



TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission Auditorium
601 SE 25th Avenue,
Ocala, FL 34471

June 26, 2018
4:00 PM

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. PUBLIC COMMENTS (Limited to 2 minutes)

4. PRESENTATIONS

A. TRANSIT REALIGNMENT

Staff shall make a presentation regarding proposed route realignments to improve the efficiency of the SunTran Bus System.

5. ACTION ITEMS

A. INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIC PLAN UPDATE

Eric Lindstrom from Kittelson and Associates shall make a presentation regarding an update to the Intelligent Transportation Systems Strategic Plan for review and approval.

B. COASTAL CONNECTOR RESOLUTION

Staff will present a resolution regarding the Coastal Connector for review and approval.

C. CITIZENS ADVISORY COMMITTEE (CAC) APPOINTMENT

Mr. Travis Magamoll has submitted an application to be a member of the CAC for review and approval.

6. CONSENT AGENDA

- A. MINUTES – May 22, 2018**
- B. TRANSPORTATION DISADVANTAGED (TD) PLANNING GRANT FY 18/19**
- C. 2018/2019 – 2022/2023 FINAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
- D. 2018 PUBLIC INVOLVEMENT PLAN (PIP) UPDATE**
- E. TITLE VI NON-DISCRIMINATION PLAN**

7. COMMENTS BY FDOT

8. COMMENTS BY TPO STAFF

9. COMMENTS BY TPO MEMBERS

10. PUBLIC COMMENT (Limited to 2 minutes)

11. ADJOURNMENT

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 629-8297 forty-eight (48) hours in advance, so arrangements can be made.

The next regular meeting of the Transportation Planning Organization will be held on August 28, 2018.



June 7, 2018

TO: TPO Board Members

FROM: Michael Daniels, Director

RE: Transit Realignment

Staff is proposing to realign the existing Suntran Bus Routes in order to maximize efficiency based in large part on the public involvement recommendations that came out of the 2018 Transit Development Plan (TDP) Update and the 2016 Suntran Comprehensive Operations Analysis (COA).

These changes are summarized on the following page along with a map showing the proposed and existing routes.

If you have any questions, please contact me at 629-8297.

Realign existing system – To maximize the efficiency of the SunTran network, the proposed route alignments from the SunTran COA, finalized in February 2016, and the Transit Development Plan Update in 2018, with some necessary modifications, are assumed to be the base network to the existing system. The revised network takes the current funding environment into account. The following summarizes the modifications to the route alignments:

Blue Route – The proposed alignment of the Blue route would provide one-way service on the majority of the route, including a one-way loop along Blitchton Road that is currently serviced by the Purple route with 60-minute headways. The alignment would provide a more direct travel path between several important anchors:

the Health Department, the Ocala Regional Medical Center, SW 17th Street, Downtown, and the northwest area identified as an important transit market. The alignment would benefit ridership due to the directness of travel between major anchor points and the available transfers at the Downtown Transfer Station. This would also make service more efficient in the northwest, as it would provide a transfer opportunity to all other routes serving the Downtown Station before continuing to the Health Department.

Yellow Route – The proposed alignment operates similar to the current Yellow B route, with some segments with two-way service and a loop in the northeast. This route was redesigned to reduce out-of-direction travel, provide coverage service in the northeast, and provide more premium two-way service in the area. This route alignment provides two-way service on NW 35th Street that previously only had one-way service every other hour by removing the out-of-direction travel that had served some very low ridership segments in close proximity to the current and proposed Green routes. This alignment maintains a substantial level of coverage in the northeast, increases efficiencies in service, and improves the frequency of the Yellow route.

Green Route – The proposed alignment operates similar to the current Green Route with a minor exception of expanding to provide service directly to the Marion County Library and removing a segment northeast of the Silver Springs Walmart by continuing on SR 40. The alignment then continues the current inbound alignment, returning to Downtown. This alignment has the effect of providing counter-clockwise loop service (opposite the Yellow route) on a few roadways, providing two-way transit service on those routes. This alignment reduces overall out-of-direction travel on the outbound trip by adding service where the current Blue route alignment had provided service on. Additionally, this alignment provides coverage to a significant portion of the northeast that was modified to increase efficiencies for the Yellow route.

Orange Route – The proposed alignment is a combination of the Orange and Yellow A routes. This alignment uses N Magnolia/1st Avenue (one-way pairs) to exit/enter the Downtown area and station. This alignment removes some difficult turning movements from the current Orange alignment near the medical centers south of Downtown that are served by the Blue route in this recommendation, without the need to complete the difficult turn. This has the effect of reducing out-of-direction travel and providing two-way service along portions of the route. The future plans for the orange route would be to extend service past the I-75 corridor and provide service along the SR 200 corridor, which was a top request of current and potential riders and was identified as a sizeable transit market due to the employment density in the area. This alignment may also assist in attracting paratransit trips to fixed route

service in an area with an already high number of paratransit trips. However at the present time, this expansion is not possible due to route timing. With the use of signal pre-emption, this may be an option to revisit in the future.

Purple Route – The proposed alignment is a combination of the current Purple, Orange, and Yellow A routes. It provides more direct service to the southwest and a second route option to the northwest, both important coverage areas. This alignment also provides coverage in the southwest where the Orange and Yellow A routes were assessed as being too close to each other. This alignment extends route service to Paddock Mall before returning to Downtown. This new alignment would serve several high-ridership stops in coverage areas while providing access to several key anchor points in the southwest.

Red Route with Flex Service – The proposed alignment preserves the western portion of the existing route from the Health Department as it continues east but would connect directly to Winn-Dixie and Walmart using SE Maricamp Road and not bifurcate into A and B branches at the Winn-Dixie. Staff is proposing to eliminate the last trip of the day due to low ridership. Staff evaluated the possibility of operating the red route as a Flex service, within the general area served by the existing Red Routes. The Red route is presently the lowest ridership route and has the highest operating cost per passenger trip. However at the present time, this expansion is not possible due to route timing. With the use of signal pre-emption, this may be an option to revisit in the future.

Silver Route to the Ocala / Marion County Commerce Park

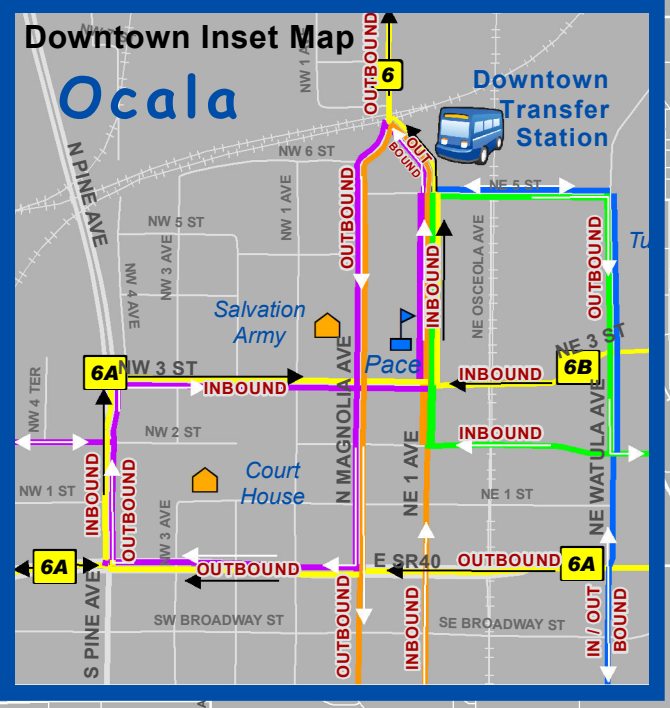
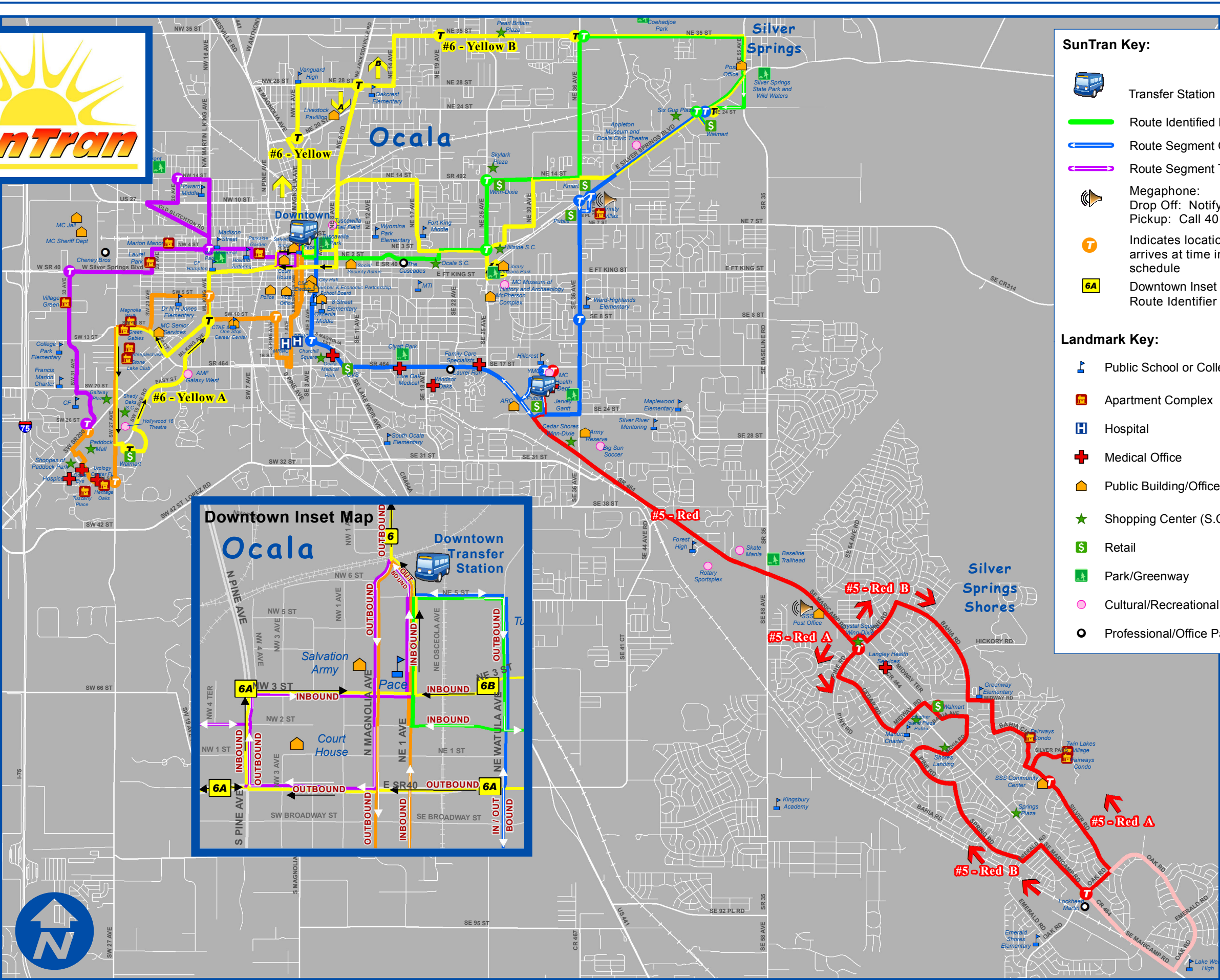
The proposed alignment shall provide service to the Ocala/Marion County Commerce Park, which is a growing employment center for Fed Ex Ground, Chewy.com, and Autozone. The route shall be coordinated to run during employee shift changes.



www.SunTran.org

Phone: 401-6999

Effective Date: November 4, 2013



SunTran Key:

- Transfer Station
- Route Identified by Color
- Route Segment One-Way Only
- Route Segment Two-Way
- Megaphone:
Drop Off: Notify Driver
Pickup: Call 401-6999
- Indicates location where bus arrives at time indicated on schedule
- Downtown Inset Map:
Route Identifier

Landmark Key:

- Public School or College
- Apartment Complex
- Hospital
- Medical Office
- Public Building/Office
- Shopping Center (S.C.)
- Retail
- Park/Greenway
- Cultural/Recreational
- Professional/Office Park



SunTran Key:

- Transfer Station

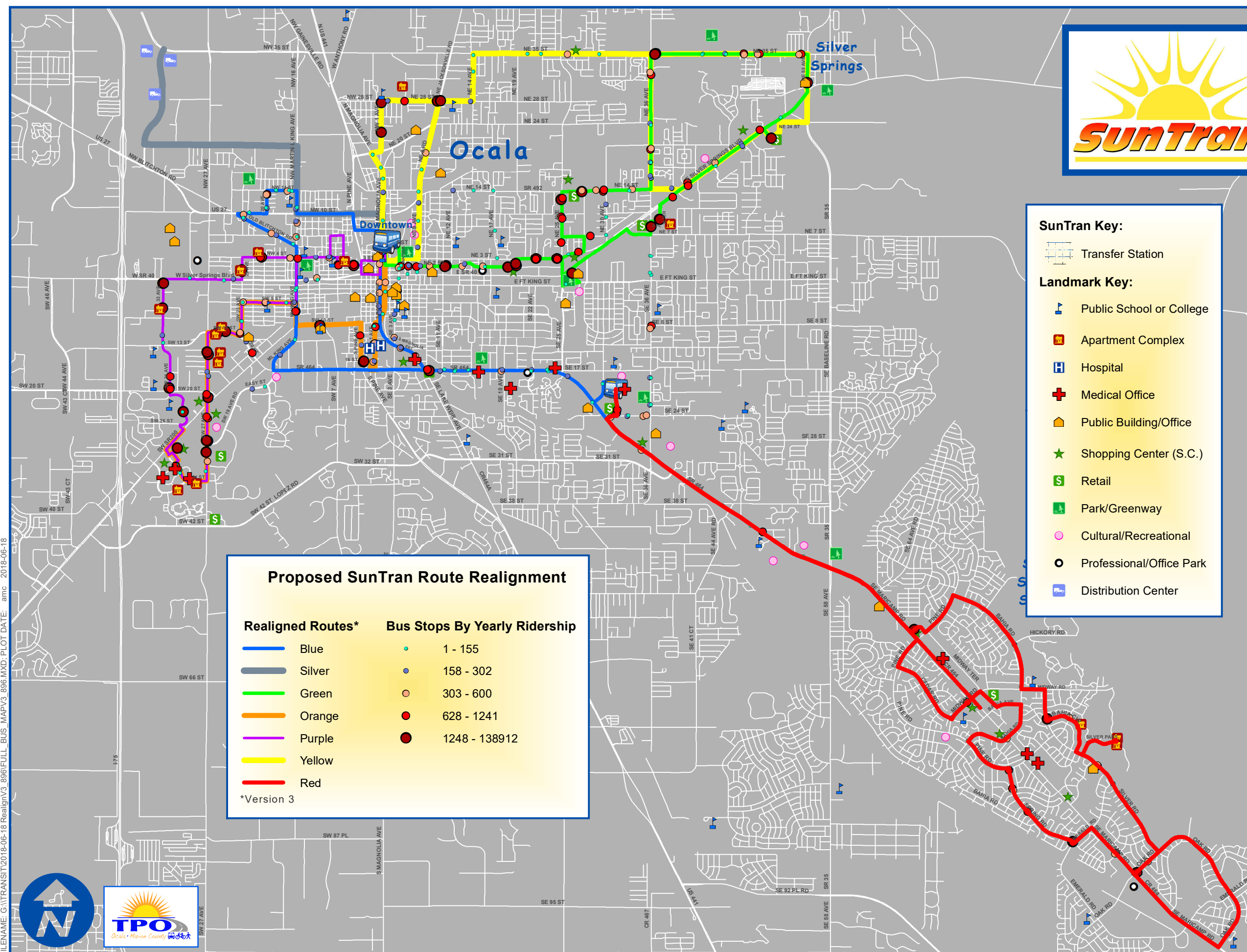
Landmark Key:

- Public School or College
- Apartment Complex
- Hospital
- Medical Office
- Public Building/Office
- Shopping Center (S.C.)
- Retail
- Park/Greenway
- Cultural/Recreational
- Professional/Office Park
- Distribution Center

Proposed SunTran Route Realignment

Realigned Routes*	Bus Stops By Yearly Ridership
Blue	1 - 155
Silver	158 - 302
Green	303 - 600
Orange	628 - 1241
Purple	1248 - 138912
Yellow	
Red	

*Version 3



FILENAME: G:\TRANSIT\2018-06-18 Realign\3_896\FULL_BUS_MAPV3_896.MXD-PILOT DATE: amc 2018-06-18





June 21, 2018

TO: TPO Members

FROM: Michael Daniels, Director

RE: ITS Strategic Plan Update

The Ocala/Marion County through coordination with the Cities and Marion County are seeking to continue to improve traffic flow and the reliability of the transportation system through the application of Intelligent Transportation Systems (ITS). The original ITS Plan was developed in 2008, and this update will re-affirm and adjust the earlier plan, and identify specific projects and actions/equipment to deploy and operate ITS consistent with local, state and federal policies, regulations, standards, and guidelines.

The projects developed shall contribute to a safe and efficient transportation system for the County by addressing pressing operational needs identified in the study, as well as planning for specific needs for the next five years, and general needs for the 5 to 10 year timeframe.

The projects and the ITS plan shall be provided at the TPO meeting.

If you have any questions, please contact me at 629-8297.



June 21, 2018

TO: TPO Board Members
FROM: Michael Daniels, Director
RE: Coastal Connector

The Florida Department of Transportation, Florida's Turnpike Enterprise is in the planning phase of the Coastal Connector, which is a high level study evaluating new transportation corridor alternatives through Citrus and Marion Counties. The proposed alternatives are enclosed. Staff is recommending adoption of the June 5th resolution that was passed by the Marion County Board of County Commission which opposes the development of any of the five proposed alignments of the projects for the reasons stated in the resolution.

If you have any questions please contact our office at (352) 629-8297.

RESOLUTION

NO.

A RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION, REQUESTING THE HONORABLE GOVERNOR RICK SCOTT TO DIRECT THE FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA'S TURNPIKE ENTERPRISE, TO REJECT ALTERNATIVE CORRIDORS PROPOSED FOR THE COASTAL CONNECTOR IN WESTERN MARION COUNTY.

WHEREAS the Florida Department of Transportation, Florida's Turnpike Enterprise, is conducting an Alternative Corridor Evaluation (ACE) for the Coastal Connector, a new transportation corridor proposed in Citrus and Marion Counties and five alternative routes have been identified in western Marion County; and

WHEREAS, The Marion County Board of County Commissioners held a public workshop with representatives of the Florida Department of Transportation and the Florida Turnpike Enterprise, regarding the Coastal Connector project, and received public input thereon, on May 18, 2018; and

WHEREAS, additional discussions and deliberations were conducted by the Ocala / Marion County Transportation Planning Organization (TPO) on May 22, 2018; and

WHEREAS, The Ocala / Marion County Transportation Planning Organization recognizes that the growing population of Florida will require additions to critical transportation infrastructure within the State; and

WHEREAS, in furtherance thereof, the Ocala/Marion County Transportation Planning Organization strongly supports the recommendations of the I-75 Relief Task Force, to expand the capacity of that facility, contained in the final Task Force Report, dated October 1, 2016; and

WHEREAS the Florida Department of Transportation's ACE process is to help identify and evaluate corridor alternatives by considering transportation needs and environmental issues early in the project development, encourages the public to be involved, and integrates opportunities for community input into every step of the study to allow for meaningful participation in the process; and

WHEREAS, in consideration of the compelling public testimony received by The Ocala / Marion County Transportation Planning Organization, the TPO concludes that the five alignments proposed through western Marion County must be rejected for a number of reasons, including, but not limited to:

- A. In 2016, the I-75 Relief Task Force considered the suitability of three "Areas of Opportunity" through western Marion County (see Exhibit "A," attached hereto) as part of that analysis, and none of them were adopted by the Task Force. Now, the five proposed alignments would have significant negative impacts within some of the Areas of Opportunity previously rejected, or not recommended by, the Task Force; and
- B. While some have characterized the Coastal Connector as a facility for hurricane evacuation, The Ocala / Marion County Transportation Planning Organization urges that making the improvements to I-75 recommended by the Task Force should be given a much higher priority for hurricane evacuation than the Coastal Connector project; and

- C. Marion County's unique limestone-based soil classified as locally important and prime farmland, provides key natural agronomic benefits to the equine industry and increasingly diverse agricultural industries such as blueberry and vineyard production; and
- D. Marion County is recognized as the Horse Capital of the World, particularly western Marion County, whose equine industry impacts the local economy with a \$1.6 Billion value added contribution to the gross domestic product, \$2.62 Billion added contribution in industry outputs, and 19,209 full and part time jobs, which was more than 15% of Marion County's overall economy in 2012; and
- E. Marion County's unique karst geology provides high recharge to the Floridian Aquifer, the key source of freshwater for central Florida and numerous springs, including Marion County's world class Rainbow Springs and Silver Springs, both first magnitude springs, along with providing a nutrient laden freshwater source which supports and enhances the County's extensive agricultural production; and
- F. It would not be possible to construct any Coastal Connector Turnpike Route from the Suncoast Parkway at State Road 44 to 1-75 without significant adverse impacts to some of the important Conservation Land tracts in Marion County, including Halpata Tastanaki Preserve, Ross Prairie, Rainbow Springs State Park (and its additions), Lake Rousseau, and the Cross Florida Greenway; and
- G. Marion County's adopted Comprehensive Plan includes the Future Land Use and Conservation Elements which recognize the unique environment and economy of Marion County, including classifying locally important and prime farmland and springs as locally significant and environmentally sensitive natural resources deserving of protection as listed in Conservation Element Policies 1.1.1, and 1.1.2; and
- H. Marion County's Comprehensive Plan further recognizes the unique nature, character, and economic impact of the equine and agricultural industries of northwestern Marion County by establishing the Farmland Preservation Area and creating a Transfer of Development Rights Program to preserve and enhance the nature, character, economic impact, and quality of life of the area as listed in Future Land Use Element Goal 9; and
- I. The City of Dunnellon's adopted Comprehensive Plan includes the Future Land Use and Conservation Elements which recognize the unique environment of Dunnellon, regulating the use of natural resources, open space and flood prone areas and protecting wetlands, potable water well fields, natural aquifer recharge areas, endangered species, intact ecological systems, air and water quality consistent with the requirements of the Conservation Element; and
- J. The City of Dunnellon's Conservation Element further recognizes the Rainbow River and Withlacoochee River are irreplaceable recreational and aesthetic resources to the City. This element provides that the City shall ensure existing and future land uses do not contribute to a decrease in surface water quality, including lakes, rivers and wetlands, which shall be designated conservation areas; and

- K. Marion County further recognizes the unique need to preserve important resources such as agriculture, equestrian and rural character with rural neighborhoods along with the scenic context of these areas as listed in Future Land Use Element Policy 3.1.4.1 & 2, and Goal 8; and
- L. It must be recognized that the issue is not simply the payment of "full compensation" to owners of the most valuable equine and agricultural properties in Marion County. Rather, it must be recognized that as a result of any of these corridors, the required right-of-way acquisitions and resulting construction of the proposed facility will not only damage, but may destroy many of these important operations in Marion County, and consequently, negatively impact the economic vitality and long-range growth of Marion County; and
- M. While it is understood that the evaluation and study of major new transportation facilities is a long-term activity that may go on for decades, where, as here, some proposed alignments are manifestly not viable options, they should be affirmatively and unequivocally removed from consideration at the earliest possible date, so as to remove the cloud of economic uncertainty that their very existence leaves on all properties within their footprints.

NOW THEREFORE, BE IT RESOLVED by the Ocala / Marion County TPO:

Section 1. In order to protect our rural lands, our vital equine industry, our precious conservation land tracts, the quality of life of our citizens and the overall objectives of our adopted Comprehensive Plan, the Ocala/Marion County TPO hereby opposes each and every one of the five alternative corridors of the Coastal Connector currently under consideration through western Marion County, as well as any new proposed corridor that would traverse the Farmland Preservation Area of western Marion County, as depicted on Exhibit B, attached hereto; or any new proposed corridor within the City of Dunnellon or rural areas adjacent thereto, conservation lands including Halpata Tastanaki Preserve, Ross Prairie, Rainbow Springs State Park (and its additions), and Lake Rousseau. Furthermore, in addition to the foregoing specifically described areas, the Ocala / Marion County TPO opposes any other corridor for the Coastal Connector that would traverse any other part of Marion County.

Section 2. The Ocala/Marion County TPO respectfully requests the Honorable Governor Rick Scott to intervene in the Coastal Connector project, and to direct the elimination of any of the five currently proposed corridor alignments in western Marion County, as well as any other area referenced in Section 1, above; and that the Governor further direct the Turnpike Enterprise to terminate the current Coastal Connector Study, and direct that in any future planning, the Florida Department of Transportation and Florida Turnpike Enterprise should avoid proposing any new turnpike routes in the areas described in Section 1 above.

Section 3. In consideration of the impacts that major new roadways may have on the communities within a county, and in recognition of the fact that the members of the Ocala / Marion County TPO are the elected representatives of our citizens, we respectfully ask that whenever the FDOT or the FTE are considering new major highway alignments in Marion County, that the County be engaged early on in the planning process, before particular alignment corridors are identified. This cooperation will save time and expense in the overall planning process.

Section 4. The Ocala / Marion County TPO further urges the Honorable Governor Rick Scott to direct that the Florida Department of Transportation and Florida Turnpike Enterprise refocus their efforts upon achieving the primary recommendation of the I-75 Relief Task Force made on October 1, 2016, which provides: *"Transform I-75 from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through potential strategies such as express lanes and truck-only lanes."*

CERTIFICATE

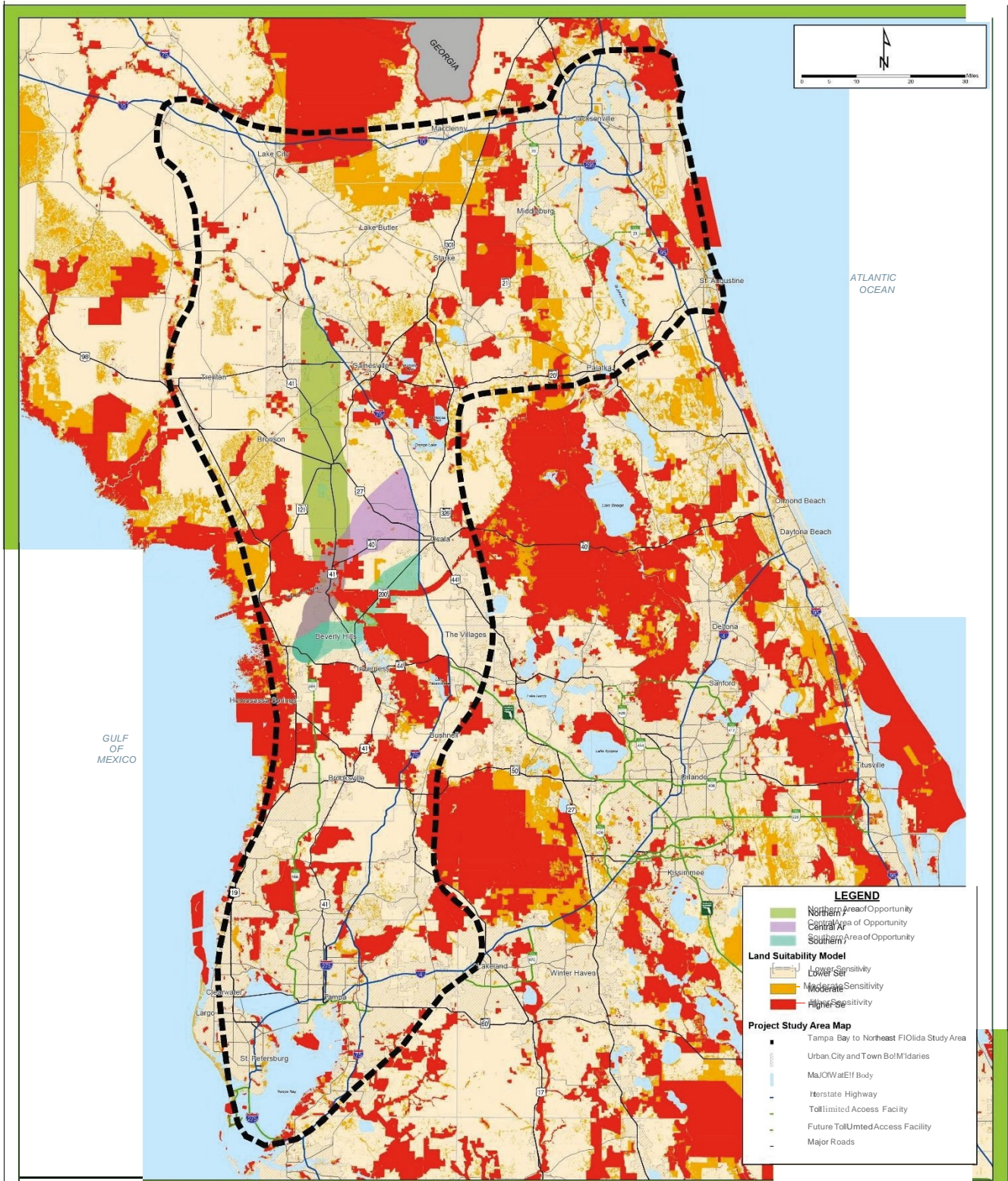
The undersigned duly qualified Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies the foregoing is a true and correct copy of the resolution adopted at a legally convened public meeting of the Ocala/Marion County Transportation Planning Organization held this 26th day of June 2018.

By:

Commissioner David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director

EXHIBIT "A"



**DRAFT Areas of Opportunity, 4/6/2016
Preliminary for Review and Comment**



Source: Bureau of Information Systems, Florida Department of Transportation
Copyright: 2016, Florida Department of Transportation, Tallahassee, Florida
All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the Florida Department of Transportation.

MARION COUNTY, FLORIDA

FARMLAND PRESERVATION AREA

EXHIBIT "B"



**FARMLAND
PRESERVATION
AREA**

*Rainbow Springs
10-Yr Primary
Protection Zone*

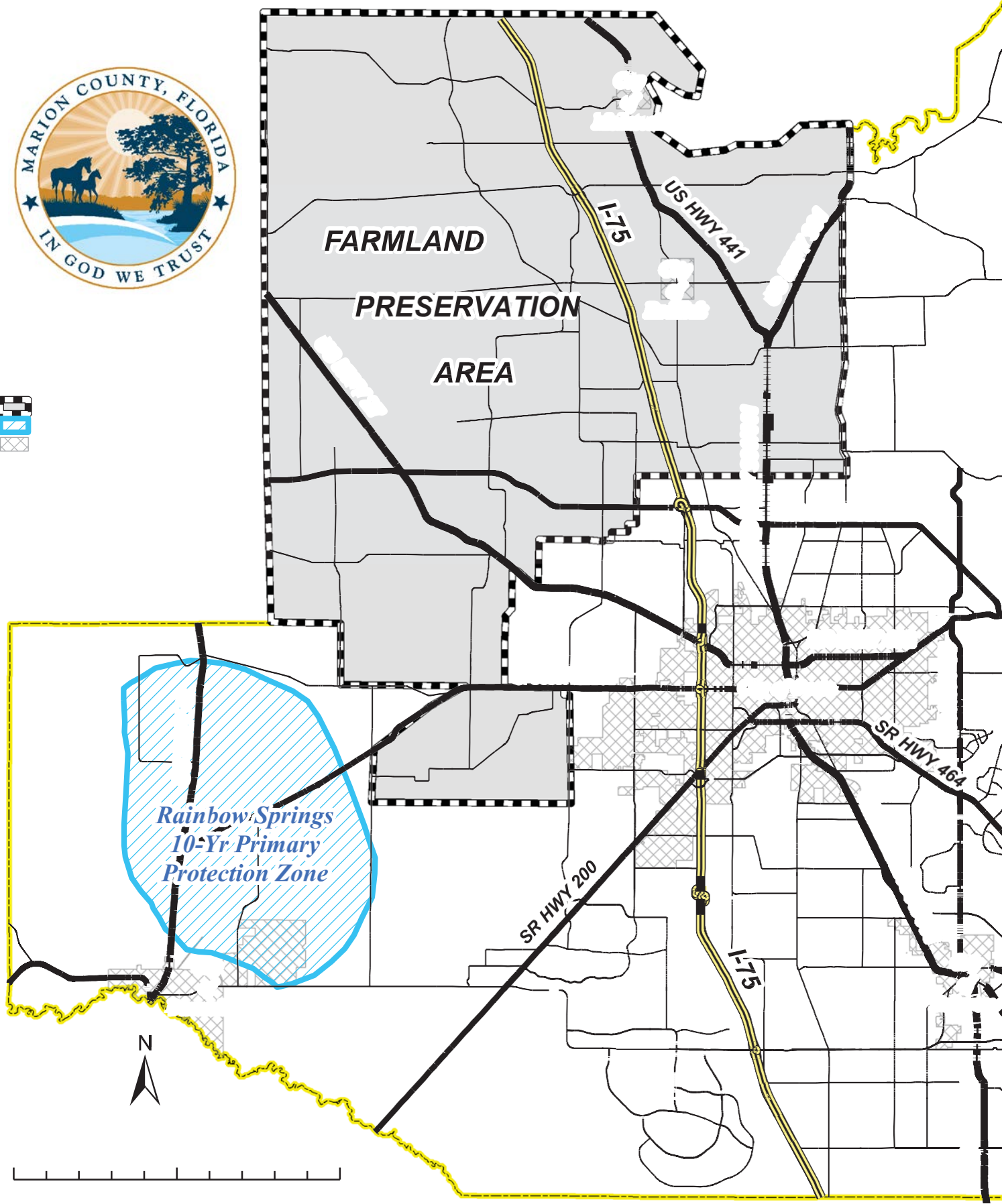
I-75

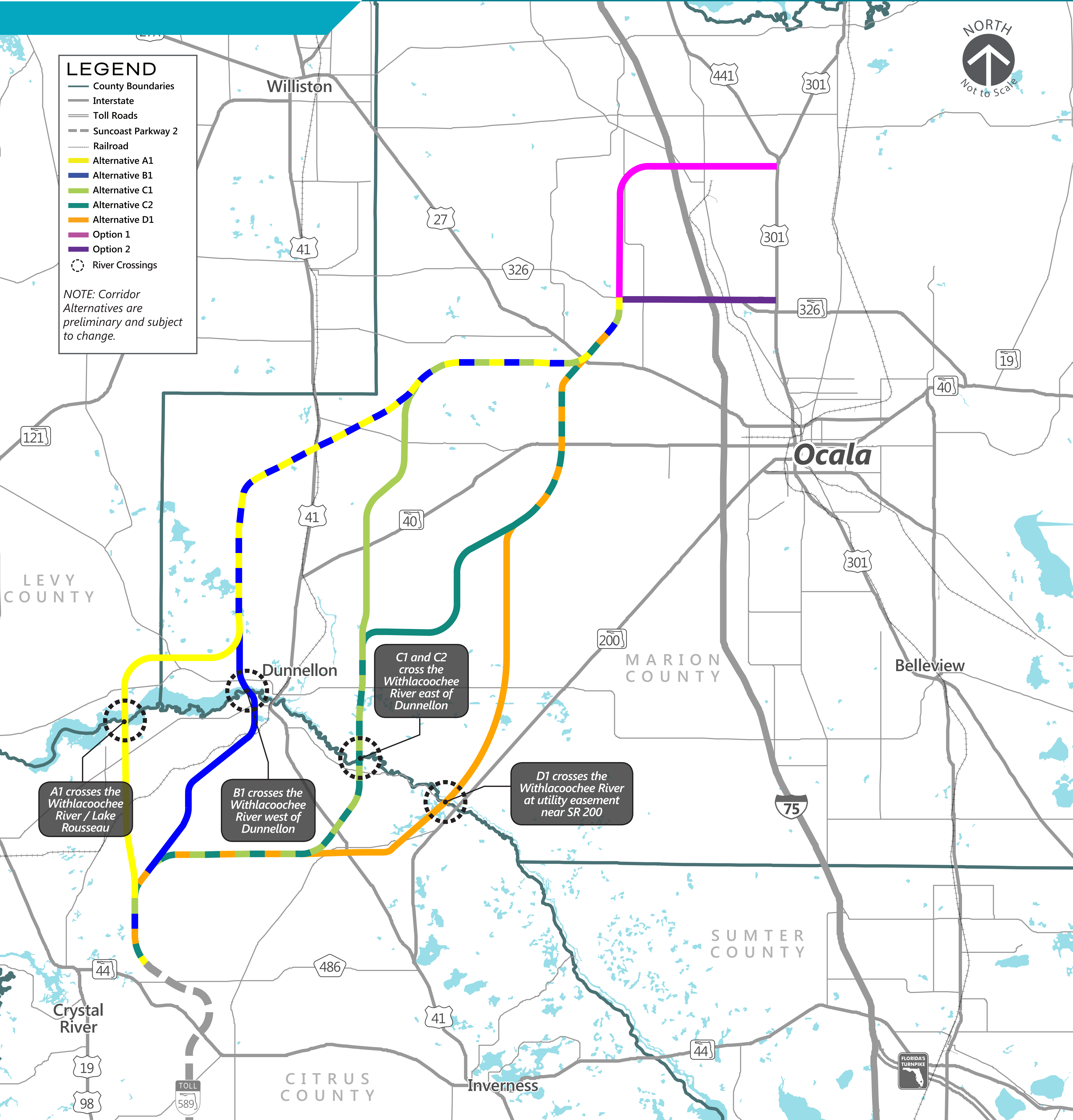
US HWY 441

SR HWY 464

SR HWY 200

I-75





For purposes of this study, a **CORRIDOR WIDTH OF 500 FEET IS BEING USED**. This width gives flexibility to shift the roadway alignment to minimize impacts during potential future phases.



CITRUS COUNTY
Date: Thursday, April 26, 2018
Time: 4:00 p.m. – 7:00 p.m.
Location:
National Guard Armory
8551 W Venable Street
Crystal River, FL 34429

MARION COUNTY
Date: Tuesday, May 1, 2018
Time: 4:00 p.m. – 7:00 p.m.
Location:
Hilton Ocala
3600 SW 36th Avenue
Ocala, FL 34474

RESOLUTION NO. 2018-R-194

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF MARION COUNTY, FLORIDA, REQUESTING THE HONORABLE GOVERNOR RICK SCOTT TO DIRECT THE FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA'S TURNPIKE ENTERPRISE, TO REJECT ALTERNATIVE CORRIDORS PROPOSED FOR THE COASTAL CONNECTOR IN WESTERN MARION COUNTY.

WHEREAS the Florida Department of Transportation, Florida's Turnpike Enterprise, is conducting an Alternative Corridor Evaluation (ACE) for the Coastal Connector, a new transportation corridor proposed in Citrus and Marion Counties and five alternative routes have been identified in western Marion County; and

WHEREAS, the Board of County Commissioners held a public workshop with representatives of the Florida Department of Transportation and the Florida Turnpike Enterprise, regarding the Coastal Connector project, and received public input thereon, on May 18, 2018; and

WHEREAS, additional discussions and deliberations were conducted by the Marion County Transportation Planning Organization on May 22, 2018; and

WHEREAS, the Board of County Commissioners recognizes that the growing population of Florida will require additions to critical transportation infrastructure within the State; and

WHEREAS, in furtherance thereof, the Board strongly supports the recommendations of the I-75 Relief Task Force, to expand the capacity of that facility, contained in the final Task Force Report, dated October 1, 2016; and

WHEREAS the Florida Department of Transportation's ACE process is to help identify and evaluate corridor alternatives by considering transportation needs and environmental issues early in the project development, encourages the public to be involved, and integrates opportunities for community input into every step of the study to allow for meaningful participation in the process; and

WHEREAS, in consideration of the compelling public testimony received by the Board of County Commissioners, the Board concludes that the five alignments proposed through western Marion County must be rejected for a number of reasons, including, but not limited to:

- A. In 2016, the I-75 Relief Task Force considered the suitability of three "Areas of Opportunity" through western Marion County (see Exhibit "A," attached hereto) as part of that analysis, and none of them were adopted by the Task Force. Now, the five proposed alignments would have significant negative impacts within some of the Areas of Opportunity previously rejected, or not recommended by, the Task Force; and

- B. While some have characterized the Coastal Connector as a facility for hurricane evacuation, the Board of County Commissioners urges that making the improvements to I-75 recommended by the Task Force should be given a much higher priority for hurricane evacuation than the Coastal Connector project; and
- C. Marion County's unique limestone-based soil classified as locally important and prime farmland, provides key natural agronomic benefits to the equine industry and increasingly diverse agricultural industries such as blueberry and vineyard production; and
- D. Marion County is recognized as the Horse Capital of the World, particularly western Marion County, whose equine industry impacts the local economy with a \$1.6 Billion value added contribution to the gross domestic product, \$2.62 Billion added contribution in industry outputs, and 19,209 full and part time jobs, which was more than 15% of Marion County's overall economy in 2012; and
- E. Marion County's unique karst geology provides high recharge to the Floridian Aquifer, the key source of freshwater for central Florida and numerous springs, including Marion County's world class Rainbow Springs and Silver Springs, both first magnitude springs, along with providing a nutrient laden freshwater source which supports and enhances the County's extensive agricultural production; and
- F. It would not be possible to construct any Coastal Connector Turnpike Route from the Suncoast Parkway at State Road 44 to I-75 without significant adverse impacts to some of the important Conservation Land tracts in Marion County, including Halpata Tastanaki Preserve, Ross Prairie, Rainbow Springs State Park (and its additions), Lake Rousseau, and the Cross Florida Greenway; and
- G. Marion County's adopted Comprehensive Plan includes the Future Land Use and Conservation Elements which recognize the unique environment and economy of Marion County, including classifying locally important and prime farmland and springs as locally significant and environmentally sensitive natural resources deserving of protection as listed in Conservation Element Policies 1.1.1, and 1.1.2; and
- H. Marion County's Comprehensive Plan further recognizes the unique nature, character, and economic impact of the equine and agricultural industries of northwestern Marion County by establishing the Farmland Preservation Area and creating a Transfer of Development Rights Program to preserve and enhance the nature, character, economic impact, and quality of life of the area as listed in Future Land Use Element Goal 9; and

- I. Marion County further recognizes the unique need to preserve important resources such as agriculture, equestrian and rural character with rural neighborhoods along with the scenic context of these areas as listed in Future Land Use Element Policy 3.1.4.1 & 2, and Goal 8; and
- J. It must be recognized that the issue is not simply the payment of “full compensation” to owners of the most valuable equine and agricultural properties in Marion County. Rather, it must be recognized that as a result of any of these corridors, the required right-of-way acquisitions and resulting construction of the proposed facility will not only damage, but may destroy many of these important operations in Marion County, and consequently, negatively impact the economic vitality and long-range growth of Marion County; and
- K. While it is understood that the evaluation and study of major new transportation facilities is a long term activity that may go on for decades, where, as here, some proposed alignments are manifestly not viable options, they should be affirmatively and unequivocally removed from consideration at the earliest possible date, so as to remove the cloud of economic uncertainty that their very existence leaves on all properties within their footprints.

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Marion County, Florida:

Section 1. In order to protect our rural lands, our vital equine industry, our precious conservation land tracts, the quality of life of our citizens and the overall objectives of our adopted Comprehensive Plan, the Board hereby opposes each and every one of the five alternative corridors of the Coastal Connector currently under consideration through western Marion County, as well as any new proposed corridor that would traverse the Farmland Preservation Area of western Marion County, as depicted on Exhibit B, attached hereto; or any new proposed corridor within the City of Dunnellon or rural areas adjacent thereto, conservation lands including Halpata Tastanaki Preserve, Ross Prairie, Rainbow Springs State Park (and its additions), and Lake Rousseau. Furthermore, in addition to the foregoing specifically described areas, the Board opposes any other corridor for the Coastal Connector that would traverse any other part of Marion County.

Section 2. The Board respectfully requests the Honorable Governor Rick Scott to intervene in the Coastal Connector project, and to direct the elimination of any of the five currently proposed corridor alignments in western Marion County, as well as any other area referenced in Section 1, above; and that the Governor further direct the Turnpike Enterprise to terminate the current Coastal Connector Study, and direct that in any future planning, the Florida Department of Transportation and Florida Turnpike Enterprise should avoid proposing any new turnpike routes in the areas described in Section 1 above.

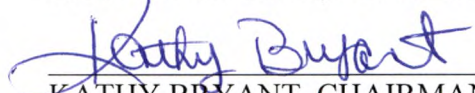
Section 3. In consideration of the impacts that major new roadways may have on the communities within a county, and in recognition of the fact that the members of the Board are the elected representatives of our citizens, we respectfully ask that whenever the FDOT or the FTE are considering new major highway alignments in Marion County, that the County be engaged early on in the planning process, before particular alignment corridors are identified. This cooperation will save time and expense in the overall planning process.

Section 4. The Board of County Commissioners of Marion County further urges the Honorable Governor Rick Scott to direct that the Florida Department of Transportation and Florida Turnpike Enterprise refocus their efforts upon achieving the primary recommendation of the I-75 Relief Task Force made on October 1, 2016, which provides: *“Transform I-75 from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through potential strategies such as express lanes and truck-only lanes.”*

Section 5. EFFECTIVE DATE. This Resolution shall take effect upon adoption by the Board.

DULY ADOPTED this 5th day of June, 2018.

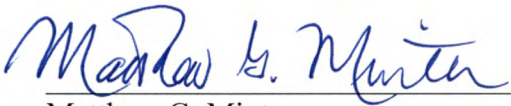
BOARD OF COUNTY COMMISSIONERS
MARION COUNTY, FLORIDA


KATHY BRYANT, CHAIRMAN

ATTEST:


DAVID R. ELLSPERMANN, CLERK

Approved as to form:


Matthew G. Minter
County Attorney

MARION COUNTY, FLORIDA

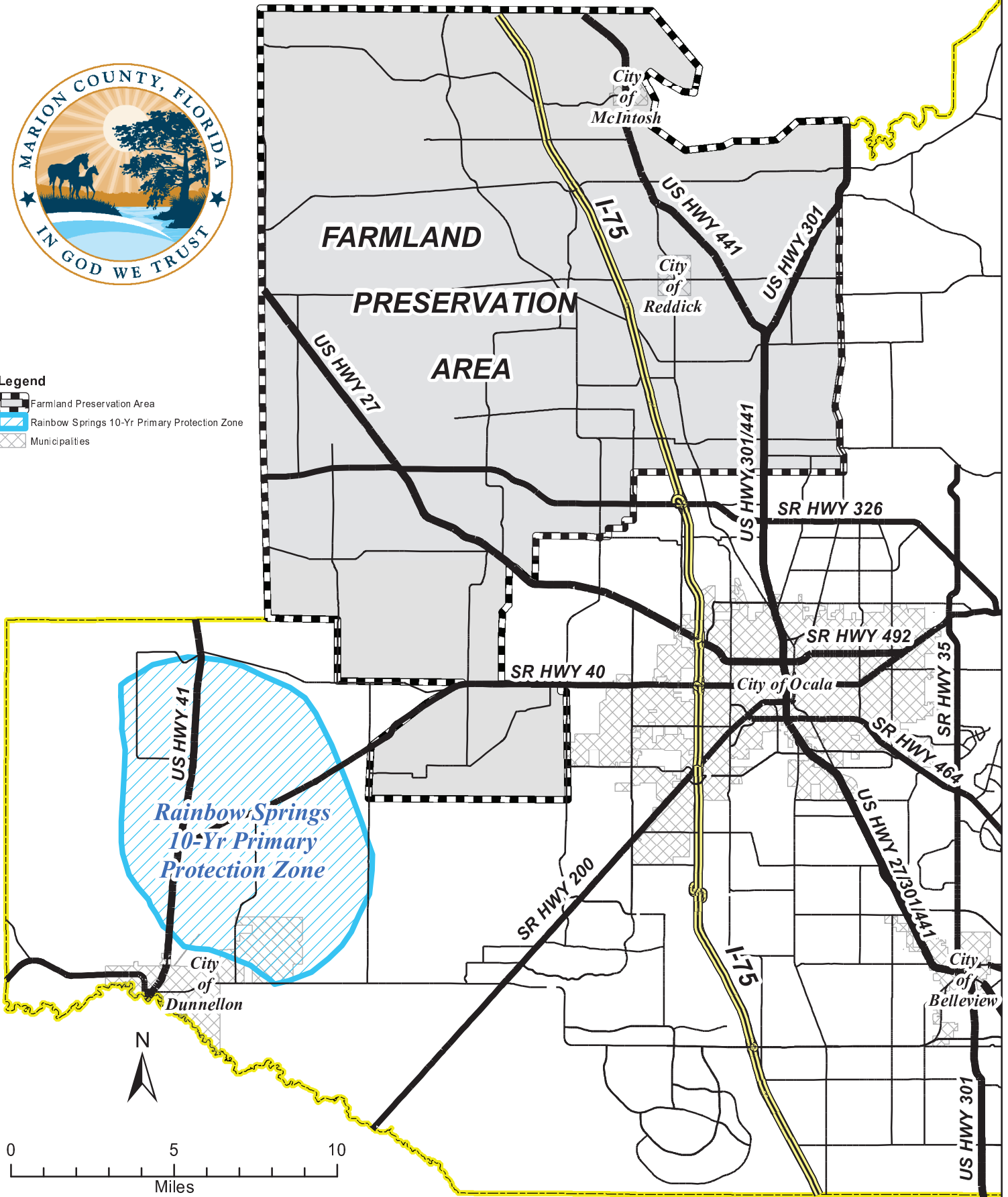
FARMLAND PRESERVATION AREA

EXHIBIT "B"



Legend

- Farmland Preservation Area
- Rainbow Springs 10-Yr Primary Protection Zone
- Municipalities



Map graphic for reference purposes; not for use for survey or land transfer.

RESOLUTION #RES2018-16

A RESOLUTION OF THE CITY OF DUNNELLON CITY COUNCIL REQUESTING THE HONORABLE GOVERNOR RICK SCOTT TO DIRECT THE FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA'S TURNPIKE ENTERPRISE, TO REJECT ALTERNATIVE CORRIDORS PROPOSED FOR THE COASTAL CONNECTOR IN WESTERN MARION COUNTY.

WHEREAS, the Florida Department of Transportation, Florida's Turnpike Enterprise, is conducting an Alternative Corridor Evaluation (ACE) for the Coastal Connector, a new transportation corridor proposed in Citrus and Marion Counties and five alternative routes have been identified in western Marion County; and

WHEREAS, the Dunnellon City Council held a public workshop with representatives of the Florida Department of Transportation and Montgomery Consulting Group, regarding the Coastal Connector project, and received public input from city residents and property owners from the greater Dunnellon area that encompasses properties within Marion and Citrus Counties thereon, on May 9, 2018; and

WHEREAS, additional discussions and deliberations were conducted by the Marion County Board of County Commissioners on May 18, 2018 and the Transportation Planning Organization on May 22, 2018; and

WHEREAS, the City Council recognizes that the growing population of Florida will require additions to critical transportation infrastructure within the State; and

WHEREAS, in furtherance thereof, the City Council strongly supports the recommendations of the I-75 Relief Task Force, to expand the capacity of that facility, contained in the final Task Force Report, dated October 1, 2016; and

WHEREAS, the Florida Department of Transportation's ACE process is to help identify and evaluate corridor alternatives by considering transportation needs and environmental issues early in the project development, encourages the public to be involved, and integrates opportunities for community input into every step of the study to allow for meaningful participation in the process; and

WHEREAS, in consideration of the compelling public testimony received by the Dunnellon City Council, the Council concludes that the five alignments proposed through western Marion County must be rejected for a number of reasons, including, but not limited to:

- A. In 2016, the I-75 Relief Task Force considered the suitability of three "Areas of Opportunity" through western Marion County (see Exhibit "A," attached hereto) as part of that analysis, and none of them were adopted by the Task Force. Now, the five proposed alignments would have significant negative impacts within some of the Areas of Opportunity previously rejected, or not recommended by, the Task Force; and

- B. While some have characterized the Coastal Connector as a facility for hurricane evacuation, the Dunnellon City Council urges that making the improvements to I-75 recommended by the Task Force should be given a much higher priority for hurricane evacuation than the Coastal Connector project; and
- C. Marion County's unique limestone-based soil classified as locally important and prime farmland, provides key natural agronomic benefits to the equine industry and increasingly diverse agricultural industries such as blueberry and vineyard production; and
- D. Marion County is recognized as the Horse Capital of the World, particularly western Marion County, whose equine industry impacts the local economy with a \$1.6 Billion value added contribution to the gross domestic product, \$2.62 Billion added contribution in industry outputs, and 19,209 full and part time jobs, which was more than 15% of Marion County's overall economy in 2012; and
- E. The Greater Dunnellon area's unique karst geology provides high recharge to the Floridian Aquifer, the key source of freshwater for central Florida and numerous springs, including Dunnellon's world class Rainbow Springs and Ocala's Silver Springs, both first magnitude springs within Marion County, along with providing a nutrient laden freshwater source which supports and enhances our extensive agricultural production; and
- F. It would not be possible to construct any Coastal Connector Turnpike Route from the Suncoast Parkway at State Road 44 to I-75 without significant adverse impacts to some of the important Conservation Land tracts in Marion County, including Halpata Tasthanaki Preserve, Ross Prairie, Rainbow Springs State Park (and its additions), Lake Rousseau and the Cross Florida Greenway; and
- G. Dunnellon's adopted Comprehensive Plan includes the Future Land Use and Conservation Elements which recognize the unique environment of Dunnellon, regulating the use of natural resources, open space and flood prone areas and protecting wetlands, potable water well fields, natural aquifer recharge areas, endangered species, intact ecological systems, air and water quality consistent with the requirements of the Conservation Element; and
- H. Dunnellon's Conservation Element further recognizes the Rainbow River and Withlacoochee River are irreplaceable recreational and aesthetic resources to the City. This element provides that the City shall ensure existing and future land uses do not contribute to a decrease in surface water quality, including lakes, rivers and wetlands, which shall be designated conservation areas; and
- I. The City further recognizes the need to protect the natural resources to include the Rainbow and Withlacoochee Rivers as well as the wildlife, flora and fauna pursuant to the City's Land Development Regulations, Article III, Chapter 78 River Corridor Protection; and
- J. It must be recognized that the issue is not simply the payment of "full compensation" to owners of the most valuable equine and agricultural properties in Marion County. Rather,

it must be recognized that as a result of any of these corridors, the required right-of-way acquisitions and resulting construction of the proposed facility will not only damage, but may destroy many of these important operations in the greater Dunnellon area of Marion County, and consequently, negatively impact the economic vitality and long-range growth of Marion County; and

- K. While it is understood that the evaluation and study of major new transportation facilities is a long term activity that may go on for decades, where, as here, some proposed alignments are manifestly not viable options, they should be affirmatively and unequivocally removed from consideration at the earliest possible date, so as to remove the cloud of economic uncertainty that their very existence leaves on all properties within their footprints.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Dunnellon, Florida:

Section 1. In order to protect our rural lands, our vital ecotourism, our precious conservation land tracts, our rivers, springs and the quality of life of our citizens and the overall objectives of our adopted Comprehensive Plan, the City Council hereby opposes each and every one of the five alternative corridors of the Coastal Connector currently under consideration through western Marion County, as well as any new proposed corridor that would traverse the Farmland Preservation Area of western Marion County, or any new proposed corridor within the City of Dunnellon or rural areas adjacent thereto, conservation lands including Halpata Tastanaki Preserve, Ross Prairie, Rainbow Springs state park (and its additions), Lake Rousseau, and the Cross Florida Greenway. Furthermore, in addition to the foregoing specifically described areas, the City Council opposes any other corridor for the Coastal Connector that would traverse any other part of Marion County.

Section 2. The City Council respectfully requests the Honorable Governor Rick Scott to intervene in the Coastal Connector project, and to direct the elimination of all of the five currently proposed corridor alignments in western Marion County, as well as any other area referenced in Section 1, above; and that the Governor further direct the Turnpike Enterprise to terminate the current Coastal Connector Study, and direct that in any future planning, the Florida Department of Transportation and Florida Turnpike Enterprise should avoid proposing any new turnpike routes in the areas described in Section 1 above.

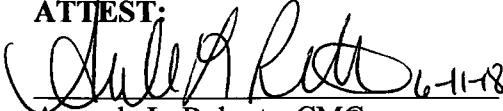
Section 3. In consideration of the impacts that major new roadways may have on the communities within a city or county, and in recognition of the fact that the members of the City Council are the elected representatives of our citizens, we respectfully ask that whenever the FDOT of the FTE are considering new major highway alignments in Marion County, that the City be engaged early on in the planning process, before particular alignment corridors are identified. This cooperation will save time and expense in the overall planning process.

Section 4. The Dunnellon City Council further urges the Honorable Governor Rick Scott to direct that the Florida Department of Transportation and Florida Turnpike Enterprise refocus their efforts upon achieving the primary recommendation of the I-75 Relief Task Force made on October 1, 2016, which provides: *“Transform I-75 from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through potential strategies such as express lanes and truck-only lanes.”*

Section 5. EFFECTIVE DATE. This Resolution shall take effect upon its adoption.

DULY ADOPTED this 11th day of June 2018.

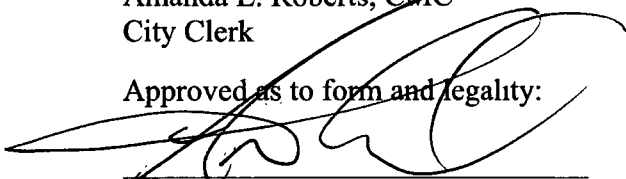
ATTEST:

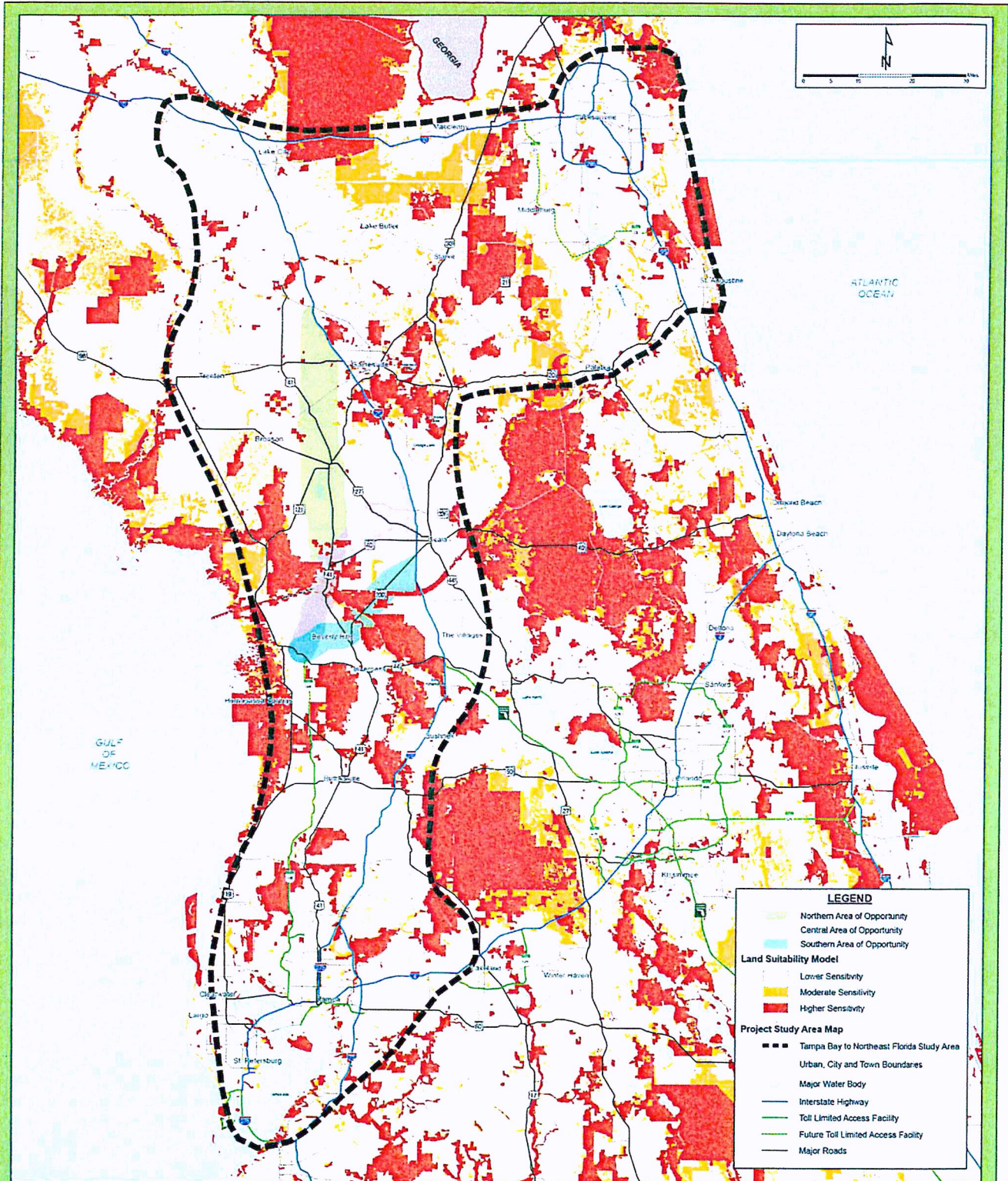

Amanda L. Roberts, CMC
City Clerk

CITY OF DUNNELLON


Walter Green, Mayor

Approved as to form and legality:


Andrew J. Hand, City Attorney



**DRAFT Areas of Opportunity, 4/6/2016
Preliminary for Review and Comment**





CITIZEN'S ADVISORY COMMITTEE

MEMBERSHIP APPLICATION

- 1. Name: TRAVIS MAGAMORE
2. Home Address: 1109 SE 10th ST Ocala FL 34471
3. Business Address: 2601 SE MARICAMP ROAD Ocala, FL
4. Home Phone Number: 352-425-5365 Business Phone Number: 352-629-3853 34471
5. Occupation: COMMERCIAL BANKER
6. Brief Resume of Education and Experience: 14 YEARS AS COMMERCIAL BANKER IN OCALA. BA IN BUSINESS ADMIN FROM UNIVERSITY OF FLORIDA. STONIER GRADUATE BANKING SCHOOL. WHARTON BUSINESS SCHOOL LEADERSHIP PROGRAM GRADUATE.
7. Are you a resident of Ocala/Marion County? Yes [checked] No
8. Are you a registered voter? Yes [checked] No
9. Do you hold a public office? Yes No [checked]
10. At the present time, do you serve on a City/County Board, Commission, Authority, and/or Committee? Yes No [checked]
11. Are you familiar with the Transportation Planning Organization and its function? Yes [checked] No
12. Are you familiar with current transportation needs of the Marion County transportation disadvantaged? Yes [checked] No
13. Why are you interested in serving on this Board? I feel it is a way to give back to my community by helping address transportation needs & issues.

14. I hereby confirm that I have read and understand this application and that all information furnished by me is true and accurate. I understand that to be considered for this committee, I must be a resident of Marion County and cannot be an elected official and/or a technical person involved in transportation planning in Ocala/Marion County.

[Handwritten Signature]
(Signature)

5/14/18
(Date)



TRANSPORTATION PLANNING ORGANIZATION

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471

May 22, 2018

MINUTES

Members Present:

Commissioner Kathy Bryant (*arrived at 5:07pm*)
Mayor Kent Guinn
Commissioner Ron Livsey
Councilman Brent Malever
Commissioner David Moore
Councilman Jay Musleh (*arrived at 4:20pm*)
Councilwoman Mary Rich (*arrived at 4:06pm*)
Commissioner Michelle Stone
Commissioner Carl Zalak (*arrived at 4:26pm*)

Members Not Present:

Commissioner Jeff Gold
Councilwoman Valerie Hanchar
Councilman Justin Grabelle

Others Present:

Sign In Sheet Attached

Connie Bryant
Annette Stutzman
Stephen Nelson
Elaine Vinson
CHRIS HEWSCRT
Melanie Newbert
CATHY TRICKEL
MICHAEL TRICKEL
Marilyn Atwell
Susan Snow
Karen Eagle
Kelli Smith
ANITA NEWTON
Derek Stanley
Chris Neihoff
Carla Pasteur
TOMMY PASTEUR
Lori Lewis
Cheryl Holekamp
Chris Penski
ANTHONY BAREFOOT
Laverna Penski
Blake Hunter
Marco Bravo
Jeanne M. Ritt
Jim Martin
JUDY ETZEN
Monica Schneider
LAURA VENOSA DELMONTE
Oliver Crowell
Bonnie Shannon
Helen Jozzkawski
Ann CARL
PAT HARRISON
Kathrin Dancer
Daren Park
JOHN HARRICK
Honey Cheever
Robert Davis
Polly Benson & Richard OLSEN
Travis Darratt
WALTER GREEN
MARY ENGSTROM
Ann Kern
Ed McManara
Karen + Ray Richard

Kimie Carp
Matt Verney
Sam Kneller
TRACEY COREY
Don Burbank
Van Garvin
Martha Steward
Charlie Butler
Derek Strine
Nancy Roswell
DIZANA Foley
Don Atwell
IRA STERN
BRANDON KELCOY
MICHELLE SHEARER
MARTINE BRITELL
Ken Hoffman
Kimberly Kajina
Therese Vetter
Christina Krock
Diane Mulhern
HILARY MCNAMARA
Christi Israel
Darian Guthrie

Item 1. Call to Order and Roll Call

Chairman Moore called the meeting to order at 4:01 PM. Secretary Shakayla Pullings called the roll of members. A quorum was not present at the time. At 4:20pm there was a quorum present.

Item 2. Proof of Publication

Secretary Shakayla Pullings stated that the meeting had been published online on the TPO website and on the City of Ocala, Marion County, Belleview, and Dunnellon websites.

Item 3. Public Comment

Chairman Moore asked the audience who was there in opposition to the Coastal Connector and unanimously everyone in the audience raised their hand. He then asked that as public comment was called that there was no repetition in comments and if anyone wanted to waive when called in opposition that they could do that. Each person signed up for public comment was given two minutes to speak.

Connie Bryant, 18507 SW 31st Street, Dunnellon, FL 34432 referenced number seven on the Coastal Connector's website in the previous year and read it for the board "Florida's Turnpike has never built an interchange or roadway that was not approved by local officials and the public support" Ms. Bryant said that the Coastal Connector "had none of that" and was opposed to the Coastal Connector.

Elaine Vinson, 6500 West Hwy 326, Ocala, FL 34482 said that her property was two miles from the intersection of I-75 and that she owned a 62-acre farm and that her neighbors found an old book that had an Indian Trail that went across the top of her property and she also talked about a sinkhole problem and gumbo clay in the area that the Coastal Connector would run through. Ms. Vinson was opposed to the Coastal Connector.

Thomas Cooper, 4719 NW 35th Lane Road, Ocala, FL 34482 said he moved to Ocala from Naples to assist citizens with farm legacy and talked about the value and income to Marion County through the horse industry and said he could not imagine the "buzz" of an interstate 2 ½ miles from the Ocala Preserve community. Mr. Cooper was opposed to the Coastal Connector.

Annette, Stutzman, 204 SW 192nd Court, Dunnellon, FL 34431 referenced the recommendations of the 2016 Relief Task Force and said that study and progression of the Coastal Connector needed to be halted and that there had been a lot of miscommunications during the process with talk about hurricane evacuation routes. Ms. Stutzman was opposed to the Coastal Connector.

Chairman Moore quoted Mr. Green, Mayor of the City of Dunnellon saying "You don't evacuate from Tampa to Jacksonville and you don't go coast to coast in an evacuation".

Kimberly Carp, 5400 NW 110th Avenue, Ocala, FL 34482 said that County Commission was preparing a resolution to opposed the Coastal Connector and hoped that the TPO would follow the wisdom of that rather than ignoring the I-75 Relief Taskforce recommendations which had been released even though the Coastal Connector was a separate project because some of the same studies were being used. Ms. Carp was opposed to the Coastal Connector.

Michael Trickel, 4060 NW 110th Avenue, Ocala, FL 34482 referenced the Board of County Commission last meeting and talked about some questions that was asked and said that Florida Turnpike said they were “going back to the drawing board”. Mr. Trickel wanted to know if a different plan would be put together by Florida Turnpike. He also wanted to know if a single other route had been suggested or looked and if so why hadn’t it been published to the public.

Mary Atwell, 2662 NW 134th Street, Citra, FL 32113 said that the 329 route would go within 1500ft of her farm and said that even with the proposed Costal Connector property values had been effected. Ms. Atwell wanted to know “Why we are still here” when nobody agrees with the plan in Marion County. She said she grew up in Marion County and that the NW needed to be protected and kept rural. Ms. Atwell was opposed to the Coastal Connector.

Susan Snow, 8070 West Highway 326, Ocala, FL 34482 said that regardless of which of the routes were selected they would all affect her farm and that plan would place real estate in a state of stagnation. She asked the following questions: Who was the engineering firm that drew the lines? Had all the DOT and Turnpike staff taken time to drive the corridor? How much did it cost to do the study? Ms. Snow was opposed to the Coastal Connector.

Anita Newton, 1859 NW 165th Court Road, Dunnellon, FL 34432 said that the “blue lines and yellow lines” were in her front yard and received a notice saying that she was within 300ft and that the “dark green line or light green line” was in her backyard. She said she had only a few years left on her mortgage and had planned to retire with no mortgage payments but with the Coastal Connector plan she would have to move. She also said she was a Real Estate Broker in Dunnellon and that since the proposed plans would take away a lot of residential property. Ms. Newton was opposed to the Coastal Connector.

Charles Lee, 1101 Audubon Way, Maitland, FL 32751 said that he was a member of the 21-member Taskforce appointed by the Governor September of 2015 that deliberated until September of 2016 on the issue and that concept of a road coming north from the end of Suncoast connecting to I-75 and that many of the same routes being shown were routes that the Taskforce looked at and rejected. Mr. Lee said there was no consensus by the Taskforce to do the Coastal Connector. He said that there was a recommendation to improve I-75 and should not be looking at other plans as a diversion to I-75 improvements. Mr. Lee was opposed to the Coastal Connector.

Mayor Kent Guinn asked the name of the study. Mr. Lee responded, the I-75 Relief Task Force.

Lori Lewis, 15801 NW 112th Place Road, Morriston, FL 32668 read a letter to the board that she wrote opposing the Coastal Connector.

Anthony Beresford, 7015 NW 90th Avenue, Ocala, FL 34482 referenced the objectives in the Coastal Connector and said that Coastal Connector solution was in SR 44 and said that it went east west to I-75 and another road was not needed. Mr. Beresford was opposed to the Coastal Connector.

Chris Penski, 12575 SW 61st Place Road, Ocala, FL 34481 said that C2 would go over his house and D1 would go to the east of his house. He referenced other toll roads that were built that had went bankrupt within three years and said that with the Coastal Connector it would eliminate other improvements to existing roads.

Polly Benson, 2381 NW 100th Avenue, Ocala, FL 34482 said that she had worked hard with friends and neighbors to make sure everyone knew of the Coastal Connector and said she learned that everyone she spoke with was united and a political force “strong” who would not back down from a fight. She said that she wanted the FDOT and FTE to understand who they decided to take on and said as a group they would be hiring the best attorneys, best environmentalists, the best lobbyists, and best transportation engineers. Ms. Benson said they would not let the turnpike ruin their lives.

Judy Etzler, 5251 NW 219th Street Road, Micanopy, FL 32667 read a letter to the board that she wrote opposing the Coastal Connector.

Janet Barrow, 11791 SW 164th Avenue Road, Dunnellon, FL said that the Coastal Connector would cause transportation issues and chip away at agriculture. She said C1 and C2 would cut through farmland. Ms. Barrow was opposed to the Coastal Connector.

Kathrin Dancer, 8991 NW 80th Avenue, Ocala, FL 34482 talked about the Trucking Association and said that they were opposed to the Coastal Connector. Ms. Dancer was opposed to the Coastal Connector but would “Vote Yes” to I-75 improvements.

Brian Donnelly, 7337 West Anthony Road, Ocala, FL 34479 said he was curious what would happen since everyone had said no to the Coastal Connector. He asked if the State could still put the road up anyway.

Doug Shearer, 2301 SE 85th Street, Ocala, FL 34480 said the purpose of the road was to get more traffic on a road that did not pay for itself and said that it was not a good purpose. He said that the State Officials wanted the road to go somewhere and they were the ones that needed to be talked to. Mr. Shearer was opposed to the Coastal Connector.

Pam Kern, 11809 Camp Drive, Dunnellon, FL 34432 said that I-75 is the problem and said that if that could be addressed the Coastal Connector discussion could be eliminated.

Susan Scott, 10624 NW Highway 225A, Ocala, FL 34482 said her farm was located at the address she provided and that she had been in Ocala since 1971 and said Ocala had

great soil. She said that putting a road through the farmland would be destroying everything that Ocala was about. Ms. Scott was opposed to the Coastal Connector.

Susan Edwards, 9760 West Highway 316, Reddick, FL 32686 she would like to see all of the horse county protected and said that other options should be examined instead of the Coastal Connector. Ms. Edwards was opposed to the Coastal Connector.

Michelle Shearer, 2301 SE 85th Street, Ocala, FL 34480 talked about the value of the land in Marion County and how a road through the land would affect the land poorly. She agreed on improving I-75. Ms. Shearer was opposed to the Coastal Connector.

Derek Strine, 13885 North US Highway 27, Ocala, FL 34482 said he would like to see the previous study on the I-75 Relief Project provided to the public.

Commissioner Stone said that the I-75 Relief Project was published online and could be found by doing a Google search.

Ira Stern, 7000 NW Highway 225A, Ocala, FL 34482 he said that the project should not go further and that there were things to do to prevent the Coastal Connector and that should have been the focus. Mr. Stern was opposed to the Coastal Connector.

Damian Guthrie, 17000 NW Highway 225, Reddick, FL 32686 asked the TPO to take a strong position against the Coastal Connector and talked about the poor economic effect on the community if the project went through.

Item 4a. Coastal Connector

Chairman Moore moved the Coastal Connector Presentation prior to Item 3 Public Comment.

Mr. Daniels presented the Coastal Connector to the board and said that the Florida Department of Transportation, Florida's Turnpike Enterprise was in the planning phase of the Coastal Connector, which was a high-level study evaluating new transportation corridor alternatives through Citrus and Marion Counties.

Mr. Daniels gave a brief update to the board on the proposed Coastal Connector and showed the board a slideshow presentation that displayed the alternative routes.

Mr. Daniels asked for direction from the board on if the TPO should prepare a resolution in response to the Coastal Connector.

Chairman Moore said that Marion County would be preparing a resolution in opposition to the Coastal Connector.

Mayor Walter Green with the City of Dunnellon said that the issue of the Coastal Connector was extremely important to the City of Dunnellon as well as surrounding areas and had generated a lot of talk in the community and said he had no one contact him in favor of the Coastal Connector. He said he had also made a comment at the Citrus County meeting opposing the project. He said that it would be devastating to the community and wanted to make it clear that the City of Dunnellon had voted unanimously to go forward with a resolution in opposition to the entire Coastal Connector.

Mayor Kent Guinn said that the City of Ocala spoke about the Coastal Connector at the Council Meeting and had not decided on going forward with a resolution of opposition at that time. However, Mayor Guinn said that there would be a Proclamation from the Mayor's office in opposition to the Coastal Connector. He said that was completely against the Coastal Connector and hoped the Florida Turnpike would come up with another option that would please everyone but anywhere in Marion County would not be good.

The TPO Board asked for Mr. Daniels to bring back a resolution to the next TPO Board meeting.

Item 5a. FY 2024 Priority Project List

Mr. Odom presented the FY 2024 Priority Project List and said that there had been the usual changes in the programmed funding as the projects progressed toward final construction. Additionally, there were a number of changes to all the lists this year. The changes were as followed:

2024 Priority Projects

- **#2: SR 40 Downtown Operational Improvement** – The project had been split into two phases and moved from five to two;
- **#3 & 7: SR 40 East Multi-Modal Improvement** – The project had been split into two separate priorities to expedite tasks not associated with reconstruction of the intersection at SR 40 & SR 35;
- **#8: US 41 from SW 111th Place Lane to SR 40** – Project had been added back to the list because of deferred construction funding;
- **#21: SW 40th Avenue Realignment**- New project

2018 Trail Projects

- **#8: Watula Trail and NE 8th Road Trail** – Projects had been combined into one.
- **#10: Nature Coast Trail** – New Project

2018 Off-System Priorities

- **#1: SW 44th Avenue from SR 200 to SW 32nd Street** – Project had been added back to the list because of deferred construction funding.
- **#10: Lake Tusawilla Flood Relief** – New Project

Ms. Bryant made a motion to table the FY 2024 Priority Project List until the May 22nd TPO Board Meeting. Mr. Malever seconded and the motion passed unanimously.

Item 5b. NE 25th Avenue, From NE 14th Street to NE 24th Street Transportation Improvement Program (TIP) Amendment

Mr. Odom said that FDOT was requesting the TIP be amended to reflect the additional funding allocation for the following project:

- **431797-2:** NE 25th Avenue from SR 492 to NE 35th Street: Widen to four lanes. Add \$10k for PE in 2018.

Mr. Musleh made a motion to approve the NE 25th Avenue, from NE 14th Street to NE 24th Street Transportation Improvement Program (TIP) Amendment. Ms. Bryant seconded and the motion passed unanimously.

Item 5c. NE 25th Avenue, From NE 24th Street to NE 35th Street Transportation Improvement Program (TIP) Amendment

Mr. Odom said that FDOT was requesting the TIP be amended to reflect the additional funding allocation for the following project:

- **431797-3:** NE 25th Avenue from SR 492 to NE 35th St.: Widen to four lanes. Add \$10k for PE in 2018.

Mr. Musleh made a motion to approve the NE 25th Avenue, from NE 24th Street to NE 35th Street Transportation Improvement Program (TIP) Amendment. Ms. Bryant seconded and the motion passed unanimously.

Item 5d. DRAFT FY 2018/2019-2022/2023 Transportation Improvement Program (TIP)

Mr. Odom presented the ‘Draft’ 2018/2019-2022/2023 Transportation Improvement Program (TIP) and said that the document had been prepared from the latest draft of the Florida Department of Transportation’s Tentative Work Program.

Mr. Odom talked about the notable changes to the TIP:

- **435057-1:** I-75 at CR 484, SR 326 & CR 318 – Enhance illumination (Add \$ 2.0 Million CST (FY 2016/2017))
- **435209-1:** I-75 Interchange at NW 49th St – Add \$3.5 Million PE (FY2020/2021)
- **435659-2:** I-75 Interchange at SR 200 – Add ramp turn lanes (Project advanced two years to 2017/2018)
- **435547-1:** SW 44th Ave from SR 200 to SW 32nd St – New 4-lane (Add \$4.4 Million)

CST (FY 2018/2019))

- **4437339-1:** US 27 from CR 326 to Levy CL – Resurfacing (Add \$7.6 Million CST (FY 2018/2019))
- **436755-1:** Indian Lakes State Trail – Add \$155K PE (FY 2018/2019)
- **436474-3:** Legacy Elementary Sidewalks – Add \$1.4 Million CST (FY 2017/2018)
- **436474-2:** Saddlewood Elementary Sidewalks – Add \$317K CST (FY 2017/2018)

Ms. Bryant made a motion to approve the DRAFT FY 2018/2019-2022/2023 Transportation Improvement Program (TIP). Ms. Stone seconded and the motion passed unanimously.

Item 5e. FINAL Unified Planning Work Program (UPWP) 2018-2019 to 2019-2020

Mr. Daniels presented the FINAL Unified Planning Work Program (UPWP) 2018-2019 to 2019-2020 and said that is served as the TPO staff’s two-year work outline and budget and would be effective on July 1. He mentioned the following allocations for each of the funding sources in the UPWP:

	<u>FY 2018/19</u>	<u>FY 2019/20</u>
PL	\$807,110	\$499,316
Section 5305(d)	\$74,876	\$78,097
TD	\$26,821	\$26,821

Mr. Daniels said the FY 2018/19 PL allocation included a \$310,000 carryforward from the previous UPWP. The FY 2019/2020 allocation was an initial estimate and would be updated early next year when the actual allocations were made available.

Mr. Daniels said the UPWP covered routine activities such as traffic counts, TIP development, and public involvement as well as various studies. For the next two years, staff would be working on several plans including an update to the 2045 Long Range Transportation Plan (LRTP), an update to the Pennsylvania Avenue study, the NE 8th Avenue Road Diet, Corridor Assessments for CR 484 and US 27, Trail Safety and Supporting Facilities Study and the Nature Coast Trail Feasibility Study.

Ms. Bryant made a motion to approve the FINAL Unified Planning Work Program (UPWP) 2018-2019 to 2019-2020. Ms. Stone seconded and the motion passed unanimously.

Item 6. Consent Agenda

Mr. Musleh made a motion to approve the Consent Agenda. Ms. Bryant seconded and the motion passed unanimously.

Item 7. Comments by FDOT

Ms. Kellie Smith with the Florida Department of Transportation (FDOT) told the board that provided to them was an updated construction report.

The board had no questions for Ms. Smith.

Item 8. Comments by TPO Staff

There were no comments by TPO Staff.

Item 9. Comments by TPO Members

There were no comments by TPO members.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Chairman Moore adjourned the meeting at 5:48 PM.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant



June 21, 2018

TO: TPO Board Members
FROM: Michael Daniels, Director
RE: Transportation Disadvantaged Planning Grant FY 18/19

The Transportation Disadvantaged Grant is intended to provide financial assistance to carry out the responsibilities of the Commission for Transportation Disadvantaged which includes local programs administrative support functions and other responsibility identified in Chapter 427, Florida Statutes.

The grant allocation to be allocated in the 2018-2019 fiscal year is in the amount of \$26,790.00.

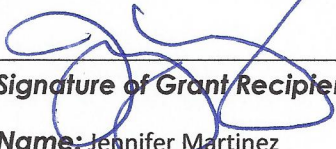
If you have any questions prior to the upcoming meeting, please contact our office at 629-8297.



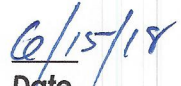
Transportation Disadvantaged Local Program Administrative Support Grant Application Form

Legal Name	Marion Senior Services, Inc. d/b/a Marion Transit		
Federal Employer Identification Number	23-7362750		
Registered Address	1101 SW 20 th Court		
City and State	Ocala, Florida	Zip Code	34471
Contact Person for this Grant	Tom Wilder, Transportation Director	Phone Number Format 111-111-1111	352-620-3519
E-Mail Address [Required]	twilder@marionseniorservices.org		
Project Location [County(ies)]	Marion County	Proposed Project Start Date	July 1, 2018
Budget Allocation			
		Grant Amount Requested	\$26,790.00
		Total Project Amount	\$26,790.00

I, the authorized Grant Recipient Representative, hereby certify that the information contained in this form is true and accurate and is submitted in accordance with the 2018-19 Grant Manual and Application for the Local Program Administrative Support Grant.



Signature of Grant Recipient Representative
Name: Jennifer Martinez
Title Executive Director:


Date

LOCAL PROGRAM ADMINISTRATIVE SUPPORT GRANT

AUTHORIZING RESOLUTION

A RESOLUTION of the **MARION SENIOR SERVICES, INC. BOARD OF DIRECTORS** hereinafter **BOARD**, hereby authorizes the filing and execution of a Transportation Disadvantaged Trip & Equipment Grant Agreement with the Florida Commission for the Transportation Disadvantaged.

WHEREAS, this **BOARD** is eligible to receive a Transportation Disadvantaged Trip & Equipment Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD THAT:

1. The **BOARD** has the authority to enter into this grant agreement.
2. The **BOARD** authorizes Jennifer Martinez, Executive Director to execute the grant agreement, amendments, warranties, certifications and any other documents which may be required in connection with the agreement with the Florida Commission for the Transportation Disadvantaged.

DULY PASSED AND ADOPTED THIS 15 DAY OF JUNE, 2018.

Marion Senior Services, Inc., Board of Directors

Bekki Koppenhafer

Bekki Koppenhafer, Vice-Chairperson

ATTEST:

Signature: Tom Wilder

Tom Wilder, Transportation Director

MARIONTRANSIT

**Local Transportation Disadvantaged Program
Administrative Support Agreement**

This Agreement, effective as of July 1, 2018, (the "Effective Date"), by and between **Marion Senior Services, Inc. d/b/a Marion Transit**, the Commission for the Transportation Disadvantaged Community Transportation Coordinator (hereinafter "Coordinator") and **Ocala/Marion Transportation Planning Organization**, the Commission for the Transportation Disadvantaged Designated Official Planning Agency (hereinafter "Planning Agency").

WHEREAS, the Planning Agency has the authority to enter into this agreement and to undertake the Project hereinafter described, and the Coordinator has been granted the authority to carry out responsibility of the Commission for the Transportation Disadvantaged (CTD) which includes local program administrative support functions and other responsibility identified in Chapter 427, Florida Statutes, or rules therefore;

NOW, THEREFORE, in consideration of the mutual covenant, promises and representations herein, the parties agree as follows:

Purpose of Agreement

This Agreement is to provide financial assistance to accomplish local program administrative support duties and responsibilities as required by the Commission for the Transportation Disadvantaged Local Program Administrative Assistance Grant, and as further described in Exhibit(s) A and B attached and incorporated into this Agreement ("Project"), and, to state the terms and conditions upon which such assistance will be provided and the understandings as to the manner in which the Project will be undertaken and completed.

Terms

The term of this Agreement shall be for a period of one (1) year, effective July 1, 2018, through June 30, 2019. Expiration of this Agreement will be considered termination of the Project. Any work performed after the expiration date of this Agreement will not be compensated for by the Coordinator.

Amendments and Extensions

This Agreement may be amended upon mutual written agreement of the both parties. This Agreement shall not be extended or renewed.

Assignments

This Agreement shall not be assigned or sublet as a whole or in part without the written consent of the Coordinator.

Termination or Suspension of Project

The Coordinator may, by written notice to the Planning Agency, suspend any and all of the Coordinator's obligations under this Agreement for the Planning Agency's failure to comply with applicable laws or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected. The Coordinator will provide written notice outlining the particulars of such suspension.

The Coordinator may terminate this Agreement at any time before the date of completion if the Planning Agency is dissolved or if state funds cease to be available. In addition, the Coordinator or the Planning Agency may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Coordinator or the Planning Agency shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.

If this Agreement is terminated before performance is completed, the Planning Agency shall be paid only for eligible tasks and deliverables satisfactorily performed during the effective Project period.

Remedies and Disputes

This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party.

Project Costs

The estimated total cost of the Project is **\$26,790.00**. This amount is based upon the budget summarized in Exhibit B attached to this Agreement. Project funds may only be used by the Planning Agency to undertake local Transportation Disadvantaged program administrative support activities as further described in this Agreement. This is a lump sum – percent complete grant to accomplish the tasks identified in the Agreement. It is not subject to adjustment due to the actual cost experience of the Planning Agency in the performance of the Agreement. The amount paid is based on the weighted value of the tasks and deliverables listed in Exhibits A and B that have been accomplished for the invoiced period. Prior to payment, the tasks performed and deliverables are subject to review and acceptance by the Commission for the Transportation Disadvantaged. The criteria for acceptance of completed tasks and deliverables are based on the most recent regulations, guidelines or directives related to the particular task and deliverable.

Compensation and Payment

The Coordinator shall pay the Planning Agency for the satisfactory performance of each task as outlined in Exhibit A on a quarterly basis. The amount of compensation for each completed task/deliverable is further described on Exhibit B, attached to this Agreement.

The Planning Agency shall submit invoices on a quarterly basis. Invoices and deliverables shall be submitted to:

Tom Wilder, Transportation Director / Community Transportation Coordinator
1101 SW 20th Court, Ocala, Florida 34471
twilder@marionseniorservices.org

When the Coordinator receives from a state agency any payment for contractual services, commodities, supplies, or construction contracts, except those construction contracts subject to the provisions of chapter 339, the contractor shall pay such moneys received to each subcontractor and supplier in

proportion to the percentage of work completed by each subcontractor and supplier at the time of receipt of the payment. If the Coordinator receives less than full payment, then the Coordinator shall be required to disburse only the funds received on a pro rata basis with the contractor, subcontractors, and suppliers, each receiving a prorated portion based on the amount due on the payment. If the Coordinator without reasonable cause fails to make payments required by this section to subcontractors and suppliers within 7 working days after the receipt by the Coordinator of full or partial payment, the Coordinator shall pay to the subcontractors and suppliers a penalty in the amount of one-half of 1 percent of the amount due, per day, from the expiration of the period allowed herein for payment. Such penalty shall be in addition to actual payments owed and shall not exceed 15 percent of the outstanding balance due. In addition to other fines or penalties, a person found not in compliance with any provision of this subsection may be ordered by the court to make restitution for attorney's fees and all related costs to the aggrieved party or the Department of Legal Affairs when it provides legal assistance pursuant to this section. The Department of Legal Affairs may provide legal assistance to subcontractors or vendors in proceedings brought against contractors under the provisions of this section.

Inspections

The Planning Agency shall permit, and shall require its contractors to permit, the Coordinator's authorized representatives to inspect all work, materials, deliverables, records; and to audit the books, records and accounts pertaining to the financing and development of the Project at all reasonable times including upon completion of the Project, and without notice.

Project Records, Documentation and Records Retention

The Planning Agency shall provide and maintain sufficient detailed documentation for each deliverable to allow an audit trail to ensure that the tasks accomplished or deliverables completed in acceptable form to the Coordinator were those which were promised. Such documentation and records should be maintained for five years from the ending date of the Agreement unless extended by the Coordinator.

The Coordinator reserves the right to unilaterally cancel this Agreement for failure by the Planning Agency to comply with the Public Records provisions of Chapter 119, Florida Statutes.

Indemnification and Insurance Requirements

To the fullest extent permitted by law, the Planning Agency's contractor/consultant shall indemnify, and hold harmless the Coordinator, including the Coordinator's officers and employees, from liabilities, damages, losses, and costs, including but not limited to, reasonable attorney's fees, to the extent caused by negligence, recklessness, or intentional wrongful misconduct of the Contractor/consultant and persons employed or utilized by the contractor/consultant in the performance of this Agreement. This indemnification shall survive the termination of this agreement.

Non-discrimination of Persons With Disabilities

The Planning Agency and any of its contractors or their sub-contractors shall not discriminate against anyone on the basis of a disability (physical, mental or emotional impairment). The Planning Agency agrees that no funds shall be used to rent, lease or barter any real property that is not accessible to persons with disabilities nor shall any meeting be held in any facility unless the facility is accessible to persons with disabilities. The Planning Agency shall also assure compliance with The Americans with Disabilities Act, as it may be amended from time to time.

Lobbying Prohibition

No Planning Agency may use any funds received pursuant to this Agreement for the purpose of lobbying the Legislature, the judicial branch, or a state agency. No Planning Agency may employ any

person or organization with funds received pursuant to this Agreement for the purpose of lobbying the Legislature, the judicial branch, or a state agency. The "purpose of lobbying" includes, but is not limited to, salaries, travel expenses and per diem, the cost for publication and distribution of each publication used in lobbying; other printing; media; advertising, including production costs; postage; entertainment; telephone; and association dues. The provisions of this paragraph supplement the provisions of Section 11.062, Florida Statutes, which is incorporated by reference into this Agreement.

Public Entity Crimes

No Planning Agency shall accept any bid from, award any contract to, or transact any business with any person or affiliate on the convicted vendor list for a period of 36 months from the date that person or affiliate was placed on the convicted vendor list unless that person or affiliate has been removed from the list pursuant to Section 287.133, Florida Statutes. The Planning Agency may not allow such a person or affiliate to perform work as a contractor, supplier, subcontractor, or consultant under a contract with the Planning Agency. If the Planning Agency was transacting business with a person at the time of the commission of a public entity crime which resulted in that person being placed on the convicted vendor list, the Planning Agency may also not accept any bid from, award any contract to, or transact any business with any other person who is under the same, or substantially the same, control as the person whose name appears on the convicted vendor list so long as that person's name appears on the convicted vendor list.

Homeland Security

Planning Agency shall utilize the U.S. Department of Homeland Security's E-Verify system, in accordance with the terms governing use of the system, to confirm the employment eligibility of 1) all new persons employed by the Planning Agency during the term of the grant agreement to perform employment duties within Florida; and 2) all new persons, including subcontractors, assigned by the Planning Agency to perform work pursuant to the contract with the Coordinator.

The Coordinator shall consider the employment by any vendor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the vendor knowingly employs unauthorized aliens, such violation shall be cause for unilateral cancellation of this agreement. Refer to the U.S. Department of Homeland Security's website at www.dhs.gov to learn more about E-Verify.

Coordinator Not Obligated to Third Parties

The Coordinator shall not be obligated or liable hereunder to any party other than the Planning Agency.

How Contract Affected by Provisions Being Held Invalid

If any provision of this Agreement is held invalid, the provision shall be severable and the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.

Venue

This agreement shall be governed by and construed in accordance with the law of the State of Florida. In the event of a conflict between any portion of the Agreement and the Florida law, the laws of Florida shall prevail. The Planning Agency agrees to waive forum and venue and that the Coordinator shall determine the forum and venue in which any dispute under this Agreement is decided.

IN WITNESS WHEREOF, the Parties executed this agreement effective as of, though not necessarily executed on, the Effective Date.

Planning Agency:

Community Transportation Coordinator

BY: Michael P. [Signature]

BY: [Signature]
Jennifer Martinez

TITLE: Director

TITLE: Executive Director

EXHIBIT A
PROJECT DESCRIPTION AND RESPONSIBILITIES

This exhibit forms an integral part of the Agreement, between Marion Senior Services, Inc. d/b/a Marion Transit, the Community Transportation Coordinator and Ocala/Marion County Transportation Planning Organization, the Planning Agency.

I. PROJECT LOCATION: Marion County, Florida.

II. PROJECT DESCRIPTION: This project provides for the accomplishment of the local program administrative support duties and responsibilities as set forth in Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code. The Coordinator shall accomplish such duties and responsibilities through an agreement with the Commission for the Transportation Disadvantaged's approved Designated Official Planning Agency for its respective service area. The project period will begin on the date of this agreement and will end on June 30, 2019. Specific required tasks are as follows:

TASK 1:

Weighted value = 17%

Jointly develop and annually update the Transportation Disadvantaged Service Plan (TDSP) with the community transportation coordinator (CTC) and the Local Coordinating Board (LCB).

Deliverable: Complete initial TDSP or annual updates. Must be approved by the LCB no later than June 30th of the current grant cycle.

TASK 2:

Weighted value = 48%

Organize and provide staff support and related resources for at least four (4) LCB meetings per year, holding one meeting during each quarter. Exceptions to reschedule meeting(s) outside of a quarter due to the imminent threat of a natural disaster may be granted by the Commission for the Transportation Disadvantaged.

Provide staff support for committees of the LCB.

Provide program orientation and training for newly appointed LCB members.

Provide public notice of LCB meetings in accordance with the most recent LCB and Planning Agency Operating Guidelines.

LCB meetings will be held in accordance with the CTD's most recent LCB and Planning Agency Operating Guidelines and will include at least the following:

1. Agendas for LCB meetings. Agenda should include action items, informational items and an opportunity for public comment.
2. Official minutes of LCB meetings and committee meetings (regardless of a quorum). A copy will be submitted along with the quarterly report. Minutes will at least be in the form of a brief summary of basic points, discussions, decisions, and recommendations. Records of all meetings shall be kept for at least five years.

3. A current full and active membership of voting and non-voting members to the LCB. Any time there is a change in the membership, provide a current membership roster and mailing list of LCB members.
4. A report of the LCB membership's attendance at the LCB meeting held during this grant period. This would not include committee meetings.

Deliverable: LCB Meeting agendas; minutes; membership roster; attendance report; training notification.

TASK 3:

Weighted value = 5%

Provide at least one public workshop annually by each LCB, and assist the CTD, as requested, in co-sponsoring public workshops. This public workshop must be held separately from the LCB meeting. It may, however, be held on the same day as the scheduled LCB meeting. It could be held immediately following or prior to the LCB meeting.

Deliverable: Public workshop agenda and minutes of related workshop only. The agenda and minutes must be separate documents and cannot be included in the LCB meeting agenda and minutes, if held on the same day. Minutes may reflect "no comments received" if none were made.

TASK 4:

Weighted value = 5%

Develop and annually update by-laws for LCB approval.

Deliverable: Copy of LCB approved by-laws with date of update noted on cover page and signature of LCB Chair or designee.

TASK 5:

Weighted value = 5%

Develop, annually update, and implement LCB grievance procedures in accordance with the CTD's most recent LCB and Planning Agency Operating Guidelines. Procedures shall include a step within the local complaint and/or grievance procedure that advises a dissatisfied person about the CTD's Ombudsman Program.

Deliverable: Copy of LCB approved Grievance Procedures with date of update noted on cover page.

TASK 6:

Weighted value = 5%

Review and comment on the Annual Operating Report (AOR) for submittal to the LCB, and forward comments/concerns to the CTD.

Deliverable: Cover Page of AOR, signed by CTC representative and LCB Chair.

TASK 7:

Weighted value = 5%

Research and complete the Actual Expenditures Report (AER) for direct federal and local government transportation funds to the CTD no later than September 15th. Complete the AER, using the CTD approved form.

Deliverable: Completed AER in accordance with the most recent CTD's AER instructions.

TASK 8:

Weighted value = 5%

Complete quarterly progress reports addressing local program administrative support accomplishments for the local transportation disadvantaged program as well as grant deliverables; including but not limited to, consultant contracts, special studies, and marketing efforts.

Deliverable: Complete Quarterly Progress Reports submitted with invoices. Quarterly Report must be signed by Planning Agency representative. Electronic signatures are acceptable.

TASK 9:

Weighted value = 5%

Planning Agency staff shall attend at least one CTD sponsored training, including but not limited to, the CTD's regional meetings or annual training workshop.

Deliverable: Documentation related to attendance at such event(s); including but not limited to sign in sheets.

**EXHIBIT B
PROJECT BUDGET**

This exhibit forms an integral part of the Agreement, between **Marion Senior Services, Inc. d/b/a Marion Transit**, the Community Transportation Coordinator and **Ocala/Marion Transportation Planning Organization, the Planning Agency**.

I. PROJECT COST:

Estimated Project Cost shall conform to those eligible deliverables as indicated by Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code. For the required deliverable, compensation shall be the total maximum limiting amount of **\$26,790.00** for related program administrative support services in **Marion County**. This is a lump sum – percent complete grant to accomplish the tasks identified in the Agreement. It is not subject to adjustment due to the actual cost experience of the Planning Agency in the performance of the Agreement. The amount paid is based on the weighted value of the tasks and deliverables listed in Exhibits A and B that have been accomplished for the invoiced period. Prior to payment, the tasks performed and deliverables are subject to review and acceptance by the Commission for the Transportation Disadvantaged. The criteria for acceptance of completed tasks and deliverables are based on the most recent regulations, guidelines or directives related to the particular task and deliverable.

Task 1	17%	\$
Task 2	48%	\$
Task 3	5%	\$
Task 4	5%	\$
Task 5	5%	\$
Task 6	5%	\$
Task 7	5%	\$
Task 8	5%	\$
Task 9	5%	\$
TOTAL:	100%	\$

RESOLUTION

NO.

A RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION AUTHORIZING
THE DIRECTOR TO EXECUTE THE FY 2018/2019
TRANSPORTATION DISADVANTAGED PLANNING GRANT

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO) is responsible for the coordinated, comprehensive and continuing transportation planning process for Marion County, and

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO) is responsible for transportation planning and programming activities for Ocala/Marion County, as set forth in Chapter 339.175, Florida Statutes; and

WHEREAS, as per Chapter 427.015, Florida Statutes, the TPO is the designated official planning agency for the administration of the Transportation Disadvantaged program; and

WHEREAS, the Commission for the Transportation Disadvantaged provides planning funds on an annual basis; and

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization that:

The TPO authorizes the TPO Director to execute the FY 2018/19 CTD planning grant in the amount of \$26,790.00.

CERTIFICATE

The undersigned duly qualified Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies the foregoing is a true and correct copy of the resolution adopted at a legally convened public meeting of the Ocala/Marion County Transportation Planning Organization held this 26th day of June 2018.

By:

Commissioner David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director

**OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION**

**2018/2019 – 2022/2023
TRANSPORTATION IMPROVEMENT
PROGRAM
DRAFT - VERSION**



Table of Contents

- Executive Summary
- 5 Year Summary by Fund Code
- Funding Source Summary
- Section 1 - Federal / State Projects
- Section 2 - TPO Funding
- Section 3 - Countywide
- Section 4 - Bike / Ped Projects
- Section 5 - Aviation Projects
- Section 6 - Transit Projects

Ocala/Marion County Transportation Planning Organization

201 SE 3rd Street
- 2nd Floor -
Ocala, Florida 34471
(352) 629-8297

David Moore, **Chairman**
Marion County Commission

Brent Malever
Ocala City Council

Kent Guinn
City of Ocala, Mayor

Kathy Bryant
Marion County Commission

Jay Musleh
Ocala City Council

Mary Sue Rich
Ocala City Council

Jeff Gold
Marion County Commission

Michelle Stone
Marion County Commission

Ron Livsey
Bellevue City Commission

Matthew Wardell
Ocala City Council

Justin Grabelle
Ocala City Council

Valerie Hanchar, **Vice -Chair**
Dunnellon City Council

Carl Zalak
Marion County Commission

STAFF

Michael Daniels
Director

Kenneth Odom
Transportation Planner/Project Manager

Derrick Harris
Transportation Planner

Anne McGaffie
GIS Analyst

Desi Leibfried, Grants Manager

Shakayla Jacobs, Administrative Assistant

Administrative Assistant

GLOSSARY OF ABBREVIATIONS

CAC	-	Citizen's Advisory Committee
CFR	-	Code of Federal Regulations
CTD	-	Commission for the Transportation Disadvantaged
DCA	-	Department of Community Affairs
DEP	-	Department of Environmental Protection
EPA	-	Environmental Protection Agency
FAA	-	Federal Aviation Administration
FDOT	-	Florida Department of Transportation
FHWA	-	Federal Highway Administration
FTA	-	Federal Transit Administration
FSUTMS	-	Florida Standard Urban Transportation Modeling Structure
ISTEA	-	Intermodal Surface Transportation Efficiency Act of 1991
JPA	-	Joint Participation Agreement
TPO	-	Metropolitan Planning Organization
NHS	-	National Highway System

PL	-	Planning-federal funds provided for the administration of the TPO
RPC	-	Regional Planning Council
STP	-	Surface Transportation Program
TAC	-	Technical Advisory Committee
TDLCB	-	Transportation Disadvantaged Local Coordinating Board
TDP	-	Transit Development Plan
TDTF	-	Transportation Disadvantaged Trust Funds
FAST	-	Fixing America's Surface Transportation
TIP	-	Transportation Improvement Program
TMA	-	Transportation Management Area (TPO's with a population >200,000)
UPWP	-	Unified Planning Work Program
USC	-	United States Code

EXECUTIVE SUMMARY

PURPOSE

The Ocala/Marion County TPO's Transportation Improvement Program (TIP) documents the anticipated timing and cost of regional transportation improvements for a period of five years. It is a program that serves as the budget for carrying out the adopted Year 2040 Long Range Transportation Plan. In July 1989, the Florida Legislature passed Senate Bill 1474 which revamped the TIP process in order to provide a more responsive and comprehensive method of developing the annual Florida Department of Transportation (FDOT) budget. This TIP represents the federal *Fixing America's Surface Transportation (FAST) Act* requirements according to (23 USC 134 (j)) and the state requirement of Florida Statute 339.175 (7). All sections and elements of this document are financially feasible as demonstrated through the TIP implementation schedule with corresponding committed public resources expected to carry out the plan pursuant to (23 USC 135 (g)(4)(D)(ii) and Title 49 CFR, Part 316. The TIP must include federal and state funded projects as well as turnpike, airport, and transit work items.

Federal and State Funded Highway Projects

This chapter contains project descriptions for the FDOT District Five 2018/2019 - 2022/2023 Tentative Work Program for federal and state road, enhancement, intersection, and railroad improvement projects. These projects are funded with National Highway System funds, Surface Transportation Program funds, or

State Trust funds and are developed by the FDOT based on TPO recommended priorities. Under state law the annually updated TIP shall consist of the state's first year funded improvements and the recommended subsequent four state fiscal years for advancement. This five-year schedule of federal and state projects begins on page 1-1. It is inclusive of the federally funded first three years and consistent with the Department's Tentative Work Program.

Public Transportation Element

On April 15, 1997, the City of Ocala and Marion County signed an inter-local agreement for the development of a fixed route transit system in Ocala, named SunTran. By December 1998, SunTran had purchased vehicles, established a route network, and contracted with a management company to establish a fixed route transit system and complementary paratransit system in Ocala and Marion County. On December 15, 1998 SunTran began service to the community. Within weeks SunTran had surpassed its six-month ridership goals. SunTran currently operates a fleet of nine vehicles on six routes. Daily ridership currently averages 1,353 passengers per weekday.

The City and County have an agreement with the TPO to oversee the transit service and to serve as the policy board for SunTran. The TPO staff operates as SunTran's administrative staff and includes a Senior Planner whose responsibilities include overseeing the contracted transit services and managing the FTA grant process. The TPO contracts with McDonald Transit Associates, Incorporated (MTA), which directly operates and maintains the fixed-route buses. MTA subcontracts for ADA

paratransit services with Marion Transit Services, the local Community Transportation Coordinator under the Florida Transportation Disadvantaged Program. This arrangement has proved to provide a complete, comprehensive and cost effective transportation system for the citizens of Ocala and Marion County.

The SunTran service consists of six routes. In downtown Ocala, five of the six routes meet at the Central Transfer Station and provide service to Ocala. The Central Transfer Station is a multi-modal terminal providing connections to Greyhound services and formerly to AMTRAK. The sixth route operates from southeast Ocala to the community of Silver Springs Shores. A transfer station located at the Marion County Public Health Unit provides access to the downtown routes from this route. SunTran's routes were developed to provide the greatest access for passengers to local hospitals, major employers, shopping sites, medical offices, schools and housing opportunities. Service operates from approximately 5:00 a.m. to 10:00 p.m. Monday through Saturday.

The basic adult fare for SunTran is \$1.50. A reduced fare of \$0.75 is offered throughout the day for seniors, persons with disabilities, and persons with Medicare cards as well as retired and active duty military. Youth and students pay \$1.10. Children five years of age or lower ride free. SunTran also has discounted monthly passes for all categories of passengers. Fares for Marion Transit Service paratransit services are \$2.00. (OIT)

The National Transit Database Report for FY 2018 showed that SunTran provided 30,943 revenue hours and 483,342 revenue miles of service to 409,623 unlinked passengers. Total annual operating expenses for the period were \$1.82 million.

Also included in this Element are funds provided to Marion Transit Services for the provision of transportation services under the Transportation Disadvantaged Program. The State of Florida Commission for the Transportation Disadvantaged provides grants to the TPO and to Marion Transit Services, as the CTC. Marion Transit Services was selected as the CTC for Marion County by the Ocala/Marion County Transportation Disadvantaged Local Coordinating Board and the TPO. The funds provided to the TPO are earmarked for planning functions. The funds provided to Marion Transit Services are earmarked for the purchase of non-sponsored trips and equipment. Non-sponsored trips are for any transportation disadvantaged individual that are not covered in whole or part by any other social service agency. Services provided under this program are coordinated by the CTC to increase efficiency as well as to reduce duplication of services.

Aviation Element

The TIP's Aviation Element addresses the next five years of scheduled FDOT programmed improvements to the Ocala Regional Airport and the Dunnellon/Marion County Airport. The FAA and FDOT are currently involved in numerous planned improvements for both of these regionally significant airports. The FAA general aviation terminal study forecasts that Marion County will experience rapid aviation growth over the next several years.

FINANCIAL PLAN

The Ocala/Marion County TIP is financially constrained each fiscal year. All federal and state funded projects can be implemented using current or projected revenue sources. The summary tables on pages 1-1 through 6-2 identify, by funding source, the projects scheduled by fiscal year. These tables correspond to funding available in the FDOT Tentative Five-Year Work Program, demonstrating the document's financial feasibility.

PROJECT SELECTION PROCESS

The project selection process is carried out annually by the TPO in accordance with federal requirements (23 C.F.R. 450.324(c)). This requires the Ocala/Marion County TPO to complete its project selection with the support and cooperation of the FDOT District Planning Office in conformance with the TIP process. When a project in the TPO planning area has been identified as a potential project, the TPO requests that FDOT and the FHWA actively pursue the appropriate funding.

The FDOT shall give priority to those projects that are:

1. Designed to maximize safe and efficient travel;
2. Identified in approved local government comprehensive plans to receive local matching funds in accordance with the provisions of Section 335.20 or to be funded pursuant to the provisions

of Section 339.12;

3. Within transportation corridors protected by local government action;
4. Used in the operation of or in conjunction with public transportation facilities; and
5. Located within the boundaries of a local government which has made a responsible effort to fund improvements needed to accommodate local traffic.

This document translates the local elected government officials' priorities for transportation improvements from the planning level to the actual project development level. The TIP is updated annually to ensure that these priorities are always current with the desires of the members of the local governments.

Amendments to or Removals from Transportation Improvement Program

The existing federally approved TIP can be modified at any time when there is a joint agreement between the TPO and FDOT. Modification of a current TIP may require amendment to the FDOT Adopted Work Program. The district may amend the Adopted Work Program based on projects that require mid-year rescheduling, however; any project change requires joint action by the TPO and the FDOT.

Therefore, the TPO may not remove or reschedule any local City,

County, or City/County funded level of service project from the current TIP to a subsequent TIP without an amendment. However, if a locally funded project is a non-level of service requirement, the TPO may unilaterally add, remove, or reschedule any project to the TIP.

Action by the District Secretary is required for all joint TIP amendments that involves the FDOT Adopted Work Program that is to be advanced, deleted, or rescheduled pursuant to the following provisions of paragraph 339.135(7) (c), F.S.:

- (a) The change adds new individual projects;
- (b) The change adversely impacts financial constraint;
- (c) The change results in major scope changes;
- (d) The change deletes and individually listed project from the TIP/STIP; or
- (e) The change results in a cost increase greater than 20% AND \$2 million.

SAFETY/PERFORMANCE MANAGEMENT MEASURES

Safety is the first National Goal identified in MAP-21 and maintained in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) Final Rule and National Performance Management Measures: Highway Safety Improvement

Program Final Rule (known as the Safety Performance Management Measures (Safety PM) Final Rule) were published in the Federal Register [23 CFR 924, 23 CFR 490]. The HSIP Final Rule was established to clarify requirements under the HSIP and address MAP-21 and the FAST Act for consistency. The objective of the HSIP is to “significantly reduce fatalities and serious injuries resulting from crashes on all public roads,” [23 CFR 924].

Performance Measures

The Safety PM Final Rule was developed to support the HSIP and requires State DOTs and MPOs to set targets for the following Safety National Performance Management Measures (which apply to all public roads) and to report on progress toward achieving those targets to the State DOT.

- Number of Fatalities
- Fatality Rate per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Serious Injury Rate per 100 million VMT
- Number of Combined Non-Motorized Fatalities and Serious Injuries

Performance Targets

FDOT’s 2017 Highway Safety Improvement Program (HSIP) report includes a Target of zero for each of the five federal Safety Performance Measures. The Ocala/Marion TPO coordinated with FDOT through the statewide Metropolitan Planning Organization

Advisory Council (MPOAC) and is supporting the same targets. The Ocala/Marion TPO adopted the FDOT'S target of zero traffic fatalities and serious injuries for Calendar Year 2018 (Per Resolution 18-01 on February 27th, 2018 which establishes the relationship between performance, plans, and programs, and provides the basis and foundation for this performance framework.

CONSISTENCY WITH OTHER PLANS

The TIP shall be consistent, to the maximum extent possible, with the approved local government comprehensive plans of the governments within the TPO area. The TPO must indicate any state and federal projects that are not consistent with the comprehensive plans to ensure the TIP's consistency with all applicable federal laws, rules, regulations and guidance available pursuant to (23 USC 134 (h) and (I)).

After the TPO adopts the TIP, it transmits copies to the FDOT District, FAA, EPA, DEO, RPC, State Clearinghouse, Regional Clearinghouse, FTA, Florida Energy Office, and to each Marion County Legislator for review prior to the final submission date. The FDOT District staff sends copies of TIP to FHWA and FDOT Central Office for review of the TIP against the Tentative Work Program and notes any discrepancies for use in preparing the next district work program. The DCA shall notify the TPO of any transportation projects in the TIP that are inconsistent with approved local comprehensive plans per Florida Statute 339.175 (10).

Administrative Amendments

In the event a TIP amendment is needed prior to a regularly scheduled TPO meeting, the TPO Director is authorized, per the TIP adoption resolution, to perform an administrative TIP amendment. Any administrative amendment is placed on the next TPO agenda for ratification at that meeting.

PROJECT PRIORITY SELECTION PROCESS

In November of 2015 the TPO adopted the Year 2040 Long-Range Transportation Plan. This Plan has two components, the Needs Plan and the Cost Feasible Plan. The first portion of the plan, the Needs Plan, identified the deficient roadway corridors based upon population, employment and land use projections. The Cost Feasible Plan was developed by prioritizing these deficient corridors based upon the improvement's overall benefit to the highway network as well as available revenues.

The TPO staff evaluates all eligible priority projects based on FDOT and TPO policies. This evaluation includes an objective and technical review of each priority based on the road's level of service, physical condition, facility type, benefit to highway network, construction cost, and scheduled work program phase.

In addition to the process above, the TPO's advisory committees will consider the following factors in the final determination:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

After the CAC and TAC have prepared their priority recommendation, the TPO Board will review the committee's recommendations for the final TPO adopted Federal and State Priorities. This recommendation will be transmitted to FDOT for the development of the next FDOT Tentative Work Program for Marion County.

OCALA/MARION COUNTY TPO
DRAFT FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS	
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS				
1	NW 49th Street Interchange (FDOT FM# 435209-1)	-	-	-	-	-	-	-	-	Yes	New Interchange	ROW/CST	Project Manager: Heather Grubert
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		PD&E	\$21,649										
		PE					\$1,661,140						
2	SR 40 Downtown Operational Improvement												
A	SR 40 at NE 1st Avenue (EB Left-Turn) (FDOT FM# 431935-1) - Phase I	0.63	4	D	32,400	34,700	107%		F	No	Traffic Ops Improvement	CST	Project Manager: Matt Hassan
B	US 441 to NE 8th Avenue (FDOT FM# 431935-1) - Phase II	0.63	4	D	32,400	34,700	107%		F	No	Pedestrian and Traffic Ops	CST	Project Manager: Matt Hassan
	Phase II	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		PE	\$91,230										
3	SR 40 East Multi-Modal Improvement												
	NE 49th Terrace to NE 60th Court (FDOT FM# 435490-1)	1.5	4	D	32,400	20,900	65%		C	No	Add turn-lanes, enhanced illumination, pedestrian safety measures.	PE	
4	SR 40/US 441 Intersection Op. Improvement I												
	NW 2nd St to SW Broadway Street (FDOT FM# 433661-1)	0.16	6	D	50,000	34,900	70%		C	No	Add Dedicated Turn Lanes, Pedestrian Improvements & Enhanced Illumination	FULLY FUNDED	Project Manager: Todd Alexander Plans Complete:12/2016 <i>Fully funded.</i>
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		ROW			\$697,200	\$667,200		\$240,000					
		CST					\$2,796,481						
5	US 441 Intersection Op. Improvement II												
	at SR 464 (FDOT FM# 433660-1)	NA	6	D	50,000	25,300	51%		C	No	Add Dedicated Turn Lanes and Pedestrian	CST	Project Manager: Todd Alexander Plans Complete:7/2016 <i>\$2,100,603 LRE</i>
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		ROW		\$175,000	\$340,000	\$213,300	\$120,000	\$43,680					
6	SR 35 Intersection Op. Improvement												
	at SR 25, Foss Rd., & Robinson Rd. (FDOT FM# 435208-1)	NA	2	D	14,800	16,500	111%		F	No	Add SB Right-Turn Lanes	ROW/CST	Project Manager: Amir Asgarinik Wait for finalized scope to determine if ROW is necessary.
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		PE				\$1,005,000							
7	SR 40/SR 35 Intersection Improvement												
	(FDOT FM# 435490-1)	0.1	4	D	32,400	20,900	65%		C	No	Intersection reconstruction at SR 35.	PE	
8	SR 40 West Multi-Modal Improvement												
	CSX Rail Bridge to I-75	2.8	4	D	32,400	33,000	102%		F	No	Sidewalk Widening & Reconditioning	PE	
9	US 41												
	SW 111TH PL LN to SR 40 (FDOT FM# 238648-1)	3.6	2	D	18,600	23,000	124%		D	No	Add 2 Lanes	FULLY FUNDED	Project Manager: Kathy Enot Plans Complete: 9/2013, Update: 4/2017
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		ROW		\$4,210,727									
		CST					\$42,827,665						

OCALA/MARION COUNTY TPO
DRAFT FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS			
10	SR 200											
	CR 484 to Citrus County Line (FDOT FM# 238651-1)	3.2	2	C	8,400	15,100	180%	F	No	Add 2 Lanes	CST	Project Manager: Naziru Isaac Plans Complete: 1/2017 Right of way complete <i>Estimate: \$34,465,223 (LRE 8/11/2015)</i>
11	SR 401-75 Interchange Operational Improvements											
	SW 40 th Avenue to SW 27 th Avenue (FDOT FM# 433652-1)	-	4	D	32,400	28,500	88%	D	Yes	Operations Improvements at I-75 interchange and at SW 27 th Ave intersection.	CST	Project Manager: Taleb Shams Plans complete: 5/2017 Right of way: FY 2018-2019
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		ROW				\$1,220,000	\$2,170,000	\$1,412,409				
12	CR 4841-75 Interchange Operational Improvements											
	SW 20 th Avenue Road to CR 475A (FDOT FM# 433651-1 & -2 & -3)	-	4	D	32,400	28,100	87%	D	Yes	Operational/Capacity Improvements	ROW	Project Manager: Sarah Van Gundy Plans complete: 7/2017 <i>LF: \$4,393,910 (2nd ROW)</i>
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		PE		\$105,000								
		ROW		\$1,340,000	\$1,110,000	\$250,000	\$138,000					
		CST				\$7,934,381						
13	NE 36 th Avenue											
	SR 492 to NE 35 th Street (FDOT FM# 431798-1)	1.6	2	D	14,040	11,700	83%	D	No	Add 2 Lanes	N/A	Project Manager: Jazlyn Heywood LDCA Scheduled Approval: 12/2015 Segment only for PD&E
	PD&E Underway	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
	Implementation Phases:											
	SR 492 to NE 20 th Place (.4 miles) (FDOT FM# 431798-2)									Add 2 Lanes	ROW	Project Manager: Heather Grubert Plans complete: 5/2017
	(.4 miles) (FDOT FM# 431798-3) Project includes grade separation over CSX S line									Add 2 Lanes & Bridge over CSX rail line	FULLY FUNDED	Project Manager: Heather Grubert Plans complete: 5/2017
		PE	\$123,833									
		ROW	\$4,251,558	\$4,285,000	\$1,615,550	\$257,840						
		RRU		\$650,000								
	(.8 miles) (FDOT FM# 431798-4)			\$14,840,792						Add 2 Lanes	ROW	Project Manager: Heather Grubert Plans complete: 5/2017
14	Marion Oaks Extension and Flyover											
	SW 18th Ave Rd to CR 475/w I-75 Flyover	2.4	2	-	-	-	-	-	No	New 2 Lane Road/w New Overpass	PD&E	New Project
15	Emerald Road Extension											
	SE 92nd Loop to Emerald Road	0.5	2	-	-	-	-	-	No	New 2 Lane Road	PD&E	New Project
16	SR 40											
	CR 328 to US 41 (FDOT FM# 238720-1)	9.8	2	C	16,400	8,200	50%	C	No	Add 2 Lanes	ROW	Project Manager: Kathy Enot Plans complete: 3/2010 <i>Next phase right of way</i>
17	NW 37th Avenue											
	SR 40 to US 27	1.63	2	-	-	-	-	-	No	New 2 Lane Road	PE	New Project
18	NE 8th Avenue											
	SR 40 to SR 492	0.65	4	E	28,900	8,600	30%	C	No	Remove 2 Lanes/ Multi-modal enhancements	PE	New Project

OCALA/MARION COUNTY TPO
DRAFT FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS	
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS				
19	SR 40 - East												
	NE 60th Court to CR 314 <i>(FDOT FM# 410674-2)</i>	10.0	2	C	12,400	13,600	110%		E	Yes	Add 2 Lanes 2 bridge structures, from CR 326 to CR 314 concrete, wildlife crossings	FULLY FUNDED	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 3/2017 LRE being updated
	<i>Funding Status</i>												
	CR 314 to CR 314A <i>(FDOT FM# 410674-3)</i>	5.8	2	C	8,400	11,400	136%			Yes	Add 2 Lanes	ROW	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 2/2017 <i>New phase start of work</i>
	CR 314A to Levy Hammock Road <i>(FDOT FM# 410674-4)</i>	2.6	2	C	8,400	7,200	86%			Yes	Add 2 Lanes	PE	Includes Black Bear Scenic Trail <i>Next phase design</i>
20	US 27/I-75 Interchange Operational Improvements												
	NW 44th Avenue to NW 35th Avenue <i>(FDOT FM# 433680-1)</i>	-	4	D	39,800	21,600	54%		C	Yes	Improvements	PD&E	New Project
	<i>Funding Status</i>												
21	NE 25th Avenue												
	SR 492 to NE 35th Street <i>(FDOT FM# 431797-1)</i>	1.6	2	D	14,040	9,100	65%		D	No	Add 2 Lanes	ROW	Project Manager: Naziru Isaac Plans complete: 10/2018
	<i>Funding Status</i>												
22	SW 40th Avenue Realignment												
		0.15	2	D	14,040	3,500	25%		C	No	Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												
23	SW 95th Street Interchange <i>(FDOT FM# 429582-1)</i>	-	-	-	-	-	-	-	-	Yes	New Interchange	PD&E	New Project
	<i>Funding Status</i>												
24	US 27												
	NW 27th Ave. to NW 44th Ave. <i>(FDOT FM# 433633-1)</i>	1.8	4	D	37,900	20,600	54%		C	Yes	Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												
25	SR 40												
	SW 60th Ave. to SW 27th Ave.	3.0	4	D	39,800	28,500	72%		C	No	Add 2 Lanes	PD&E	New Project
	<i>Funding Status</i>												
26	CR 484												
	SW 49th Avenue to Marion Oaks Pass	1.3	2	E	15,930	8,100	51%		C	No	Add 2 Lanes	PD&E	New Project
	<i>Funding Status</i>												
27	CR 484												
	CR 475A to SW 49th Ave	4.2	4	D	29,160	28,100	96%		D	No	Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												
28	US 441												
	CR 42 to Sumter County Line <i>(FDOT FM# 238395-8)</i>	2.0	4	D	39,800	34,600	87%		C	No	Add 2 Lanes	ROW	Project Manager: Ashraf Elmaghraby
	<i>Funding Status</i>												
29	US 301 - South												
	SE 143rd Place to CR 42 <i>(FDOT FM# 411256-4)</i>	2.00	2	D	24,200	16,700	69%		C	No	Add 2 Lanes	ROW	Project Manager: Marcus Lisicki 10/30/09 Plans complete
	<i>Funding Status</i>												
30	SR 326												
	US 441 to CR 200A (FIHS Facility)	2.3	2	D	16,800	11,500	68%		C	Yes	Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												

Off-System Priorities

2024 OFF-SYSTEM PRIORITIES

Priority	Project	From	To	Length (mi)	Agency	Project Type	Phase	Phase Estimate	Notes
1	SW 44 th Avenue	SR 200	SW 20th Street	1.7	Ocala	Capacity	CST	\$ 4,600,000	New 4-lane.
2A	SW 49 th Avenue	Osceola Boulevard	SW 95th Street	4.1	MC	Capacity	CST	\$ 16,290,000	<u>Funded in FY 2019.</u> \$9.0M local funds, \$7.3 FDOT funds.
2B	SW 49 th Avenue	Marion Oaks Trail	Marion Oaks Manor	3.0	MC	Capacity	PE	\$ 1,340,000	Widen existing two-lane corridor to four-lanes and construct new four-lane road. (PE -
3A	SE 113th St	Hames Road	SE 56th Avenue	0.14	City of Belleview	Sidewalk	DES	TBD	Add sidewalks on the north side of the corridor.
3B	US 301	320' N of SE 62nd Ave Rd	SE 115th Lane	0.22	City of Belleview	Sidewalk	DES/BLD	\$ 110,000	Add sidewalks on the west side of the corridor. (PE_\$ 15K, CST-\$ 95K)
4	East Pennsylvania Avenue (CR 484) Bicycle	Rainbow River Bridge	US 41	0.8	City of Dunnellon	Bike Path	DES	\$ 242,167	Project to add bicycle path facilities and improved access to Blue Run Park.
5	Countywide ITS Operations & Maintenance	-	-	-	Ocala & MC	O/M	-	\$ 500,000	Annual allocation (\$250K each agency) for ITS Ops & Maintenance.
6	NE 19th Avenue	SR 492	NE 28th St	0.99	City of Ocala	Sidewalk	DES	TBD	Add Sidewalks
7	NE 7th Street	NE 36th Ave	NE 44th Ave	0.75	City of Ocala	Sidewalk	DES	TBD	Add Sidewalks
8	Marion Oaks Boulevard	at CR 484	-	-	MC	Reconfigure Intersection	DES	TBD	Study to reconfigure intersection and signalization.
9	CR 315 Resurfacing	CR 316	CR 318	9.9	MC	Resurfacing	CST	\$ 6,700,000	Reclaim, resurface, widen and add shoulders.
10	Lake Tusawilla Flood Relief	NE Watula Avenue	-	-	City of Ocala	Flood Mitigation	DES	\$ 5,000,000	Expand Lake Tusawilla mitigate flooding on NE Watula Ave and the CSX rail line.
2024 OFF-SYSTEM PRIORITIES (FULLY FUNDED)									
(1)	Osceola Linear Park	SE 3rd Street	NE 5th Street	0.52	Ocala	Linear Park	CST	\$ 700,000	<u>Funded in FY 2018.</u> Full remodel of the corridor to include multi-modal facilities.
(2)	SunTran Replacement Buses	-	-	-	SunTran	Transit	-	\$ 3,600,000	<u>Funded in FY 2019.</u> Replacement of seven transit buses. Two have been ordered.
(3)	Sunrise/Horizon Schools	Marion Oaks Manor	Marion Golf Way	0.83	MC	Sidewalks	DES	\$ 325,000	<u>PE funded in FY 2019.</u> <u>CST funded in FY 2021.</u>
(4)	NW 110th Ave	N of SR 40	NW 21st Street	1.51	MC	Widen Shoulders	CST	\$ 336,952	Widen shoulders to mitigate roadway departure crashes.

Ocala/Marion County TPO
Regional Trail Priorities
FY 2018

Priority	Project	From	To	Length (mi)	Regional Trail	Phase	Phase Estimate	Notes
1	Pruitt Trail	Bridges Road	SR 200	9.5	HOF	CST	\$ 3,325,000	CST FY 2021 (Delayed). Project will be divided into two separate segments because of ROW negotiation delays.
2	SR 200 Trails/Wildlife Underpass	at SR 200		TBD	HOF	CST	TBD	
3	Ocala to Silver Springs Trail	Osceola Trail	Silver Springs State Park	6	-	CST	\$ 1,800,000	DES FY 2020. (\$253,000)
4	CR 484 - Pennsylvania Ave. Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	0.8	-	DES	\$ 75,000	Total project cost estimated at \$4 Million. Will include significant utilities infrastructure update.
5	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	5	-	DES	\$ 155,000	Design funded in FY 2019.
6	Silver Springs Bikeway Phase II	Baseline Paved Trail - North Trailhead	CR 42	18.5	HOF	DES	\$ 555,000	
7	Belleview Greenway Trail	Lake Lillian Park	Cross Florida Greenway	5.3	-	DES	\$ 159,000	Feasibility study underway.
8	Watula & NE 8th Road Trail	Tusawilla Art Park	CR 200A	1.5	-	CST	TBD	Design FY 2019
9	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	4.5	HOF	CST	\$ 1,500,000	The DEP is applying for a SUN Trails grant to expedite the completion of PE and begin CST. (PE - 60%)
10	Nature Coast Trail	Levy County Line	CR 484	7.5	-	PD&E	-	Regional trail connection that will extend north to Chiefland and to Tallahassee.
11	Black Bear Trail	Silver Springs State Park	Wildcat Lake Boat Ramp (1 mi. east of SR 19)	27	HOF	PD&E	\$ 750,000	PD&E FY 2020.
12	Silver Springs to Hawthorne Trail	Silver Springs State Park		Approx. 30	-	PD&E	\$ 750,000	

DEP - Department of Environmental Protection

DES - Design

HOF - Heart of Florida Loop

ROW - Right-of-way

PD&E - Preliminary Design & Environmental

STJMMD - St. Johns Water Management District

PUBLIC INVOLVEMENT

The Ocala/Marion County TPO strives to involve the public in all phases of the planning process, from the development of the long-range plans to the review of PD&E documents. Public information meetings and hearings are conducted for all FDOT projects throughout the PD&E process to enhance public awareness. Notices of the public information meetings and hearings are mailed to all affected property owners and published in local newspapers. The TIP is also reviewed and approved through a two-stage process wherein the TPO Citizen and Technical Advisory Committees comprise the first stage and the TPO Board offers reviews and offers final approval in the second stage. The draft document is made available to the public through the committee and board meeting notifications posted on the TPO website prior to the committee review and through the TPO Board review. Once the document is approved by the TPO Board, it is posted on the TPO website. A physical copy of the document is

also available to any citizen who requests one. In addition, all meetings of the TPO, CAC and TAC are conducted in accordance with the Sunshine Law, Chapter 286, Florida Statute. The TPO updates and adopts a formal Public Involvement Plan in accordance with 23 USC 450.316(b)(1) of March 28, 1995.

CERTIFICATION

The most recent certification review was conducted by the Florida Department of Transportation in March 2018. The Department recommended that the urban transportation planning process be certified for fiscal year 2018/2019. The next certification review will be performed in the spring of 2019.

LEGENDS

This section contains an explanation of legends, abbreviations, funding and phase codes, acronyms and environmental codes used within the text.

Phase Codes - Abbreviations used for project phase information for the appropriate transportation project are given in the following table.

Code	Project Phase Information
ADM	Administration
CEI	Construction Engineering Inspection
CRT MNT	Contract Routine Maintenance
CST	Construction
CAP	Capital
DES	Design
ENG	Engineering
ENV CON	Environmental/Conservation
INC	Construction Incentive/Bonus
MNT	Maintenance
MSC	Miscellaneous Construction
OPS	Operations
PD&E	Project Development & Environmental Study
PE	Preliminary Engineering
PLEMO	Planning and Environmental Offices Study
PLN	In House Planning
PST DES	Post Design
R/R CST	Railroad Construction
RELOC	Relocation
ROW	Rights-of-Way Support & Acquisition
RRU	Railroad & Utilities

RT MNT
UTIL

Routine Maintenance
Utilities Construction

Funding Source Codes - Abbreviations used for each funding source within the project chart section are given in the following table.

~~**FEDERAL FUNDING TYPES**~~

Funding Code	Source	Fund Description
NATIONAL HIGHWAY SYSTEM		
ACNH, NH	75% Federal	On any eligible National Highway System Project.
I	85% Federal	Interstate Resurfacing, Rehabilitating, & Reconstruction on the approved Federal Interstate System.
IM	85% Federal	Interstate Maintenance.
SURFACE TRANSPORTATION PROGRAM		
SU	75% Federal	Urban Area Funds. These funds must be used in areas with a population of over 200,000. Consists of Surface Transportation Program (STP) funds, Minimum Allocation Funds, and Donor Bonus Funds.
SL	75% Federal	Non-Urban Area Funds. These funds must be used in areas with a population of 200,000 or less. Consists of STP funds, Minimum Allocation Funds, and Donor Bonus Funds.
SA	75% Federal	Any Area Funds. These funds may be used in any area of the State on Federal-Aid Roads. There are no restrictions as to population area. Consists of STP funds, Minimum Allocation Funds, and Donor Bonus Funds.

Funding Code	Source	Fund Description
SN	100% Federal	Mandatory Rural Funds. This fund must be used exclusively in rural areas with populations of 5,000 or less. Consists of STP funds.
SE	100% Federal	Transportation Enhancements. 10% set aside of STP funds for Transportation Enhancement activities. There are no geographic location restrictions.
MG	75% Federal	Minimum Guarantee – ensures each state will be guaranteed a percent of apportionment, which is at least 90.5% of the state percent contributions to the Highway Trust Fund in the previous year.
PLH	100% Federal	Available for projects on unappropriated or unreserved public land.

~~SAFETY CONSTRUCTION ACTIVITIES~~

SH	85% Federal	High Hazard Elimination.
SS	85% Federal	Any Safety Improvement, Railroad-Highway Crossings, & Hazard Elimination Program.
SR	85% Federal	Railroad Hazard Elimination.
SP	85% Federal	Railroad Protection Devices.

~~BRIDGE REPLACEMENT PROGRAM~~

BRT	73% Federal	Bridge Replacement and Rehabilitation on the Federal System
-----	-------------	---

plus 15% of this allocation must be spent off the Federal System as required by the 1978 Highway Act.

Funding Code	Source	Fund Description
BRTZ	73% Federal	Bridge Replacement and Rehabilitation off the Federal System.
BRTD	73% Federal	Discretionary Bridge Replacement and Rehabilitation on the Federal System with construction cost in excess of 10 million.

~~OTHER FEDERAL ACTIVITIES~~

ARRA	100% Federal	American Recovery & Reinvestment Act
CM	75% Federal	Congestion Mitigation
HP	80% Federal	Highway Planning
HR	75% Federal	Highway Research
PL	100% Federal	Metropolitan Planning
HPP	100% Federal	High-Priority Project – SAFETELU Appropriation
SR2S	100% Federal	Safe Route to School (ROW acquisition funding under this program)

On non-state facilities, local government will 50/50 split with FDOT on the remaining 25% balance.

STATE OF FLORIDA FUNDING

Funding Code	Source	Fund Description
BNDS	Bonds	
BRRP	100% State	Bridge Repair and Rehabilitation Program.
BRP	100% State	Bridge Replacement
CIGP	50% State	County Incentive Grant Program offers 50/50 county/state match.
D	100% State	
DDR	100% State	District Dedicated Revenue
DIH	100% State	District In-House
DPE	100% State	For Preliminary Engineering (PE) and Construction Engineering Inspection (CEI) on all state funded projects and certain federal-aid projects which qualify.
DPTO	100% State	Aviation, Transit, and Rail
DS	100% State	Primary funds for use on the state highway system for new construction, preservation, traffic operations type projects, and right-of-way acquisitions.
DSB	100% State	Primary - Reimbursed by bonds

Funding Code	Source	Fund Description
DSL	100% State	Local Government Cooperative Assistance Program for transportation projects which meet both local and state transportation needs that call for construction, reconstruction, or expansion of any state, county, or city road which would improve traffic flow and reduce congestion on the state system.
DU	100% Federal	Pass-thru funds administered by FDOT.
FCO	100% State	Fixed Capital Outlay for purchase, construction or improvement to FDOT real property.
FTA	100% Federal	Federal Transit Administration
LF	100% Local	Funds from sources other than state or federal.
TDTF	90% State	Transportation Disadvantaged Trust Fund
PKYI	100% State	Parkway Improvement Funds for roadway construction, building construction, and other necessary improvements.
PKYF	100% Tnpk	For use on feeder roads to the turnpike.
PKYR	100% State	Parkway Maintenance Funds for roadway maintenance, building and other necessary maintenance.
TRIP	50% State	Transportation Regional Incentive Program (Requires a 50/50 match with local funds)

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ACFP - AC FREIGHT PROG (NFP)							
4336511	CR 484	0	0	7,934,381	0	0	7,934,381
4409001	I-75 FRAME ON SYSTEM	5,266,276	0	0	0	0	6,125,408
4409002	I-75 FRAME OFF SYSTEM	2,050,085	0	0	0	0	2,412,056
Total		7,316,361	0	7,934,381	0	0	16,471,845
ACNP - ADVANCE CONSTRUCTION NHPP							
4106742	SR 40	0	83,411,817	0	0	0	83,411,817
4356602	SR 326	500,000	1,214,559	45,000	0	0	1,885,043
Total		500,000	84,626,376	45,000	0	0	85,296,860
ACSA - ADVANCE CONSTRUCTION (SA)							
2386481	US 41	4,000,000	0	0	0	0	4,000,000
4106742	SR 40	2,717,094	0	0	0	0	3,417,094
4356602	SR 326	0	0	0	0	0	2,252
Total		6,717,094	0	0	0	0	7,419,346
ACSN - ADVANCE CONSTRUCTION (SN)							
4106742	SR 40	1,396,295	0	0	0	0	3,196,295
4336511	CR 484	743,142	0	0	0	0	1,560,619
Total		2,139,437	0	0	0	0	4,756,914
ACTN - ADVANCE CONSTRUCTION TALN							
4106742	SR 40	0	0	0	0	0	163,794
Total		0	0	0	0	0	163,794
BNIR - INTRASTATE R/W & BRIDGE BONDS							
4356602	SR 326	0	0	0	29,000	0	29,000
Total		0	0	0	29,000	0	29,000
CIGP - COUNTY INCENTIVE GRANT PROGRAM							
4355491	SW 49TH AVENUE	7,841,066	0	0	0	0	7,841,066

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CIGP - COUNTY INCENTIVE GRANT PROGRAM							
Total		7,841,066	0	0	0	0	7,841,066
CM - CONGESTION MITIGATION - AQ							
2386481	US 41	0	0	0	188,131	0	188,131
Total		0	0	0	188,131	0	188,131
D - UNRESTRICTED STATE PRIMARY							
4136153	LIGHTING AGREEMENTS	363,801	374,721	385,961	397,536	409,458	2,627,109
4181071	PRIMARY IN HOUSE	1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	39,586,366
4233912	ASPHALT RESURFACING	200,000	0	0	0	0	3,061,105
4278392	PERFORMANCE AESTHETICS	758,500	740,000	740,000	740,000	740,000	7,030,000
4291781	UNPAVED SHOULDER REPAIR	600,000	0	0	0	0	1,732,550
4419341	CONCRETE REPAIRS	73,830	0	0	0	0	73,830
4425721	OCALA OPERATIONS COMPLEX CONTRACTED	64,500	0	0	0	0	64,500
Total		3,828,365	2,882,455	2,957,934	2,969,509	2,981,431	54,175,460
DC - STATE PRIMARY PE CONSULTANTS							
4368791	SR 200	0	0	0	0	0	2,720
4373391	US 27	0	0	0	0	0	1,609
Total		0	0	0	0	0	4,329
DDR - DISTRICT DEDICATED REVENUE							
2386481	US 41	210,727	0	0	41,916,383	0	53,264,890
4106742	SR 40	0	0	0	0	0	496,206
4130194	TRAFFIC SIGNALIZATION	351,548	351,548	0	0	0	4,202,710
4136153	LIGHTING AGREEMENTS	0	0	0	0	0	3,169,391
4336521	SR 40	0	0	0	0	0	107,031
4336601	US 441	135,000	300,000	180,000	120,000	43,680	778,680

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DDR - DISTRICT DEDICATED REVENUE							
4336611	US 441	0	680,000	650,000	0	240,000	1,570,000
4352081	SR 35	0	1,000,000	0	0	0	1,000,000
4352091	I-75 (AT NW 49TH STREET)	0	0	0	0	0	2,483,984
4356602	SR 326	0	8,440	0	0	0	23,309
4356861	US 441	0	582,556	0	0	0	582,556
4363611	ITS OPERATIONAL SUPPORT	0	0	2,480,581	0	0	2,480,581
4368791	SR 200	1,630,347	0	0	0	0	2,476,328
4370171	OCALA INTERNATIONAL AIRPORT	0	1,000,000	0	0	0	1,000,000
4373391	US 27	8,888,652	0	0	0	0	9,439,422
4378261	I-75 MARION COUNTY REST AREAS	0	0	0	832,499	0	832,499
4378271	I-75	0	0	0	570,000	0	570,000
4384271	MARION COUNTY AIRPORT	0	0	0	0	600,000	600,000
4384351	MARION-DUNNELLON PARALLEL TAXIWAY TO	0	0	0	1,280,000	0	1,280,000
4384761	OCALA INTERNATIONAL AIRPORT	0	0	104,000	160,000	0	264,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	520,000	520,000
4385621	I-75 MARION COUNTY REST AREAS	400,000	0	0	0	3,924,180	4,324,180
4392381	US 441	30,000	1,674,760	0	0	0	4,004,760
4407801	OCALA INTERNATIONAL	0	0	0	360,000	760,000	1,120,000
4411361	US 441	1,200,000	0	1,403,500	0	0	2,603,500
Total		12,846,274	5,597,304	4,818,081	45,238,882	6,087,860	99,194,027
DI - ST. - S/W INTER/INTRASTATE HWY							
4106742	SR 40	0	26,375,000	0	0	0	26,375,000
4356602	SR 326	0	0	0	0	0	5,033
Total		0	26,375,000	0	0	0	26,380,033

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
2386481	US 41	0	0	0	55,500	0	1,557,602
4106742	SR 40	0	0	0	0	0	278,986
4317983	NE 36TH AVENUE	0	0	0	0	0	14,412
4336521	SR 40	0	0	40,000	40,000	36,699	253,730
4336601	US 441	40,000	40,000	33,300	0	0	229,025
4336611	US 441	0	17,200	17,200	17,100	0	107,774
4352081	SR 35	0	5,000	0	0	0	5,000
4352091	I-75 (AT NW 49TH STREET)	0	0	0	0	0	58,647
4356861	US 441	0	66,120	0	0	0	87,120
4368791	SR 200	41,120	0	0	0	0	83,447
4373391	US 27	0	0	0	0	0	45,632
4378261	I-75 MARION COUNTY REST AREAS	0	0	0	0	0	87,253
4378271	I-75	0	0	0	135,248	0	135,248
4385621	I-75 MARION COUNTY REST AREAS	30,000	0	0	0	57,050	92,050
4392381	US 441	0	5,275	0	0	0	45,318
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	0	0	0	0	0	5,000
4411361	US 441	10,000	0	10,810	0	0	20,810
Total		121,120	133,595	101,310	247,848	93,749	3,107,054
DITS - STATEWIDE ITS - STATE 100%.							
4130194	TRAFFIC SIGNALIZATION	0	0	0	0	0	695,012
Total		0	0	0	0	0	695,012
DPTO - STATE - PTO							
4314011	TPO PLANNING STUDIES	7,487	8,199	8,932	0	0	44,456
4317983	NE 36TH AVENUE	0	0	0	0	0	2,779,746

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DPTO - STATE - PTO							
4333041	SUNTRAN	634,679	660,281	693,295	727,960	0	3,323,652
4370241	MARION COUNTY AIRPORT	185,190	0	0	0	0	198,790
4370311	OCALA INTERNATIONAL AIRPORT	0	275,000	0	0	0	308,520
4384171	MARION COUNTY AIRPORT	0	0	145,600	0	0	145,600
4384231	MARION COUNTY AIRPORT	0	0	38,782	0	0	38,782
4384301	MARION-DUNNELLON	0	200,000	0	0	0	200,000
4384331	MARION COUNTY AIRPORT	0	93,573	0	0	0	93,573
4407971	TRANSIT PLANNING STUDIES	0	0	0	9,688	26,717	36,405
4424551	SUNTRAN	0	0	0	0	764,358	764,358
Total		827,356	1,237,053	886,609	737,648	791,075	7,933,882
DRA - REST AREAS - STATE 100%							
4385621	I-75 MARION COUNTY REST AREAS	1,800,000	0	0	0	24,241,382	26,041,382
Total		1,800,000	0	0	0	24,241,382	26,041,382
DS - STATE PRIMARY HIGHWAYS & PTO							
2386481	US 41	0	0	0	667,651	0	3,887,983
4106742	SR 40	0	0	0	0	0	4,191
4317983	NE 36TH AVENUE	0	0	0	0	0	10,000
4336521	SR 40	0	0	0	0	0	1,726,995
4336601	US 441	0	0	0	0	0	675,454
4336611	US 441	0	0	0	0	0	624,735
4356602	SR 326	100,000	0	0	0	0	100,000
4356861	US 441	0	0	0	0	0	430,000
4368791	SR 200	9,607,372	0	0	0	0	9,629,839
4373391	US 27	34,952	0	0	0	0	52,609

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DS - STATE PRIMARY HIGHWAYS & PTO							
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	0	0	0	0	0	14,485
4411361	US 441	0	0	37,245	0	0	37,245
Total		9,742,324	0	37,245	667,651	0	17,193,536
DU - STATE PRIMARY/FEDERAL REIMB							
4314011	TPO PLANNING STUDIES	59,902	61,699	67,566	0	0	347,886
4333121	MARION TRANSIT	813,390	854,060	896,764	941,602	0	4,280,474
4407971	TRANSIT PLANNING STUDIES	0	0	0	73,610	213,734	287,344
4424601	MARION TRANSIT	0	0	0	0	988,681	988,681
Total		873,292	915,759	964,330	1,015,212	1,202,415	5,904,385
DWS - WEIGH STATIONS - STATE 100%							
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	7,074,315	0	0	0	0	7,074,315
Total		7,074,315	0	0	0	0	7,074,315
EB - EQUITY BONUS							
2386481	US 41	0	0	0	0	0	6,851
4106742	SR 40	0	0	0	0	0	139,975
4354841	PRUITT TRAIL	0	0	0	0	0	10,000
Total		0	0	0	0	0	156,826
FAA - FEDERAL AVIATION ADMIN							
4370241	MARION COUNTY AIRPORT	2,083,385	0	0	0	0	2,236,385
4370311	OCALA INTERNATIONAL AIRPORT	0	4,950,000	0	0	0	5,327,098
4384231	MARION COUNTY AIRPORT	0	0	436,300	0	0	436,300
4384761	OCALA INTERNATIONAL AIRPORT	0	0	1,170,000	1,800,000	0	2,970,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	5,850,000	5,850,000
Total		2,083,385	4,950,000	1,606,300	1,800,000	5,850,000	16,819,783

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
FTA - FEDERAL TRANSIT ADMINISTRATION							
4271882	SUNTRAN	2,192,058	2,257,820	2,325,554	2,395,321	2,467,181	19,040,093
4333041	SUNTRAN	400,000	400,000	0	0	0	1,200,000
4424551	SUNTRAN	0	0	0	0	400,000	400,000
Total		2,592,058	2,657,820	2,325,554	2,395,321	2,867,181	20,640,093
HPP - HIGH PRIORITY PROJECTS							
2386481	US 41	0	0	0	0	0	692,422
Total		0	0	0	0	0	692,422
HSP - SAFETY (HIWAY SAFETY PROGRAM)							
4348441	CR 42	0	404,200	0	0	0	464,689
4398871	PEDESTRIAN LIGHTING BUNDLE	163,475	0	0	0	0	233,475
4398872	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE	150,000	0	0	0	0	150,000
Total		313,475	404,200	0	0	0	848,164
LF - LOCAL FUNDS							
4271882	SUNTRAN	548,015	564,455	581,389	598,830	616,795	4,760,024
4314011	TPO PLANNING STUDIES	7,487	8,199	8,932	0	0	44,456
4333041	SUNTRAN	634,679	660,281	693,295	727,960	0	3,323,652
4333121	MARION TRANSIT	813,390	854,060	896,764	941,602	0	4,280,474
4336513	CR 484 INTERCHANGE	0	0	4,393,910	0	0	4,393,910
4355171	SUNTRAN	900,000	0	0	0	0	900,000
4355471	SW 44TH AVENUE	1,553,699	0	0	0	0	1,553,699
4355491	SW 49TH AVENUE	8,448,934	0	0	0	0	8,448,934
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	103,226	0	0	103,226
4370171	OCALA INTERNATIONAL AIRPORT	0	250,000	0	0	0	250,000
4370241	MARION COUNTY AIRPORT	46,297	0	0	0	0	49,697

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
LF - LOCAL FUNDS							
4370311	OCALA INTERNATIONAL AIRPORT	0	275,000	0	0	0	283,380
4384171	MARION COUNTY AIRPORT	0	0	36,400	0	0	36,400
4384231	MARION COUNTY AIRPORT	0	0	9,696	0	0	9,696
4384271	MARION COUNTY AIRPORT	0	0	0	0	150,000	150,000
4384301	MARION-DUNNELLON	0	50,000	0	0	0	50,000
4384331	MARION COUNTY AIRPORT	0	23,393	0	0	0	23,393
4384351	MARION-DUNNELLON PARALLEL TAXIWAY TO	0	0	0	320,000	0	320,000
4384761	OCALA INTERNATIONAL AIRPORT	0	0	26,000	40,000	0	66,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	130,000	130,000
4407801	OCALA INTERNATIONAL	0	0	0	90,000	190,000	280,000
4407971	TRANSIT PLANNING STUDIES	0	0	0	9,688	26,717	36,405
4424551	SUNTRAN	0	0	0	0	764,358	764,358
4424601	MARION TRANSIT	0	0	0	0	988,681	988,681
Total		12,952,501	2,685,388	6,749,612	2,728,080	2,866,551	31,246,385
NHPP - IM, BRDG REPL, NATNL HWY-MAP21							
4356602	SR 326	0	0	0	0	0	393,270
Total		0	0	0	0	0	393,270
NHRE - NAT HWY PERFORM - RESURFACING							
4368791	SR 200	1,731,375	0	0	0	0	1,731,375
Total		1,731,375	0	0	0	0	1,731,375
PL - METRO PLAN (85% FA; 15% OTHER)							
4393312	OCALA/MARION URBAN AREA FY	493,145	499,316	0	0	0	992,461
4393313	OCALA/MARION URBAN AREA FY	0	0	499,316	499,316	0	998,632
4393314	OCALA/MARION URBAN AREA FY	0	0	0	0	499,316	499,316

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PL - METRO PLAN (85% FA; 15% OTHER)							
Total		493,145	499,316	499,316	499,316	499,316	2,490,409
SA - STP, ANY AREA							
2386481	US 41	0	0	0	0	0	987,634
4106742	SR 40	527,425	678,057	0	0	0	1,205,482
4354861	SILVER SPRINGS BIKEWAY	0	8,911	0	0	0	8,911
4356602	SR 326	0	0	0	0	0	76,171
4363601	SR 40 (BLACK BEAR TRAIL)	0	1,100,000	0	0	0	1,100,000
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	8,353	0	0	8,353
4392381	US 441	0	18,308,264	0	0	0	18,308,264
4409002	I-75 FRAME OFF SYSTEM	0	0	0	0	0	10,000
4411361	US 441	0	0	13,764,750	0	0	13,764,750
Total		527,425	20,095,232	13,773,103	0	0	35,469,565
SIWR - 2015 SB2514A-STRATEGIC INT SYS							
4106742	SR 40	0	19,322,956	0	0	0	19,322,956
Total		0	19,322,956	0	0	0	19,322,956
SL - STP, AREAS <= 200K							
2386481	US 41	0	0	0	0	0	5,924,676
4106742	SR 40	359,186	0	338,100	0	0	6,357,539
4336511	CR 484	90,000	110,000	50,000	35,000	0	471,178
4336512	CR 484	0	0	2,063,796	0	0	2,063,796
4336521	SR 40	0	0	1,180,000	2,130,000	1,375,710	4,685,710
4336611	US 441	0	0	0	2,779,381	0	2,779,381
4352091	I-75 (AT NW 49TH STREET)	0	0	0	1,661,141	0	1,661,141
4354841	PRUITT TRAIL	0	0	0	1,850,000	0	2,007,500

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SL - STP, AREAS <= 200K							
4354861	SILVER SPRINGS BIKEWAY	0	1,515,573	0	0	0	1,515,573
4355171	SUNTRAN	3,600,000	0	0	0	0	3,600,000
4355471	SW 44TH AVENUE	2,874,301	0	0	0	0	2,874,301
4363611	ITS OPERATIONAL SUPPORT	0	0	136,573	0	0	136,573
Total		6,923,487	1,625,573	3,768,469	8,455,522	1,375,710	34,077,368
SN - STP, MANDATORY NON-URBAN <= 5K							
2386481	US 41	0	0	0	0	0	2,171,796
4106742	SR 40	240,000	1,539,443	50,000	0	0	2,385,741
4261791	SILVER SPRINGS STATE PARK	0	0	8,099	0	0	8,099
4336511	CR 484	611,858	1,000,000	200,000	103,000	0	3,375,729
4348441	CR 42	0	3,000	0	0	0	3,000
4354841	PRUITT TRAIL	0	0	0	1,850,000	0	1,850,000
Total		851,858	2,542,443	258,099	1,953,000	0	9,794,365
TALL - TRANSPORTATION ALTS- <200K							
4354861	SILVER SPRINGS BIKEWAY	0	518,153	0	0	0	518,153
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	0	290,249	0	290,249
4367551	INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE	0	0	0	155,000	0	155,000
4367561	DOWNTOWN OCALA TO SILVER SPRINGS TRAIL	0	253,000	0	0	0	253,000
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	0	35,605	0	35,605
Total		0	771,153	0	480,854	0	1,252,007
TALN - TRANSPORTATION ALTS- < 5K							
4261791	SILVER SPRINGS STATE PARK	0	0	252,844	0	0	252,844
Total		0	0	252,844	0	0	252,844
TALT - TRANSPORTATION ALTS- ANY AREA							
4261791	SILVER SPRINGS STATE PARK	0	0	0	0	0	385,058

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
TALT - TRANSPORTATION ALTS- ANY AREA							
4354841	PRUITT TRAIL	0	0	0	10,000	0	10,000
4354861	SILVER SPRINGS BIKEWAY	0	2,437,407	0	0	0	2,962,407
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	763,647	0	0	763,647
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	0	26,847	0	26,847
4364743	LEGACY ELEMENTARY SCHOOL SIDEWALKS	0	0	0	1,441,659	0	1,441,659
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	0	605	0	605
Total		0	2,437,407	763,647	1,479,111	0	5,590,223
TRIP - TRANS REGIONAL INCENTIVE PROGM							
4317983	NE 36TH AVENUE	24,450,645	690,000	347,000	0	0	34,167,645
4336513	CR 484 INTERCHANGE	0	0	1,432,794	0	0	1,432,794
Total		24,450,645	690,000	1,779,794	0	0	35,600,439

5-Year Summary of Funding Source

Funding Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
Federal	33,062,392	121,525,279	32,191,043	18,266,467	11,794,622	216,839,803
Local	12,952,501	2,685,388	6,749,612	2,728,080	2,866,551	27,982,132
State	68,531,465	36,915,407	10,580,973	49,890,538	34,195,497	200,113,880
State 100%	0	19,322,956	0	0	0	19,322,956
Total	114,546,358	180,449,030	49,521,628	70,885,085	48,856,670	464,258,771

Section 1 - Federal / State Projects

CR 42 **4348441** **Non-SIS**



Work Summary: ADD LEFT TURN LANE(S) **From:** AT SE 182ND AVE RD
To:
Lead Agency: Marion County **Length:** .307
LRTP #: Goal 6: Objective 1 - Page 2-11

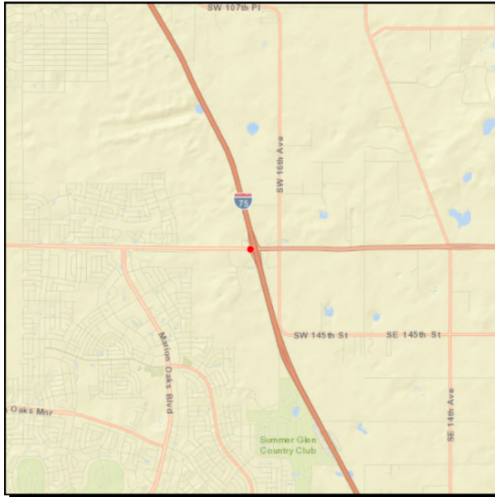
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SN	0	3,000	0	0	0	3,000
CST	HSP	0	404,200	0	0	0	404,200
Total		0	407,200	0	0	0	407,200

Prior Cost < 2018/19: 25,014
Future Cost > 2022/23: 0
Total Project Cost: 432,214
Project Description: Add eastbound turn lane on CR 42.

CR 484

4336512

Non-SIS



Work Summary: INTERCHANGE IMPROVEMENT
From: SW 20TH AVE
To: CR 475A
Lead Agency: Marion County
Length: .161
LRTP #: Goal 3: Page 2-9

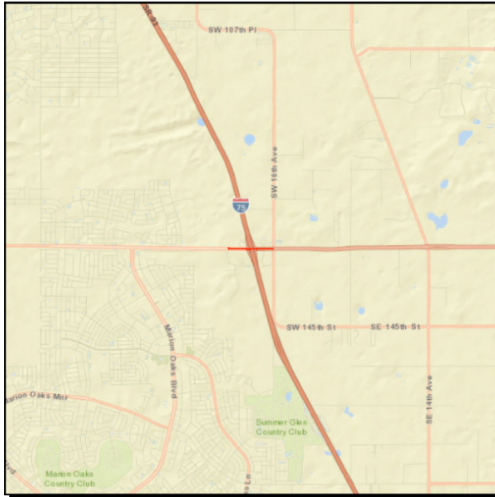
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	SL	0	0	2,063,796	0	0	2,063,796
Total		0	0	2,063,796	0	0	2,063,796

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 2,063,796
Project Description: Upgrade existing interchange. (Priority Project #12)

CR 484

4336511

Non-SIS



Work Summary: INTERCHANGE IMPROVEMENT
From: SW 20TH AVENUE
To: CR 475A
Lead Agency: Managed by FDOT
Length: .414
LRTP #: Page 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SN	105,000	0	0	0	0	105,000
ROW	SN	506,858	1,000,000	200,000	103,000	0	1,809,858
ROW	ACSN	743,142	0	0	0	0	743,142
ROW	SL	90,000	110,000	50,000	35,000	0	285,000
CST	ACFP	0	0	7,934,381	0	0	7,934,381
Total		1,445,000	1,110,000	8,184,381	138,000	0	10,877,381

Prior Cost < 2018/19: 2,464,526

Future Cost > 2022/23: 0

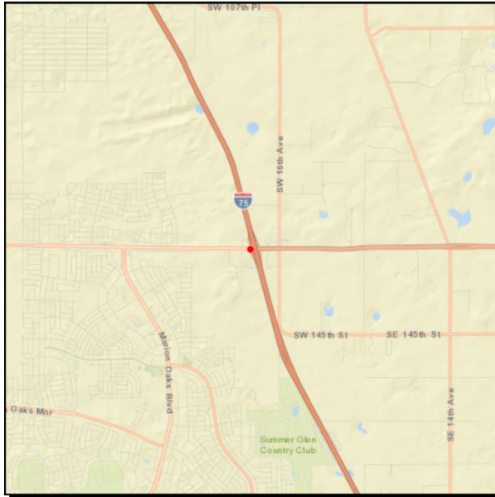
Total Project Cost: 13,341,907

Project Description: Interchange improvements to lengthen turn bays, widen interchange on CR 484 and improve ramp access. (Priority Project #12)

CR 484 INTERCHANGE

4336513

Non-SIS



Work Summary: INTERCHANGE IMPROVEMENT
From: SW 20TH AVE
To: CR475A
Lead Agency: Marion County
Length: .161
LRTP #: Page 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	LF	0	0	4,393,910	0	0	4,393,910
ROW	TRIP	0	0	1,432,794	0	0	1,432,794
Total		0	0	5,826,704	0	0	5,826,704

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 5,826,704

Project Description: Interchange improvements to lengthen turn bays, widen interchange and improve ramp access. (Priority Project #12)

I-75

4378271

SIS



Work Summary: LANDSCAPING **From:** AT CR 484
To:
Lead Agency: FDOT **Length:** .407
LRTP #: Goal 5: Page 2-10

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	0	0	0	135,248	0	135,248
CST	DDR	0	0	0	570,000	0	570,000
Total		0	0	0	705,248	0	705,248

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 705,248
Project Description: Landscaping and aesthetic improvements at the CR 484 interchange.

I-75 (AT NW 49TH STREET)

4352091

SIS



Work Summary: INTERCHANGE (NEW) **From:** NW 49TH ST
To: NW 35TH ST
Lead Agency: FDOT **Length:** .001
LRTP #: Goal 3: Objective 3 - Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SL	0	0	0	1,661,141	0	1,661,141
Total		0	0	0	1,661,141	0	1,661,141

Prior Cost < 2018/19: 2,542,631

Future Cost > 2022/23: 0

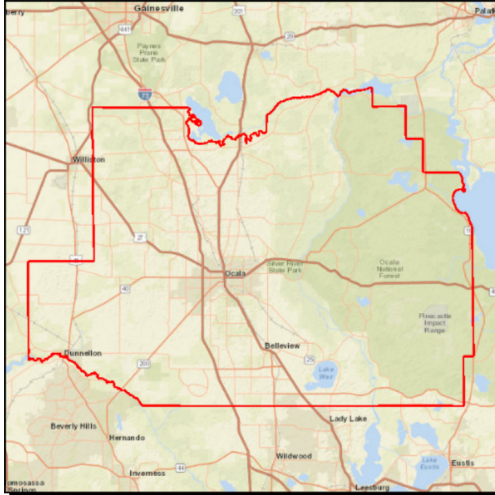
Total Project Cost: 4,203,772

Project Description: Construct new interchange at NW 49th Street and I-75 to facilitate projected increases in freight traffic. (Priority Project #1)

I-75 FRAME OFF SYSTEM

4409002

Non-SIS



Work Summary: ITS COMMUNICATION SYSTEM

From:

To:

Lead Agency: Managed by FDOT

Length: .000

LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACFP	2,050,085	0	0	0	0	2,050,085
Total		2,050,085	0	0	0	0	2,050,085

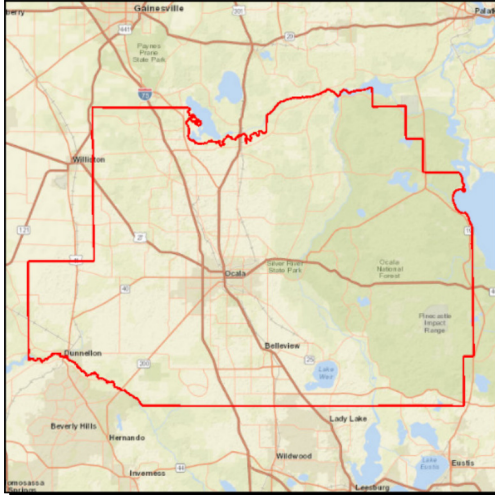
Prior Cost < 2018/19: 371,971
Future Cost > 2022/23: 0
Total Project Cost: 2,422,056

Project Description: Florida's Regional Advanced Mobility Elements (FRAME) is a technologically advanced contingency system that deploys multiple Intelligent Transportation System (ITS) elements to mitigate special/emergency events of US 301, I-75 and to integrate with local ITS systems

I-75 FRAME ON SYSTEM

4409001

Non-SIS



Work Summary: ITS FREEWAY MANAGEMENT

From:

To:

Lead Agency: FDOT

LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACFP	5,266,276	0	0	0	0	5,266,276
Total		5,266,276	0	0	0	0	5,266,276

Prior Cost < 2018/19: 859,132
Future Cost > 2022/23: 0
Total Project Cost: 6,125,408

Project Description: Florida's Regional Advanced Mobility Elements (FRAME) is a technologically advanced contingency system that deploys multiple Intelligent Transportation System (ITS) elements to mitigate special/emergency events of US 301, I-75 and to integrate with local ITS systems.

I-75 MARION COUNTY REST AREAS

4385621

SIS



Work Summary: REST AREA **From:** N OF CR 484
To: S OF SR 200
Lead Agency: FDOT **Length:** .547
LRTP #: Goal 3: Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	30,000	0	0	0	0	30,000
PE	DDR	400,000	0	0	0	0	400,000
PE	DRA	1,800,000	0	0	0	0	1,800,000
CST	DRA	0	0	0	0	24,241,382	24,241,382
CST	DIH	0	0	0	0	57,050	57,050
CST	DDR	0	0	0	0	3,924,180	3,924,180
Total		2,230,000	0	0	0	28,222,612	30,452,612

Prior Cost < 2018/19: 5,000
Future Cost > 2022/23: 0
Total Project Cost: 30,457,612
Project Description: Design funding to expand services at the I-75 rest area in Marion County.

I-75 MARION COUNTY REST AREAS

4378261

SIS



Work Summary: LANDSCAPING **From:**
Lead Agency: FDOT **To:**
Length: .542
LRTP #: Goal 5: Page 2-10

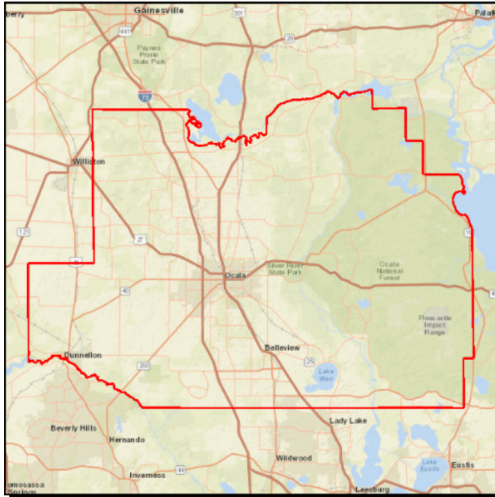
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DDR	0	0	0	832,499	0	832,499
Total		0	0	0	832,499	0	832,499

Prior Cost < 2018/19: 87,253
Future Cost > 2022/23: 0
Total Project Cost: 919,752
Project Description: Vegetative installation and maintenance.

I-75 WILDWOOD WEIGH STATION REPAIRS

4403111

SIS



Work Summary: MCCO WEIGH STATION STATIC/WIM

From:

To:

Lead Agency: Managed by FDOT

Length: 1.136

LRTP #: Goal 6: Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DWS	7,074,315	0	0	0	0	7,074,315
Total		7,074,315	0	0	0	0	7,074,315

Prior Cost < 2018/19: 19,485

Future Cost > 2022/23: 0

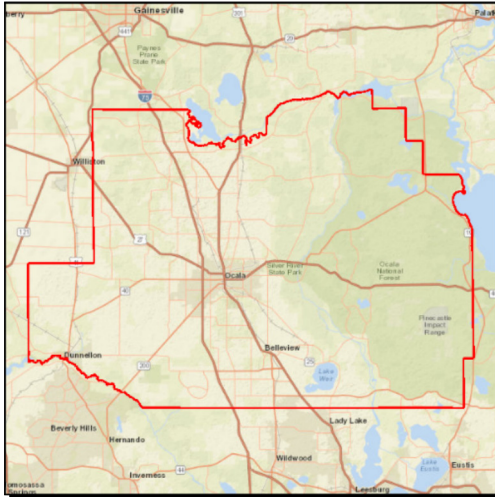
Total Project Cost: 7,093,800

Project Description: Repair concrete aprons around the vehicle scales.

ITS OPERATIONAL SUPPORT

4363611

Non-SIS



Work Summary: ITS COMMUNICATION SYSTEM
From: MARION COUNTY/CITY OF OCALA
To:
Lead Agency: City of Ocala/Marion County
Length: .000
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	SL	0	0	136,573	0	0	136,573
OPS	DDR	0	0	2,480,581	0	0	2,480,581
Total		0	0	2,617,154	0	0	2,617,154

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

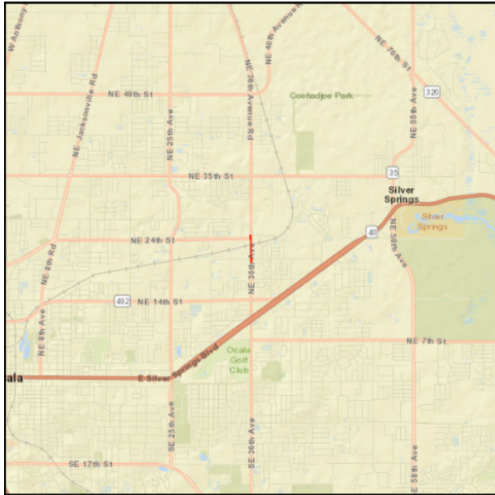
Total Project Cost: 2,617,154

Project Description: ITS capital and operations support for City of Ocala and Marion County.

NE 36TH AVENUE

4317983

SIS



Work Summary: RAIL CAPACITY PROJECT

From: NE 20TH PL

To: NORTH OF NE 25TH ST

Lead Agency: FDOT

Length: .350

LRTP #: 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TRIP	20,400,645	0	0	0	0	20,400,645
RRU	TRIP	650,000	0	0	0	0	650,000
ROW	TRIP	3,400,000	690,000	347,000	0	0	4,437,000
Total		24,450,645	690,000	347,000	0	0	25,487,645

Prior Cost < 2018/19: 11,484,158

Future Cost > 2022/23: 0

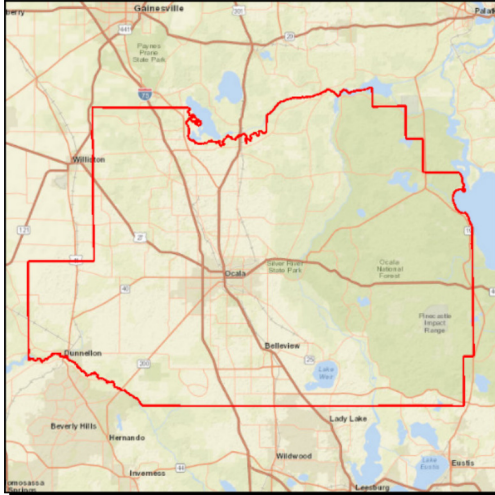
Total Project Cost: 36,971,803

Project Description: Construct grade separation (bridge) over the existing CSX 'S'-line. This project is for the construction of the bridge only. Other sections will address the widening of the corridor. (Priority Project #13)

PEDESTRIAN LIGHTING BUNDLE

4398871

SIS



Work Summary: LIGHTING

From:

To:

Lead Agency: FDOT

LRTP #: Goal 1: Objective 2 - Pg. 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	HSP	163,475	0	0	0	0	163,475
Total		163,475	0	0	0	0	163,475

Prior Cost < 2018/19: 70,000

Future Cost > 2022/23: 0

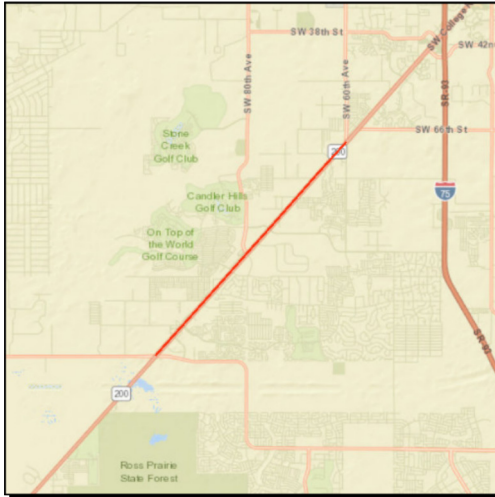
Total Project Cost: 233,475

Project Description: Will enhance illumination at four intersections. The locations are CR 329 and US 441 and on SR 464 at SR 35, SW 3rd Avenue and SR 200.

SR 200

4368791

Non-SIS



Work Summary: RESURFACING **From:** CR 484
To: SW 60TH AVE
Lead Agency: FDOT **Length:** 6.168
LRTP #: Goal 6: Objective 3 - Page 2-11

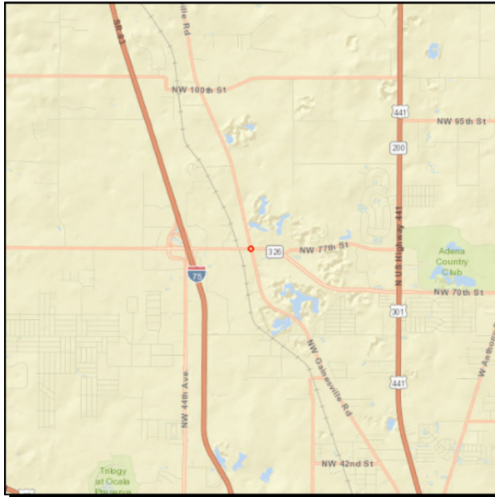
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DS	9,607,372	0	0	0	0	9,607,372
CST	DIH	41,120	0	0	0	0	41,120
CST	DDR	1,630,347	0	0	0	0	1,630,347
CST	NHRE	1,731,375	0	0	0	0	1,731,375
Total		13,010,214	0	0	0	0	13,010,214

Prior Cost < 2018/19: 913,495
Future Cost > 2022/23: 0
Total Project Cost: 13,923,709
Project Description: Routine resurfacing.

SR 326

4356602

SIS



Work Summary: ADD TURN LANE(S) **From:** AT CR 25A

To:

Lead Agency: FDOT

Length: 0.034

LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	ACNP	500,000	90,000	45,000	0	0	635,000
PE	DS	100,000	0	0	0	0	100,000
CST	DDR	0	8,440	0	0	0	8,440
CST	ACNP	0	1,124,559	0	0	0	1,124,559
ROW	BNIR	0	0	0	29,000	0	29,000
Total		600,000	1,222,999	45,000	29,000	0	1,896,999

Prior Cost < 2018/19: 617,079

Future Cost > 2022/23: 0

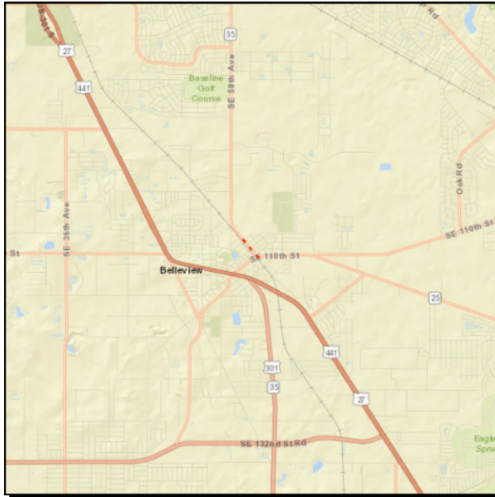
Total Project Cost: 2,514,078

Project Description: Add right turn lanes on southbound CR 25A and westbound SR 326 and restripe the eastbound SR 326 center lane to increase storage for turns onto CR 25A.

SR 35

4352081

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: AT FOSS ROAD, ROBINSON ROAD & SR 25
To:
Lead Agency: FDOT
Length: .250 MI
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	0	5,000	0	0	0	5,000
PE	DDR	0	1,000,000	0	0	0	1,000,000
Total		0	1,005,000	0	0	0	1,005,000

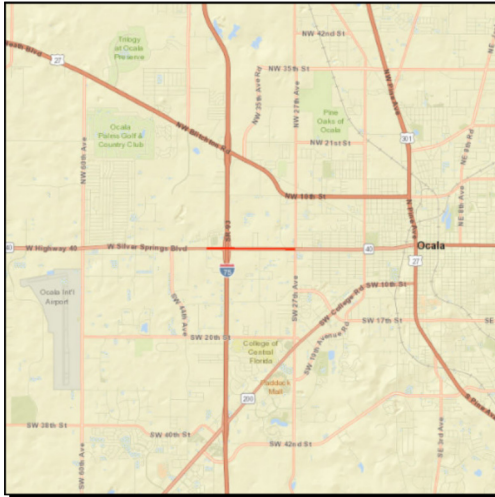
Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 1,005,000

Project Description: Add turn lanes at all three intersections to increase operational efficiency of the SR 35 corridor in Belleview. (Priority Project #6)

SR 40 **4336521** **Non-SIS**



Work Summary: ADD TURN LANE(S) **From:** SW 40TH AVENUE
To: SW 27TH AVENUE
Lead Agency: FDOT **Length:** 1.337 MI
LRTP #: PAGE 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	DIH	0	0	40,000	40,000	36,699	116,699
ROW	SL	0	0	1,180,000	2,130,000	1,375,710	4,685,710
Total		0	0	1,220,000	2,170,000	1,412,409	4,802,409

Prior Cost < 2018/19: 1,971,057
Future Cost > 2022/23: 0
Total Project Cost: 6,773,466
Project Description: Upgrade existing interchange including additional turn-lanes. (Priority Project #11)

SR 40 **4413661** **Non-SIS**



Work Summary: SAFETY PROJECT **From:** SW 27TH AVE
To: MLK JR AVE
Lead Agency: Managed by FDOT **Length:** .981
LRTP #: Goal 6: Objective 1 & 2 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE		300,000	0	0	0	0	300,000
Total		300,000	0	0	0	0	300,000

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 300,000
Project Description: Access management project to modify median openings.

SR 40 **4106742** **SIS**



Work Summary: ADD LANES & RECONSTRUCT
From: END OF 4 LANES
To: TO CR 314
Lead Agency: FDOT
Length: 4.803 mi
LRTP #: PAGE 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	ACSN	1,396,295	0	0	0	0	1,396,295
ROW	SA	527,425	150,557	0	0	0	677,982
ROW	SN	240,000	1,539,443	50,000	0	0	1,829,443
ROW	ACSA	2,717,094	0	0	0	0	2,717,094
ROW	SL	359,186	0	338,100	0	0	697,286
CST	DI	0	26,375,000	0	0	0	26,375,000
CST	SIWR	0	19,322,956	0	0	0	19,322,956
CST	SA	0	527,500	0	0	0	527,500
CST	ACNP	0	83,411,817	0	0	0	83,411,817
Total		5,240,000	131,327,273	388,100	0	0	136,955,373

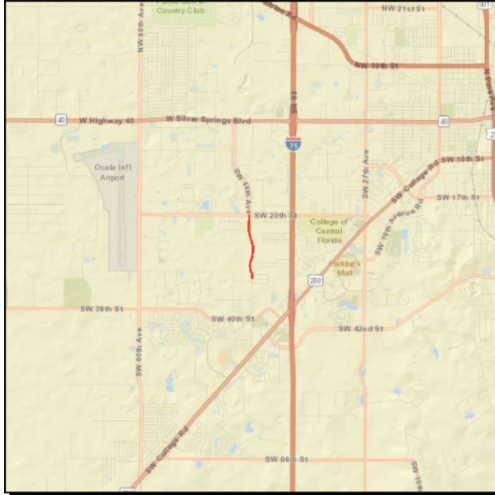
Prior Cost < 2018/19: 9,799,703
Future Cost > 2022/23: 0
Total Project Cost: 146,755,076

Project Description: Capacity expansion project to widen SR 40 from two to four lanes. (Priority Project #19)

SW 44TH AVENUE

4355471

Non-SIS



Work Summary: NEW ROAD CONSTRUCTION
From: SR 200
To: SW 32ND ST
Lead Agency: City of Ocala
Length: .000
LRTP #: Goal 2: Page 2-9

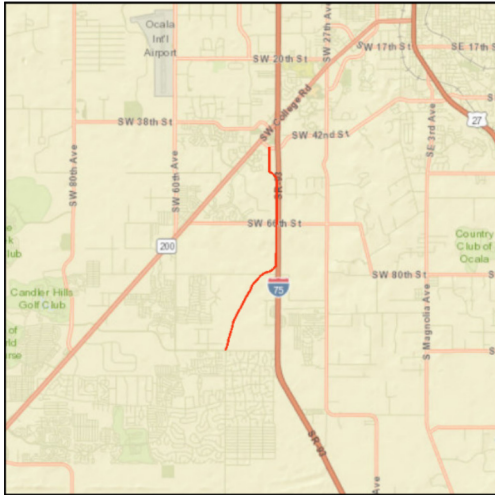
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	LF	1,553,699	0	0	0	0	1,553,699
CST	SL	2,874,301	0	0	0	0	2,874,301
Total		4,428,000	0	0	0	0	4,428,000

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 4,428,000
Project Description: Construct new 4-lane corridor with bicycle lanes and sidewalks.

SW 49TH AVENUE

4355491

Non-SIS



Work Summary: NEW ROAD CONSTRUCTION
From: SW 95TH ST
To: SW 42ND ST
Lead Agency: Marion County
Length: .000
LRTP #: PAGE 3-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	LF	8,448,934	0	0	0	0	8,448,934
CST	CIGP	7,841,066	0	0	0	0	7,841,066
Total		16,290,000	0	0	0	0	16,290,000

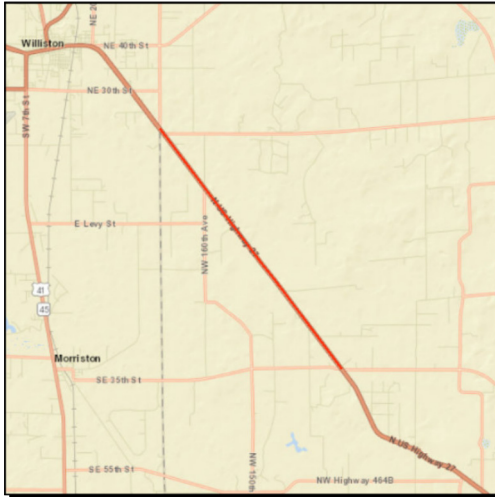
Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 16,290,000

Project Description: Construct a new four-lane, divided roadway with sidewalks and bicycle lanes.

US 27 **4373391** **SIS**

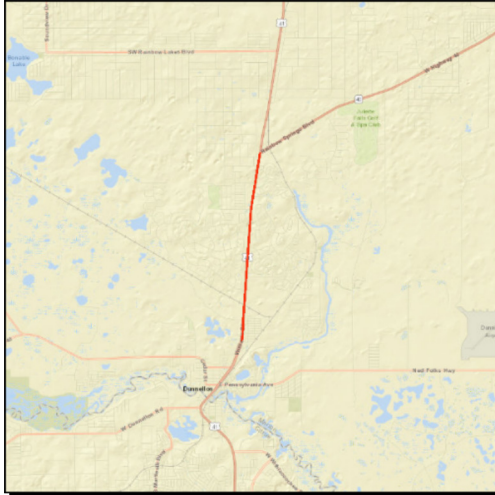


Work Summary: RESURFACING **From:** LEVY COUNTY LINE
To: CR 326
Lead Agency: FDOT **Length:** 6.683
LRTP #: Goal 6: Objective - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DS	34,952	0	0	0	0	34,952
CST	DDR	8,888,652	0	0	0	0	8,888,652
Total		8,923,604	0	0	0	0	8,923,604

Prior Cost < 2018/19: 615,668
Future Cost > 2022/23: 0
Total Project Cost: 9,539,272
Project Description: Routine resurfacing.

US 41 **2386481** **Non-SIS**



Work Summary: ADD LANES & RECONSTRUCT
From: SW 111TH PLACE LANE
To: SR 40
Lead Agency: FDOT
Length: 3.585 mi
LRTP #: PAGE 3-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	DDR	210,727	0	0	0	0	210,727
ROW	ACSA	4,000,000	0	0	0	0	4,000,000
CST	DS	0	0	0	667,651	0	667,651
CST	DIH	0	0	0	55,500	0	55,500
CST	CM	0	0	0	188,131	0	188,131
CST	DDR	0	0	0	41,916,383	0	41,916,383
Total		4,210,727	0	0	42,827,665	0	47,038,392

Prior Cost < 2018/19: 25,643,593
Future Cost > 2022/23: 0
Total Project Cost: 72,681,985
Project Description: Capacity expansion project to widen the US 41 corridor from two to four-lanes. (Priority Project #9)

US 441 **4392381** **Non-SIS**

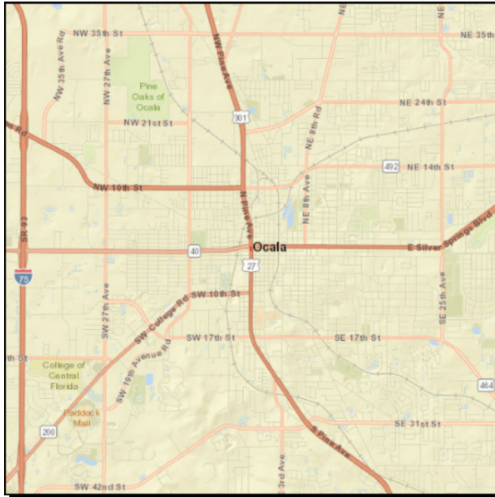
No Map Available

Work Summary: RESURFACING **From:** SR 35
To: SR 200
Lead Agency: Managed by FDOT **Length:** 10.612
LRTP #: Goal 6: Objective 3 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
RRU	DDR	30,000	0	0	0	0	30,000
CST	DIH	0	5,275	0	0	0	5,275
CST	SA	0	18,308,264	0	0	0	18,308,264
CST	DDR	0	1,674,760	0	0	0	1,674,760
Total		30,000	19,988,299	0	0	0	20,018,299

Prior Cost < 2018/19: 2,340,043
Future Cost > 2022/23: 0
Total Project Cost: 22,358,342
Project Description: Routine resurfacing

US 441 **4336611** **Non-SIS**



Work Summary: TRAFFIC OPS IMPROVEMENT
From: SR 40
To: SR 40A
Lead Agency: FDOT
Length: .055 MI
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	DIH	0	17,200	17,200	17,100	0	51,500
ROW	DDR	0	680,000	650,000	0	240,000	1,570,000
CST	SL	0	0	0	2,329,381	0	2,329,381
ROW	SL	0	0	0	450,000	0	450,000
Total		0	697,200	667,200	2,796,481	240,000	4,400,881

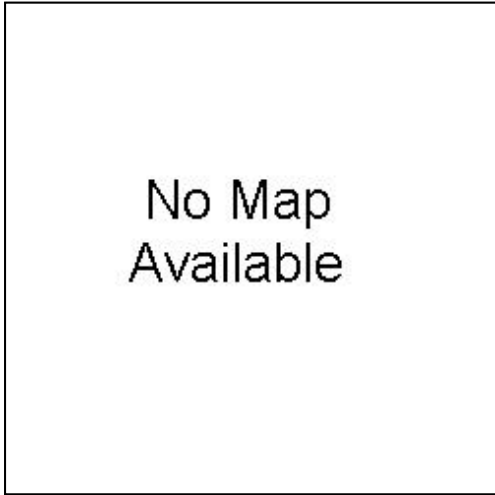
Prior Cost < 2018/19: 681,009
Future Cost > 2022/23: 0
Total Project Cost: 5,081,890

Project Description: Extend NB left-turn queue south Broadway Street to increase storage capacity. (Priority Project #4)

US 441

4411361

SIS

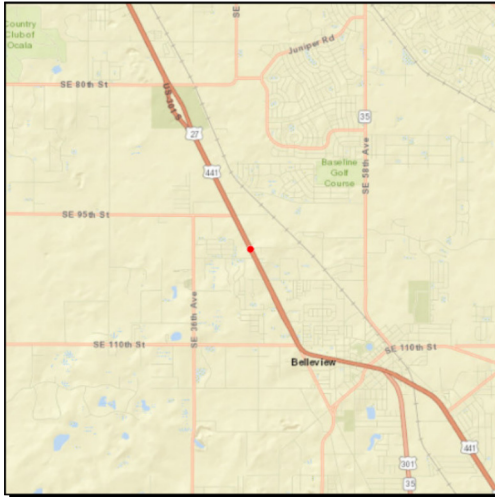


Work Summary: RESURFACING
From: CR 25A
To: US 301
Lead Agency: Managed by FDOT
Length: 8.846
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	10,000	0	0	0	0	10,000
PE	DDR	1,200,000	0	0	0	0	1,200,000
CST	DS	0	0	37,245	0	0	37,245
CST	DIH	0	0	10,810	0	0	10,810
CST	SA	0	0	13,764,750	0	0	13,764,750
CST	DDR	0	0	1,403,500	0	0	1,403,500
Total		1,210,000	0	15,216,305	0	0	16,426,305

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 16,426,305
Project Description: Routine resurfacing.

US 441 **4356861** **Non-SIS**

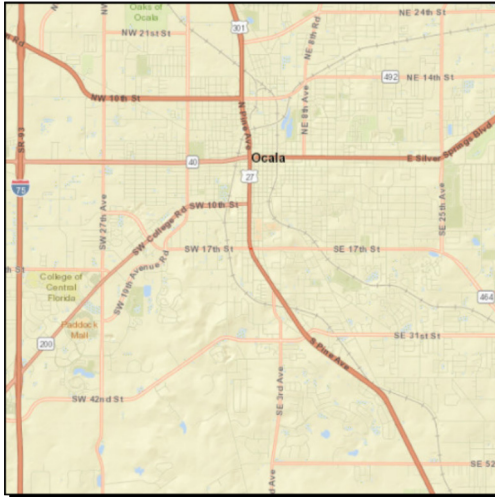


Work Summary: ADD LEFT TURN LANE(S) **From:** SE 98TH LANE
To:
Lead Agency: Managed by FDOT **Length:** .189
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	0	66,120	0	0	0	66,120
CST	DDR	0	582,556	0	0	0	582,556
Total		0	648,676	0	0	0	648,676

Prior Cost < 2018/19: 451,000
Future Cost > 2022/23: 0
Total Project Cost: 1,099,676
Project Description: Add northbound and southbound left-turn lanes on US 441 at SE 98th Lane.

US 441 **4336601** **Non-SIS**



Work Summary: TRAFFIC OPS IMPROVEMENT
From: AT SR 464
To:
Lead Agency: FDOT
Length: .001 MI
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	DIH	40,000	40,000	33,300	0	0	113,300
ROW	DDR	135,000	300,000	180,000	120,000	43,680	778,680
Total		175,000	340,000	213,300	120,000	43,680	891,980

Prior Cost < 2018/19: 791,179
Future Cost > 2022/23: 0
Total Project Cost: 1,683,159

Project Description: Operational improvements to include the addition of an added NB left-turn lane and a modified NB right-turn lane. (Priority Project #5)

Section 2 - TPO Funding

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP - 4393312							*Non-SIS*
TRANSPORTATION PLANNING							Length: .000
Responsible Agency: Ocala/Marion TPO							
PLN	PL	493,145	499,316	0	0	0	992,461
Total		493,145	499,316	0	0	0	992,461
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>992,461</i>
OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP - 4393313							*Non-SIS*
TRANSPORTATION PLANNING							Length: .000
Responsible Agency: Ocala/Marion TPO							
PLN	PL	0	0	499,316	499,316	0	998,632
Total		0	0	499,316	499,316	0	998,632
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>998,632</i>
OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP - 4393314							*Non-SIS*
TRANSPORTATION PLANNING							Length: .000
Responsible Agency: Ocala/Marion TPO							
PLN	PL	0	0	0	0	499,316	499,316
Total		0	0	0	0	499,316	499,316
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>499,316</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
TPO PLANNING STUDIES FROM TO SECTION 5303 - 4314011							*Non-SIS*
PTO STUDIES							
Responsible Agency: Ocala/Marion TPO							
PLN	DU	59,902	61,699	67,566	0	0	189,167
PLN	DPTO	7,487	8,199	8,932	0	0	24,618
PLN	LF	7,487	8,199	8,932	0	0	24,618
Total		74,876	78,097	85,430	0	0	238,403
<i>Prior Cost < 2018/19</i>		<i>198,395</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>436,798</i>

TRANSIT PLANNING STUDIES - 4407971							*Non-SIS*
PTO STUDIES							
Responsible Agency: Ocala/Marion TPO							
Length: .000							
PLN	DU	0	0	0	73,610	213,734	287,344
PLN	DPTO	0	0	0	9,688	26,717	36,405
PLN	LF	0	0	0	9,688	26,717	36,405
Total		0	0	0	92,986	267,168	360,154
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>360,154</i>

Section 3 - Countywide

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ASPHALT RESURFACING AT VARIOUS LOCATIONS - 4233912							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	200,000	0	0	0	0	200,000
Total		200,000	0	0	0	0	200,000
<i>Prior Cost < 2018/19</i>		<i>2,861,105</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,061,105</i>
CONCRETE REPAIRS - 4419341							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
				LRTP No: Objective 1.53 - Page 2-6		Length: .000	
MNT	D	73,830	0	0	0	0	73,830
Total		73,830	0	0	0	0	73,830
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>73,830</i>
LIGHTING AGREEMENTS AT DDR FUNDS - 4136153							*Non-SIS*
LIGHTING							
Responsible Agency: FDOT							
MNT	D	363,801	374,721	385,961	397,536	409,458	1,931,477
Total		363,801	374,721	385,961	397,536	409,458	1,931,477
<i>Prior Cost < 2018/19</i>		<i>3,865,023</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>5,796,500</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION COUNTY PEDESTRIAN LIGHTING BUNDLE - 4398872							*SIS*
LIGHTING							Length: 1.234
Responsible Agency: FDOT							
CST	HSP	150,000	0	0	0	0	150,000
Total		150,000	0	0	0	0	150,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>150,000</i>
OCALA OPERATIONS COMPLEX CONTRACTED SERVICES PROJECT - 4425721							*Non-SIS*
FIXED CAPITAL OUTLAY							Length: .000
Responsible Agency: Managed by FDOT							
MNT	D	64,500	0	0	0	0	64,500
Total		64,500	0	0	0	0	64,500
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>64,500</i>
PERFORMANCE AESTHETICS - 4278392							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							Length: .000
Responsible Agency: FDOT							
MNT	D	758,500	740,000	740,000	740,000	740,000	3,718,500
Total		758,500	740,000	740,000	740,000	740,000	3,718,500
<i>Prior Cost < 2018/19</i>		<i>3,311,500</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>7,030,000</i>

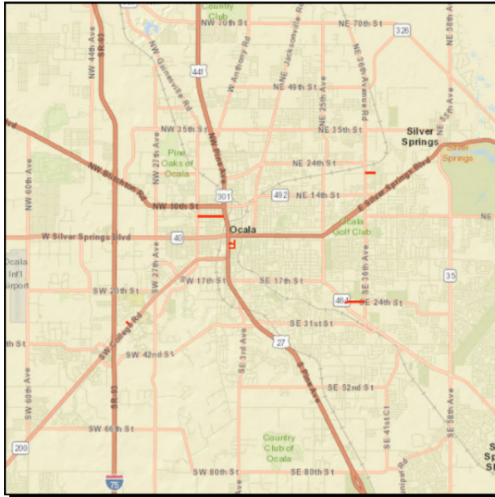
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PRIMARY IN HOUSE AT VARIOUS ROADWAYS - 4181071							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	9,031,387
Total		1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	9,031,387
<i>Prior Cost < 2018/19</i>		<i>30,554,979</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>39,586,366</i>
TRAFFIC SIGNALIZATION AT VARIOUS LOCATIONS - 4130194							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
OPS	DDR	351,548	351,548	0	0	0	703,096
Total		351,548	351,548	0	0	0	703,096
<i>Prior Cost < 2018/19</i>		<i>4,194,626</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>4,897,722</i>
UNPAVED SHOULDER REPAIR - 4291781							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
LRTP No: Objective 1.53 - Pg 2-6							
MNT	D	600,000	0	0	0	0	600,000
Total		600,000	0	0	0	0	600,000
<i>Prior Cost < 2018/19</i>		<i>1,132,550</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,732,550</i>

Section 4 - Bike / Ped Projects

CITYWIDE SIDEWALK IMPROVEMENTS

4363751

Non-SIS



Work Summary: SIDEWALK
From:
To:
Lead Agency: City of Ocala
Length: .000
LRTP #: GOAL 1: Objective 2 - Page 2-8

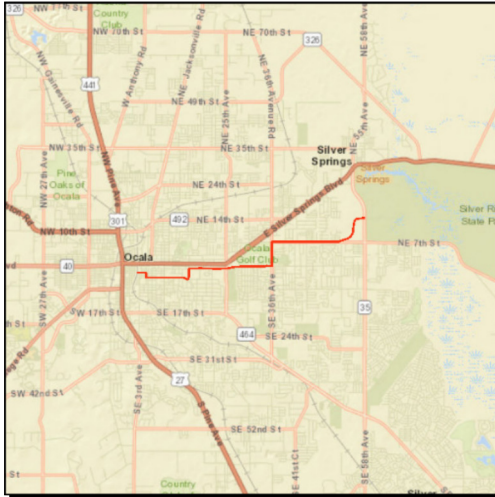
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	763,647	0	0	763,647
CST	LF	0	0	103,226	0	0	103,226
CST	SA	0	0	8,353	0	0	8,353
Total		0	0	875,226	0	0	875,226

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 875,226
Project Description: Downtown sidewalk construction (Various locations).

DOWNTOWN OCALA TO SILVER SPRINGS TRAIL

4367561

Non-SIS



Work Summary: BIKE PATH

From: OSCEOLA AVE

To: SILVER SPRINGS STATE PARK

Lead Agency: City of Ocala

Length: .000

LRTP #: GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALL	0	253,000	0	0	0	253,000
Total		0	253,000	0	0	0	253,000

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

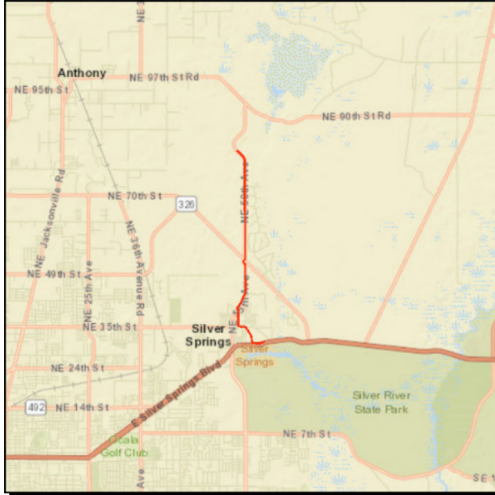
Total Project Cost: 253,000

Project Description: Construct/designate an eight to twelve-foot multi-use path from Osceola Avenue to Silver Springs State Park.

INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO

4367551

Non-SIS



Work Summary: BIKE PATH **From:** SILVER SPRINGS PARK

To: INDIAN LAKE PARK

Lead Agency: Marion County

Length: .000

LRTP #: GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALL	0	0	0	155,000	0	155,000
Total		0	0	0	155,000	0	155,000

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

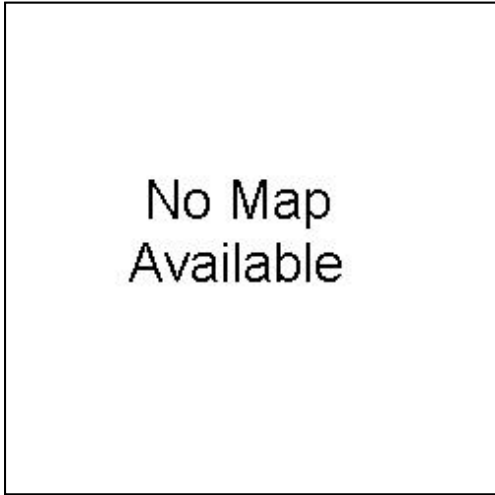
Total Project Cost: 155,000

Project Description: Construct approximately five miles of twelve-foot wide multi-use path from Silver Springs State Park north to Indian Lakes Park.

LEGACY ELEMENTARY SCHOOL SIDEWALKS

4364743

Non-SIS



Work Summary: SIDEWALK
From: CHESTNUT RD, LARCH RD, JUNIPER RD & SE 79TH ST
To:
Lead Agency: Managed by MARION COUNTY
Length: .000
LRTP #: Goal 1 & 3: Page 2-8 & 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	0	1,441,659	0	1,441,659
Total		0	0	0	1,441,659	0	1,441,659

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

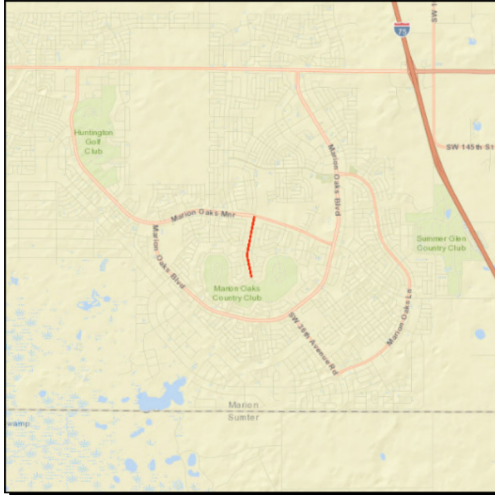
Total Project Cost: 1,441,659

Project Description: Construct sidewalks Larch Road and SE 79th Street. Complete construction on sidewalks on Chestnut Road and Juniper Road.

MARION OAKS-SUNRISE/HORIZON SIDEWALKS

4408801

Non-SIS



Work Summary: SIDEWALK
From: MARION OAKS GOLF WAY
To: MARION OAKS MANOR
Lead Agency: Managed by MARION COUNTY
Length: .840
LRTP #: GOAL 1: Objective 2 - Page 2-8

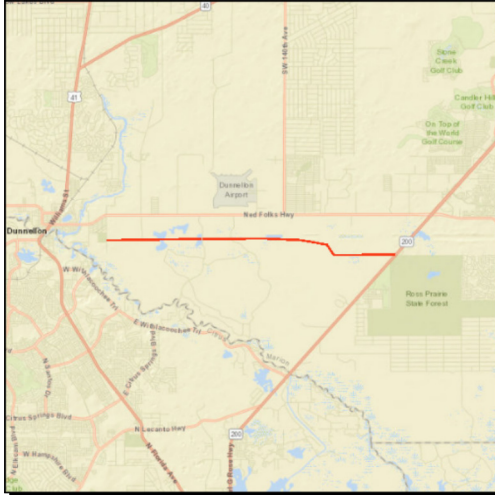
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALT	0	0	0	605	0	605
PE	TALL	0	0	0	35,605	0	35,605
Total		0	0	0	36,210	0	36,210

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 36,210
Project Description: Construct 0.84 miles of five-foot sidewalks from Marion Oaks Country Club to Marion Oaks Manor.

PRUITT TRAIL

4354841

Non-SIS



Work Summary: BIKE PATH
From: WITHLACOOCHEE BRIDGE TRAIL AT BRIDGES ROAD
To: SR 200
Lead Agency: Marion County
Length: .000
LRTP #: GOAL 1: Objective 2 - Page 2-8

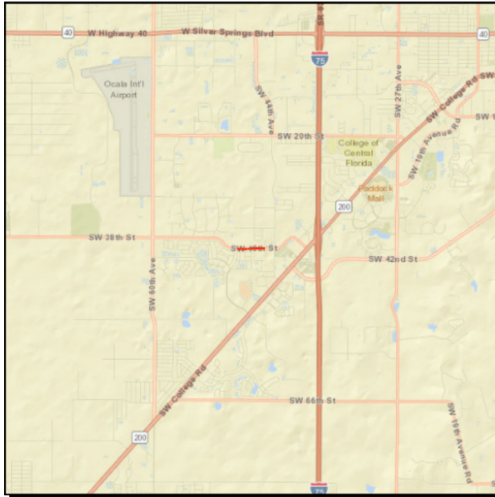
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	0	10,000	0	10,000
CST	SL	0	0	0	1,850,000	0	1,850,000
CST	SN	0	0	0	1,850,000	0	1,850,000
Total		0	0	0	3,710,000	0	3,710,000

Prior Cost < 2018/19: 167,500
Future Cost > 2022/23: 0
Total Project Cost: 3,877,500
Project Description: Construct a twelve-foot wide paved multi-use path from SR 200 to the Bridges Road Trailhead.

SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS

4364742

Non-SIS



Work Summary: SIDEWALK
From: SW 43RD CT
To: SW 44TH AVE
Lead Agency: Managed by MARION COUNTY
Length: .000
LRTP #: Goal 1 & 3: Page 2-8 & 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	0	26,847	0	26,847
CST	TALL	0	0	0	290,249	0	290,249
Total		0	0	0	317,096	0	317,096

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 317,096

Project Description: Construct five-foot wide sidewalks from the Fore Ranch Community to Saddlewood Elementary School.

SILVER SPRINGS BIKEWAY

4354861

Non-SIS



Work Summary: BIKE PATH
From: SE 64TH AVE RD
To: SILVER SPRINGS STATE PARK
Lead Agency: Marion County
Length: .000
LRTP #: GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	2,437,407	0	0	0	2,437,407
CST	SL	0	1,515,573	0	0	0	1,515,573
CST	TALL	0	518,153	0	0	0	518,153
CST	SA	0	8,911	0	0	0	8,911
Total		0	4,480,044	0	0	0	4,480,044

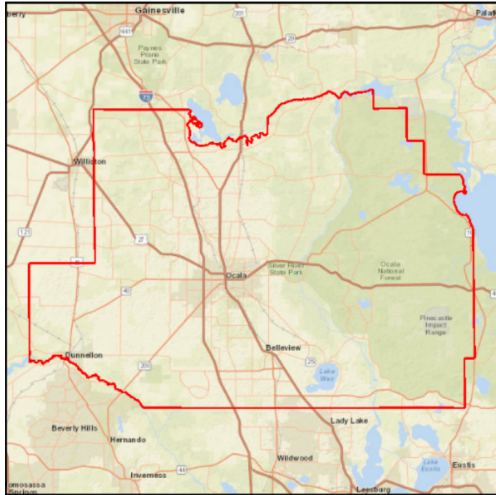
Prior Cost < 2018/19: 525,000
Future Cost > 2022/23: 0
Total Project Cost: 5,005,044

Project Description: Construct a twelve-foot paved multi-use path from Silver Springs State Park to CR 42 along the Ocklawaha River, primarily along the existing levy system.

SILVER SPRINGS STATE PARK

4261791

Non-SIS



Work Summary: BRIDGE-NEW STRUCTURE

From: PEDESTRIAN BRIDGES

To:

Lead Agency: Managed by FDOT

LRTP #: Goal 1:Objective2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SN	0	0	8,099	0	0	8,099
PE	TALN	0	0	252,844	0	0	252,844
Total		0	0	260,943	0	0	260,943

Prior Cost < 2018/19: 65,058

Future Cost > 2022/23: 0

Total Project Cost: 326,001

Project Description: Two pedestrian bridges to be constructed within Silver Springs State Park as part of a mitigation package due to the impacts of widening SR 40.

SR 40 (BLACK BEAR TRAIL)

4363601

Non-SIS



Work Summary: BIKE PATH
From: SE 183RD AVENUE ROAD
To: US 17 (VOLUSIA COUNTY)
Lead Agency: FDOT
Length: Approx. 27 Miles
LRTP #: GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	SA	0	1,100,000	0	0	0	1,100,000
Total		0	1,100,000	0	0	0	1,100,000

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 1,100,000

Project Description: The Black Bear Trail will be a twelve foot wide multi-use path that generally parallels SR 40 from SE 183rd Avenue Road (Levy Hammock Road) in Marion County, through Lake County, to US 17 in Volusia County.

Section 5 - Aviation Projects

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION COUNTY AIRPORT - 4384231							*Non-SIS*
AVIATION PRESERVATION PROJECT							L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9 Length: .000
Responsible Agency: Marion County							
CAP	DPTO	0	0	38,782	0	0	38,782
CAP	LF	0	0	9,696	0	0	9,696
CAP	FAA	0	0	436,300	0	0	436,300
Total		0	0	484,778	0	0	484,778
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>484,778</i>

MARION COUNTY AIRPORT AT PARALLEL TAXIWAY TO RUNWAY 5-23 - 4370241							*Non-SIS*
AVIATION SAFETY PROJECT							L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9
Responsible Agency: Marion County							
CAP	DPTO	185,190	0	0	0	0	185,190
CAP	LF	46,297	0	0	0	0	46,297
CAP	FAA	2,083,385	0	0	0	0	2,083,385
Total		2,314,872	0	0	0	0	2,314,872
<i>Prior Cost < 2018/19</i>		<i>170,000</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>2,484,872</i>

MARION COUNTY AIRPORT FROM LANDSIDE ACCESS & PARKING IMPROVEMENTS TO PHASE II - 4384271							*Non-SIS*
AVIATION REVENUE/OPERATIONAL							L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9
Responsible Agency: Marion County							
CAP	DDR	0	0	0	0	600,000	600,000
CAP	LF	0	0	0	0	150,000	150,000
Total		0	0	0	0	750,000	750,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>750,000</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
MARION COUNTY AIRPORT AT OVERLAY RUNWAY 9/27 - 4384171							*Non-SIS*	
AVIATION PRESERVATION PROJECT		L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DPTO	0	0	145,600	0	0	145,600	
CAP	LF	0	0	36,400	0	0	36,400	
Total		0	0	182,000	0	0	182,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>182,000</i>	
MARION COUNTY AIRPORT AT SECURITY IMPROVEMENTS - 4384331							*Non-SIS*	
AVIATION SECURITY PROJECT		L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DPTO	0	93,573	0	0	0	93,573	
CAP	LF	0	23,393	0	0	0	23,393	
Total		0	116,966	0	0	0	116,966	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>116,966</i>	
MARION-DUNNELLON AT LANDSIDE ACCESS & PARKING IMPROVEMENTS - 4384301							*Non-SIS*	
AVIATION REVENUE/OPERATIONAL		L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DPTO	0	200,000	0	0	0	200,000	
CAP	LF	0	50,000	0	0	0	50,000	
Total		0	250,000	0	0	0	250,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>250,000</i>	

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
MARION-DUNNELON PARALLEL TAXIWAY TO RUNWAY 9-27 AT PARALLEL TAXIWAY TO RUNWAY 9-27 - 4384351							*Non-SIS*	
AVIATION CAPACITY PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DDR	0	0	0	1,280,000	0	1,280,000	
CAP	LF	0	0	0	320,000	0	320,000	
Total		0	0	0	1,600,000	0	1,600,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,600,000</i>	
OCALA INTERNATIONAL AT EXPAND FUEL FARM - 4407801							*Non-SIS*	
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					Length: .000	
Responsible Agency: City of Ocala								
CAP	DDR	0	0	0	360,000	760,000	1,120,000	
CAP	LF	0	0	0	90,000	190,000	280,000	
Total		0	0	0	450,000	950,000	1,400,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,400,000</i>	
OCALA INTERNATIONAL AIRPORT AT LAND ACQUISITION - 4370171							*Non-SIS*	
AVIATION ENVIRONMENTAL PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: City of Ocala								
CAP	DDR	0	1,000,000	0	0	0	1,000,000	
CAP	LF	0	250,000	0	0	0	250,000	
Total		0	1,250,000	0	0	0	1,250,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,250,000</i>	

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
OCALA INTERNATIONAL AIRPORT AT NORTH INDUSTRIAL PARK ACCESS ROAD - 4384771							*Non-SIS*	
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: City of Ocala								
CAP	DDR	0	0	0	0	520,000	520,000	
CAP	LF	0	0	0	0	130,000	130,000	
CAP	FAA	0	0	0	0	5,850,000	5,850,000	
Total		0	0	0	0	6,500,000	6,500,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>6,500,000</i>	

OCALA INTERNATIONAL AIRPORT AT WEST INDUSTRIAL PARK ACCESS ROAD - 4384761							*Non-SIS*	
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: City of Ocala								
CAP	DDR	0	0	104,000	160,000	0	264,000	
CAP	LF	0	0	26,000	40,000	0	66,000	
CAP	FAA	0	0	1,170,000	1,800,000	0	2,970,000	
Total		0	0	1,300,000	2,000,000	0	3,300,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>3,300,000</i>	

OCALA INTERNATIONAL AIRPORT AT TAXIWAY "A" REHABILITATION - 4370311							*Non-SIS*	
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: City of Ocala								
CAP	DPTO	0	275,000	0	0	0	275,000	
CAP	LF	0	275,000	0	0	0	275,000	
CAP	FAA	0	4,950,000	0	0	0	4,950,000	
Total		0	5,500,000	0	0	0	5,500,000	
<i>Prior Cost < 2018/19</i>		<i>418,998</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>5,918,998</i>	

Section 6 - Transit Projects

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION TRANSIT FROM RURAL TRANSPORTATION TO SECTION 5311 - 4333121							*Non-SIS*
OPERATING/ADMIN. ASSISTANCE							Length: .000
Responsible Agency: Ocala/Marion TPO							
OPS	DU	813,390	854,060	896,764	941,602	0	3,505,816
OPS	LF	813,390	854,060	896,764	941,602	0	3,505,816
Total		1,626,780	1,708,120	1,793,528	1,883,204	0	7,011,632
<i>Prior Cost < 2018/19</i>		<i>1,549,316</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>8,560,948</i>

MARION TRANSIT FROM RURAL TRANSPORTATION TO SECTION 5311 - 4424601							*Non-SIS*
OPERATING/ADMIN. ASSISTANCE							Length: .000
Responsible Agency: Marion County							
OPS	DU	0	0	0	0	988,681	988,681
OPS	LF	0	0	0	0	988,681	988,681
Total		0	0	0	0	1,977,362	1,977,362
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,977,362</i>

SUNTRAN - 4355171							*Non-SIS*
CAPITAL FOR FIXED ROUTE							Length: .000
Responsible Agency: Ocala/Marion TPO							
CAP	SL	3,600,000	0	0	0	0	3,600,000
CAP	LF	900,000	0	0	0	0	900,000
Total		4,500,000	0	0	0	0	4,500,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>4,500,000</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SUNTRAN FROM OPERATING FIXED ROUTE TO SECTION 5307 - 4333041							*Non-SIS*
OPERATING FOR FIXED ROUTE							Length: .000
Responsible Agency: Ocala/Marion TPO							
OPS	DPTO	634,679	660,281	693,295	727,960	0	2,716,215
OPS	LF	634,679	660,281	693,295	727,960	0	2,716,215
OPS	FTA	400,000	400,000	0	0	0	800,000
Total		1,669,358	1,720,562	1,386,590	1,455,920	0	6,232,430
<i>Prior Cost < 2018/19</i>		<i>1,614,874</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>7,847,304</i>

SUNTRAN FROM URBAN CAPITAL FIXED ROUTE TO FTA SECTION 5307 - 4271882							*Non-SIS*
CAPITAL FOR FIXED ROUTE							Length: .000
Responsible Agency: Ocala/Marion TPO							
CAP	FTA	2,192,058	2,257,820	2,325,554	2,395,321	2,467,181	11,637,934
CAP	LF	548,015	564,455	581,389	598,830	616,795	2,909,484
Total		2,740,073	2,822,275	2,906,943	2,994,151	3,083,976	14,547,418
<i>Prior Cost < 2018/19</i>		<i>9,252,699</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>23,800,117</i>

SUNTRAN FROM OPERATING FIXED ROUTE TO SEC 5307 - 4424551							*Non-SIS*
OPERATING FOR FIXED ROUTE							Length: .000
Responsible Agency: Ocala/Marion TPO							
OPS	DPTO	0	0	0	0	764,358	764,358
OPS	LF	0	0	0	0	764,358	764,358
OPS	FTA	0	0	0	0	400,000	400,000
Total		0	0	0	0	1,928,716	1,928,716
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,928,716</i>

Project Index

FM #	TIP #	Project Name	Page
2386481		US 41	1-25
4106742		SR 40	1-21
4130194		TRAFFIC SIGNALIZATION	3-4
4136153		LIGHTING AGREEMENTS	3-2
4181071		PRIMARY IN HOUSE	3-4
4233912		ASPHALT RESURFACING	3-2
4261791		SILVER SPRINGS STATE PARK	4-10
4271882		SUNTRAN	6-3
4278392		PERFORMANCE AESTHETICS	3-3
4291781		UNPAVED SHOULDER REPAIR	3-4
4314011		TPO PLANNING STUDIES	2-3
4317983		NE 36TH AVENUE	1-14
4333041		SUNTRAN	6-3
4333121		MARION TRANSIT	6-2
4336511		CR 484	1-4
4336512		CR 484	1-3
4336513		CR 484 INTERCHANGE	1-5
4336521		SR 40	1-19
4336601		US 441	1-30
4336611		US 441	1-27
4348441		CR 42	1-2
4352081		SR 35	1-18
4352091		I-75 (AT NW 49TH STREET)	1-7
4354841		PRUITT TRAIL	4-7
4354861		SILVER SPRINGS BIKEWAY	4-9
4355171		SUNTRAN	6-2
4355471		SW 44TH AVENUE	1-22

Project Index

FM #	TIP #	Project Name	Page
4355491		SW 49TH AVENUE	1-23
4356602		SR 326	1-17
4356861		US 441	1-29
4363601		SR 40 (BLACK BEAR TRAIL)	4-11
4363611		ITS OPERATIONAL SUPPORT	1-13
4363751		CITYWIDE SIDEWALK IMPROVEMENTS	4-2
4364742		SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS	4-8
4364743		LEGACY ELEMENTARY SCHOOL SIDEWALKS	4-5
4367551		INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK	4-4
4367561		DOWNTOWN OCALA TO SILVER SPRINGS TRAIL	4-3
4368791		SR 200	1-16
4370171		OCALA INTERNATIONAL AIRPORT	5-4
4370241		MARION COUNTY AIRPORT	5-2
4370311		OCALA INTERNATIONAL AIRPORT	5-5
4373391		US 27	1-24
4378261		I-75 MARION COUNTY REST AREAS	1-11
4378271		I-75	1-6
4384171		MARION COUNTY AIRPORT	5-3
4384231		MARION COUNTY AIRPORT	5-2
4384271		MARION COUNTY AIRPORT	5-2
4384301		MARION-DUNNELLON	5-3
4384331		MARION COUNTY AIRPORT	5-3
4384351		MARION-DUNNELLON PARALLEL TAXIWAY TO RUNWAY 9-27	5-4
4384761		OCALA INTERNATIONAL AIRPORT	5-5
4384771		OCALA INTERNATIONAL AIRPORT	5-5
4385621		I-75 MARION COUNTY REST AREAS	1-10
4392381		US 441	1-26

Project Index

FM #	TIP #	Project Name	Page
4393312		OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP	2-2
4393313		OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP	2-2
4393314		OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP	2-2
4398871		PEDESTRIAN LIGHTING BUNDLE	1-15
4398872		MARION COUNTY PEDESTRIAN LIGHTING BUNDLE	3-3
4403111		I-75 WILDWOOD WEIGH STATION REPAIRS	1-12
4407801		OCALA INTERNATIONAL	5-4
4407971		TRANSIT PLANNING STUDIES	2-3
4408801		MARION OAKS-SUNRISE/HORIZON SIDEWALKS	4-6
4409001		I-75 FRAME ON SYSTEM	1-9
4409002		I-75 FRAME OFF SYSTEM	1-8
4411361		US 441	1-28
4413661		SR 40	1-20
4419341		CONCRETE REPAIRS	3-2
4424551		SUNTRAN	6-3
4424601		MARION TRANSIT	6-2
4425721		OCALA OPERATIONS COMPLEX CONTRACTED SERVICES PROJECT	3-3

RESOLUTION

NO.

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO) ENDORING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FISCAL YEAR 2018/19 – 2022/23.

WHEREAS, the Ocala/Marion County Transportation Planning Organization, designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for the Ocala/Marion County area; and

WHEREAS, Title 23 U.S.C 134(h), 23 CFR Section 450 and Florida Statute 339.175(7) require each Metropolitan/Transportation Planning Organization to annually submit a Transportation Improvement Program; and

WHEREAS, a Transportation Improvement Program is defined as “a staged, multi-year, inter-modal program of transportation projects which is consistent with the metropolitan (long-range) transportation plan [23 CFR 450.104].

WHEREAS the TPO Board has authorized the TPO Director to perform revisions and amendments to plans, programs, and documents approved by the TPO, when such action is needed to obtain state or federal approval within a constrained timeframe. The authorization includes the following tenets:

- (i) The TPO Director shall include any such revision or amendment on the agenda of the next regularly scheduled meeting for ratification by TPO Board;
- (ii) No revision or amendment performed by the TPO Director shall substantially modify any plans, programs, or document approved by the TPO Board or result in the need to conduct a public hearing regarding such revision or amendment.

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the ‘Roll-Forward’ Transportation Improvement Program for FY 2018/19 – 2022/23.

CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 26th day of June 2018.

By: _____
David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director



June 21, 2018

TO: TPO Board Members

FROM: Derrick Harris, Transportation Planner

RE: Public Involvement Plan (PIP) DRAFT

Attached is the DRAFT 2018 Public Involvement Plan (PIP) for your review. This document has been updated from the previously approved PIP in 2014. Therefore, this document is an update to a currently existing plan rather than a new plan altogether. Some of the key updates are as follows:

- Committee Representation from various organizations
- Methods for evaluating the TPO's effectiveness in involving the public
- Tables that clearly depict committee's roles within the TPO, and timelines for plan updates and public comments

TPO staff will present this document to committee members at the June 12th meeting. Staff is requesting approval of this document.

If you have any questions regarding the Public Involvement Plan, please feel free to contact the TPO staff at (352)-629-8297.



**OCALA / MARION COUNTY
TRANSPORTATION PLANNING
ORGANIZATION (TPO)**

**PUBLIC INVOLVEMENT PLAN
(PIP)**

**ADOPTED
00/00/2018**

PUBLIC INVOLVEMENT PLAN (PIP)

TABLE OF CONTENTS

Purpose.....3

History.....3

Committees.....4

Public Involvement Goals, Policies, and Objectives.....6

Principal Responsibilities.....9

Public Involvement Techniques.....14

Appendix A – Statutory Requirements.....18

Appendix B – Comment Card.....21

Appendix C – Title VI Policy & Procedure.....22



PUBLIC INVOLVEMENT PLAN (PIP)

PURPOSE

Public Involvement is at the center of the transportation planning process, as transportation networks affect the public in a variety of ways. Therefore, the voice of the public is essential in ensuring that the transportation decisions that are made, are efficient, and effective at serving the residents they impact. The Ocala/Marion Transportation Planning Organization's (TPO) Public Involvement Plan (PIP) documents the goals, objectives, and strategies for ensuring that all individuals have every opportunity to be involved in transportation planning decisions. As the transportation network effects economic vitality, personal and freight mobility, and local/regional priorities it is critical for the voices of everyone to be heard and documented.

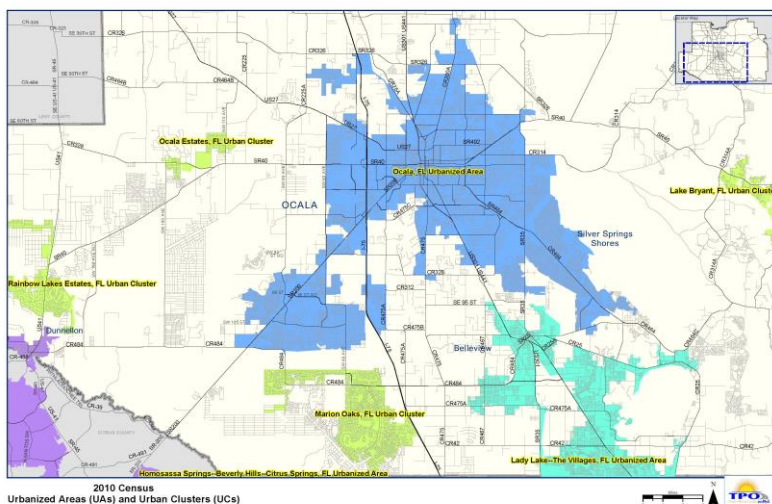
It is the primary goal of this document to increase awareness on the various opportunities that are available to the public, and the measurements used by the TPO to determine our effectiveness with advertising and promoting those opportunities. The TPO is committed to ensuring that all individuals can be involved, especially those communities who have been traditionally under-served and under-represented.

1.0 TPO HISTORY AND STRUCTURE

History

The Federal Highway Act of 1962 established legislation that mandated that any urbanized area with a population of 50,000 or more that plans to expend United States Department of Transportation funding must subscribe to a continuing, cooperative and comprehensive ('The 3-C') planning process.

The Ocala/Marion County TPO was established to provide a forum for the development of transportation policy and transportation planning services for the Ocala/Marion County area. The TPO was established in 1981 after the US Census Bureau determined that the urbanized population of Marion County had surpassed the threshold of 50,000 people. The Ocala/Marion County urbanized area includes the Cities of Ocala, Belleview and Dunnellon and their surrounding areas, and the adjoining areas between Ocala and Belleview. Also included are the



areas of Silver Springs Shores and Marion Oaks, the SR 200 corridor to CR 484 and the US 441 corridor from Belleview to the Lake County line east of US 301 and west of CR 25. Additional Urban Clusters have been identified at Lake Bryant, Ocala Estates and Rainbow Lakes Estates (See Figure 1). The planning boundaries for the TPO include all of Marion County.

PUBLIC INVOLVEMENT PLAN (PIP)

Committees/Board Structure

The Ocala/Marion TPO is supported by a diverse subcommittee structure that provides input from a variety of sources. A description of each of the elements of this structure and the TPO Board is listed below.

Citizens Advisory Committee (CAC)

The Citizens Advisory Committee (CAC) is comprised of up to 16 Marion County residents who provide input to the TPO from a citizen's point of view. Appointments to this committee are made through an application process where the candidates are interviewed by TPO staff and are then recommended to the TPO board for membership. The TPO board then votes on approval of each candidate's appointment. Considerations for appointment are based on the geographic location, interviews and overall background of each candidate. The Ocala/Marion County TPO strives to maintain a cross-section of Marion County citizens in order to provide a well-rounded review of transportation issues both geographically and professionally.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) membership is comprised of twelve members who are planners, engineers, technicians and other professionals representing local and state government agencies and local transit providers. The TAC recommendations are based on the professional experience of the committee members.

The TAC is comprised of the representatives from the following organizations:

- *The City of Belleview: Development Services*
- *The City of Dunnellon: Community Development*
- *The City of Ocala: Traffic Engineering*
- *The City of Ocala: Growth Management*
- *Marion County Board of County Commissioners: Traffic Engineering*
- *Marion County Board of County Commissioners: Growth Services*
- *Marion County Public Schools*
- *The Florida Department of Environmental Protection: Office of Greenways & Trails*
- *The Florida Department of Transportation*
- *SunTran*

Both the CAC and TAC offer input from their varying perspectives, whether that be in a professional sense (planners, engineers, etc.) or from a citizen perspective (local residents). These committees both garner feedback, input, advice, and recommendations for staff to present to the TPO Board.



The TPO Board

The TPO board is the final level of review and decision-making body in the TPO organizational structure. Recommendations from TPO staff and the committee substructure are reviewed, discussed and then either approved or rejected through a one member-one vote process.

PUBLIC INVOLVEMENT PLAN (PIP)

The TPO Board voting membership is comprised of one representative from the City of Belleview City Commission and the City of Dunnellon City Council, five members from the city council of the City of Ocala and the five county commissioners from the Marion County Board of County Commissioners. The FDOT-District Five Secretary is also a non-voting member of the TPO Board

Regular Meetings

Regular meetings of the TPO Board shall be held at least quarterly. At the last regular meeting of each year, the TPO will approve the following year's meeting schedule. Regular meeting dates and times may be changed by the chairman or vice-chairman to accommodate special circumstances such as holidays.

Special Meetings

A special meeting of the TPO Board may be called by the Chairman. Each member of the TPO and local media services will receive a notification of such special meeting stating the date, hour and place of the meeting and the purpose for which such meeting is called, and no other business shall be transacted at that meeting.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

The Transportation Disadvantaged Local Coordinating Board (TDLCB) is comprised of up to sixteen members and is charged with oversight of the Community Transportation Coordinator (CTC). The membership is comprised of one representative each from the City of Ocala, Marion County Public School board, the FDOT, and various health and labor not-for-profit organizations. The Commission for the Transportation Disadvantaged provides funding to the CTC to provide transportation to local residents. The TDLCB is responsible for reviewing the performance of the CTC and establishing trip priorities.

The TDLCB is comprised of representatives from the following organizations:

- *Marion County Board of County Commissioners*
- *Marion County Department of Veteran Affairs*
- *Marion County Public Schools*
- *The City of Ocala*
- *Ocala Housing Authority*
- *Centers for Independent Living*
- *CLM Workforce*
- *Florida Center for the Blind*
- *The Agency for Health Care Administration*
- *The Agency for Persons with Disabilities*
- *The Florida Department of Education*
- *The Florida Department of Elder Affairs*
- *The Florida Department of Health – Marion County*
- *The Florida Department of Transportation*

The public is encouraged to attend all TPO committee and board meetings. Meetings are advertised on the websites of the TPO, Marion County and the cities of Belleview, Dunnellon and

PUBLIC INVOLVEMENT PLAN (PIP)

Ocala as well as the TPO's most current social media site in accordance with the notification requirements of **Florida Statute s.286.011, F.S.**

PUBLIC INVOLVEMENT PLAN (PIP)

2.0 PUBLIC INVOLVEMENT GOALS, POLICIES & OBJECTIVES

Goal: The public involvement process is intended it provide accurate and timely information about ongoing or upcoming transportation planning projects.

Objective #1: *The TPO shall encourage participation by all Marion County citizens in the transportation planning process.*

The TPO shall:

- Policy 1.1: Strive to include those citizens that are among the traditionally underserved and under-represented, including business owners and residents who are a part of but not limited to, low-income and minority households.
- Policy 1.2: Whenever possible, hold public meetings at locations that are easily accessible to potentially affected residents and business owners.
- Policy 1.3: Schedule public involvement activities, to the maximum extent possible, at key decision-making points, during the development of TPO projects.
- Policy 1.4: Assist in making arrangements, with reasonable notice of at least 48 hours, for any citizen who requires special accommodations while attending any TPO related events.
- Policy 1.5: Provide timely and comprehensive information that is easily understandable to the average citizen.
- Policy 1.6: Strive to continuously enhance the public awareness and knowledge of transportation related issues in an effort to foster increased trust and to maintain and continually increase credibility with the public.
- Policy 1.7: Ensure that all TPO sponsored meetings, where two or more elected officials are present, will be subject to the rules of Florida’s Government-in-the-Sunshine Law.

Measurement

- Hold meetings in various locations, and times to ensure a large part of the populace has the opportunity to voice any questions, concerns, or support. Keep an updated log of all events, activities, and locations.
- Keep a log of any accommodations that were provided to individuals upon request, such as translation of materials or a translator for any Limited English Proficient (LEP) persons.

Objective #2: *The TPO shall continually notify and provide updates to the public of all upcoming and ongoing TPO transportation related activities.*

The TPO shall:

- Policy 2.1: Continually update the TPO website in order to ensure that the most current versions of all TPO publications are readily available to the public.

PUBLIC INVOLVEMENT PLAN (PIP)

- Policy 2.2: Post notices of all upcoming meetings and hearings on the TPO website.
- Policy 2.3: Post updates on the status of upcoming and ongoing roadway projects.
- Policy 2.4: Post agendas and meeting packets of all upcoming CAC, TAC, TDLCB and TPO board meetings on the TPO website.
- Policy 2.5: Maintain a contact database for mailing and electronic notification of all interested residents and organizations of upcoming meetings, hearings or projects.
- Policy 2.6: Create and distribute flyers and newsletters to inform the public of upcoming projects and the status of ongoing projects.
- Policy 2.7: Have staff available to address private and public organizations, as requested and with reasonable notice, about TPO or other transportation related activities.
- Policy 2.8: Have staff available at the TPO office during normal business hours to provide project specific and/or general information about TPO or other transportation related activities.
- Policy 2.9: Make all documentation and data available, with reasonable notice, upon public request.

Measurement

- Continual update of the TPO website, and plans.
- Continually advertise for upcoming events, plan updates, and scheduled TPO activities.
- Look for new ways to promote and advertise to increase awareness of events, and activities.

Objective #3: *The TPO shall continually identify, and where applicable, implement new methods to improve the overall public involvement process.*

The TPO shall:

- Policy 3.1: Utilize continuing education and training courses to increase the communication, written and presentation skills of TPO staff.
- Policy 3.2: Continually seek increasingly effective methods to enhance public involvement and community outreach activities.
- Policy 3.3: Review all public involvement activities for continued viability.
- Policy 3.4: Ensure that the most effective public outreach techniques are utilized for the appropriate tasks.
- Policy 3.5: Communicate with other Metropolitan Planning Organizations (MPO) to stay informed about the status of other public involvement programs.

Measurement

PUBLIC INVOLVEMENT PLAN (PIP)

- TPO staff will keep records of any continuing education/seminars/webinars taken throughout the year.
- Will seek out new training opportunities throughout the year.
- Actively recruit a diverse group of new members for committees through our local partners and connections.

PUBLIC INVOLVEMENT PLAN (PIP)

3.0 PRINCIPAL RESPONSIBILITIES

3.1 LONG RANGE ACTIVITIES

Public participation is especially crucial in the development of any long-term plan or program. The activities listed below shape the development and implementation of the transportation system over the course of several years. To obtain the highest level of public participation, individual participation plans are developed for each activity. The tools utilized can include large public meetings, small community or civic group meetings, interactive sessions, or displays at public events.

3.1.1 Long Range Transportation Plan

The Long-Range Transportation Plan (LRTP) is the cornerstone of the transportation planning process for the Ocala/Marion County area. The LRTP serves as a twenty-five-year blueprint for transportation improvements for the entire county. The plan projects future population and employment and analyzes their impact on the anticipated transportation system. In addition, it includes goals, objectives and financial projections as well as estimates of future traffic.

Long Range Transportation Plan (LRTP)
Cornerstone of the transportation planning process
Serves as a 20 to 25-year blueprint for transportation improvements & projects
Analyzes future population, employment, and economic growth
Includes financial projections
A 30-Day Public Comment Period
Updated every 5 years

3.1.2 Transit Development Plan

The Transit Development Plan (TDP) serves as the five-year plan for public transportation services for the area. The TPO's first TDP, adopted in March 1996, laid the foundation for the development and startup of SunTran, the area's first fixed-route, urban bus service. The TDP also reviews the paratransit system administered by Marion Transit Services (MTS). An update of the TDP was completed in August 2012 and included analysis of expansion of SunTran through additional routes and expanded hours as well as potential increases of service levels for MTS.

3.1.3 Bicycle/Pedestrian Master Plan Update

The Bicycle/Pedestrian Master Plan provides the framework for a ten-year planning horizon that identifies key bicycling and pedestrian facilities, projects and policy direction. This program is the first step in establishing a contiguous system of bicycle and pedestrian pathways throughout Marion County. The first master plan was adopted in 1997. An update to the initial document was completed in September of 2014 by identifying new facilities and deficiencies, adding an extensive trails component and updating policies.

3.1.4 Title VI Nondiscrimination Plan

The Ocala/Marion TPO is committed to ensuring that no person is excluded or discriminated against because of their race, color, or national origin as identified as part of Title VI of the Civil

PUBLIC INVOLVEMENT PLAN (PIP)

Rights Act of 1964 and related statutes. Therefore, through the planning process of plan updates, committee meetings, and associated TPO activities, staff has used and will continue to use a variety of outreach strategies to incorporate all individuals throughout the community. These include stakeholder interviews, community meetings, project specific website like www.planocalamarion.com which was used for the Long-Range Transportation Plan (LRTP) update, and in-person meetings. In addition, any board meeting is open to the public and there is opportunity for public comment.

Strategies for outreach include holding public activities, and community meetings in locations that are accessible to all individuals. Therefore, meetings are held in Silver Springs Shores, Marion Oaks Civic Association, City of Dunnellon, City of Belleview, as well as throughout the City of Ocala. This ensures that all communities have the chance to be involved without having to travel long distances in order for their voices to be heard. Also, it is defined by Executive Order 12898 Environmental Justice, that communities that have been traditionally underserved were involved throughout the transportation planning process.

Please see **APPENDIX C** for the TPOs Title VI Policy and complaint procedure. For information on instructions on how to file a complaint, a complaint form, a list of Title VI investigations, complaints, or lawsuits, please see the TPOs Title VI Plan at the following website <http://www.ocalamariontpo.org/what-we-do/plans-and-programs>.

3.1.5 Limited English Proficiency (LEP)

The purpose of the LEP is to increase awareness and provide meaningful access to all TPO plans, programs, meetings, and events to individuals with limited to no ability to speak, read, or write English. The TPO is committed to increasing awareness to all individuals, including those that have been traditionally underserved, such as those with Limited English Proficiency (LEP). Both the TPO and SunTran websites can be translated into more than 100 languages so that access is available to all citizens. For more information regarding the TPO's LEP plan, please see the appendix section of the Title VI Plan on the TPOs website <http://www.ocalamariontpo.org/what-we-do/plans-and-programs>.

3.2 ANNUAL ACTIVITIES

Throughout the course of any given year, the TPO is required to produce or update a varied number of documents that detail various aspects of the transportation planning process. A majority of these documents are reviewed by both the CAC and TAC for recommendation and then forwarded to the TPO for final approval. While the TPO strives to keep annual activities on a consistent schedule, the timeframes listed may shift slightly from year to year. Please check the TPO website at www.ocalamariontpo.org for the most up-to-date information regarding any activities. The following chart is a summary of the schedule, and public comment/notice periods for the governing board, committees, and required plans of the TPO:

PUBLIC INVOLVEMENT PLAN (PIP)

Opportunities for Public Participation		Schedule	Public Comment Period	Public Notice
Meetings				
Governing Board	Ocala/Marion TPO	Meets 4th Tuesday of Every Month	Every Meeting	7 days
Committees	TAC, CAC	Meets Monthly	Every Meeting	7 days
	TDLCB*	Meets Quarterly	Every Meeting	7 days
Program Adoption				
Long Range Transportation Plan	L RTP	Every Five Years	30 Days*	30 Days
Transportation Improvement Program	TIP	Every Year (May & October)	30 Days	30 Days
Unified Planning Work Program	UPWP	Every Two Years (July 1 st)	30 Days	30 Days
Public Involvement Plan	PIP	Every Three Years	45 Days	45 Days
Transit Development Plan	TDP	Every Five Years	30 Days	30 Days
Program Amendments				
Long Range Transportation Plan	L RTP	As Needed	30 Days	30 days
Transportation Improvement Program	TIP	As Needed	7 Days	7 days
Unified Planning Work Program	UPWP	As Needed	7 Days	7 days
Public Involvement Plan	PIP	As Needed	7 Days	7 days
Transit Development Plan	TDP	As Needed	7 Days	7 days

* The Long-Range Transportation Plan (LRTP) requires a public hearing. Public Hearings satisfy specific regulatory requirements. Whereas, Public meetings are held throughout the planning process to gather citizen input, and feedback. In addition, the Transportation Disadvantaged Local Coordinating Board (TDLCB) Committee holds an annual public hearing. For more information about Public hearings see section 4.0.2 regarding Legal Advertisements.

3.2.1 Unified Planning Work Program

The Unified Planning Work Program (UPWP) is produced on a biennial basis and serves as the TPO’s work plan for a given fiscal year. The UPWP outlines various tasks and programs for which the TPO is responsible and lists projected expenditures. It also identifies funding sources

PUBLIC INVOLVEMENT PLAN (PIP)

(federal, state and local) and their contribution. The UPWP is developed over a four-month period beginning in February. The initial draft is developed by staff and reviewed by the CAC and TAC then the TPO board reviews and approves or recommends modifications to the draft version of the document. The draft is then transmitted to the FDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for review. These agencies provide comments back to TPO staff prior to final adoption. If there are substantial revisions required as a result of multi-agency comments, the final draft is again reviewed by the CAC and TAC prior to submittal to the TPO for final approval. Otherwise, the final draft is submitted directly to the TPO board in May.

Unified Planning Work Program (UPWP)
Outlines various tasks the TPO is responsible for
Identifies funding sources and their contributions from our local partners
Developed every 2 years (Must be adopted by July 1 st when developed)
A 30-Day Public Comment Period

3.2.2 Priority Project Review

Each year the TPO is required to review its Project Priorities listing. The Project Priority process is used to rank the significance of future transportation projects which establishes a preferred hierarchy for funding eligibility that is used as a guideline by the FDOT. Beginning in May, TPO staff makes recommendations to both the CAC and TAC for the current year priorities. After a 30-day review, the CAC and TAC make a final recommendation to the TPO board in June. The TPO board then reviews the listing and approves a final list for submittal to the FDOT in August.

3.2.3 Transportation Improvement Program

The Transportation Improvement Program (TIP) serves as the TPO's five-year transportation budget. It lists all transportation projects and their costs for a five-year period. The TIP includes projects from all modes of transportation (highway, transit, aviation, bicycle and pedestrian) as well as maintenance and resurfacing. By federal law, the TIP must be financially feasible based on available revenues. Since the State of Florida operates on a different fiscal year than local governments (July 1 – June 30 vs. October 1 – September 30), the TIP is updated twice each year in June and October to maintain consistency with the FDOT. The June update includes federal and state projects included in FDOT Five-Year Work Program. The October "Roll-Forward" update also includes local projects adopted as part of each municipality's respective budget process.

Transportation Improvement Program (TIP)
A 5-year transportation budget
Lists all projects upcoming within a 5-year period
Includes all modes of transportation
Includes projects from the Long-Range Transportation Plan (LRTP)
A 30-Day Public Comment Period
Updated every year (Usually May & October)

Amendments to or Removals from Transportation Improvement Program

PUBLIC INVOLVEMENT PLAN (PIP)

The existing federally approved TIP can be modified at any time when there is a joint agreement between the TPO and FDOT. Modification of a current TIP may require amendment to the FDOT Adopted Work Program. The district may amend the Adopted Work Program based on projects that require mid-year rescheduling, however; any project change requires joint action by the TPO and the FDOT.

Upon TPO endorsement of the TIP modification, a copy of the modification is sent to the district and DCA for consistency review purposes. Therefore, the TPO may not remove or reschedule any local City, County, or City/County funded level of service project from the current TIP to a subsequent TIP without an amendment. However, if a locally funded project is a non-level of service requirement, the TPO may unilaterally add, remove, or reschedule any project to the TIP.

Action by the District Secretary is required for all joint TIP amendments that involves the FDOT Adopted Work Program that is to be advanced, deleted, or rescheduled pursuant to the following provisions of paragraph 339.135(7) (c), F.S.:

- (a) Any amendment that deletes any projects or project phase;
- (b) Any amendment which adds a project estimated to cost over \$150,000;
- (c) Any amendment which advances or defers to another fiscal year, a right of way phase, a construction phase, or a public transportation project phase estimated to cost over \$500,000, except an amendment advancing or deferring a phase for a period of 90 days or less; or
- (d) Any amendment which advances or defers to another fiscal year, any preliminary engineering phase or design phase estimated to cost over \$150,000, except an amendment advancing or deferring a phase for a period of 90 days or less.

PUBLIC INVOLVEMENT PLAN (PIP)

4.0 PUBLIC INVOLVEMENT TECHNIQUES

This section defines the strategies and tools that are currently utilized to facilitate the public involvement process.

4.0.0 Public Notice

A Public Notice is a form of advertisement for any TPO meetings, events, workshops, plans or plan updates. The TPO advertises in multiple jurisdictions across Marion County, which include the Cities of Dunnellon, Belleview, Ocala, and Marion County. In addition, advertisements will be sent to the local newspaper, The Ocala Star Banner. Please refer to the following sections for specific strategies and tools utilized by the TPO for public outreach and involvement.

4.0.1 TPO Website

The TPO website features information on current and upcoming construction projects, priority projects, committee descriptions, meeting schedules and times, TPO staff contact information and sections that allow for the download of most TPO documents such as the Traffic Count book, the Bicycle/Pedestrian Master Plan and the current version of the Interactive TIP. The website is continually updated and maintained by TPO staff. The TPO website is the primary location of the most up-to-date information regarding all TPO activities.



4.0.2 Legal Advertisements

Formal notifications are distributed to the print media for publication in the legal section of local newspapers, at least two weeks in advance, to notify the public about upcoming TPO hearings. The Long-Range Transportation Plan requires a Public Hearing as it contains federal and state funded major transportation improvements. The Florida Department of Transportation defines a major transportation improvement in accordance with state law (Chapter 339.155, F.S.) as a project that increases capacity, builds new facilities, or provides new access to limited-access facilities. In addition, the Transportation Disadvantaged Local Coordinating Board (TDLCB) requires an annual public hearing.

4.0.3 Press Releases

General or official notifications are distributed to different media sources to inform the public of upcoming and ongoing transportation projects or other TPO related activities.

PUBLIC INVOLVEMENT PLAN (PIP)

4.0.4 Project Update Meetings

Project Update Meetings are held to keep the public informed on the progress of specific projects, plans or studies. These meetings typically begin approximately midway through a project, plan or study analysis period and additional meetings are conducted until the requisite action is completed.

4.0.5 Community Meetings

Community Meetings are held to solicit public opinion as related to a wide range of TPO sponsored activities. They are utilized in a variety of different planning activities from the development of individual projects all the way up to area-wide activities such as development of the LRTP. These meetings can be designed as broadly as to implore area wide attendance or specifically targeted towards individual groups such as civic organizations, homeowner's associations, special-interest groups, municipalities and local-elected officials.

4.0.6 Civic Groups

Civic Groups are specifically engaged in order to assemble diverse perspectives from groups that are organized around a common interest or in pursuit of a common cause. These groups can be composed of, but not limited to minorities, low-income citizens, the physically challenged and/or the elderly.

4.0.7 Newsletters

Newsletters are used to inform the public about the activities of the TPO or provide status updates on current or upcoming projects. They can be general in nature by providing quarterly or yearly synopses of TPO activities or more project-specific by focusing on individual phases of ongoing projects, plans or studies.

4.0.8 Maps

Printed maps are used in every type of TPO public involvement activity to provide a visible reference so participants are able to more effectively relate to the data that is being presented. Maps can be as small as a sheet of paper for inclusions in hand-outs or packets, or as large or larger than 'poster-size' to be openly displayed during meetings.

4.0.9 Surveys

Surveys are a standardized and structured method of soliciting input about specific topics, plans, or projects from the public. Surveys can also be used to collect technical or quantifiable data such as travel pattern information, number of miles driven to work or average number of trips driven per day.

4.0.10 Comment Forms

Comment forms are used to solicit public input about specific topics or presentations at public workshops or meetings. They are also used to allow the public to gauge different elements of those workshops and meetings, such as the quality of the presentation, clarity of the topic, staff knowledge and professionalism.

PUBLIC INVOLVEMENT PLAN (PIP)



To whom it may concern:

The TPO staff welcomes and encourages public comment and participation at all TPO related meetings. If you wish to have a staff member contact you to discuss concerns in greater detail, or if you would just like to formally make a comment regarding any TPO matter, please fill out the following comment form.

We thank you in advance for contributing to the transportation planning process in Marion County.

Name _____

Address _____

Contact Information _____

Comments: (please use back of page, if needed)

4.0.11 Posted Mail & E-Mail/Automated E-Mail Systems

Traditional and digital mailings are utilized to notify individuals and/or organizations about upcoming meetings, hearings or the status of a specific project and to transmit agendas. Posted mail can be postcards, flyers, agendas, newsletters or letters.

4.0.12 Sign-In Sheets & Contact Database

All TPO sponsored events utilize sign-in sheets to record citizen participation and to use as a basis for the construction of a contact database that is maintained by TPO staff or contracted consultants. Contact databases are used to notify all previous participants about significant upcoming events and to distribute newsletters either by e-mail or posted mail.

4.0.13 TPO Logo

The TPO logo is included on all TPO publications to signify the origin of the document or product. Any documents produced by the TPO, or by a consultant for the TPO, will feature the TPO logo. The TPO logo was updated in 2010.



APPENDIX

APPENDIX A

A.1 STATUTORY REQUIREMENTS

Federal and State Law require all MPOs/TPOs to provide consideration for projects that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized uses;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration of connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

A.2 Federal Requirements

- **The Intermodal Surface Transportation Efficiency Act (ISTEA)** of 1991 was landmark legislation for the future of transportation in the United States. ISTEA was unprecedented in its requirement that the “planning processes consider such factors as land-use and the overall social, economic, energy, and environmental effects of transportation decisions.” Additionally, ISTEA recognized that:
 - The inclusion of public outreach practices in the planning process is of critical importance as it allows the citizens and organizations to voice concerns and recommendations for individual plans or projects;
 - the Interstate Highway System is nearly complete and preservation rather than expansion is the higher priority;
 - a well integrated multi-modal transportation network is more efficient at moving freight and passengers than an independent, loosely connected series of transportation modes;
 - protection of the natural and human environments is important to the overall welfare of the population;
 - there should be accessibility to and equity in the provision of transportation services;
 - development patterns are rapidly changing, and the need to provide metropolitan planning areas with more control over their jurisdictions is paramount;
- On June 9, 1998, the President signed into law **PL 105-178 Transportation Equity Act for the 21st Century (TEA-21)**. **TEA-21** continues to build on the emphasis placed on transportation by **ISTEA**. **TEA-21** can be viewed at www.fhwa.dot.gov/tea21.
- On August 10, 2005 the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU)**. With guaranteed funding for highways, highway safety, and public transportation totaling \$286.4 billion, SAFETEA-LU represents the largest surface transportation investment in our nation's history. The two landmark bills that brought surface transportation into the 21st century—the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)** and the **Transportation Equity Act for the 21st Century (TEA-21)**—shaped the highway program

PUBLIC INVOLVEMENT PLAN (PIP)

to meet the nation's changing transportation needs. SAFETEA-LU continues to build on that firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

- SAFETEA-LU can be viewed at www.fhwa.dot.gov/safetealu.
- “In October 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration jointly issued regulations found in **23 Code of Federal Regulations (CFR), Part 450** to guide the development of statewide, local and metropolitan plans and programs.” These regulations include the following:
 - Early and continuous public involvement opportunities throughout the planning and programming process;
 - Timely information to citizens, affected public agencies, representatives of transportation agencies, private sector transportation entities and other interested parties, including segments of the community affected by transportation plans, programs, and projects;
 - Reasonable access to information;
 - Adequate public notice of public involvement activities and ample time for public review and comment at key decision points;
 - Explicit consideration and response to public comment;
 - Consideration of the needs of the traditionally underserved, including low-income and minority citizens;
 - Periodic review of the public involvement efforts by the MPO/TPO to ensure full open access to all;
 - Review of public involvement procedures by the FHWA and FTA when necessary; and
 - Coordination of the MPO/TPO public involvement processes with statewide efforts whenever possible.

This code, in its entirety, can be accessed at www.access.gpo.gov/uscode.

- In January of 2003, **23 USC 135** was enacted. It provides for the reasonable access to comment on proposed plans. This code, in its entirety, can be accessed at www.access.gpo.gov/uscode.
- **Title VI of the Civil Rights Act of 1964** - This title declares it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving Federal financial assistance and authorizes and directs the appropriate Federal departments and agencies to take action to carry out this policy. This title is not intended to apply to foreign assistance programs. **Title VI of the Civil Rights Act of 1964** can be accessed, in its entirety, at www.fhwa.dot.gov/environment/title_vi.htm.
- **28 CFR 36 – The Americans with Disabilities Act** was signed into legislation in July of 1990. It requires all government programs to be accessible to people with disabilities. In addition, the Americans with Disabilities Act (ADA) requires that reasonable efforts be made to accommodate citizens with disabilities who wish to attend public meetings. **28 CFR 36** can be accessed at www.usdoj.gov/crt/ada/adahom1.htm.

PUBLIC INVOLVEMENT PLAN (PIP)

- In February of 1994, **Executive Order 12898 on Environmental Justice** was signed into legislation. This order addresses avoidance of actions that can cause disproportionately high and adverse impacts on minority and low-income populations. **Executive Order 12898 on Environmental Justice** can be accessed at www.fhwa.dot.gov/environment/ejustice/facts/index.htm.

A.3 State Requirements

- **s.339.155, F.S.**, provides for public involvement in transportation planning. It states that citizens, public agencies, and other known interested parties be given sufficient opportunity to comment on the long-range component of the Florida Transportation Plan. It also states that hearings are a required element during the development of major transportation improvements. This statute can be viewed at www.dep.state.fl.us/cmp/federal/files/339ana01.pdf.
- **s.339.175, F.S.**, requires public involvement in the development of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). This statute can be viewed at www.dep.state.fl.us/cmp/federal/files/339ana01.pdf.

s.286.011, F.S. – “**The Sunshine Law**” – Founded in 1967, the Sunshine Law “establishes a basic right of access to most meetings of boards, commissions and other governing bodies of state and local governmental agencies or authorities. The Sunshine Law requires that meetings of boards or commissions be open to the public, reasonable notice of such meetings be given, and minutes taken and made available to the public in a timely manner.” The Sunshine Law can be viewed, in its entirety, at www.myfloridalegal.com/sunshine.

**APPENDIX B
Comment Card**



To whom it may concern:

The TPO staff welcomes and encourages public comment and participation at all TPO related meetings. If you wish to have a staff member contact you to discuss concerns in greater detail, or if you would just like to formally make a comment regarding any TPO matter, please fill out the following comment form.

We thank you in advance for contributing to the transportation planning process in Marion County.

Name _____

Address _____

Contact Information _____

Comments: (please use back of page, if needed) Date _____

Please submit all comments to TPO staff or the Title VI Coordinator Derrick Harris, at 201 SE 3rd Street 2nd Floor, Ocala, Florida 34471. If you have any questions feel free to contact the TPO at (352) 629-8297.

APPENDIX C

Title VI Policy & Complaint Procedure

Title VI Policy

The Ocala/Marion County Transportation Planning Organization is committed to ensuring that no person is excluded from the transportation planning process on because of their race, color, or national origin as identified as part of Title VI of the Civil Rights Act of 1964.

Title VI Complaint Procedure

Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation by the Ocala/Marion County Transportation Planning Organization may file a verbal or written complaint as such actions are prohibited by Title VI of the Civil Rights Act of 1964.

Verbal and non-written complaints received by the TPO shall be resolved by the Director. The Director will acknowledge receipt of the complaint(s) and within ten (10) calendar days inform the Complainant in writing of any action taken or proposed action to address the complaint(s). If actions that have been taken or are proposed to be taken to resolve the situation are not satisfactory to the Complainant, the Director will advise the Complainant to file a written complaint in the manner outlined in the Written Complaint Section.

The staff of the Ocala/Marion TPO will maintain a log of all verbal and non-written complaints received by the agency. The log will include all of the following information:

- Name of Complainant;
- Name of Respondent;
- Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status, or retaliation);
- Date complaint received;
- Explanation of the complaint and the actions that have been taken or are proposed to resolve the issue raised in the complaint.

Written Complaints

If the Complainant does not feel that verbal or non-written procedures have satisfactorily resolved the complaint, or if any time the person(s) request(s) to file a written complaint, the Director shall refer the Complainant to the Florida Department of Transportation (FDOT) District Five Title VI Coordinator for processing in accordance with approved State procedures. Additionally, the Director shall advise the Complainant of other avenues of redress that are available, such as the Florida Department of Transportation’s Equal Opportunity Office (EOO). Additionally, if the Director has previously investigated the complaint, he or she will provide a copy of the reported finding and proposed disposition to the FDOT District Five Title VI Coordinator.

All written complainants received by the Ocala/Marion County TPO shall be immediately referred by the Director to the FDOT District Five Title VI Coordinator. The Director will

PUBLIC INVOLVEMENT PLAN (PIP)

advise the FDOT District Five Title VI Coordinator within five (5) calendar days of the receipt of the complaint. The following information will be included in every notification to the FDOT District Five Title VI Coordinator:

- Name, address, and phone number of the Complainant;
- Name(s) and address(es) of the Respondent;
- Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status, or retaliation);
- Date of alleged discriminatory act(s);
- Date of complaint received by the Ocala/Marion County TPO;
- A statement of the complaint;
- Other agencies (state, local, or federal) where the complaint has been filed;
- An explanation of the actions the Director has taken to or proposed to resolve the complaint(s).

RESOLUTION
NO.

A RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION ADOPTING A
REVISED PUBLIC INVOLVEMENT PLAN

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO), designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for the Ocala/Marion County area; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO) is responsible for transportation planning and programming activities for Ocala/Marion County, as set forth in Chapter 339.175, Florida Statutes; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization strives to maintain a continuing, comprehensive, and coordinated planning process; and

WHEREAS, the revised Public Involvement Plan highlights strategies and techniques, to increase participation among citizens, and to provide informative information about the Ocala/Marion County Transportation Planning Organization's goals, objectives, and responsibilities.

WHEREAS, the Transportation Planning Organization recognizes the importance of public participation in the transportation planning process; and

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization that:

The Ocala/Marion County Transportation Planning Organization hereby adopts the revised Public Involvement Plan as attached

Certificate

The undersigned duly qualified Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies the foregoing is a true and correct copy of the resolution adopted at a legally convened public meeting of the Ocala/Marion County Transportation Planning Organization held this 26th day of June 2018.

By: _____
David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director



June 21, 2018

TO: TPO Board Members

FROM: Derrick Harris, Transportation Planner

RE: Title VI Plan/Nondiscrimination Plan DRAFT

Attached is the DRAFT 2018 Title VI Plan or Nondiscrimination Plan for your review. This document has been created to ensure the TPO's commitment to comply with Title VI of the 1964 Civil Rights Act.

TPO staff will present this document to committee members at the June 12th meeting. Staff is requesting approval of this document.

If you have any questions regarding the Title VI/Nondiscrimination Plan, please feel free to contact the TPO staff at (352)-629-8297.

TITLE VI PLAN

Prepared by

Ocala/Marion Transportation Planning Organization

In cooperation with

Cities of Ocala, Dunnellon, Belleview,

Marion County, & SunTran

Florida Department of Transportation (FDOT)

Federal Highway Administration (FHWA)

Federal Transit Administration (FTA)

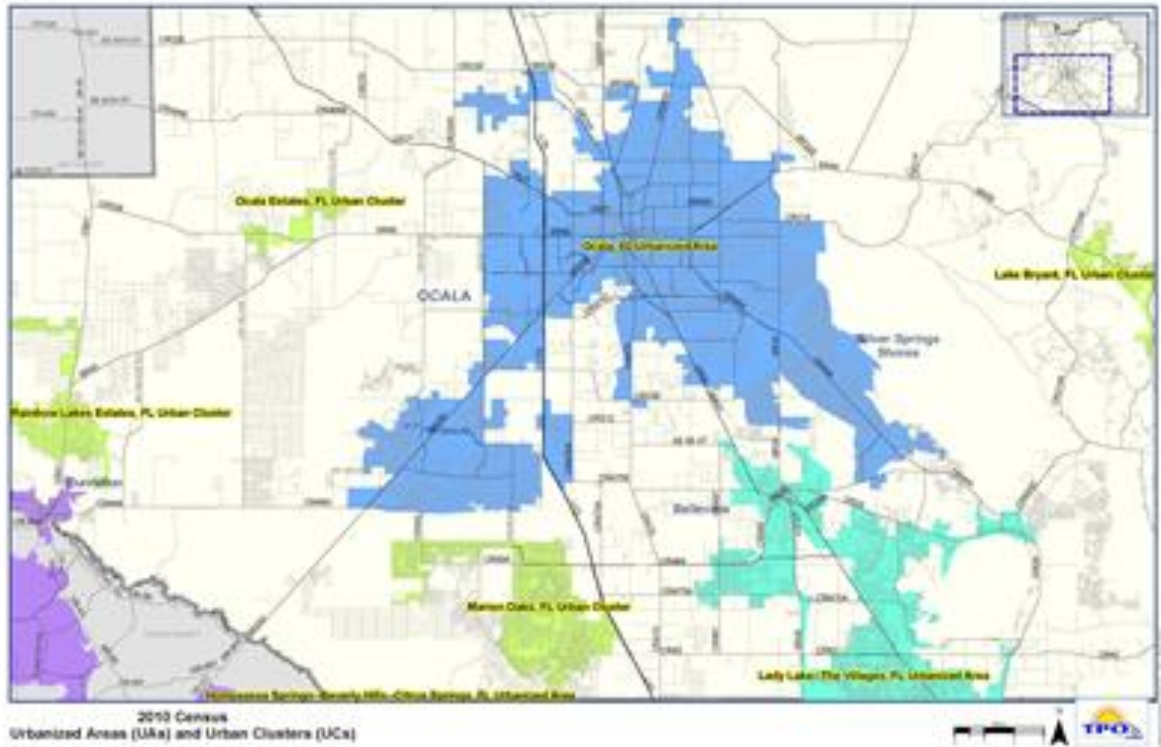


TABLE OF CONTENTS

STUDY AREA MAP.....	3
TITLE VI STATEMENT.....	4
INTRODUCTION.....	5
COMMITTEE MEMBERSHIP.....	5
NOTICES PROVIDED.....	8
PUBLIC INVOLVEMENT.....	8
DEMOGRAPHICS.....	9
ENVIRONMENTAL JUSTICE.....	11
LIMITED ENGLISH PROFICIENCY.....	13
COMPLAINT PROCEDURE.....	14
APPENDIX A – GENERAL REQUIREMENTS.....	16
APPENDIX B – COMPLAINT FORM.....	18
APPENDIX C – COMPLAINT LOG.....	19
APPENDIX D – LEP PLAN.....	20



STUDY AREA MAP



TITLE VI STATEMENT

OCALA/MARION TRANSPORTATION PLANNING ORGANIZATION

The Ocala Marion Transportation Planning Organization (TPO) complies with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, Title VI of the Civil Rights Act of 1964 and other federal equal opportunity laws and therefore does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in TPO programs and activities, as well as the TPO's hiring or employment practices. Title VI complaints related to TPO programs may be directed to Derrick Harris, Title VI Coordinator, Ocala/Marion TPO, 201 SE 3rd Street, 2nd Floor Ocala, Florida 34471. Mr. Harris can also be reached at the following email address: dharris@ocalafl.org or by calling (352) 629-8297. Free language assistance for Limited English Proficiency individuals is available upon request.

INTRODUCTION

The Federal Highway Act of 1962 established legislation that mandated that any urbanized area with a population of 50,000 or more that plans to expend United States Department of Transportation funding must subscribe to a continuing, cooperative and comprehensive ('The 3-C') planning process.

The Ocala/Marion County TPO was established to provide a forum for the development of transportation policy and transportation planning services for the Ocala/Marion County area. The TPO was established in 1981 after the US Census Bureau determined that the urbanized population of Marion County had surpassed the threshold of 50,000 people. The Ocala/Marion County urbanized area includes the Cities of Ocala, Belleview and Dunnellon and their surrounding areas, and the adjoining areas between Ocala and Belleview. Also included are the areas of Silver Springs Shores and Marion Oaks, the SR 200 corridor to CR 484 and the US 441 corridor from Belleview to the Lake County line east of US 301 and west of CR 25. Additional Urban Clusters have been identified at Lake Bryant, Ocala Estates and Rainbow Lakes Estates. The planning boundaries for the TPO include all of Marion County.

COMMITTEES

The Ocala/Marion TPO has a variety of committees that work together to increase public involvement, transparency, awareness, economic vitality, and mobility. These committees are made up of an array of individuals with varying levels of expertise and backgrounds. This type of diversity helps garner greater efficiency, and effectiveness for accomplishing the transportation goals of the TPO planning area. In addition, having so many varying individuals throughout the community involved within these committees helps to increase communication and awareness throughout the community, which is vital for success as it relates to the transportation planning process.

Citizens Advisory Committee (CAC)

The Citizens Advisory Committee (CAC) is comprised of up to 16 Marion County residents who provide input to the TPO from a citizen's point of view. Appointments to this committee are made through an application process where the candidates are interviewed by TPO staff and are then recommended to the TPO board for membership. The TPO board then votes on approval of each candidate's appointment. Considerations for appointment are based on the geographic location, interviews and overall background of each candidate. The Ocala/Marion

County TPO strives to maintain a cross-section of Marion County citizens in order to provide a well-rounded review of transportation issues both geographically and professionally.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) membership is comprised of twelve members who are planners, engineers, technicians and other professionals representing local and state government agencies and local transit providers. The TAC recommendations are based on the professional experience of the committee members.

The TAC is comprised of the representatives from the following organizations:

- *The City of Belleview: Development Services*
- *The City of Dunnellon: Community Development*
- *The City of Ocala: Traffic Engineering*
- *The City of Ocala: Growth Management*
- *Marion County Board of County Commissioners: Traffic Engineering*
- *Marion County Board of County Commissioners: Growth Services*
- *Marion County Public Schools*
- *The Florida Department of Environmental Protection: Office of Greenways & Trails*
- *The Florida Department of Transportation*
- *SunTran*

Transportation Disadvantaged Local Coordinating Board (TDLCB)

The Transportation Disadvantaged Local Coordinating Board (TDLCB) is comprised of up to sixteen members and is charged with oversight of the Community Transportation Coordinator (CTC). The membership is comprised of one representative each from the City of Ocala, Marion County Public School board, the FDOT, and various health and labor not-for-profit organizations. The Commission for the Transportation Disadvantaged provides funding to the CTC to provide transportation to local residents. The TDLCB is responsible for reviewing the performance of the CTC and establishing trip priorities.

The TDLCB is comprised of representatives from the following organizations:

- *Marion County Board of County Commissioners*
- *Marion County Department of Veteran Affairs*
- *Marion County Public Schools*
- *The City of Ocala*
- *Ocala Housing Authority*

- *Centers for Independent Living*
- *CLM Workforce*
- *Florida Center for the Blind*
- *The Agency for Health Care Administration*
- *The Agency for Persons with Disabilities*
- *The Florida Department of Education*
- *The Florida Department of Elder Affairs*
- *The Florida Department of Health – Marion County*
- *The Florida Department of Transportation*

The TPO Board

The TPO board is the final level of review and decision-making body in the TPO organizational structure. Recommendations from TPO staff and the committee substructure are reviewed, discussed and then either approved or rejected through a one member-one vote process.

The TPO Board voting membership is comprised of one representative from the City of Belleview City Commission and the City of Dunnellon City Council, five members from the city council of the City of Ocala and the five county commissioners from the Marion County Board of County Commissioners. The FDOT-District Five Secretary is also a non-voting member of the TPO Board

The public is encouraged to attend all TPO committee and board meetings. Meetings are advertised on the websites of the TPO, Marion County and the cities of Belleview, Dunnellon and Ocala as well as the TPO's most current social media site in accordance with the notification requirements of **Florida Statute s.286.011, F.S.**

The non-elected advisory committee's racial breakdown for the TPO is as follows:

BODY	CAUCASIAN	LATINO	AFRICAN AMERICAN	ASIAN AMERICAN	NATIVE AMERICAN	OTHER
TAC	91%	0%	0%	0%	0%	9%
CAC	100%	0%	0%	0%	0%	0%
TDLCB	47%	13%	20%	0%	0%	0%

NOTICES PROVIDED

The Ocala/Marion TPO provides a Title VI page on its website, as well as this plan to inform individuals regarding the Title VI policies, and procedures. The Ocala/Marion TPO provides the following notice of nondiscrimination on all its plans, documents, studies, and websites.

TITLE VI STATEMENT

OCALA/MARION TRANSPORTATION PLANNING ORGANIZATION

The Ocala Marion Transportation Planning Organization (TPO) complies with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, Title VI of the Civil Rights Act of 1964 and other federal equal opportunity laws and therefore does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in TPO programs and activities, as well as the TPO's hiring or employment practices. Title VI complaints related to TPO programs may be directed to Derrick Harris, Title VI Coordinator, Ocala/Marion TPO, 201 SE 3rd Street, 2nd Floor Ocala, Florida 34471. Mr. Harris can also be reached at the following email address: dharris@ocalafl.org or by calling (352) 629-8297. Free language assistance for Limited English Proficiency individuals is available upon request.

In addition, Title VI information (posters, flyers, etc.) will be displayed in the SunTran administration facilities, as the Ocala/Marion TPO administers SunTran services.

PUBLIC INVOLVEMENT

The Ocala/Marion TPO works toward incorporating a vast and diverse array of public participation throughout the planning process. This includes engaging our minority and Limited English Proficiency (LEP) populations to receive input, and working diligently to increase awareness of the planning process for all our residents throughout the planning area.

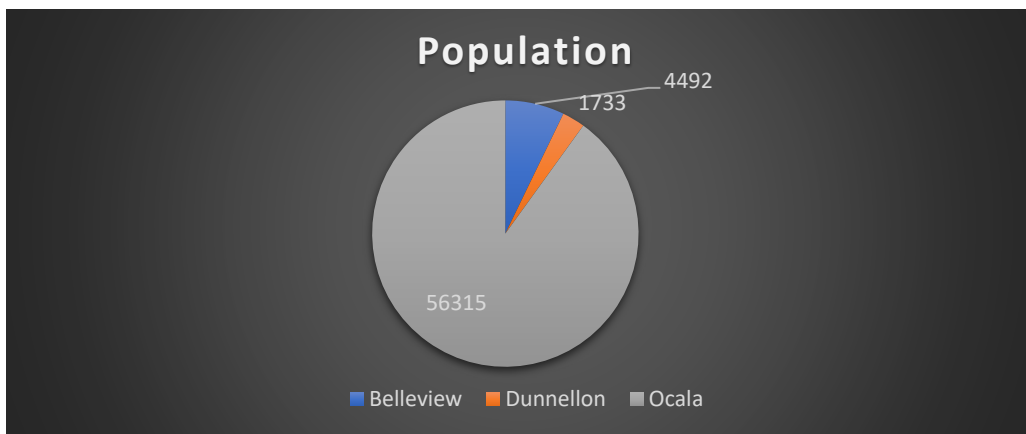
The Public Involvement Plan (PIP) for the TPO includes various goals, and objectives to increase public involvement with the transportation planning process. This includes various outreach strategies such as, public forums, community meetings, project specific websites, and updating the TPOs website. The strategies include holding these outreach events, activities, and meetings in locations that are accessible to all individuals. Therefore, meetings are held in Silver Springs Shores, Marion Oaks, City of Dunnellon, City of Belleview, as well as throughout the City of Ocala. This ensures that all communities have the chance to be involved in the transportation planning process, regardless of location. Public Involvement is highly encouraged and sought out to get a well-rounded view of the publics thoughts and concerns.

The Ocala/Marion TPO's PIP was approved in 2014, but is currently being updated. The update will include ways of measuring the TPOs effectiveness in public involvement, various public

involvement opportunities, and strategies to increase our awareness to the citizens of Marion County. For more information regarding the PIP visit <http://www.ocalamariontpo.org/what-we-do/plans-and-programs>.

DEMOGRAPHICS FOR THE OCALA/MARION TPO AREA

The Ocala/Marion TPO contains the incorporated cities of Belleview, Dunnellon, and Ocala, as well as Marion County in its entirety. Marion County has a population of 340,341, based on the American Community Survey (ACS) 5-year estimates (2012-2016). The following chart is a breakdown of population by incorporated areas within the TPO planning area, from the Census 10 year, 2010.



**Data from Census 2010*

The Ocala/Marion TPO planning area (Marion County) has experienced a higher percentage increase in its total population and in its aging population (65 & older), than the State of Florida. The TPO has had an increase in total population of 22%, and an increase of 26% for its aging population from 2000 to 2010 (Census 10-Year). Whereas, the State of Florida, has had a total population increase of 15%, and an increase of 14% for its aging population from 2000 to 2010 (Census 10-Year). The following chart highlights the population percentage increases mentioned above:

Marion County	65 & Older	Total Population	State of Florida	65 & Older	Total Population
2000	63,488	258,916	2000	2,807,597	15,982,378
2010	85,318	331,298	2010	3,259,602	18,801,310

Percent Increase %	26%	22%	Percent Increase %	14%	15%
--------------------	-----	-----	--------------------	-----	-----

Census 2000 & Census 2010

The TPO has experienced a higher percentage of growth with our total population since the year 2000, compared to the State of Florida as mentioned earlier. However, when examining the growth in greater detail, the percentage of growth is most concentrated with traditionally underserved and minority populations. Therefore, this makes the need to increase the TPOs public involvement and awareness within these communities that much greater. The following chart highlights the percentage of growth mentioned earlier:

Demographics Marion County								
	White	Black	Hispanic or Latino	American Indian & Alaska Native	Asian	Native Hawaiian & Other Pacific Islander	Some other race (as identified by Census)	Total Population
2000	217,909	29,900	15,616	1,158	1,806	57	4,363	258,916
2010	268,284	40,828	36,137	1,309	4,407	144	9,512	331,298
Percent Increase %	19%	27%	57%	12%	59%	60%	54%	22%

Census 2000 & Census 2010

Demographics State of Florida								
	White	Black	Hispanic or Latino	American Indian & Alaska Native	Asian	Native Hawaiian & Other Pacific Islander	Some other race (as identified by Census)	Total Population
2000	12,465,029	2,335,505	2,682,715	53,541	266,256	8,625	477,107	15,982,378
2010	14,109,162	2,999,862	4,223,806	71,458	454,821	12,286	681,144	18,801,310
Percent Increase %	12%	22%	36%	25%	41%	30%	30%	15%

Census 2000 & Census 2010

The TPO is dedicated to increasing public involvement and awareness with all our communities throughout the planning area. Staff will focus on advertising, continually updating the TPO website, and actively recruit members from these communities to be a part

of our committees, meetings, and any TPO associated activities to better serve the community.

For more information regarding goals, objectives, and strategies as it relates to public involvement please see the TPOs Public Involvement Plan (PIP). The following plan can be found on the TPOs website <http://www.ocalamariontpo.org/what-we-do/plans-and-programs>. Feel free to reach out to TPO staff for any additional questions or concerns at (352) 629-8297.

ENVIRONMENTAL JUSTICE (EJ)

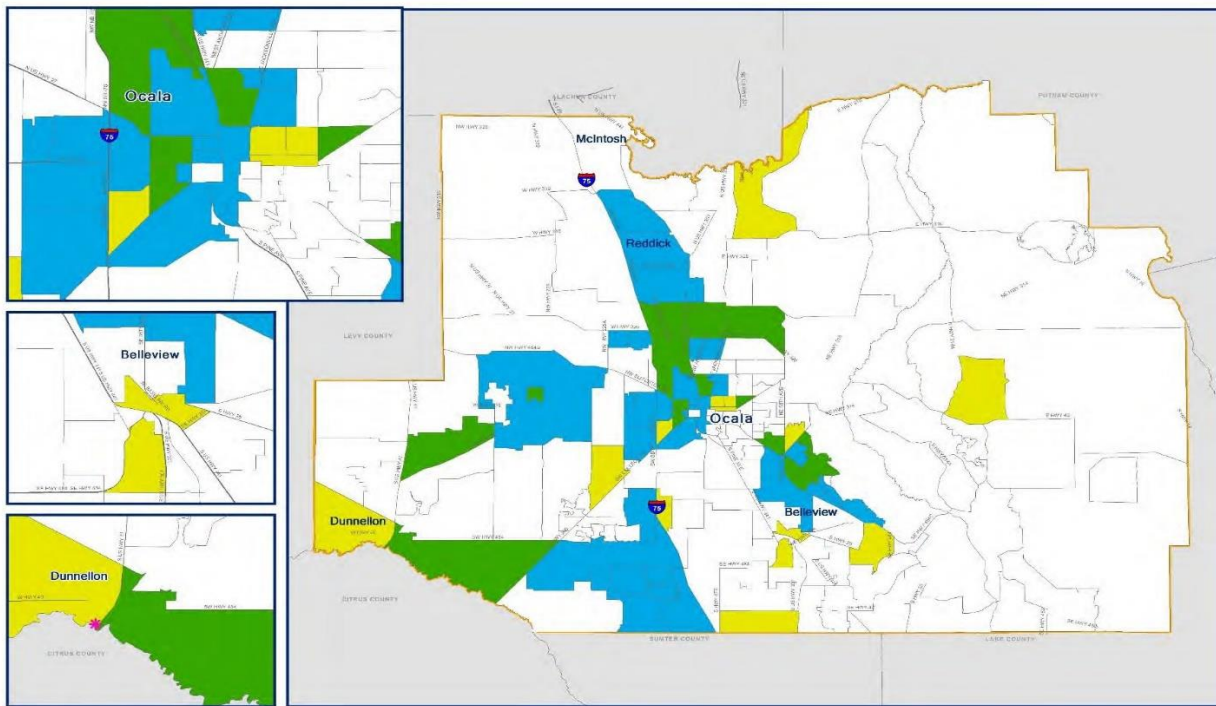
The TPO performs Environmental Justice (EJ) Analysis when developing long range plans that consider the impacts of projects over at least a 20-year horizon, to compare how those projects adversely affect high concentration of minority, low-income, and other traditionally under-served communities. Therefore, seeking public input throughout the planning process from these communities is vital for ensuring all members of the community are involved and no one community is adversely or disproportionately affected.

For the 2040 Long Range Transportation Plan, an EJ analysis was performed. To determine the EJ areas, block group data on income levels and on people who identify themselves as “minorities” from the 2013 American Community Survey (ACS) five-year estimates were used. Then, the needs plan projects were overlaid with the EJ areas to determine the proportion of projects located within or outside of the defined EJ areas. Lastly, an analysis was done to ensure that the projects didn’t disproportionately affect the identified EJ areas. The following chart and map highlights the analysis that was performed:

	EJ Areas	Non-EJ Areas	Total
Population	140,848	192,655	333,503
Percent of Population	40.4%	59.6%	100%
Cost Feasible Roadway Projects	\$142,975,000	\$278,445,000	\$421,420,000
Per Capita	\$1,015	\$1,445	\$1,264
Mileage	22.2	21.4	43.6
Interchanges/Overpasses	\$84,838,000	\$38,000,000	\$122,834,000
Unfunded Needs Roadways	\$426,760,000	\$388,311,000	\$815,082,000
Per Capita	\$3,030	\$2,016	\$2,444
Mileage	38.9	36.2	75.1

Transit Plan (All Capital and Operating Costs 2020–2040)	\$114,534,000	\$38,766,000	\$153,300,000
Per Capita	\$813	\$201	\$460
Mileage	52.0	17.6	69.6
Cost Feasible Trails (2020–2040)	\$3,406,000	\$24,693,000	\$28,100,000
Per Capita	\$24	\$128	\$84
New Trails Mileage	8	58	66
Existing Mileage, All Trails	19	19	38

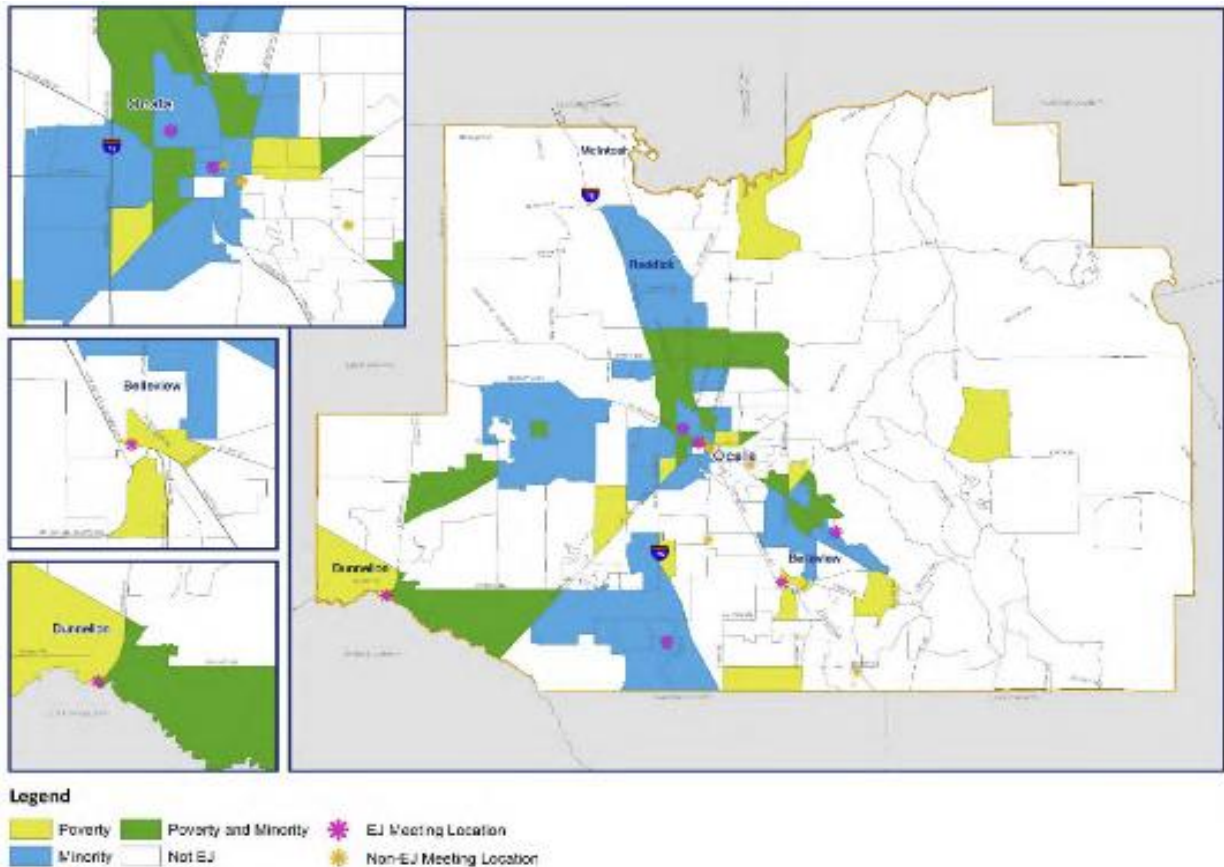
2040 Long Range Transportation Plan (EJ Assessment of Transportation Projects)



Legend
 Yellow: Poverty
 Green: Poverty and Minority
 Blue: Minority
 White: Not EJ

Poverty status and minority data from 2013 American Community Survey 5-year estimates.

2040 Long Range Transportation Plan (Environmental Justice Areas)



2040 Long Range Transportation Plan (Community Meetings in Environmental Justice Areas)

LIMITED ENGLISH PROFICIENCY (LEP)

The Ocala/Marion Transportation Planning Organization (TPO) is committed to increasing awareness and involvement with all individuals throughout the planning area, including those communities that have been traditionally underserved, such as those individuals that have Limited English Proficiency (LEP).

Both the TPO and SunTran websites allow translation of the site to over 100 languages to significantly remove language as a barrier to access, and to help accommodate the navigation, and awareness of TPO related events, activities, and meetings. Also, the Title VI Statement and complaint procedure for filing a Title VI related complaint have been translated into Spanish and placed on revenue buses. This allows for those individuals who are Limited English Proficient to be aware of their rights as it relates to Title VI and LEP. For more information

including demographics, outreach efforts, staff training, and overall procedures please see the TPOs LEP Plan in **APPENDIX D**.

COMPLAINT PROCEDURE

Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation by the Ocala/Marion County Transportation Planning Organization may file a verbal or written complaint as such actions are prohibited by Title VI of the Civil Rights Act of 1964. The following must be included to be considered an official written complaint:

- Complainant's name, and contact information
- When/where the alleged discrimination occurred.
- Any additional information that the complainant wants or thinks necessary to include regarding the alleged offense.

Verbal and non-written complaints received by the TPO shall be resolved by the Director. The Director will acknowledge receipt of the complaint(s) and within ten (10) calendar days inform the Complainant in writing of any action taken or proposed action to address the complaint(s). If actions that have been taken or are proposed to be taken to resolve the situation are not satisfactory to the Complainant, the Director will advise the Complainant to file a written complaint in the manner outlined in the Written Complaint Section. Please find a complaint form in **APPENDIX B**. The official complaint will need to be submitted to either a TPO staff member, or our Title VI Coordinator/Executive Director. The complaint can be submitted at the following location:

Ocala/Marion TPO Office
Title VI Coordinator
201 SE 3rd Street, 2nd Floor
Ocala, Florida 34471

The staff of the Ocala/Marion TPO will maintain a log of all verbal and non-written complaints received by the agency. The log will include all the following information:

- Name of Complainant;
- Name of Respondent;
- Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status, or retaliation);
- Date complaint received;

- Explanation of the complaint and the actions that have been taken or are proposed to resolve the issue raised in the complaint.

In addition, you can find a complaint log in **APPENDIX C**. However, to date there have been no complaints, investigations, or lawsuits regarding TITLE VI discrimination.

Written Complaints

If the Complainant does not feel that verbal or non-written procedures have satisfactorily resolved the complaint, or if any time the person(s) request(s) to file a written complaint, the Director shall refer the Complainant to the Florida Department of Transportation (FDOT) District Five Title VI Coordinator for processing in accordance with approved State procedures. Additionally, the Director shall advise the Complainant of other avenues of redress that are available, such as the Florida Department of Transportation's Equal Opportunity Office (EEO). Additionally, if the Director has previously investigated the complaint, he or she will provide a copy of the reported finding and proposed disposition to the FDOT District Five Title VI Coordinator.

All written complainants received by the Ocala/Marion County TPO shall be immediately referred by the Director to the FDOT District Five Title VI Coordinator. The Director will advise the FDOT District Five Title VI Coordinator within five (5) calendar days of the receipt of the complaint. The following information will be included in every notification to the FDOT District Five Title VI Coordinator:

- Name, address, and phone number of the Complainant;
- Name(s) and address(es) of the Respondent;
- Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status, or retaliation);
- Date of alleged discriminatory act(s);
- Date of complaint received by the Ocala/Marion County TPO;
- A statement of the complaint;
- Other agencies (state, local, or federal) where the complaint has been filed;
- An explanation of the actions the Director has taken to or proposed to resolve the complaint(s).

APPENDIX A

General Requirements (Chapter 3) based on the FTA Circular 4702.1B are as follows:

1. A copy of the Title VI notice to the public, and a list of locations where the notice is posted.
2. Instructions on how to file a complaint, complaint procedures, and a copy of a complaint form.
3. A list of any public transportation-related Title VI investigations, complaints, or lawsuits.
4. A public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI program submission.
5. A plan for providing language assistance to persons with limited English proficiency, based on the DOT LEP Guidance.
6. Must provide a table depicting the racial breakdown of the non-elected advisory committees, and a description of efforts made to encourage the participation of minorities on such committees or councils.
7. If a facility has been constructed, shall include a copy of the Title VI equity analysis that was conducted during the planning stage with regard to the location or facility.

Requirements for Metropolitan Transportation Planning Organizations based on the FTA Circular 4702.1B (Chapter 6) are as follows:

1. All general requirements set out in section 4 of Chapter 3 (see above).
2. Demographic profile of the metropolitan area that includes identification of the locations of minority populations in the aggregate.
3. A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process.
4. Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data, at Census tract or block group level, and charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes, including Federal funds managed by the MPO as a designated recipient
5. An analysis of impacts identified in (#4 of this section) any disparate impacts on the basis of race, color, or national origin, and, if so, determines whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts,

and if there are alternatives that could be employed that would have a less discriminatory impact.

APPENDIX B

Title VI Complaint Form

Complainant's Name: _____

Address: _____ City _____

State: _____ Zip Code: _____

Telephone (Work): _____ Telephone (Cell): _____

Email Address(es): _____

Agency complaint is against: _____

Date of discrimination: _____

Location of offense: _____

Please provide any witnesses (names, addresses, and phone numbers) that can attest to the offense:

Provide any comments or details regarding the offense (use back of page if needed):

Signature

Date

Signature required for complaint

Please submit all comments to TPO staff or the TPO Title VI Coordinator Derrick Harris, at 201 SE 3rd Street 2nd Floor, Ocala, Florida 34471. If you have any questions feel free to contact the TPO at (352) 629-2897.



APPENDIX C

Complaints and Investigations Log

Date	Investigations	Summary	Status
Date	Lawsuits	Summary	Status
Date	Complaints	Summary	Status



APPENDIX D

LIMITED ENGLISH PROFICIENCY (LEP) PLAN

A Limited English Proficiency (LEP) analysis was completed by the Ocala/Marion Transportation Planning Organization (TPO) for the Ocala/Marion TPO Metropolitan Planning Area (MPA). To complete this analysis the TPO conducted a “four-factor analysis” utilizing the U.S. Department of Transportation LEP guidance. The results are as follows:

Factor 1: According to Census data, only 3.3% or 10,777 individuals respectively, of the population 5 years and over, speak English less than “very well.” Therefore, due to this limited number of individuals who speak English less than “very well” there has been little to no contact with LEP individuals over the years.

Language Spoken at Home	Number	Speak English very well	Percent	Speak English less than very well	Percent
Population 5 years and older	323,363	312,586	96.67%	10,777	3.33%
Only English	286,699	N/A	N/A	N/A	N/A
Spanish or Spanish Creole	28,920	20,417	70.60%	8,503	29.40%
Other Indo-European language	4,985	3,645	73.12%	1,340	26.88%
Asian and Pacific Island languages	2,289	1,401	61.21%	888	38.79%
All Other Languages	470	424	90.21%	46	9.79%

*Data provided by American Community Survey (ACS) 5-Year Estimates 2012-2016

Factor 2: Considering the small amounts of individuals that live in the planning area who have Limited English Proficiency, the probability of interaction with LEP individuals is very low. However, the SunTran transit service who the TPO administers does have the Title VI Statements translated into Spanish on the revenue vehicles. Also, the Title VI Complaint procedures/forms can be translated into Spanish upon request. In addition, both the TPO website

www.ocalamariontpo.org, and the SunTran website www.suntran.org, can be translated into 100 different languages.

Factor 3: Transportation is a vital part of people's everyday lives. It affects the roads they drive on, congestion, development, and their safety on the roadways.

Therefore, increasing awareness with all individuals regarding the transportation planning process is an objective of the TPO.

Factor 4: With such a limited number of individuals (< 5%) contained within the Metropolitan Planning Area (MPA), it would not be cost effective to translate all documents into Spanish. However, the SunTran does have Title VI Statements, and complaint procedures translated into Spanish on the revenue buses. In addition, both the SunTran and TPO websites can be translated into a wide array of languages.

Staff will use the following tools to monitor if such a need ever presents itself:

- Keep an updated monitoring system of any requests for translations. Those include for plans, documents, and public meetings.
- Continual updates throughout the SunTran administration facilities, including SunTran buses to keep all individuals informed on the policies for Title VI, and ways to submit a complaint. All surveys and postings on the vehicles will be translated into Spanish utilizing Google Translate.

Translation

When and if an interpreter is needed, first a determination of what language is needed. Then, depending on the language needed the TPO will utilize all available resources, including an interpreter to ensure that the needs of that individual or individuals are met. However, as

there are no translation services within the Ocala area, further assistance would be sought out from the Ocala Police Department, and the University of Florida language department.

Training

All TPO staff will be provided with the LEP plan as part of the Title VI Plan in the Employee Orientation. Employees will be educated on procedures and services available under Title VI.

Training topics include:

- Understanding the Title VI LEP program responsibilities;
- What language assistance is available;
- Documentation of language assistance requests;
- How to handle a complaint

Please note: that as the TPO is the administration organization for SunTran services, that SunTran has their own Title VI and LEP plan that can be found at the following website:

<http://www.suntran.org/about-us/title-vi>.

RESOLUTION

NO.

A RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION ADOPTING
THE NONDISCRIMINATION PLAN AS IT RELATES TO
TITLE VI OF THE 1964 CIVIL RIGHTS ACT

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO), designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for the Ocala/Marion County area; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO) is responsible for transportation planning and programming activities for Ocala/Marion County, as set forth in Chapter 339.175, Florida Statutes; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization strives to maintain a continuing, comprehensive, and coordinated planning process; and

WHEREAS, any program receiving federal funds is subject to the provisions of Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color or national origin; and

WHEREAS, it is the policy of the Ocala/Marion County Transportation Planning Organization that all persons have an equal opportunity to participate in public involvement activities.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization that:

The Ocala/Marion County Transportation Planning Organization hereby adopts the Title VI plan as attached.

Certificate

The undersigned duly qualified Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies the foregoing is a true and correct copy of the resolution adopted at a legally convened public meeting of the Ocala/Marion County Transportation Planning Organization held this 26th day of June 2018.

By: _____
David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director



FDOT District Five - Ocala Operations
627 Northwest 30th Avenue
Ocala, Florida 34475
352-732-1338

Outside Consultant
In-House Construction
Maintenance

Project Status Report as of June 13, 2018

MARION						
SR 35 (Baseline Road) from SE 96th Place Road to SR 464 (SE Maricamp Road)						
FIN #	238693-1-52-01					
CONTRACT #	E5W78					
Design-Build						
PROJECT DESCRIPTION: Widening and resurfacing SR 35 (Baseline Road) from Southeast 96th Place Road to south of S.R. 464 (Southeast Maricamp Road) from a two-lane to a four-lane roadway.						
					TIME	COST
CONTRACTOR:	D.A.B. Constructors, Inc.	LET DATE:	6/17/2015	ORIGINAL:	850	\$17,605,644.44
FED. AID #:	N/A	NTP:	8/28/2015	CURRENT:	1,200	\$20,490,568.60
FUND TYPE	Design-Build	TIME BEGAN:	8/28/2015	ELAPSED:	1,013	\$17,800,787.68
		WORK BEGAN:	8/28/2015	% ORIGINAL:	119.18%	101.11%
		EST. COMPLETION:	Late 2018	% TO DATE:	84.42%	86.87%
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR		Harry Wood		C: 850-596-7392		harry.wood@atkinglobal.com
FDOT PROJECT MANAGER		Nicole Aiton		O: 352-620-3012 C: 352-812-5796		nicole.aiton@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:		Lysle Tower		C: 352-436-2994		lyslet@dabcon.com

MARION						
Interstate Lighting I-75 (SR 93) at CR 484, SR 326, and CR 318						
FIN #	435057-1-52-01					
CONTRACT #	T5575					
Conventional Construction						
PROJECT DESCRIPTION: Installation of new lighting along I-75 at the interchanges with CR 484, SR 326 and CR 318.						
					TIME	COST
CONTRACTOR:	United Signs & Signals, Inc.	LET DATE:	6/14/2017	ORIGINAL:	290	\$3,075,596.26
FED. AID #:	N/A	NTP:	8/16/2017	CURRENT:	320	\$3,075,596.26
FUND TYPE	Conventional	TIME BEGAN:	11/27/2017	ELAPSED:	209	\$2,203,638.49
		WORK BEGAN:	11/27/2017	% ORIGINAL:	72.07%	71.65%
		EST. COMPLETION:	Late 2018	% TO DATE:	65.31%	71.65%
CONTACT		PHONE		EMAIL		
FDOT PROJECT ADMINISTRATOR		Nicole Aiton		O: 352-620-3012 C: 352-812-5796		nicole.aiton@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:		Justin Adams		O: 352-742-1904 C: 352-434-7814		jadams@ussf.com

Marion and Sumter County						
I-75 Truck Parking Availability System						
FIN #	440222-1-52-01					
CONTRACT #	E5Z15					
Construction Design Build						
PROJECT DESCRIPTION: Truck Parking Availability System installation in six locations along I-75 in Marion and Sumter counties						
					TIME	COST
CONTRACTOR:	Traffic Control Devices, Inc.	LET DATE:	9/25/2017	ORIGINAL:	220	\$1,614,614.00
FED. AID #:	D517059B	NTP:	11/29/2017	CURRENT:	259	\$1,614,614.00
FUND TYPE	Design Build	TIME BEGAN:	11/29/2017	ELAPSED:	194	\$979,448.37
		WORK BEG:	11/29/2017	% ORIGINAL:	88.18%	60.66%
		EST. COMPLETION:	Summer 2018	% TO DATE:	74.90%	60.66%
CONTACT		PHONE		EMAIL		
FDOT PROJECT ADMINISTRATOR		Steven Fisher		O: 352-620-3019 C: 352-812-6990		steven.fisher@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:		Chris Gallagher		C: 321-229-0956		c.gallagher@tcd-usa.com

Project Status Report as of June 13, 2018

MARION						
SR 500/US 441/S Pine Avenue Drainage Improvements from SE 10th Ave to SE 31st Street						
FIN #	435666-1-52-01					
CONTRACT #	E5Z05					
Conventional Construction						
PROJECT DESCRIPTION: Replace the storm sewer pipe and drainage structures to alleviate flooding along U.S. 441.						
					TIME	COST
CONTRACTOR:	Commercial Industrial Corp.	LET DATE:	12/05/2017	ORIGINAL:	240	\$1,687,882.86
FED. AID #:	N/A	NTP:	2/08/2018	CURRENT:	253	\$1,687,882.86
FUND TYPE	Conventional	TIME BEGAN:	3/12/2018	ELAPSED:	92	\$519,899.13
		WORK BEGAN:	3/12/2018	% ORIGINAL:	38.33%	30.80%
		EST. COMPLETION:	Late 2018	% TO DATE:	36.36%	30.80%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Steven Fisher	O: 352-620-3019 C: 352-812-6990		steven.fisher@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Jay Blankenfeld	O: 352-840-0161 C: 352-494-9021		jay@cicfl.com	

MARION						
SR 492/NE 14th Street from US 441 to SR 40						
FIN #	430655-1-52-01					
CONTRACT #	T5616					
Lump Sum						
PROJECT DESCRIPTION: Mill and resurface SR 429/NE 14th Street between US 441 and SR 40. Project also includes ADA pedestrian signal, sidewalk and curb ramp upgrades.						
					TIME	COST
CONTRACTOR:	Anderson Columbia Co. Inc.	LET DATE:	3/28/2018	ORIGINAL:	260	\$4,231,482.75
FED. AID #:	D517067B	NTP:	5/25/2018	CURRENT:	260	\$4,231,482.75
FUND TYPE	Construction Lump Sum	TIME BEGAN:	6/24/2018	ELAPSED:	0	\$0.00
		WORK BEGAN:		% ORIGINAL:	0.00%	0.00%
		EST. COMPLETION:	Spring 2019	% TO DATE:	0.00%	0.00%
Work to begin in June						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Steven Fisher	O: 352-620-3019 C: 352-812-6990		steven.fisher@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Doug Booth			doug.booth@andersoncolumbia.com	

MARION						
I-75 Landscaping at SW 20th Street and SW 43rd Street						
FIN #	437828-1-52-01	Contract Days: 820		Days Elapsed: 349		
CONTRACT #	E5Y94	Present Amount: \$438,500.00		Paid to Date: \$355,655.00		

MARION						
I-75 Landscaping at CR 318						
FIN #	437818-1-52-01	Contract Days: 833		Days Elapsed: 527		
CONTRACT #	E5Y29	Present Amount: \$412,920.00		Paid to Date: \$367,247.30		

Roadway Impacts:

- ◆ S.R. 492/14th Street
Monday, June 18, the contractor will start sidewalk, ramps and curb and gutter work. This will be on-going for about one month. If lane closures are needed, they are restricted to 7 p.m. – 7 a.m.

- ◆ U.S. 441 drainage project
Motorists can expect daytime construction work and periodic nighttime lane closures. Some work will take place behind barrier wall. Left turns at Southeast 10th Avenue and at the SSV Professional Center will also be periodic. When it is closed, motorists will be directed to make a U-turn at the Southeast 31st Street intersection.



Outside Consultant
In-House Construction
Maintenance