed:
  - ❑ Procurement staff attended FTA Region IV training.
  - ❑ Revised the clauses and created Purchase Order templates for the various procurement types with the applicable clauses.
  - ❑ Procurement manual was revised.





# FDOT Triennial Review -- 2024



- Determine compliance with the provisions of FDOT's State Management Plan (SMP)

- Cover the following major topics:

- General Information
- Asset Inventories
- Financial Management Documentation
- Procurement Policies
- Employment Policies
- System Safety Program Plan (SSPP)
- Vehicle Maintenance Record



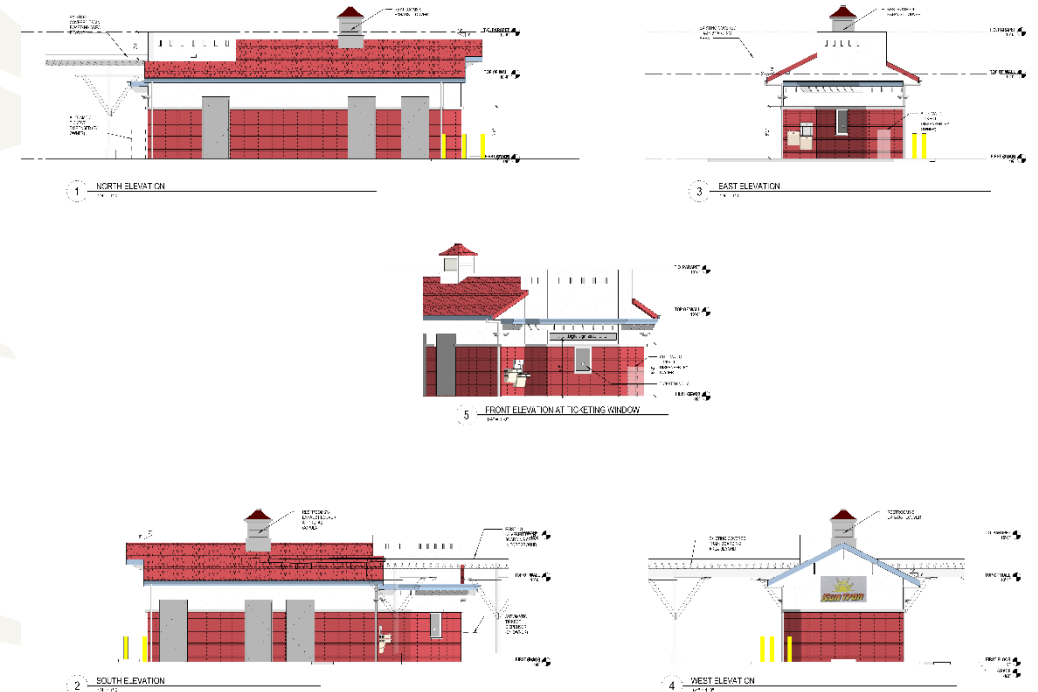
- Final Results:

- Deficiencies were found on Vehicle Maintenance & Safety and Security.
- Remedies were developed to address these deficiencies.
- Final remedies were submitted to FDOT by 07/19/2024.

# Downtown Transfer Station New Restrooms/Ticketing Kiosk

## Major project timeline/milestones:

- Recommended changes on layout of the plan
- Change of the project location due to potential conflict with the underground power lines
- Completion of 100% construction plan
- Submission of 100% construction plan to the City building department on 06/03/2024
- Grant funding for the construction of the restroom and ticketing kiosk is pending approval from FTA

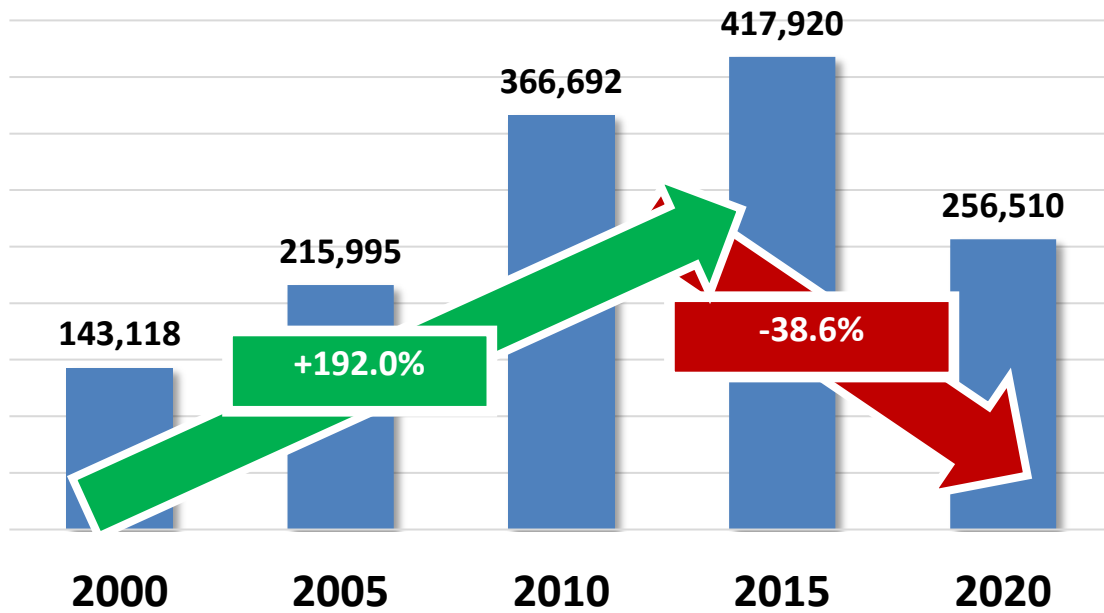




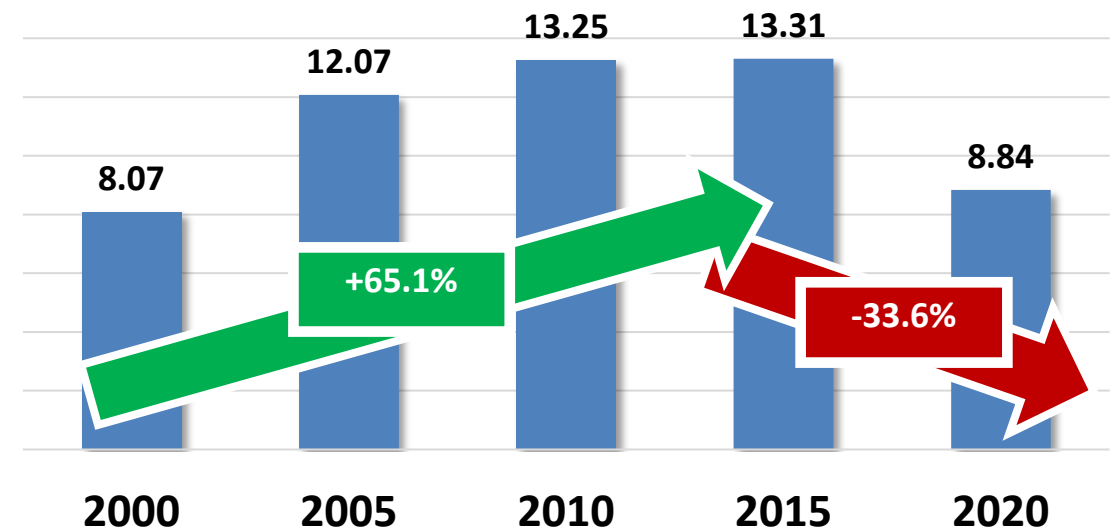
# Key Performance Indicators Update



## Ridership (FY)



## Riders per Revenue Hour (FY)

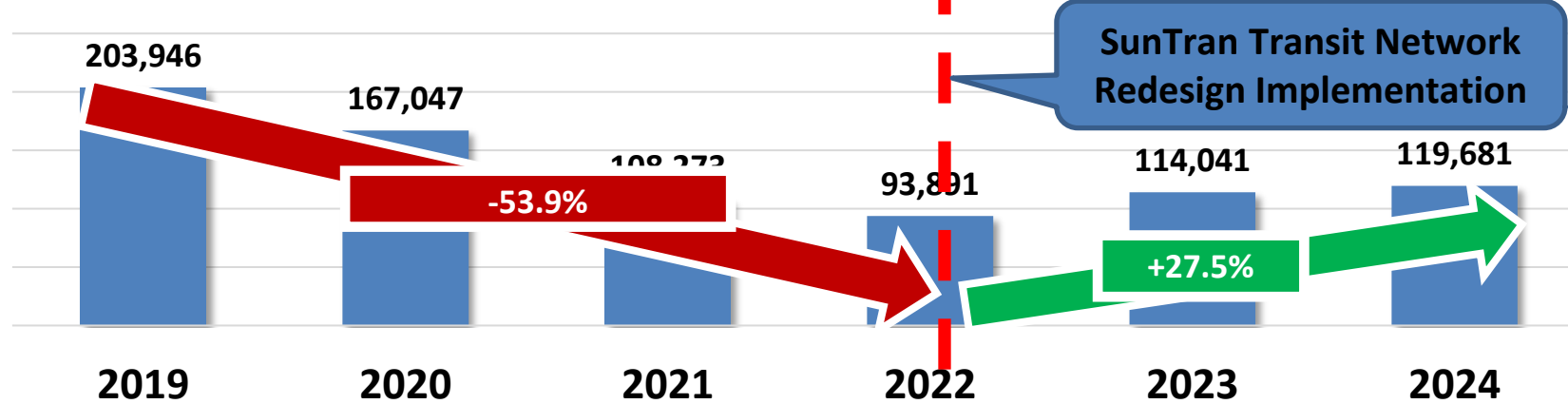




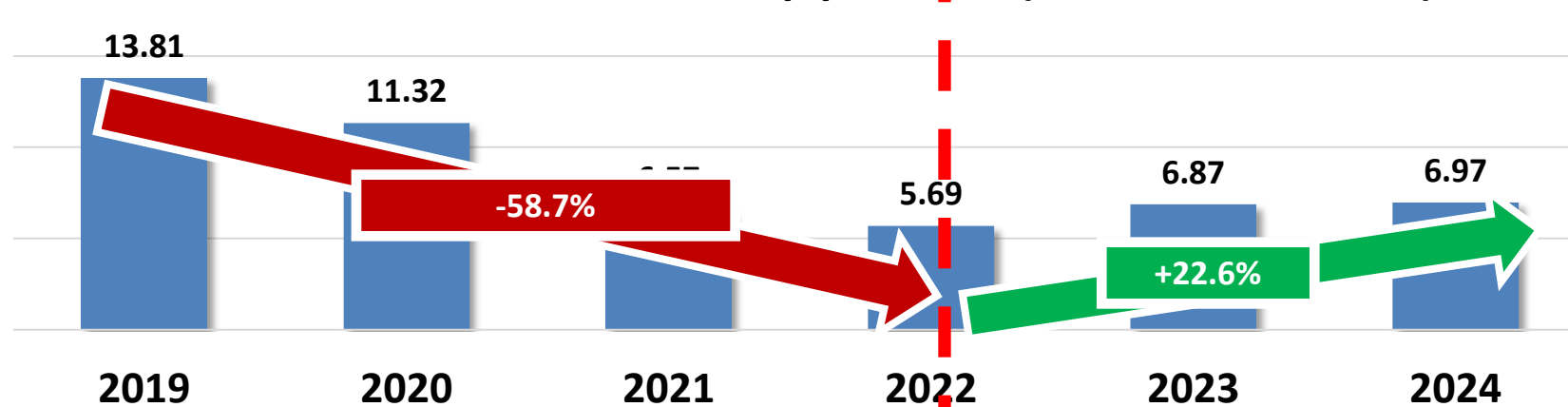
# Key Performance Indicators Update



### Oct – Mar Combined Ridership (FY 2019 – FY 2024 )



### Oct – Mar Combined Ridership per Hour (FY 2019 – FY 2024 )



# What is Next?



**APPROVAL OF THE CONSTRUCTION PLANS FOR THE DOWNTOWN TRANSFER STATION NEW RESTROOM/TICKETING KIOSK**



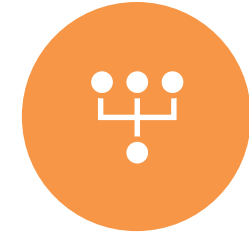
**COMPLETE THE EASEMENT REQUESTS FOR SELECT BUS STOP SHELTER SITES**



**START THE DOWNTOWN CIRCULATOR SERVICE IN 2025**



**START THE PROJECT IMPLEMENTATION FOR FY 2023 LOW OR NO GRANT PROGRAM**



**FINALIZE THE FY 2023 5307 CAPITAL AND OPERATING ASSISTANCE GRANT**



**FINALIZE THE SECTION 5307 CONSOLIDATED CAPITAL GRANT  
FY 2019 – FY 2021**



**START CONSTRUCTION ON THE BUS SHELTERS IN 2025**



**START CONSTRUCTION ON THE KIOSK FACILITY IN 2024**

Thank You!





**TO: Committee Members**

**FROM: Sara Brown, Transportation Planner**

**RE: TIP Modification #3 Update**

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**Summary**

On July 11, 2024, FDOT reached out to the TPO to process a modification of the FY 24 to FY 28 TIP for the I-75 at NW 49<sup>th</sup> Street Interchange project due to some additional project refinements. We are sharing this modification for your information.

**Attachment(s)**

- FDOT TIP Modification Request Letter
- Current and Modified Project Pages

If you have any questions, please contact me at: 352-438-2632.



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

07/11/2024 | 9:40 AM EDT

Mr. Robert Balmes, AICP, CTP, Executive Director  
Ocala-Marion Transportation Planning Organization (TPO)  
2710 E Silver Springs Blvd  
Ocala, FL 34470

**RE: Request to Revise Fiscal Year (FY) 2023/24-2027/28 Transportation Improvement Program (TIP)**

Dear Mr. Balmes:

In May 2024 Ocala-Marion TPO amended the FY 2023/24-2027/28 TIP to reflect updates to project #435209-1 - I-75 @ 49<sup>th</sup> St Interchange. As District Five further refines project details and costs for this project, additional funds have been added to the Right of Way (ROW), Railroad/Utilities (RRU) and Design-Build Construction (DSB) phases.

Since the additional funding increases do not meet the threshold for a formal TIP amendment, FDOT is requesting the TPO modify the TIP page with the information below.


The project is listed in the FY 2025/26-2028/29 TIP with the updated project details, however, to request authorization of federal funding prior to October 1, 2024, the project must also be accurately reflected in the current TIP.

<b>Item Number:</b> 435209 1		<b>Project Description:</b> I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST					<b>*SIS*</b>	
<b>District:</b> 05		<b>County:</b> MARION		<b>Type of Work:</b> INTERCHANGE (NEW)		<b>Project Length:</b> 0.001MI		
		<b>Fiscal Year</b>						
<b>Phase / Responsible Agency</b>		<2024	2024	2025	2026	2027	>2027	All Years
<b>P D &amp; E / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE		2,636,410						2,636,410
DIH-STATE IN-HOUSE PRODUCT SUPPORT		163,820	12,797	19,250				195,867
DS-STATE PRIMARY HIGHWAYS & PTO		575,493						575,493
<b>Phase: P D &amp; E Totals</b>		<b>3,375,723</b>	<b>12,797</b>	<b>19,250</b>				<b>3,407,770</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE		5,031,148	287,719					5,318,867
DIH-STATE IN-HOUSE PRODUCT SUPPORT		263,449	82,719	12,139				358,307
DS-STATE PRIMARY HIGHWAYS & PTO		75,892	164,302					240,194
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>5,370,489</b>	<b>534,740</b>	<b>12,139</b>				<b>5,917,368</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
<b>Fund Code:</b> CIGP-COUNTY INCENTIVE GRANT PROGRAM			118,395	7,230,216	31,605			7,380,216
DIH-STATE IN-HOUSE PRODUCT SUPPORT		989	4,961	50,000	20,000			75,950
DS-STATE PRIMARY HIGHWAYS & PTO					5,703,941			5,703,941
LF-LOCAL FUNDS				11,700,000				11,700,000
SA-STP, ANY AREA				2,596,246				2,596,246
SL-STP, AREAS <= 200K				1,000,000				1,000,000
TRIP-TRANS REGIONAL INCENTIVE PROGM				189,538	532,669			722,207
TRWR-2015 SB2514A-TRAN REG INCT PRG			257,500	51,500				309,000
<b>Phase: RIGHT OF WAY Totals</b>		<b>989</b>	<b>380,856</b>	<b>22,817,500</b>	<b>6,288,215</b>			<b>29,487,560</b>
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
<b>Fund Code:</b> LF-LOCAL FUNDS				4,644,137				4,644,137
<b>DESIGN BUILD / MANAGED BY FDOT</b>								
<b>Fund Code:</b> ACNP-ADVANCE CONSTRUCTION NHPP				61,877,614				61,877,614
ACSL-ADVANCE CONSTRUCTION (SL)				2,724,134				2,724,134
CM-CONGESTION MITIGATION - AQ				4,872				4,872
DDR-DISTRICT DEDICATED REVENUE				3,858,750				3,858,750
LF-LOCAL FUNDS				12,060,162				12,060,162
SA-STP, ANY AREA					212,400			212,400
SL-STP, AREAS <= 200K				6,006,996				6,006,996
TRIP-TRANS REGIONAL INCENTIVE PROGM				10,409,760				10,409,760
TRWR-2015 SB2514A-TRAN REG INCT PRG				4,407,071				4,407,071
<b>Phase: DESIGN BUILD Totals</b>				<b>101,349,359</b>		<b>212,400</b>		<b>101,561,759</b>
<b>Item: 435209 1 Totals</b>		<b>8,747,201</b>	<b>928,393</b>	<b>128,842,385</b>	<b>6,288,215</b>	<b>212,400</b>		<b>145,018,594</b>

As always, feel free to contact the Liaison Group at [D5-MPOLiaisons@dot.state.fl.us](mailto:D5-MPOLiaisons@dot.state.fl.us) if you would like to discuss further.

Sincerely,

DocuSigned by:



9DBC1D0E3EB04EE...

Jonathan Scarfe  
MPO Liaison Administrator

c: Kia Powell, FDOT  
FDOT D5 Work Program

**Project:** I-75 (SR 93) at NW 49th Street from end of NW 49th Street to end of NW 35th Street

Project Type: Interchange  
 FM Number: 4352091  
 Lead Agency: FDOT  
 Length: 0.1 miles  
 LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.10)



SIS Project

**Description:**

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic and regional economic development. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue.

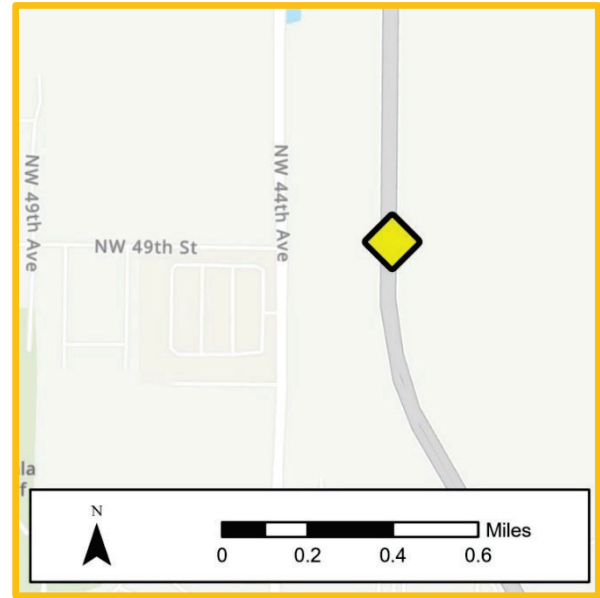
<b>Prior &lt;2024:</b>	<b>Future &gt;2028:</b>	<b>Total Project Cost:</b>
\$8,627,904	\$0	\$135,250,955

Phase	Fund Category	Funding Source	2024	2025	2026	2027	2028	Total
ROW	LF	Local	\$11,700,000	\$5,768,850	\$0	\$0	\$0	\$17,468,850
ROW	CIGP	State	\$100,000	\$2,630,216	\$0	\$0	\$0	\$2,730,216
ROW	DIH	State	\$19,189	\$50,000	\$0	\$0	\$0	\$69,189
ROW	DDR	State	\$0	\$3,948,826	\$0	\$0	\$0	\$3,948,826
ROW	SA	Federal	\$0	\$3,873,030	\$0	\$0	\$0	\$3,873,030
ROW	SL	Federal	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
ROW	TRIP	State	\$0	\$3,740,934	\$0	\$0	\$0	\$3,740,934
ROW	TRWR	State	\$0	\$418,360	\$0	\$0	\$0	\$418,360
RRU	LF	Local	\$0	\$1,760,000	\$0	\$0	\$0	\$1,760,000
DSB	ACNP	Federal	\$0	\$56,903,700	\$0	\$0	\$0	\$56,903,700
DSB	DDR	State	\$0	\$3,858,750	\$0	\$0	\$0	\$3,858,750
DSB	LF	Local	\$0	\$13,083,288	\$0	\$0	\$0	\$13,083,288
DSB	ACSL	Federal	\$0	\$2,516,655	\$0	\$0	\$0	\$2,516,655
DSB	SL	Federal	\$0	\$4,633,813	\$0	\$0	\$0	\$4,633,813
CST	TRIP	State	\$0	\$6,828,120	\$0	\$0	\$0	\$6,828,120
CST	TRWR	State	\$0	\$3,789,320	\$0	\$0	\$0	\$3,789,320
<b>Total:</b>			<b>\$11,819,189</b>	<b>\$114,803,862</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$126,623,051</b>

**Project:** I-75 (SR 93) at NW 49th Street from end of NW 49th Street to end of NW 35th Street

Project Type: Interchange  
 FM Number: 4352091  
 Lead Agency: FDOT  
 Length: 0.1 miles  
 LRTP (Page #): LRTP Cost Feasible (pages 112-113) (Table 7.10)

SIS Project



**Description:**

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic and regional economic development. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue.

<b>Prior &lt;2024:</b>	<b>Future &gt;2028:</b>	<b>Total Project Cost:</b>
\$8,747,201	\$0	\$145,018,594



**Project: I-75 (SR 93) at NW 49th Street from end of NW 49th Street to end of NW 35th Street (cont.)**

Phase	Fund Category	Funding Source	2024	2025	2026	2027	2028	Total
PD&E	DIH	State	\$12,797	\$19,250	\$0	\$0	\$0	\$32,047
PE	DDR	State	\$287,719	\$0	\$0	\$0	\$0	\$287,719
PE	DIH	State	\$82,719	\$12,139	\$0	\$0	\$0	\$94,858
PE	DS	State	\$164,302	\$0	\$0	\$0	\$0	\$164,302
ROW	LF	Local	\$0	\$11,700,000	\$0	\$0	\$0	\$11,700,000
ROW	CIGP	State	\$118,395	\$7,230,216	\$31,605	\$0	\$0	\$7,380,216
ROW	DIH	State	\$4,961	\$50,000	\$20,000	\$0	\$0	\$74,961
ROW	DS	State	\$0	\$0	\$5,703,941	\$0	\$0	\$5,703,941
ROW	SA	Federal	\$0	\$2,596,246	\$0	\$0	\$0	\$2,596,246
ROW	SL	Federal	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
ROW	TRIP	State	\$0	\$189,538	\$532,669	\$0	\$0	\$722,207
ROW	TRWR	State	\$257,500	\$51,500	\$0	\$0	\$0	\$309,000
RRU	LF	Local	\$0	\$4,644,137	\$0	\$0	\$0	\$4,644,137
DSB	ACNP	Federal	\$0	\$61,877,614	\$0	\$0	\$0	\$61,877,614
DSB	DDR	State	\$0	\$3,858,750	\$0	\$0	\$0	\$3,858,750
DSB	LF	Local	\$0	\$12,060,162	\$0	\$0	\$0	\$12,060,162
DSB	ACSL	Federal	\$0	\$2,724,134	\$0	\$0	\$0	\$2,724,134
DSB	CM	Federal	\$0	\$4,872	\$0	\$0	\$0	\$4,872
DSB	SA	Federal	\$0	\$0	\$0	\$212,400	\$0	\$212,400
DSB	SL	Federal	\$0	\$6,006,996	\$0	\$0	\$0	\$6,006,996
DSB	TRIP	State	\$0	\$10,409,760	\$0	\$0	\$0	\$10,409,760
DSB	TRWR	State	\$0	\$4,407,071	\$0	\$0	\$0	\$4,407,071
<b>Total:</b>			<b>\$928,393</b>	<b>\$128,842,385</b>	<b>\$6,288,215</b>	<b>\$212,400</b>	<b>\$0</b>	<b>\$136,271,393</b>



**TO: Committee Members**

**FROM: Rob Balmes, Director**

**RE: Safety Partners Activity Summary**

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**Summary**

Per the request of TPO Board Chair Kristen Dreyer, TPO staff have been coordinating with partners in Marion County to produce a one-page summary listing of major program and project-related activities involving transportation safety. The primary purpose of producing a summary listing is to help better inform elected officials and partner agencies on the various ongoing programs and responsibilities being undertaken to improve safety throughout Marion County.

A draft summary document is included with this memo. Some safety-specific projects were also added as submitted by local partners. TPO staff welcomes feedback and input, prior to transmission to the TPO Board for the August 27, 2024 meeting.

**Attachment(s)**

- Safety Partners Summary

If you have any questions, please contact me at: 352-438-2631.

# Transportation Safety Programs and Activities in Marion County

The following provides a summary of current ongoing transportation safety programs and activities by partner agencies in Marion County. This information is subject to change each year based on priorities and budget.

## City of Belleview/Belleview Police Department

- Monitoring Mid-Block Pedestrian Crossings on US 441/301 for safety improvements
- Citywide Sidewalk Connectivity Master Plan
- Traffic calming plan through Lake Lillian Park and crosswalk pedestrian improvements

## City of Dunnellon/Dunnellon Police Department

- \*Safety-specific roadway improvement projects
- School Zone Traffic Enforcement Plan
- Installation of School Zone Safety Cameras
- Joint Safety Program collaboration

## City of Ocala

- \*Safety-specific roadway improvement projects
- City-wide Local Road Safety Plan
- Speed Management/Traffic Calming Plan
- Southeast Ocala Neighborhood Traffic Calming Study
- Howard Middle School Zone Study
- Meadowbrook Academy School Zone Study
- SW 27th Avenue at SW 19th Ave. Road Safety Review
- Traffic signal corridor retiming, maintenance and replacement program
- Pavement marking refurbishment program
- Sidewalk repair program
- Road resurfacing, vegetation management and stormwater conveyance system maintenance programs

## City of Ocala Police Department

- High Visibility Enforcement (HVE) Bike/Pedestrian Operation
- Participating in Southern Slow Down
- Hosting Best Foot Forward pedestrian operation
- Recently added a new Traffic Enforcement Officer
- Working with MCSO on future joint enforcement ops
- Social media posts and safety videos

## Community Traffic Safety Team (CTST)

- Monthly coordination meetings
- Organize and lead community safety events

## Florida Department of Health, Marion County

- Car seat check site
- Free car seat with class
- Education and awareness
- National Walk to School Day
- Battle of the Belts (High Schools)

## Florida Department of Transportation, District 5

- \*Safety-specific roadway improvement projects
- District 5 Office of Safety
- Central Florida Safety Strategic Plan
- Stop on Red events, Marion County
- Mobility Week events, Marion County
- Sponsorship Bike/Walk Central Florida, Marion County

## Florida Highway Patrol (FHP)

- FLHSMV Arrive Alive Campaign
- Florida Driver's Handbook

## HCA Ocala Hospital

- Monthly Stop the Bleed Classes
- Florida Teen Safe Driving Coalition Working Group
- CarFit Partner
- Senior Lifestyles and Injury Prevention Seminars

## Marion County

- \*Safety-specific roadway improvement projects
- CR 314 from NE 170th Avenue Road to NE 127th Street Road/NE 231st Avenue, Safety Study
- Traffic studies for roadway improvements
- Traffic operations webpage for road maintenance and closures. Public detour/lane/road closure notices
- Back to school events at community centers
- Bike helmet giveaways during community events, annual carnival, trunk or treat, back-to-school event
- Safe trick-or-treating events; annual carnival
- Inclement weather messaging for roadway flooding, non-working traffic signals, traffic sign damage reporting
- Crime prevention campaigns: billboards, commercials, socials; pedestrian safety, back to school
- 2024 Safety Matters community outreach
- Social media posts and safety videos

## Marion County Sheriff

- High Visibility Enforcement (HVE) Bike/Ped Operation
- Participating in Southern Slow Down
- Participating in Best Foot Forward crosswalk operation
- Working with OPD on future joint enforcement ops/S.T.E.E.R.
- Social media posts and safety videos

## Marion County Fire Rescue

- FDOT District 5/I-75 Traffic Incident Management Team
- Certifications and events for bike helmet fitting, car seat installation, Car Fit, Impact Teen Driver, Safe Kids, Stop the Bleed programs
- Mature Adults Healthy Walk/Stepping Out
- Safe Mobility for Life Mature Adults
- Pedestrian Safety for Kids programming
- Parking lot safety for Kids programming
- Educational handouts

## Marion County Tax Collector

- Disseminate Florida Driver's Handbook

## Ocala-Marion TPO

- Commitment to Zero Safety Action Plan
- Commitment to Zero Dashboard and Annual Report
- Education and awareness (social media, fact sheets)
- Federal performance measures annual reporting

\*The following provides a listing of traffic safety-specific improvement projects currently programmed for construction in Marion County.

### **City of Dunnellon**

- Crosswalk Installation at two locations on East Pennsylvania Avenue/CR 484 (County managed)
- Pedestrian Crossing improvements over Rainbow Bridge on East Pennsylvania Avenue/CR 484 (County managed)

### **City of Ocala**

- NE 8th Avenue from SR 40 to SR 492, Roundabouts
- SR 40 at NW 46th Avenue Signalization
- SW 43rd Court at SW 20th and SW 40th Streets, Signalization Projects
- SR 464 at SE 25th Avenue, westbound right-turn lane on SR 464 and intersection improvements
- SW 44th Avenue (North of Sonoma), Roundabout
- SW 40th/SW 38th Realignment at SR 40, Operational/Safety Improvements
- SE 1st Avenue (SE 3rd St to SE 5th St), Sidewalk Improvement

### **Marion County**

- CR 484 at SW 135th Street Road, Safety Project
- CR 42 At SE 182nd Avenue Road, Safety Project
- CR 42 at CR 25, Safety Project

### **FDOT, Marion County**

- US 441 at SR 464, Operational/Safety Improvements
- SR 40 at SW 27th Avenue, Operational/Safety Improvements
- US 301/441 from SE 102nd in Belleview to SR 200 in Ocala, Sidewalks/Shared Use Path
- SR 200 from east of I-75 to US 301/Pine Avenue Median Installation, Lane Narrowing, Pedestrian Hybrid Beacons



**TO: Committee Members**

**FROM: Rob Balmes, Director**

**RE: FDOT Strategic Intermodal System (SIS) Plans**

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**Summary**

On July 23, the Florida Department of Transportation (FDOT) formally announced the approval of the 2035 to 2050 Strategic Intermodal System (SIS) Long-Range Cost Feasible Plan. This release completes three current time bands of SIS plans, all of which are listed on the FDOT website: <https://www.fdot.gov/planning/systems/sis/plans.shtm>

The SIS plan documents are organized by FDOT District and include the SIS Adopted 5-Year Plan, Second Five Year Plan and the Long-Range Cost Feasible Plan. The First and Second Five-Year Plans will be subject to updates in the upcoming fiscal year. The TPO's 2050 Long Range Transportation Plan development process will integrate all the SIS projects located in Marion County.

**Attachment(s)**

- 2035 to 2050 FDOT SIS Cost Feasible Plan, District 5 section

If you have any questions, please contact me at: 352-438-2631.





# SIS Cost Feasible Plan 2035-2050

2024 Edition





# Purpose of SIS Cost Feasible Plan

The 2050 Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) represents a phased plan for capacity improvements to the SIS, utilizing forecasted revenues, guided by objectives set forth in the Florida Transportation Plan (FTP). The main purpose of the CFP is to efficiently plan for and fund future capacity improvements. The plan illustrates projects on the SIS that are considered financially feasible during years 11 through 25 of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could potentially move forward into the SIS 2nd Five-Year Plan as funds become available or back out into the SIS 2050 Multimodal Unfunded Needs Plan given changes in priorities or shortfalls in projected revenue. The CFP is typically updated every three to five years as new revenue forecasts become available.

The 2050 SIS CFP represents an update of the 2045 SIS CFP and complies with the statutory requirement that calls for a long-range cost feasible plan.

## Methodology and Process

The development of the CFP is completed in the following steps:

1. Development of revenue forecast.
2. Identification of district project priorities.
3. Development of draft CFP by Central Office Systems Implementation Office.
4. Review and comment by district and local partners.
5. Update based on district and partner comments.
6. Review of final draft by Executive Management.
7. Approval of CFP by FDOT Executive Board.
8. Publishing of CFP.

## CFP Project Selection

The costs of selected projects are balanced against available district and state managed revenues/funds to ensure that each project is “cost feasible.” Priorities assigned by the districts and statewide ranking system are also considered as part of the project selection process. As part of this process, several iterations of the plan are developed for district review and approval by FDOT leadership.



As part of this effort, the Districts provided project information that was supplemented by additional statewide analysis. These projects then served as the base pool of potential CFP projects.

**When considering each project for inclusion in the CFP, the following questions were asked:**

- Is the project of statewide importance?
- Does the project support statewide SIS goals?
- Does the project contribute to the expansion of major roadway trade and tourism corridors? Florida’s continued long-term economic viability depends on reliable freight and passenger mobility through its major gateways.
- Does the project contribute to the completion of corridor? SIS routes should provide a continuous corridor with similar capacity and operational characteristics.
- Does the project contribute to the overall connectivity of the SIS? SIS routes are interconnected to form a statewide system that enhances mobility.

# Florida Transportation Plan (FTP)

The FTP is the single overarching statewide plan guiding Florida’s transportation future. Updated every five years, the FTP represents a collaborative effort between state, regional, and local transportation partners from both the public and private sector. The FTP consists of the following elements:

- 👁️ **Vision Element** - provides a long-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida’s transportation system.
- 📄 **Policy Element** - describes how the Department will accomplish the vision and goals and defines strategies that will guide transportation partners statewide over the next 25 years.
- 📊 **Performance Element** - evaluates how the state’s transportation system performs on key measures of safety, asset condition, and mobility.
- 👤 **Implementation Element** - details the short-term actions, roles, and processes which will implement the FTP over the next five years. Additionally, this element details how FDOT will track progress towards accomplishing the vision and goals.

The Systems Implementation Office (SIO) utilizes FTP goals as a guide to identify SIS policies, select projects, measure performance, and implement project development in accordance with short and long-range plans.

## FTP Goals and Objectives

As mentioned previously, the FTP contains the goals and objectives the Department works to achieve. The SIS CFP plays a direct role in meeting the following goals and objectives:

### Invest in transportation systems to support a globally competitive economy.

Florida’s economic competitiveness is closely related to the state’s ability to provide connectivity and mobility for both people and freight. Transportation investments are a key contributor to statewide economic growth and diversification over the next 50 years.

### Make transportation decisions to support and enhance livable communities.

Cities, suburbs, small towns and rural areas, and open space all appeal to different groups of Floridians. Although transportation alone cannot make a community livable, effective transportation planning and investment can support the viability of these desired community types.

### Make transportation decisions to promote responsible

As Florida grows and develops an important priority must be to ensure Florida’s environment is sustainable for future generations. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters.

### Provide a safe and secure transportation system for all users.

Safety is the number one priority for the Department and factors into all planning and operational improvements undertaken by FDOT. FDOT and its partners have established a vision of a fatality-free transportation system. FDOT’s highest commitment to its customers is to build, maintain, operate, and manage a transportation system that significantly reduces the risk of a crash, fatality, or serious injury.

### Make transportation decisions to promote responsible environmental stewardship.

As Florida grows and develops an important priority must be to ensure Florida’s environment is sustainable for future generations. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters.



# Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS), established in 2003, is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. The SIS includes the state's largest and most significant commercial service airports, spaceports, deep-water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors, waterways, and highways.

As of 2023, designated SIS facilities included 18 commercial service airports and three general aviation reliever airports, 12 deep-water seaports, 2,431 miles of rail corridors, 1,079 miles of waterways, 15 passenger terminals, eight rail freight terminals, two spaceports, and nearly 4,700 miles of highways, corridors, connectors, and Military Access Facilities. These hubs, corridors, and connectors are the fundamental structure which satisfies the transportation needs of the public, supports the movement of freight, and provides transportation links to external markets.

## 2022 SIS Policy Plan Update

“FDOT is required by Florida Statutes to produce a Strategic Intermodal System Plan consistent with the FTP at least once every five years. While the FTP addresses the whole of the state's transportation system, regardless of ownership, the SIS Policy Plan addresses only SIS designated facilities. Recognizing the interdependence of these two plans, FDOT updated the FTP and the SIS Policy Plan together beginning in 2014. In conjunction with the FTP update, FDOT has worked with the steering committee, an additional advisory group, partners, and the public to update the SIS Policy Plan. The FTP provides guidance for other state, regional, and local plans, including the SIS Policy Plan. The integrated update process ensures that FTP implementation focuses first and foremost on the transportation facilities most critical for connecting Florida's regions and connecting Florida to other states and nations.

The SIS Policy Plan establishes the policy framework for designation, identification, project prioritization, and planning and collaboration for the SIS. The plan describes objectives, cross-cutting policy areas, focus areas, and strategies to guide FDOT and transportation partners statewide in accomplishing the vision and goals of the SIS. The update of the SIS Policy Plan is a primary emphasis of FTP implementation and aligns with the current FTP Policy Element. The SIS Policy Plan includes three objectives to guide future SIS plans and investments over the next five years:

**Economic Development:** Provide transportation systems to support statewide and regional economic development.

**Intermodal Connectivity:** Expand transportation choices and integrate modes for interregional and regional trips

**Interregional Connectivity:** Ensure the efficiency and reliability of multimodal transportation connectivity among Florida's regions and between Florida and other states and countries.

The partner and public involvement process of the 2022 SIS Policy Plan update informed the three cross-cutting policy areas that guided the focus of the SIS Policy Plan development process.

**Redefine Capacity:** To meet current and future needs, the focus of SIS investments must expand from traditional capacity projects to a full range of solutions for improving mobility, reliability, and connectivity.

**Increase Flexibility:** The rapid pace of change in Florida's economy and the emerging technology and mobility solutions available to meet the needs of residents, visitors, and businesses suggest the need for greater flexibility moving forward.

**Clarify Interregional Connectivity:** As Florida continues to grow and change, so too do the needs of its multiple regions. During the plan update process, local governments, and other partners highlighted the need for greater clarity in the definition of interregional connectivity.

## Policy Plan Focus

The plan identified focus areas to strategically address all aspects of these cross-cutting policy changes. Each focus area has associated designation, planning, and collaboration strategies that enable the SIS to fully support the FTP goals and SIS objectives while addressing the needs identified during the partner and public involvement process. The five (5) policy plan focus areas are as follows:

- 🛡️ **Safety** - Demonstrate the SIS program's contribution to eliminating fatalities and serious injuries on Florida's transportation system.
- 🌪️ **Resilience** - Reduce vulnerabilities of SIS infrastructure to risks including extreme weather, sea-level rise, coastal and inland flooding, wildfires, and extreme heat.
- 🚗 **Technology and innovation** - Prepare the SIS for emerging technologies such as automated, connected, electric, and shared vehicles.
- 🏙️ **Urban mobility and connectivity** - Address the impact of congestion in both major and developing urban areas on the efficiency and reliability of the SIS for interregional travel, especially in areas where there are limited options for adding capacity to SIS corridors or limited modal alternatives to SIS highways.
- 🏡 **Rural mobility and connectivity** - Support rural revitalization and economic development and facilitate emergency evacuation and response, while supporting environmental stewardship goals and community visions.

## SIS Designation

Section 339.63, Florida Statutes, (F.S.) provides a list of the facility types to be designated as SIS facilities. Upon its creation, the SIS was intended to include only the transportation facilities that meet a strategic and essential state interest. By limiting the system to only those facilities that are most critical, improvement projects are anticipated to have a greater impact statewide. The initial SIS included all facilities that met the criteria recommended by the SIS Steering Committee, with the subject criteria being reviewed annually. Three SIS system-wide data and designation reviews have been conducted and published since the SIS was created. The most recent review was completed in 2020, which analyzed SIS data and facility designations.



# SIS Eligibility

Section 339.1, F.S. requires that revenue from the State Transportation Trust Fund be set aside for SIS projects. Only certain types of projects are eligible for SIS funding. After preservation, maintenance, and safety are addressed, the remaining funds are used for SIS capacity improvement projects.

Many of the restrictions on SIS funding are guided by the definition of a “capacity project” for each mode. The Funding Eligibility lists the types of projects that can and cannot use SIS funding.

# SIS Planning Process and Funding Strategy

The SIS planning process is based on policy guidance that was developed for the Florida Intrastate Highway System (FIHS) during the 1990's. This process provides the framework for planning, programming, and implementing transportation projects. It shows the progression of a project from policy and planning to implementation. The process also ensures that the limited transportation funds are invested in the most effective manner.

The SIS planning process is based on an approach of rational planning and systematic decision-making. Development of the SIS Policy Plan leads to the preparation of the SIS Multimodal Unfunded Needs Plan, which includes a wide variety of capacity projects. From this plan, the SIS CFP is developed, and the further components of the SIS Funding Strategy.

The SIS Funding Strategy includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. All the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 years. It is a combined document composed of the Adopted and Tentative SIS Work Program, the 2nd Five-Year Plan, and CFP. A discussion of each of the FDOT SIS plans followed on the next page.





# Adopted and Tentative SIS Work Program

The Adopted Work Program (1st Five-Year Plan) is the focus of the entire FDOT planning process. By statute, the Department cannot undertake any project prior to its inclusion in the Adopted Work Program. The program represents a financially feasible planning document which consists of all FDOT projects for the current fiscal year and the following four years. Approximately 75% of the discretionary funding in the Adopted Work Program is targeted towards SIS capacity projects, which include a wide range of transportation projects impacting all transportation modes throughout the state.

## SIS 2nd Five-Year Plan

Projects that are scheduled to be funded in the five years following the Tentative SIS Work Program (year 6 through year 10) is considered part of the SIS 2nd Five-Year Plan. The plan is developed during the FDOT project development cycle, in the same manner as the SIS Work Program (1st Five). Upon the commencement of the annual FDOT project development cycle, the first year of the previous SIS 2nd Five-Year Plan becomes the new fifth year of the Tentative SIS Work Program, and the new 10th year is developed from projects in the SIS Cost Feasible Plan

## SIS Cost Feasible Plan

As previously stated, the SIS Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during years 11 through 25 of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could potentially move forward into the SIS 2nd Five-Year Plan as funds become available or back out into the SIS 2050 Multimodal Unfunded Needs Plan given changes in priorities or shortfalls in projected revenue. The CFP is typically updated every three to five years as new revenue forecasts become available.

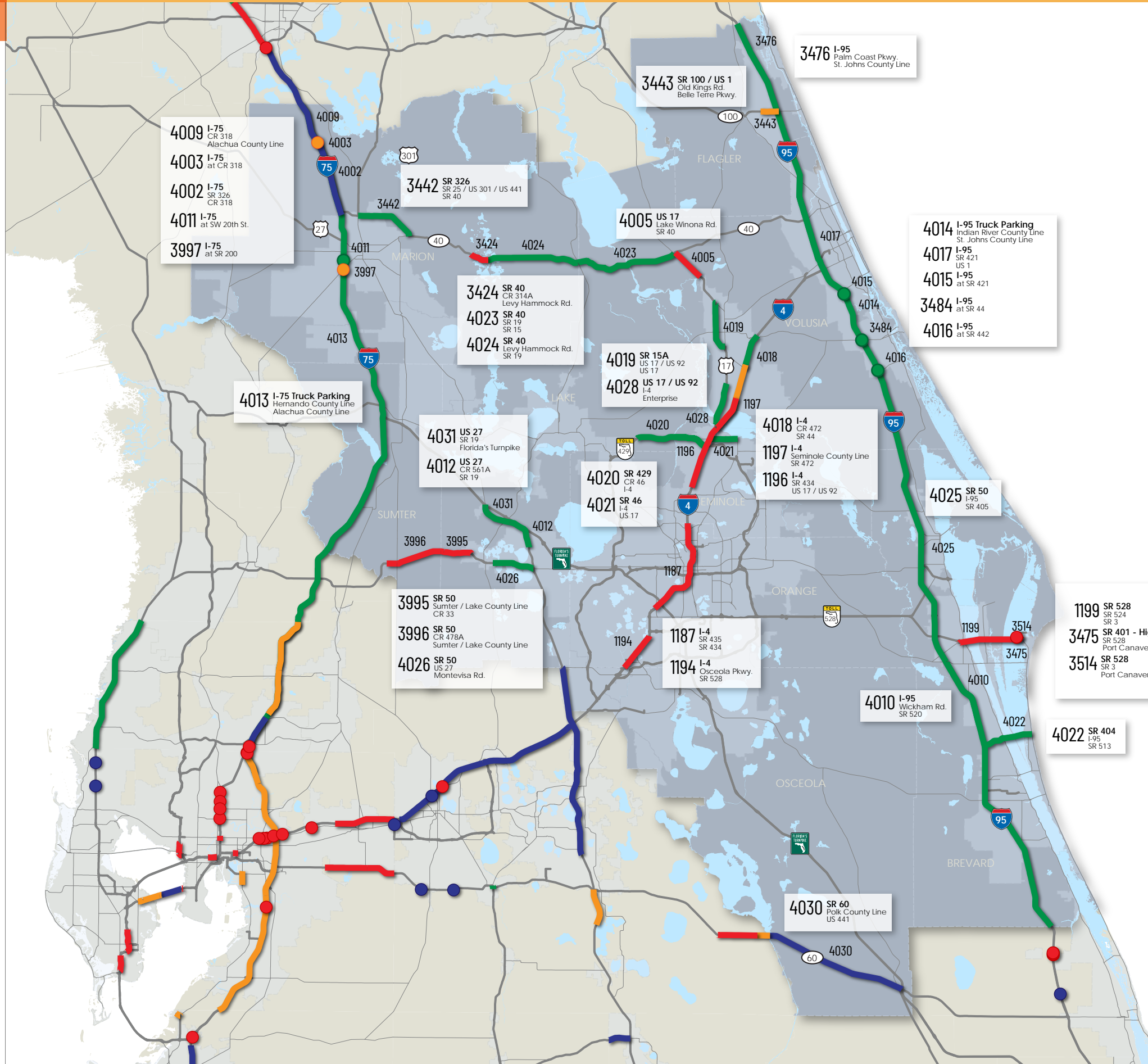
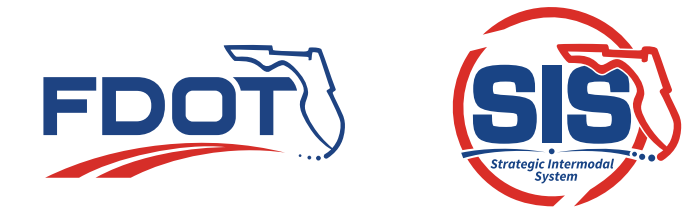
This update of the SIS CFP does not provide specific projects for modes other than highways (aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the SIS CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the SIS CFP planning period. The reserves are available for each mode for specific projects that will be identified and selected in the future.





**FY 2034/2035 - FY 2049/2050**

Florida Department of Transportation  
 Systems Implementation Office



## LEGEND

### PROJECT LABELS



Note: Project Limits are approximate. See table for further details.

### IMPROVEMENTS - HIGHEST FUNDING PHASE

- Bridge, Interchange, Intersection: ● ▬ **CON - Construction & Mega Projects**
- Corridor: ▬ **RW - Right of Way**
- Corridor: ▬ **PE - Preliminary Engineering**
- Corridor: ▬ **PDE - Project Development and Environmental**

### OTHER FEATURES

- Interstate Highway
- U.S. Highway
- State Highway
- Toll Roads
- SIS Highways
- Other State Highways

