



TPO Board Emergency Meeting
Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471

July 6, 2020
1:30 PM

AGENDA

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. ACTION ITEMS**
 - A. Fiscal Years 2020/21 to 2024/25 Transportation Improvement Program (TIP)**

TPO staff will present public and partner agency comments and a revised draft of the fiscal year (FY) 2020/21 to 2024/25 TIP based on the 30-day public review process and FDOT comments. Action is requested to adopt the TIP.
- 5. CONSENT AGENDA**
 - A. Minutes – June 23, 2020**
- 6. COMMENTS BY FDOT**
- 7. COMMENTS BY TPO STAFF**
- 8. COMMENTS BY TPO MEMBERS**
- 9. PUBLIC COMMENT (Limited to 2 minutes)**
- 10. ADJOURNMENT**

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

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

The next regular meeting of the Ocala Marion Transportation Planning Organization will be held on August 25, 2020.



TO: TPO Board Members

FROM: Anton Schauerte, TPO Transportation Planner

RE: DRAFT FY 2020/21 – 2024/25 Transportation Improvement Program

At the June board meeting, staff presented the FY 2020/21 – 2024/25 Transportation Improvement Program (TIP) and the comments received through June 23rd. Since then, the TPO received comments from FDOT in the form of the “TIP Review Checklist”. TPO staff addressed the major comments in the TIP Review Checklist in order to develop the final document. The chart on following three pages shows all comments received, categorized by the entity/organization that provided each comment.

FDOT categorizes each of its comments into one of three categories; critical, enhancement, and editorial. Only comments categorized as ‘critical’ must be addressed in order to meet minimum state and federal requirements to obtain approval. The TPO has addressed critical comments and some of the enhancement and editorial comments. The TIP Review Checklist can be found after the chart showing all comments received.

TPO staff will present an overview of the comments below to the TPO Board at the upcoming July meeting. Staff is requesting the TPO Board adopt this version of the TIP.

If you have any questions please contact me at anton.schauerte@marioncountyfl.org.

Comments Received	Ocala Marion TPO Response
City of Ocala - Growth Management Department - Received 5/20/20	
The TPO should correct pages 84 and 90 in the TIP to indicate that this is Block Grant funding and not 5307.	This comment has been incorporated into the Final TIP
Public Comment - Received 5/29/20	
You are already, wisely, putting an overpass on NE 36 Ave over the railroad tracks. But even more of a bottleneck and magnet for crazy, unsafe drivers is where NE 8 Ave crosses 14 St. The main problem is the very short left turn lane on 8th between the tracks and the intersection ... big enough for only 1½ cars. The antics of drivers to push their way to the front of the intersection is legendary. That is where an overpass (car or train) is desperately needed.	Thank you for your comment. This comment has been provided to the City of Ocala Engineering Office.
Federal Highway Administration - Received 6/2/20	
23 CFR 450.316(a)(1)(vi) requires a demonstration of explicit consideration and response to public input. The TIP states that it takes public input into consideration but it is not demonstrated on how this managed or accomplished.	Text informing the reader to this chart has been added to the "Public Involvement" section on page 7.
23 CFR 450.316(d) requires the involvement of Federal Lands since the Ocala National Forest occupies a large portion of the TPO area. There was no evidence that the Federal Public Lands (Ocala Natl.Forest) was included.	The TPO informed the U.S Forest Service that the Draft TIP was available for review on 5/27/20
23 CFR 450.326(g)(2) requires that the estimated total cost for projects which may extend beyond the timeframe of the TIP be included. Future cost estimates were not identified in the review.	The estimate total cost for projects extending beyond the timeframe of the TIP are included on each individual project page.
There should be at least one formal public hearing held during the TIP development. This is part of the TPO's PPP but it was unclear if a hearing had occurred.	The TPO's PPP does not require a formal public hearing to be held during the development of the TIP.
Since the TPO had adopted the TPM Consensus Document in the TIP in 2019 (as an amendment), there are two options. One, the Consensus Document must again be included in the TIP. Or the TPO Board may adopt the Document as a stand-only item.	The TPO will present the TPM Consensus Document to the TPO Board for adoption on 6/23/20 as a stand-only item.
Ocala Marion TPO's Technical Advisory Committee - Received 6/10/20	
Page 35: SR 484 should be CR 484	Project Description must stay consistent with FDOT Work Program
Page 44-45: Interchange and "The Y" should be consistent	Project Description must stay consistent with FDOT Work Program
Page 46: US 441 first in title and correct Abshier Blvd or omit it	Project Description must stay consistent with FDOT Work Program
Page 47: Change or reorder Abshier Blvd to US 441	Project Description must stay consistent with FDOT Work Program
Page 55: SR 500 should be US 441	Project Description must stay consistent with FDOT Work Program
Page 63: Map line goes to Bridges Road. Should stop at the Pruitt Trailhead	Map has been updated
Page 66: Map is incorrect. Reference Project Application Map	Map has been updated
Page 70: Map is incorrect. Check aerial based on road and from/to	Map has been updated

Florida Department of Transportation (FDOT) - Received 6/24/20	
Provide MPO Adoption Date	Text has been included on the cover page
Page 21 states TPO's project selection process is consistent but does not address "how" it is consistent	Comment is not defined by FDOT as "critical" and is not addressed in the final document
FS ([s. 339.175(8)(c)(7)]) stated on page 21, each project references LRTP. See markups on document for specific corrections	LRTP Page number(s) indicating a project's applicable Goal(s)/ Objective(s) have been included to all projects
Please provide the Certification statement (for FHWA/FTA quadrennial certification)	The Ocala Marion TPO is not a TMA and is therefore not subject to the FHWA/FTA quadrennial certification
Introduced on page 10 (discussion of Transportation Disadvantaged), Figure 2 should be explained/ referenced. Please include a list of improvements funded the TD Funds	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Include project page for FM #4384171 and FM #4466911	Both project pages have been added (p.74 and p.100, respectively)
Numberous pages: Match "Project Descriptions" with FDOT Work Program	The Project Descriptions on the following pages of the final TIP have been corrected: 34-37, 40-47, 50-53, 55, 57, 59-60, 63-64, 67, 69-71, 73, 83-92, 96, 98
Page 3: Include Appendix H in Table of Contents	Text has been included
Explanation of Bridge and Pavement Condition (is stated) on page 14 but no anticipated effect explained. Transit Asset Management figure and explanation of goals is hard to follow and there is no anticipated effect stated from achieving the 0% target goal. Suggest to define a "0%" Target.	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Page 14: List the anticipated effects of achieving performance targets	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Page 17, correct 450.324(a) to 450.326(a), distribution of funds provided on page 19 and 20	Text has been updated on page 17. Funding distribution on page 19 and 20 was not incorrect.
Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S].	The following comment was provided by FDOT: "Awaiting word back from Central Office regarding concurrence."
Did the MPO make the draft TIP available to all review agencies and affected parties? Refer distribution list in MPO Handbook, page 5-21 – 5-24	The following comment was provided by FDOT: "Need confirmation from FDOT."
Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, Bureau of Community Planning, FTA, & FHWA?	The following comment was provided by FDOT: "Need concurrence from D5 Liaison"
Page 23: Include List of Priority Projects	List has been included

p.43: Correct total funding amount on line 5 and 6	Text has been updated
p.44: Change "Goal 6, Objective 1" to "Goal 6, Objective 3"	Text has been updated
p.46: Change "Intersection/Turn Lane" to "Traffic Signals"	Project Type is a TPO-developed classification system
p.56: Combine both rows in funding table	Rows have been combined
p.59: Change "Intersection/Turn Lane" to "Traffic Signals"	Project Type is a TPO-developed classification system
p.59: Correct Phase and Funding Source for each row	Text has been updated
p.63: Check line 5 and 6 of funding chart	Funding amounts were correct
p.83: Check Total funding for FY 2020/21	Funding amounts were correct
p.86: Check Total funding for FY 2020/21	Funding amounts were correct

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO's final TIP Document.

Comments should be categorized as:

Editorial: Comments may be addressed by MPO, but would not affect approval of the document, i.e., grammatical, spelling and other related errors.

Enhancement: Comments may be addressed by MPO, but would not affect approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

Critical: Comment MUST be addressed to meet minimum state and federal requirements to obtain approval. The reviewer must clearly identify the applicable state or federal policies, regulations, guidance, procedures or statutes that the document does not conform with.

MPO:	Ocala Marion	Fiscal Years included:	20/21 – 24/25
Review #:	Date of Review: 6/22/2020	Reviewed by:	Laura Rossi

TIP Format & Content

Does the cover include MPO name, correct fiscal years covered, MPO adoption date? Yes No

Critical PROVIDE MPO ADOPTION DATE

Does the Table of Contents show the title of each section with correct page number? Yes No

No comment

Does TIP include an endorsement that it was developed following state and federal requirements and include date of official MPO approval? This would be an MPO resolution or signed signature block on cover. Yes No

No comment

Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms? Yes No

No comment

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53] Yes No

Enhancement

Was the TIP developed by MPO in cooperation with the state and public transit operator, who provided the MPO with estimates of available Federal and State funds for the MPO to develop the financial plan? [s. 339.175(8) F.S.]; [23 C.F.R. 450.326(a)] Yes No

Editorial Page 17, correct 450.324(a) to 450.326(a), distribution of funds provided on page 19 and 20

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

<p>Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S].</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<p><i>Enhancement</i> <i>Awaiting word back from Central Office regarding concurrence.</i></p>		
<p>Does the TIP describe project selection process and state that it is consistent with the federal requirements in 23 C.F.R 450.332(b) and for non-TMA MPOs 23 C.F.R. 450.332(c)?</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p><i>Enhancement</i></p>		
<p>Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 C.F.R 450.326(n)(1)]</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p><i>No comment</i> <i>Appendix H contains changes from previous TIP</i></p>		
<p>Does the TIP describe how projects are consistent with MPO's LRTP and to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) F.S.]</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p><i>Enhancement</i> <i>Page 21 states TPO's project selection process is consistent but does not address "how" it is consistent</i></p>		
<p>Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p><i>Enhancement</i> <i>FS stated on page 21, each project references LRTP. See markups on document for specific corrections.</i></p>		
<p>Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download HERE. [23 C.F.R. 450.334]; [s.339.175(8)(h), F.S.]</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p><i>No comment</i></p>		
<p>Was the TIP developed with input from the public? [23 C.F.R. 450.316]; [23 C.F.R. 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p><i>No comment</i></p>		
<p>Does the TIP discuss the MPO's current FDOT annual certification and past FHWA/FTA quadrennial certification? MPO should include anticipated date of next FHWA/FTA quadrennial certification.</p>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p><i>Critical</i> <i>Please provide the Certification statement.</i></p>		
<p>Does the TIP discuss of the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. S 339.175(6)(c)(1), F.S.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p><i>No comment</i> <i>introduced on page 9</i></p>		
<p>Does the TIP discuss Transportation Disadvantaged (TD) services developed and a description of costs and revenues from TD services, as well as a list of improvements funded with TD funds? [s.427.015(1) F.S. AND 41-2.009(2) F.A.C.</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p><i>Enhancement</i> <i>Introduced on page 10, Figure 2 should be explained/ referenced. Please include a list of improvements funded the TD Funds.</i></p>		

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

Does the TIP discuss how, once implemented, will make progress toward achieving the performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
 - Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

Yes No

If the MPO used the Performance Measures Template, they will have met requirements.

[23.C.F.R 450.326(c)]

No comment

Does the TIP discuss anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ State freight plan

Yes No

If the MPO used the Performance Measures Template, they will have met requirements.

[23.C.F.R 450.326(d)]

Enhancement

Explanation of Bridge and Pavement Condition on page 14 but no anticipated effect explained. Transit Asset Management figure and explanation of goals is hard to follow and there is no anticipated effect stated from achieving the 0% target goal. Suggest to define a "0%" Target.

Detail Project Listing for Five Fiscal Years

Does each project in the TIP document shall include the following information?

- ✓ Sufficient description of project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ **Page number or identification number where project can be found in LRTP (spot check)**
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes No

No comment

Did the MPO make the draft TIP available to all review agencies and affected parties? Refer distribution list in MPO Handbook, page 5-21 – 5-24

Yes No

Choose an item.

Need confirmation from FDOT

TIP Review

Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, Bureau of Community Planning, FTA, & FHWA?

Yes No

Editorial

Need concurrence from D5 Liaison



Transportation Improvement Program FY 2020/21 – FY 2024/25

Adopted: July 6, 2020

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
AMENDING THE TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR FISCAL YEAR 2020/21 – 2024/25.

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.

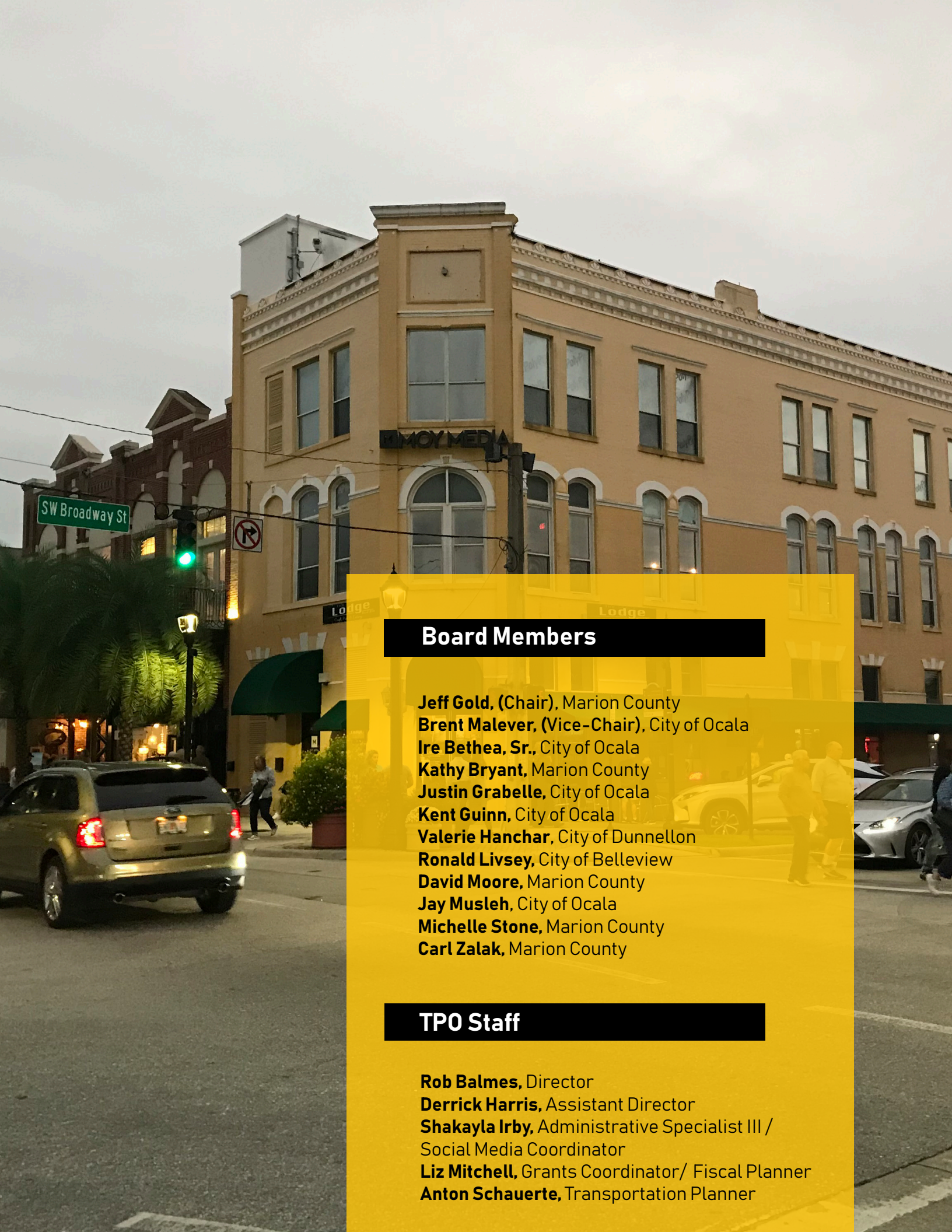
NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the Transportation Improvement Program for FY 2020/21 – 2024/25.

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 6th day of July 2020.

By: _____
Jeff Gold, Chair

Attest: _____
Robert Balmes, TPO Director



Board Members

Jeff Gold, (Chair), Marion County

Brent Malever, (Vice-Chair), City of Ocala

Ire Bethea, Sr., City of Ocala

Kathy Bryant, Marion County

Justin Grabelle, City of Ocala

Kent Guinn, City of Ocala

Valerie Hanchar, City of Dunnellon

Ronald Livsey, City of Belleview

David Moore, Marion County

Jay Musleh, City of Ocala

Michelle Stone, Marion County

Carl Zalak, Marion County

TPO Staff

Rob Balmes, Director

Derrick Harris, Assistant Director

Shakayla Irby, Administrative Specialist III /
Social Media Coordinator

Liz Mitchell, Grants Coordinator/ Fiscal Planner

Anton Schauerte, Transportation Planner

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INTRODUCTION

PURPOSE

The Ocala Marion Transportation Planning Organization (TPO) is the federally designated Metropolitan Planning Organization (MPO) for Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The TIP is a five-year schedule of transportation projects proposed by government agencies and other stakeholders within the TPO's Metropolitan Planning Area (MPA), which includes all of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is updated on an annual basis. The types of projects in the TIP include all modes of transportation, such as roadway construction, operations, and reconstruction; bicycle and pedestrian; transit and aviation. Other projects that are regionally significant, regardless of funding source, are also incorporated into this document.

As stated in the Federal Highway and Transit Acts of 1962 and 1964, each urbanized area over 50,000 people must have a continuing, cooperative and comprehensive transportation process. This process, also known as the 3-C planning process, is carried out by the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The LRTP, which is also developed by the TPO, documents the community's transportation vision and goals 20 years into the future. The TIP outlines the short-term "action steps" necessary for achieving Marion County's long-term transportation vision by indicating specific improvements. In short, the TIP acts as the budget for carrying out the LRTP. The purpose of the TIP



is also to coordinate transportation projects between local, state, and federal agencies, thereby ensuring the efficient use of limited transportation funds.

All transportation projects contained in the TIP are financially feasible, located within the designated metropolitan planning area and funded by 23 United States Code (U.S.C.) and 49 U.S.C. Chapter 53 funds. For a project to be considered financially feasible, the anticipated cost must not exceed the anticipated revenue.

TPO PLANNING AREA

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation,

including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to rapid population growth in the 1980s, the planning boundaries of the entire county were added. Figure 1 illustrates the 2010 Census designated Urbanized Areas (UZA) and Urban Cluster areas of Marion County, which are all served by the TPO. This also includes portions of Lady Lake-the Villages and the Homosassa Springs-Beverly Hills-Citrus areas within the Ocala Metropolitan Statistical Area (MSA), Marion Oaks, Rainbow Lakes and Ocala Estates-Lake Bryant.

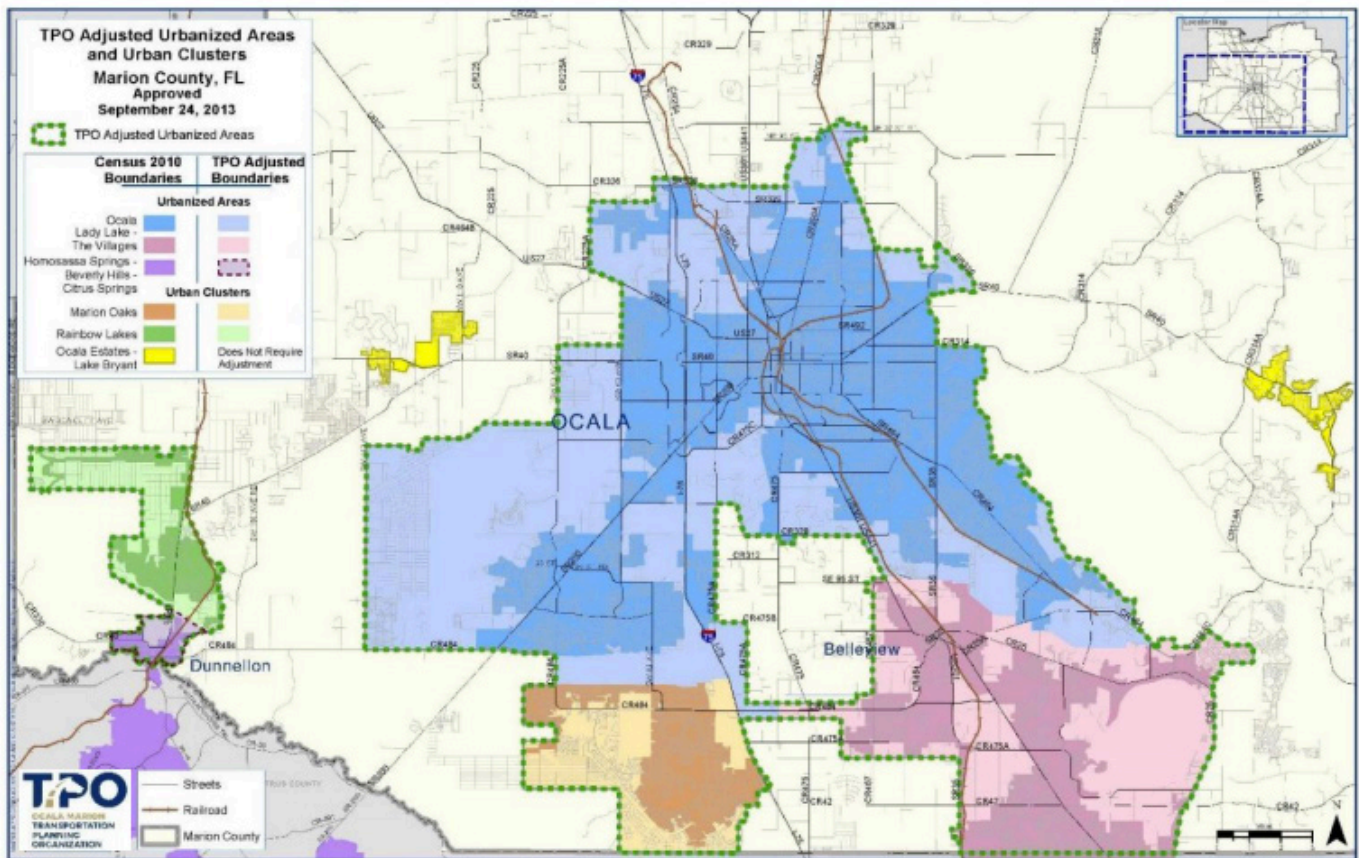


Figure 1: Map of TPO Planning Area

DEVELOPMENT OF THE TIP

Public and local government involvement for the development of the TIP is accomplished through regularly scheduled meetings of the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) and the TPO Board. The TPO also strives to engage both citizens and stakeholders to assist in the development of the TIP. The TPO seeks public input for thirty (30) days once the TIP DRAFT is publicly noticed, in accordance with 23 Code of Federal Regulation (C.F.R.) 450.316 and 23 C.F.R. 450.326(b). A Glossary of Terms and Acronyms used in the TIP and other TPO documents can be found in Appendix G.

TPO Boards and Committees

The TPO submits its draft TIP for review and feedback to the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC). These boards/committees are composed of members who represent a variety of government organizations and stakeholders, which include the Cities of Belleview, Dunnellon, and Ocala; the Marion County School Board; the Marion County Engineering, Planning, and Tourism Departments; SunTran; the Florida Greenways and Trails Association; and citizens of Marion County, including persons who are considered transportation disadvantaged.

The TPO also submits its draft TIP to the TPO Board for review and to receive additional feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is presented to the TPO Board for adoption in May or June of each year. TPO staff presented the draft TIP to the TAC and CAC on May 12th and June 9th, the TPO Board on May 26th and June 23rd, the Dunnellon City Council on June 8th and the Belleview City Commission on June 16th.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's [Public Involvement Plan \(PIP\)](#). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC, TPO Board, Dunnellon City Council and Belleview City Commission meetings. The TAC and CAC meetings were held virtually and therefore were accessible to those with internet access. The TPO Board, Dunnellon and Belleview meetings were held in-person, with the added capability to participate virtually. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter, LinkedIn) and sending e-blast notifications. Beginning on May 19th, a legal notice of the draft version of the TIP was placed in the Ocala Star Banner for 30 days. The public comment period for the TIP began on May 19th and concluded on June 23rd. A copy of the notice can be found in Appendix E and a list of public comments, including the TPO's response to each comment, can be found in Appendix F. On May 19th, the TPO sent the Draft TIP for review and comment to the following agencies: Federal Transit Administration, Federal Highway Administration, U.S. Forest Service, Florida Department of Transportation, Department of Economic Opportunity, Florida Commission for the Transportation Disadvantaged and the St. Johns River Water Management District.

CERTIFICATION

The most recent certification review of the Ocala Marion TPO was conducted by FDOT in February 2020. FDOT certified the transportation planning process for Fiscal Year 2020/2021. The next certification review will occur in February 2021.

CONSISTENCY WITH OTHER PLANS

The projects and project phases listed in the 2020/21-2024/25 TIP are consistent, to the maximum extent possible, with public transit development plans, aviation, and the approved local government comprehensive plans for governments within the TPO's MPA [s.339.175(8)(c)(7), F.S.]. The TIP is consistent with the Ocala Marion TPO's 2040 Long Range Transportation Plan (LRTP), Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), Congestion Management Plan (CMP) and the Transportation Development Plan (TDP).

2040 Long Range Transportation Plan (LRTP)

In addition to documenting Marion County's long-term vision and goals for transportation, the LRTP includes a Needs Assessment and a Cost Feasible Plan. These two sections detail the specific projects to fulfill the County's long-term vision and goals. In order to remain current with the changing needs of Marion County, the Ocala Marion TPO updates the LRTP every five years. The 2040 Long Range Transportation Plan is the current LRTP for Marion County and development of the 2045 LRTP is currently in progress. The 2045 is scheduled for adoption in November 2020. A list of TIP projects referenced in the 2040 LRTP can be found in Appendix I.

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state's long-range transportation vision and policy plan. The FTP focuses on ways to improve safety,

provide a more efficient transportation system, meet the needs of a changing population, create a more competitive economy, enhance the overall quality of life and environment, increase access to transit and address emerging technologies.

Strategic Intermodal System (SIS) Policy Plan

The Strategic Intermodal System (SIS) Policy Plan establishes the policy framework for planning and managing Florida's Strategic Intermodal System, a network of transportation facilities that serves as the state's highest priority for transportation capacity investments. The Governor and Legislature established the SIS in 2003 to focus state resources on facilities most significant for promoting the state's economic competitiveness, including interregional, interstate and international travel. The SIS is the primary tool for implementing the Florida Transportation Plan (FTP). A map of the SIS can be found in Appendix D.

Freight Mobility and Trade Plan (FMTP)

FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP's Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan.

Transportation Asset Management Plan (TAMP)

The Transportation Asset Management Plan (TAMP) outlines the process for effectively operating, maintaining, and improving physical transportation assets within Florida. The plan also provides detailed

information, such as the department's assets, asset management strategies, and long-term expenditure forecasts, in order to help inform decision-making at both the State and Local levels.

Congestion Management Plan (CMP)

Maintenance of a Congestion Management Process (CMP) is required for all TPOs under Florida Statute 339.175 (6)(c)1. Guidance from the Final Rule on the CMP states the intent of the process is to, "address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.

The Ocala Marion TPO has developed the CMP to improve traffic operations and safety through the use of either strategies that reduce travel demand or the implementation of operational improvements. Recommendations in the CMP often support improved travel conditions through the implementation of low cost improvements or strategies that can be implemented in a relatively short time frame (5-10 years) compared to traditional capacity improvements, such as adding travel lanes, which can be more time-consuming and expensive.

The TPO anticipates beginning the update of the CMP in 2020 and expects to complete the update in 2021. This plan serves two purposes; to meet state statute and to meet federal requirements for when the TPO becomes a Transportation Management Area (TMA). A TPO is considered a TMA when their urbanized area population exceeds 200,000. This is expected when the results of the 2020 census are finalized. Therefore, completing an update to the CMP will keep the TPO in compliance with both state statute and federal statutes.

Transportation Development Plan (TDP)

The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO planning area for a 10-year span. Updated every five years to ensure transit services offered meet the mobility needs of the local communities, the TDP provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.

TIP REVISIONS

Revisions to the TIP may be required following approval of the document by the TPO Board and State and Federal agencies. Revisions to the TIP are required when projects are changed, added, or deleted. There are three types of revisions to the TIP; a major amendment, a minor amendment, and an administrative modification. Major amendments require adoption by the TPO Board and public comment, while a minor amendment and administrative modification do not. [23 C.F.R. 450.104].

Administrative Modifications

An administrative modification include minor changes to project/project phase costs, funding sources of previously included projects, and project/project phase initiation dates. is needed if there are changes in project timing within the five years of the program, changes in non-discretionary funding sources, and changes that cost less than \$200,000. An administrative modification does not require public comment.

Minor Amendments

A minor amendment is required to the TIP if a project is added or deleted that is either less than \$3 million in construction costs or a non-capacity expansion project. Changes to a project that cost up to \$3 million also require a minor amendment. Minor amendments do not require a formal public comment period.

Major Amendments

Major amendments to the TIP are required if a project that is over \$3 million in construction costs is added or deleted, if a capacity expansion project is added or deleted, or there is a significant change in cost (\$3 million or more).

TRANSPORTATION DISADVANTAGED

The Transportation Disadvantage (TD) program is a statewide program that provides vital transportation to medical appointments, employment, educational

and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline or age 60+ or <16 years old.

In Marion County, TD transportation services are provided by Marion Transit. As a result of the overlap between the TD service area and the TPO service area, TD projects and funding are included in the TIP. The TIP was developed in conjunction with Marion Transit, which also serves as the Community Transportation Coordinator (CTC) for Marion County.

EFFICIENT TRANSPORTATION DECISION MAKING

Efficient Transportation Decision Making (ETDM) is a process used by FDOT to incorporate environmental, physical, cultural and community resource considerations into transportation planning to inform project delivery. FDOT screens some of the projects in this TIP through the ETDM process.

Grant	Grant Dates	Local	State	Federal	Total
5311 (Operating)	10/1/2020-9/30/2021	\$670,000		\$670,000	\$1,340,000
5310 (Capital)	10/1/2020-9/30/2021	\$42,114	\$42,114	\$336,911	\$421,139
TD Trip & Equipment Grant	07/01/2020-06/30/2021	\$94,899	\$854,091		\$948,990
Board of County Commissioners Transit and Match Funding	10/01/2020-09/30/2021				\$879,121
Grand Total		\$807,013	\$896,205	\$1,006,911	\$3,589,339

Figure 2: Transportation Disadvantaged Funding

PERFORMANCE MANAGEMENT

PERFORMANCE-BASED PLANNING

In order to develop a standardized process for monitoring the effectiveness of transportation investments across the country, the Federal government passed the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 was enacted in 2012 by Congress to establish a framework to link performance management and decision-making for federally-funded transportation investments. MAP-21, which was supplemented by the Fixing America's Surface Transportation (FAST) Act in 2015, required the State Department of Transportations (DOTs) and TPOs/MPOs to conduct performance-based planning. The objective of performance-based planning is to invest resources in projects that help achieve the following seven national goals (23 CFR 490 or [23 USC 150(b)]):

#1- Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

#2- Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair

#3- Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System



#4- System Reliability

To improve the efficiency of the surface transportation system

#5- Freight Movement and Economic Vitality

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

#6- Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the natural environment

#7- Reduced Project Delivery Delays

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance-based planning utilizes performance measures and performance targets to ensure the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes.

PERFORMANCE MEASURES & TARGETS

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have created highway and transit performance measures, and requirements for State DOTs, TPOs/MPOs and transit operators to establish and report performance targets for each performance measure. Performance measures are quantitative criteria used to evaluate progress of the seven national goals. In order to

determine the amount of progress made for each performance measure, the aforementioned agencies and organizations must establish baseline data and performance targets; benchmarks used to determine whether transportation investments make progress in achieving national goals and performance measures.

Once each State DOT develops its own performance targets for each performance measure, TPOs/MPOs are provided the option to either adopt the State's performance targets, or develop their own targets.



Safety



Bridge and Pavement Condition



System Performance



Transit Asset Management



fatalities or serious injuries. As such, FDOT has set a statewide target of “0” for all five safety performance measures. Vision Zero is discussed in greater detail in the HSIP, the Florida Strategic Highway Safety Plan (SHSP), and the Florida Transportation Plan (FTP). FDOT set its safety performance targets on August 31, 2017. On February 27, 2018, the Ocala Marion TPO adopted its own safety performance targets. By adopting its own safety performance targets, the TPO is required to update the targets annually. The TPO most recently updated its safety targets on February 25, 2020. Figure 3 shows the safety performance targets set by FDOT and the TPO for each of the five performance measures.

The Ocala Marion TPO is committed to improving safety for all roadway users, which is demonstrated through planning and programming activities. The TIP includes specific investment priorities by using a project-prioritization and project-selection process that is based on the anticipated effect of reducing both fatal and serious injury crashes. The TPO also collects and analyzes crash data and trends, which is published in its Traffic Counts & Trends Manual. Additionally, the TPO is involved in the Marion County Community Traffic Safety Team (CTST); Safety Through Engineering; Education and Responsibility (STEER); the Youth Bike Rodeo; CarFit; Walk Your Kids to School Day; and the Safe Routes to School program.

In March 2016, the FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management (Safety PM) Measures Final Rules, effective April 14, 2016. The Safety PM Final Rules established safety performance measures to assess serious injuries and fatalities on all public roadways and carry out the HSIP. Additionally, the Safety PM Final Rules established a process for both State DOTs and TPOs to develop and report their safety targets and for FHWA to assess whether State DOTs have met, or are making significant progress toward meeting, their safety targets. The legislation works to improve data; foster transparency and accountability; and allow safety progress to be tracked at the national level. The HSIP annual report documents the statewide performance targets.

The State of Florida is committed to Vision Zero, a traffic safety policy aimed at achieving zero traffic

Safety Performance Measures	FDOT Target (2020)	TPO Target (2020)	Marion County Results (2019)
Number of Fatalities	0	88	86
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.86	1.48
Number of Serious Injuries	0	433	392
Rate of Serious Injuries per 100 Million VMT	0	9.19	8.44
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	55	54

Figure 3: Performance Measure Targets and Results - Safety



In January 2017, the FHWA published the Bridge and Pavement Condition Performance Measures Final Rule. The second FHWA performance measure rule established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). A map of the NHS in Marion County can be found in Appendix C.

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics : International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is

classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

FDOT established its statewide targets for bridge and pavement condition on May 18, 2018. The Ocala Marion TPO agreed to support the FDOT statewide targets on October 23, 2018.

The two-year and four-year targets represent bridge and pavement conditions at the end of calendar years 2022 and 2024.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

Bridge and Pavement Condition Performance Measures	FDOT/TPO Target (2022)	FDOT/TPO Target (2024)	Marion County Results (2018)
Pavement Measures			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	56%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	40%
Percent of non-Interstate NHS pavements in poor condition	≤ 5%	≤ 5%	0%
Bridge Deck Area Measures			
Percent of NHS bridges by deck area in good condition	≥ 50%	≥ 50%	79%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

Figure 4: Performance Measure Targets and Results - Bridge and Pavement Condition



In January 2017, FHWA published the System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) Performance Measures Final Rule. The third and final Performance Measures Rule, established six measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a

LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate System. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR is generated by dividing the longer truck travel time by a normal travel time for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). This is averaged across the length of all Interstate segments in the state or MPO planning area to determine the TTTR index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. The Ocala Marion TPO meets all current air quality standards and is not subject to establishing targets for these performance measures.

FDOT established its statewide targets for system performance on May 18, 2018. The Ocala Marion TPO agreed to support the FDOT statewide targets on October 23, 2018.

System Performance Measures	FDOT/TPO Target (2022)	FDOT/TPO Target (2024)	Marion County Results (2018)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥ 75%	≥ 70 %	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	≥ 50 %	96%
Truck Travel Time Reliability (TTTR)	1.75	2	1.31

Figure 5: Performance Measure Targets and Results - System Performance



from the oversight of the TPO to the City of Ocala. The SunTran system includes seven fixed bus routes contracted through a third-party company. As the administrative body to SunTran, the City of Ocala is responsible for setting performance targets for Transit Asset Management. In July 2019, the City of Ocala set the transit asset targets below, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the transit asset targets.

On July 26, 2016, the FTA published the final Transit Asset Management rule, which requires that public transportation providers develop and implement transit asset management (TAM) plans, establish “state of good repair” standards and establish performance measures for four asset categories; rolling stock, equipment, transit infrastructure and facilities.

On July 1, 2019, SunTran, the public transit agency that operates primarily in the city of Ocala and in parts of unincorporated Marion County, moved

The chart shows the percentage of SunTran’s assets that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2019 and their performance targets for the next four years. FTA defines ULBs as “... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.” The performance targets assume the assets are replaced as they reach their ULB.

Asset Class	2019 Performance	2020 Target	2021 Target	2022 Target	2023 Target
Rolling Stock					
Buses	69%	0%	0%	0%	0%
Cutaways	0%	0%	0%	0%	100%
Equipment					
Non-Revenue Vehicles	80%	0%	0%	0%	20%
Facilities					
Maintenance Facility	0%	0%	0%	0%	0%

Figure 6: Performance Measure Targets and Results - Transit Asset Management

FINANCIAL PLAN

The financial plan is determined during the development of the LRTP, as part of its Cost Feasible Plan. Once all projects have been determined as “needs”, the LRTP steering committee prioritizes the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The cost feasible plan in the LRTP then becomes a prioritized project list. This list, known as the List of Priority Projects (LOPP), is then sent to FDOT annually, to be included in the next work program for funding. FDOT will decide which projects from the prioritized list or List of Prioritized Projects (LOPP) that can be reasonably funded with its cost/funding projections. The LOPP can be found in Figure 10 on page 23.

The 2020/21-2024/25 TIP is financially constrained for each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran, and Marion Transit. A summary of funds by funding source is included in Figure 8 ([23 CFR. 450.326(a) and Subsection 339.175(8), F. S.]).

All projects in the TIP are designated for funding from Title 23 and 49 of U.S.C funding sources and all regional transportation projects requiring federal action. Projects in the TIP are derived from the FDOT Work Program and must include a balanced 36-month forecast of revenue and expenditures and a five-year finance plan supporting the FDOT Work Program [339.135(4)(b)(5) F. S.]. Additionally, only projects that are reasonably expected to be funded may be included in the TIP.

Figure 7 provides a summary of the funding categories, associated acronyms, and whether the funding source is federal, state, or local.

Acronym	Funding Category	Funding Source
ACFP	Advanced Construction Freight Prog	Federal
ACID	Advanced Construction Safety	Federal
ACNP	Advanced Construction NHPP	Federal
ACSA	Advanced Construction (SA)	Federal
ACSL	Advanced Construction (SL)	Federal
ACSN	Advanced Construction (SN)	Federal
ACSS	Advanced Construction (SS)	Federal
ACTA	Advanced Construction (TA)	Federal
CIGP	County Incentive Grant Program	State
D	Unrestricted State Primary	State
DDR	District Dedicated Revenue	State
DIH	District In-House	State
DPTO	Public Transportation Office, State	State
DRA	Rest Areas	State
DS	State Primary Highways & Public Transportation Office	State
DU	State Primary, Federal Reimbursement Funds	Federal
DWS	Weigh Stations	State
FAA	Federal Aviation Administration	Federal
FTA	Federal Transit Administration	Federal
LF	Local Funds	Local
NHRE	National Highway Performance Program	Federal
PL	Metropolitan Planning	Federal
RHP	Rail Highway Crossing, Protective Devices	Federal
SA	Surface Transportation Program, Any Area	Federal
SL	Surface Transportation Program, Population <=200K	Federal
SN	Surface Transportation Program, Population <=5K	Federal
TALL	Transportation Alternative Program, Population <=200K	Federal
TALN	Transportation Alternative Program, Population <=5K	Federal
TALT	Transportation Alternative Program, Any Area	Federal
TRIP	Transportation Regional Incentive Program	State
TRWR	Wheels on the Road, TRIP	State

Figure 7: List of Funding Categories and Associated Funding Sources

Figure 8 provides a summary of the distribution of funds by funding category and by Fiscal Year.

Funding Code	2020/21	2021/22	2022/23	2023/24	2024/25	TOTAL
ACFP	-	\$9,125,700	-	\$49,995	-	\$9,175,695
ACID	\$565,000	-	-	-	-	\$565,000
ACNP	-	\$32,312,804	-	-	-	\$32,312,804
ACSA	\$2,672,962	-	-	-	-	\$2,672,962
ACSL	\$19,747	-	-	-	-	\$19,747
ACSN	\$1,030,761	-	-	-	-	\$1,030,761
ACSS	\$1,353,218	\$407,200	\$4,102,536	\$786,286	-	\$6,649,240
CIGP	-	-	-	-	\$8,522,752	\$8,522,752
D	\$7,119,759	\$4,747,870	\$4,760,342	\$4,723,193	\$4,736,430	\$26,087,594
DDR	\$7,173,399	\$2,492,098	\$3,415,615	\$33,919,182	\$15,415,217	\$62,415,511
DIH	\$196,472	\$96,043	\$116,860	\$61,105	\$125,840	\$596,320
DPTO	\$845,820	\$733,150	\$769,342	\$807,344	\$832,375	\$3,988,031
DRA	-	-	\$25,348,332	-	-	\$25,348,332
DS	\$5,562,364	-	-	-	\$857,999	\$6,420,363
DU	\$1,008,079	\$1,041,831	\$1,090,203	\$1,140,993	\$1,346,686	\$5,627,792
DWS	-	\$2,170,339	-	-	-	\$2,170,339
FAA	-	\$1,800,000	\$5,850,000	-	-	\$7,650,000
FTA	\$2,325,554	\$2,395,321	\$2,467,181	\$2,541,196	\$2,617,431	\$12,346,683
LF	\$2,489,382	\$13,375,811	\$2,631,951	\$3,059,247	\$11,276,568	\$32,832,959
NHRE	-	-	\$5,522,605	-	-	\$5,522,605
PL	\$687,026	\$494,973	\$494,973	\$494,973	\$494,973	\$2,666,918
RHP	\$33,077	-	-	-	-	\$33,077
SA	\$12,696,779	-	\$20,695,207	-	-	\$33,391,986
SL	\$5,870,510	\$4,069,077	\$5,344,067	\$9,169,646	\$9,485,714	\$33,939,014
SN	\$1,077,160	\$3,105,650	\$236,113	\$2,794,946	-	\$7,213,869
TALL	-	\$772,678	-	\$24,932	\$253,001	\$1,050,611
TALN	-	\$252,377	-	\$252,270	-	\$504,647
TALT	\$826,584	\$1,923,087	-	\$2,224,590	-	\$4,974,261
TRIP	-	-	-	-	\$4,696,516	\$4,696,516
TRWR	-	-	-	-	\$3,407,729	\$3,407,729
Total	\$53,553,653	\$81,316,009	\$82,845,327	\$62,049,898	\$64,069,231	\$343,834,118

Figure 8: 5-Year Summary of Projects by Funding Category

Figure 9 provides a summary of the total funding over a five-year period by federal, state and local resources.

Funding Source	2020/21	2021/22	2022/23	2023/24	2024/25	TOTAL
Federal	\$30,166,457	\$57,700,698	\$45,802,885	\$19,479,827	\$14,197,805	\$167,347,672
State	\$20,897,814	\$10,239,500	\$34,410,491	\$39,510,824	\$38,594,858	\$143,653,487
Local	\$2,489,382	\$13,375,811	\$2,631,951	\$3,059,247	\$11,276,568	\$32,832,959
Total	\$53,553,653	\$81,316,009	\$82,845,327	\$62,049,898	\$64,069,231	\$343,834,118

Figure 9: 5-Year Summary of Projects by Funding Source

PROJECT SELECTION PROCESS

The TPO has recently changed its project selection and priority process. The process includes prioritizing projects that are closest to receiving construction funding, help achieve performance measures, are multimodal, have available funding and/or include local funding sources and partnerships.

The TPO's project selection process is consistent with 23 C.F.R 450.332(b), the TPO's 2040 LRTP, and with the aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO service area, to the maximum extent feasible [s.339.175(8)(c)(7), F.S.]. A list of obligated projects, found in Appendix B, is a continuation of projects in the current TIP, and in some cases started in previous TIPs [23 CFR 450.334].

RANKING CRITERIA

The ranking criteria was narrowed down based on the adopted 2040 Long-Range Transportation Plan's (LRTP) Goals and Objectives. The goals from the 2040 LRTP that were used in this prioritization and selection process were Multimodal Choices (Goal #1), Economic Development and Growth (Goal #2), Safety and Security (Goal #3), Cooperation (Goal #4), and System Preservation (Goal #6). The ranking criteria is grouped into the following six categories:



1. Multimodal:

The ranking criteria looks at whether a project incorporates different modes of transportation into the project or is multimodal. Therefore, if a project incorporates bike lanes, sidewalks, transit options, or offers a new alternative, such as a trail, it receives one point for being multimodal.

2. Performance Measure:

Based on the latest federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, which requires MPO/TPOs to measure the performance of projects. This is done by measuring projects on safety, system performance, pavement/bridge condition, and transit asset management. Therefore, the LOPP gives weight to any project that meets one of the performance measures, and an additional point if the project meets two. Please note: most projects could only obtain one point for a performance measure, as most performance measures require a project to either be on or demonstrate how it improves the performance of a corridor on the National Highway System (NHS). Therefore, most projects that obtained two points in this category were a part of the NHS.

3. Project Development:

This ranking criteria looks at where the projects are in their development. For example, if a project is in the Project Development & Environmental (PD&E) stage it gets one point, and it receives an additional point for each stage the project is in up until construction, which would be four points. Please note: projects can only qualify for one of the phases, with one to four points possible.

4. Funding Availability:

Due to limited funding, if a project has a lower cost associated with it, and/or a lower cost still needed for completion, the project can receive one additional point.

5. Local Revenue/Funding Source:

An additional category that staff thought was pertinent to the ranking system was local revenue. Therefore, if a project has local revenue being added to the project it receives an additional point.

6. Local Partnership:

The ranking criteria considers whether a project has a formal partnership between two agencies. For example, a project could be a Local Agency Program (LAP) project, or a project that FDOT manages or helps manage for another jurisdiction. In this case, the project would receive an additional point.

The Top 20 List of Priority Projects (LOPP) is shown in Figure 10 below. The following projects are identified in both the LOPP and TIP (referenced in the “Additional Information” section of the respective project page). Projects displayed show New Rank - FM Number (Page in TIP)

- #1 - 435209-1 (p. 34)
- #3 - 433651-1 (p.50)
- #6/18 - 435484-1/2 (p. 63)
- #8 - 433660-1 (p.42)
- #11 - 433661-1 (p.43)
- #12 - 433652-1 (p.52)
- #14 - 436755-1 (p.67)
- #15 - 238648-1 (p.40)
- #16 - 410674-2 (p.49)

FY 2026 List of Priority Projects (LOPP)							
New Rank	Previous Rank	FM Number	Project Name	From	To	Description	Phase
1	1	435209-1	NW 49th Street Interchange		-	- New Interchange	ROW
2	2	-	SW 49th Avenue Phase 1	SW 66th St	SW 42nd St	Capacity project	CST
3	8	433651-1, 2, &3	CR 484/I-75 Interchange Operational Improvements	SW 20th Ave	CR 475A	Operations and Capacity Improvements	CST
4	16	-	SW 49th Avenue	CR 484	Marion Oaks Trail	Capacity project	CST
5	17	-	Emerald Road Extension	SE 92nd Loop	Emerald Road	New 2 Lane Road	CST
6	12	435484-1	Pruitt Trail	SR 200	Trailhead	Heart of Florida	CST
7	4	-	SW 44th Avenue	SR 200	SW 20th Street	New 4 Lane Capacity Project	CST
8	5	433660-1	US 441 Intersection Op Improvement II	SR 464	SR 464	Add dedicated turn lanes and pedestrian improvements	CST
9	7	431935-1	SR 40 Downtown Operational Improvement	US 441	NE 8th Ave	Pedestrian and Traffic Operation Improvements	ROW
10	11	238651-1	SR 200	CR 484	Citrus County Line	Adding 2 Lanes	CST
11	9	433661-1	SR 40/US 441 Intersection Operational Improvement	NW 2nd St	SW Broadway St	Add Dedicated Turn Lanes, Pedestrian Improvements, & Enhanced Illumination	CST
12	10	433652-1	SR 40/I-75 Interchange Operational Imprvemnts	SW 40th Ave	SW 27th Ave	Operations Improvement at I-75 Interchange & SW 27th Ave Intersection	CST
13	14	-	Countywide ITS Operations & Maintenance		-	- Operation & Maintenance	CST
14	21	436755-1	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	Local Trail Project	ROW
15	18	238648-1	US 41	SW 111th Pl Ln	SR 40	Add 2 Lanes	CST
16	19	410674-2	SR 40 East (End of 4 Lanes to E. of 314)	End of 4 Lanes	East of 314	Add 2 Lanes, and 2 Bridge Structures	CST
17	13	-	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	Heart of Florida	DES
18	12	435484-2	Pruitt Trail	Trailhead	Bridges Road	Heart of Florida	DES
19	15		SW 49th Avenue	CR 484	Marion Oaks Manor	Add 2 Lanes	DES
20	6	-	CR 484 - Pennsylvania Ave Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	Pedestrian Bridge over Rainbow Springs and Multi-Modal Improvements along CR 484	DES

Figure 10: List of Top 20 Priority Projects

PROJECTS



This section of the TIP consists of a map of projects throughout Marion County and five smaller scale maps, two lists that indicate projects and their associated page number, a list of project phase acronyms and 63 individual project pages. Only projects tied to a location are shown in the Marion County map and Maps A-E.

A summary of changes to regionally significant transportation projects from the previous Fiscal Years 2019/20 to 2023/24 TIP is available in Appendix H.

Project Table of Contents:

Marion County Map	25
Map A	26
Map B	27
Map C	28
Map D	29
Map E	30
List of Projects by Project Type	31
Project Phase Acryonyms	32
List of Projects	33-102

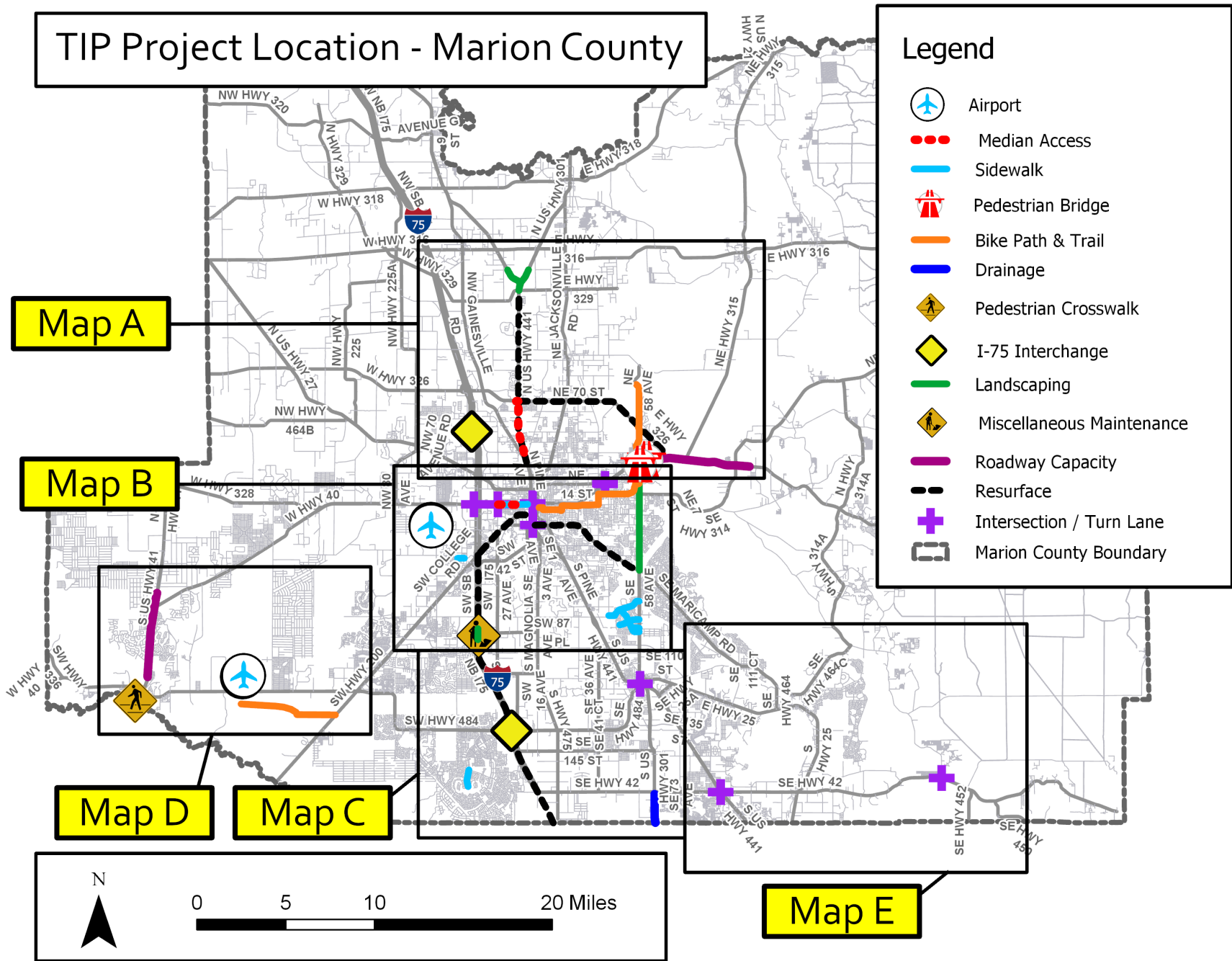


Figure 11: TIP Project Location Map - Marion County

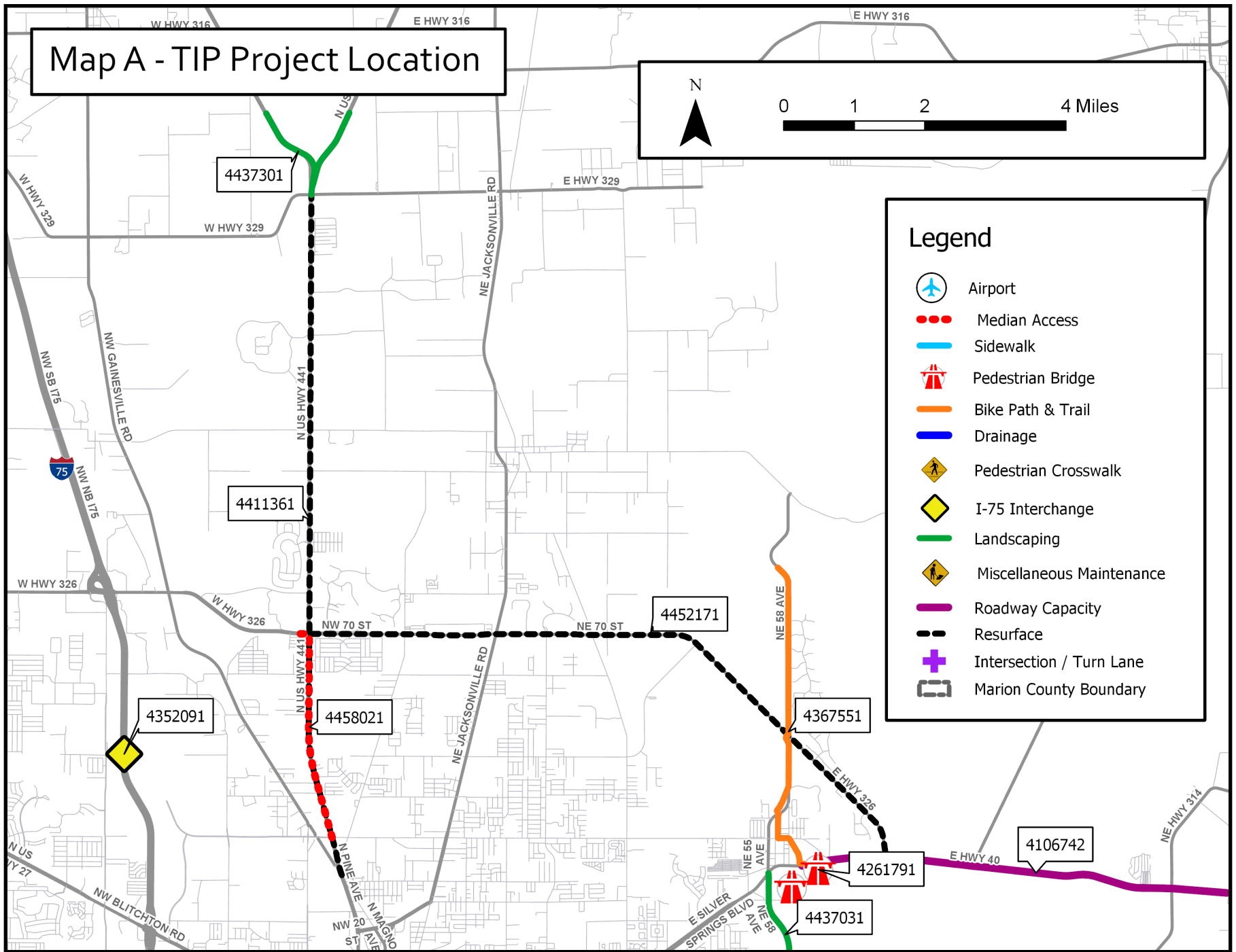


Figure 12: TIP Project Location - Map A

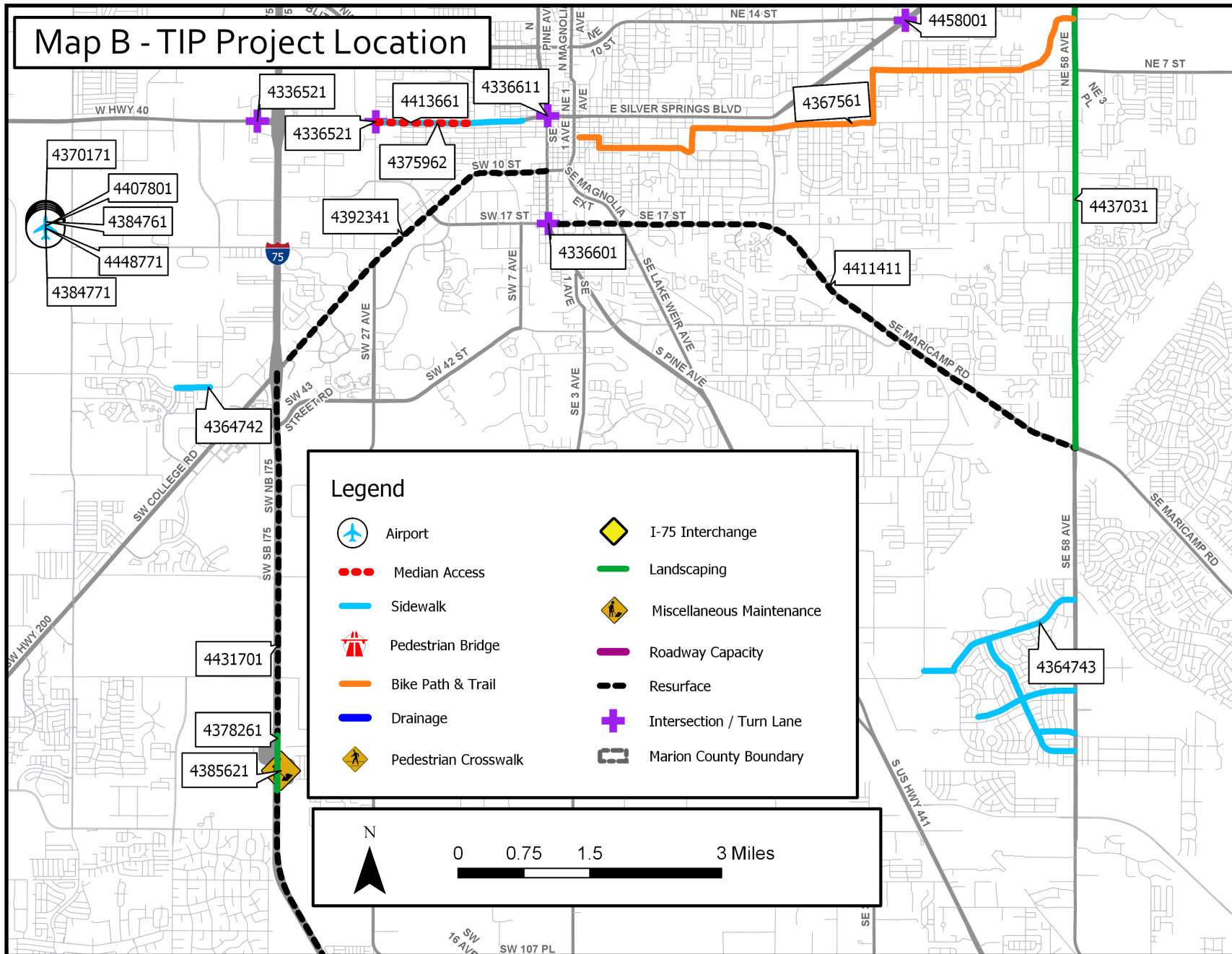


Figure 13: TIP Project Location - Map B

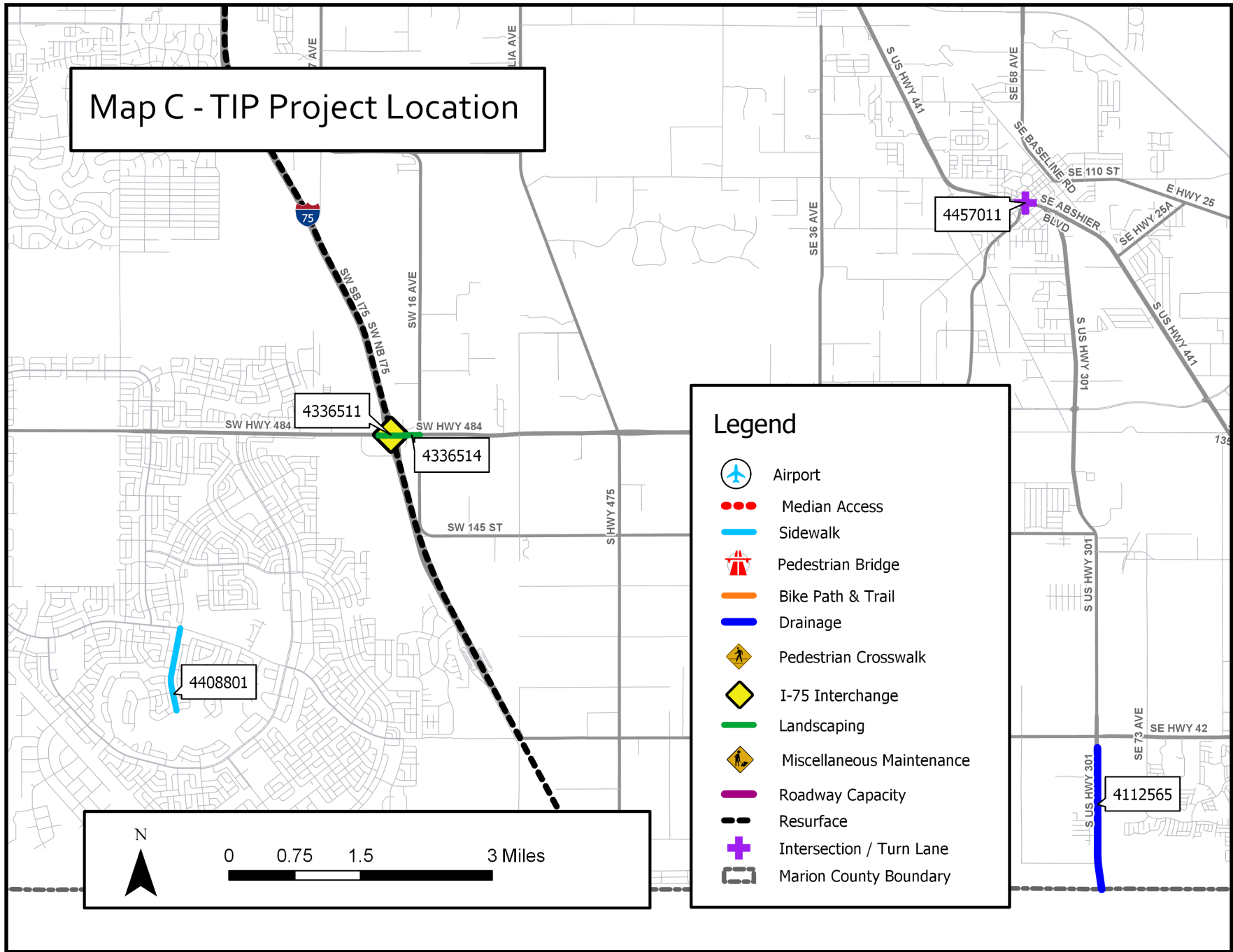


Figure 14: TIP Project Location - Map C

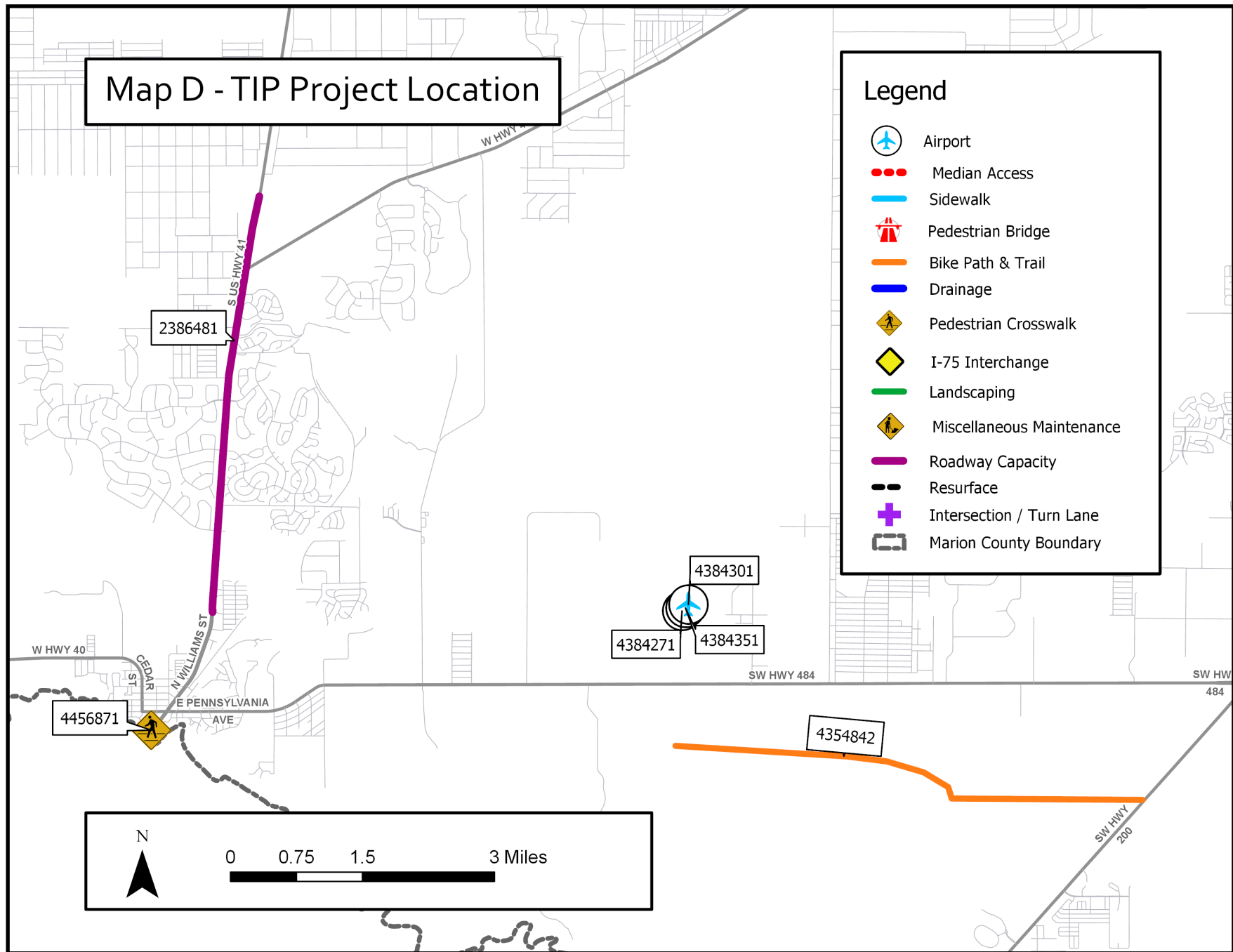


Figure 15: TIP Project Location - Map D

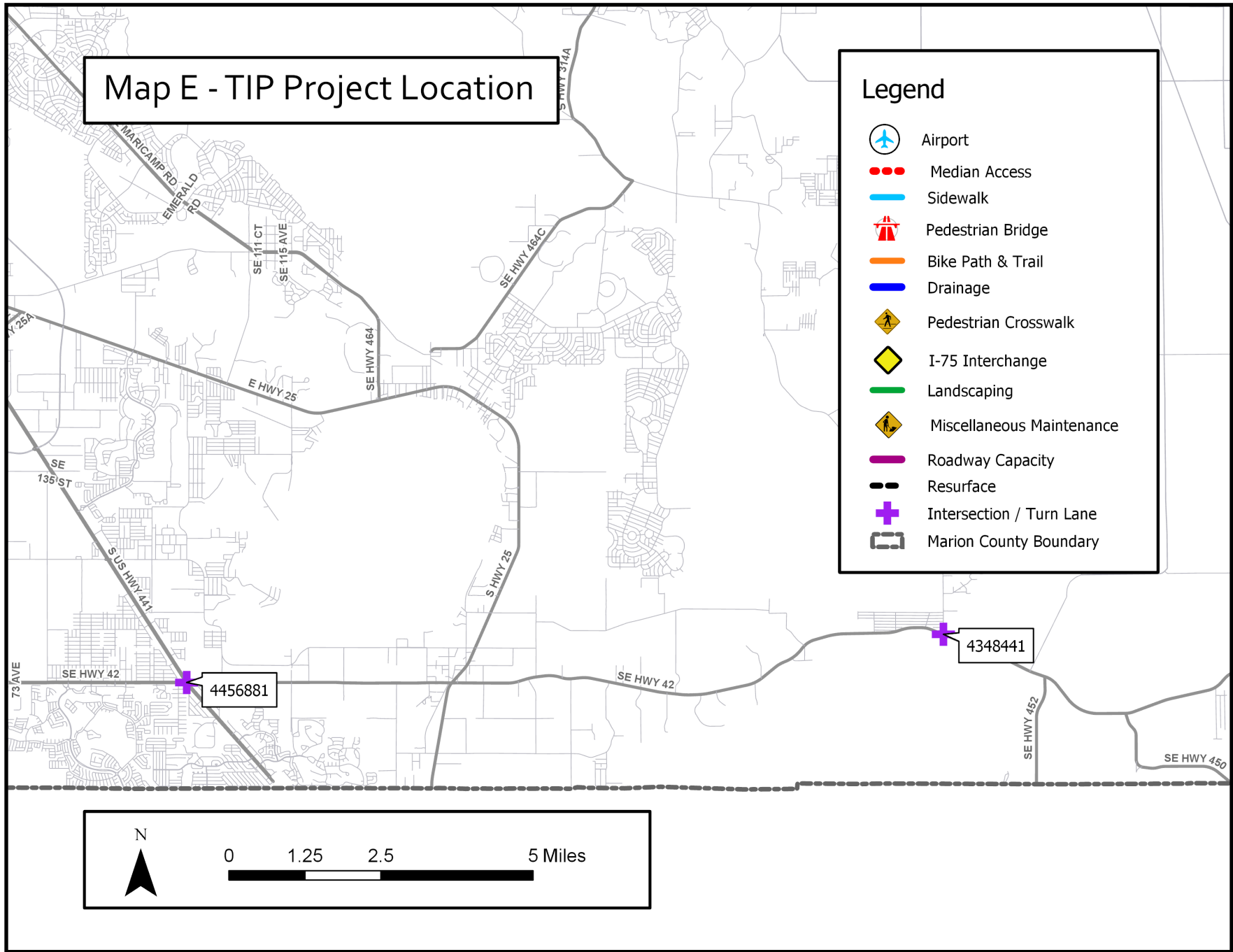


Figure 16: TIP Project Location - Map E



Projects by Type

Interstate Projects.....	33		
4352091.....	34	4367561.....	68
4378261.....	35	4375962.....	69
4385621.....	36	4408801.....	70
4431701.....	37	4456871.....	71
4453211.....	38		
US Route Projects.....	39	Airport Projects.....	72
2386481.....	40	4370171.....	73
4112565.....	41	4384171.....	74
4336601.....	42	4384271.....	75
4336611.....	43	4384301.....	76
4411361.....	44	4384351.....	77
4437301.....	45	4384761.....	78
4456881.....	46	4384771.....	79
4457011.....	47	4407801.....	80
		4448771.....	81
State & Local Road Projects.....	48	Transit/Funding/Grants.....	82
4106742.....	49	4271882.....	83
4336511.....	50	4314011.....	84
4336514.....	51	4333041.....	85
4336521.....	52	4333121.....	86
4348441.....	53	4393313.....	87
4392341.....	54	4393314.....	88
4411411.....	55	4393315.....	89
4413661.....	56	4407971.....	90
4437031.....	57	4424551.....	91
4452171.....	58	4424601.....	92
4458001.....	59		
4458021.....	60	Routine Maintenance.....	93
		4136153.....	94
Bicycle Trails & Sidewalk Projects.....	61	4181071.....	95
4261791.....	62	4233912.....	96
4354842.....	63	4291781.....	97
4363751.....	64	4291821.....	98
4364742.....	65	4363611.....	99
4364743.....	66	4466911.....	100
4367551.....	67	4467911.....	101
		4469101.....	102

Figure 17 provides a list of project phases used in the individual project pages.

Acronym	Project Phase Information
ADM	Administration
CRTMTN	Contract Routine Maintenance
CST	Construction
CAP	Capital Grant
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
PSTDES	Post Design
R/R CST	Railroad Construction
RELOC	Relocation
ROW	Rights-of-Way Support & Acquisition
RRU	Railroad & Utilities
RT MNT	Routine Maintenance
UTIL	Utilities Construction

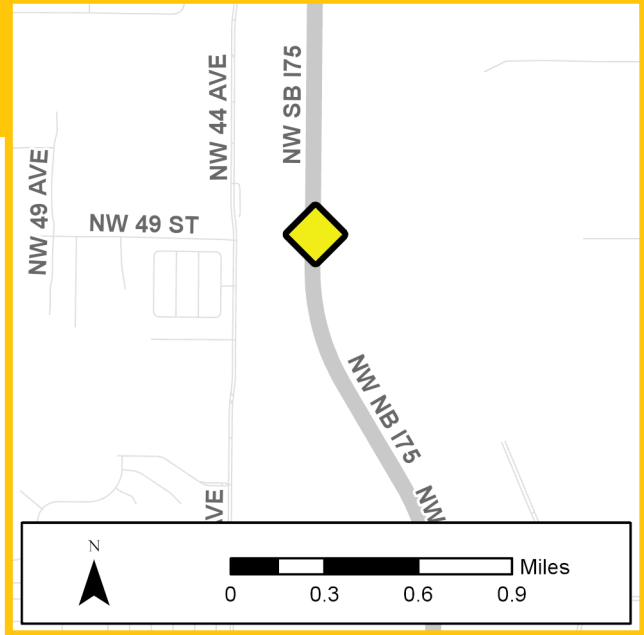
Figure 17: Project Phase Acronyms

Interstate-75 Projects



Project Description:

I-75 (SR 93) at NW 49th St. from end of NW 49th St. to end of NW 35th St.



Project Type: Interchange

FM Number: 4352091

Lead Agency: FDOT

Length: 0.1 miles

L RTP # (pg. #): Goal 3: Objective 3 (2-9)

Prior Cost < 2020/21:

\$3,921,477

Future Cost > 2024/25:

\$0

Total Project Cost

\$63,138,866

Additional Information:

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue. The project is currently in the PD&E phase. (Priority Project #1)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	LF	-	\$10,200,000	-	-	-	\$10,200,000
CST	SL	-	-	-	-	\$9,440,914	\$9,440,914
CST	LF	-	-	-	-	\$8,419,861	\$8,419,861
CST	CIGP	-	-	-	-	\$8,522,752	\$8,522,752
CST	DDR	-	-	-	-	\$14,415,217	\$14,415,217
CST	DIH	-	-	-	-	\$114,400	\$114,400
CST	TRIP	-	-	-	-	\$4,696,516	\$4,696,516
CST	TRWR	-	-	-	-	\$3,407,729	\$3,407,729
Total		-	\$10,200,000	-	-	\$49,017,389	\$59,217,389

Project Description: I-75 Marion County Rest Areas Landscaping

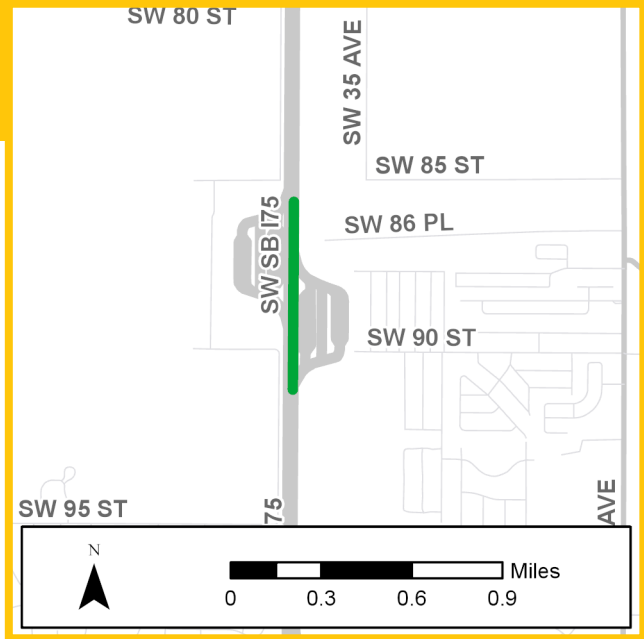
Project Type: Landscaping

FM Number: 4378261

Lead Agency: FDOT

Length: 0.6 miles

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**
\$0

**Future Cost
> 2024/25:**
\$0

**Total
Project Cost**
\$869,439

Additional Information:

Vegetative installation and maintenance at the northbound rest area on I-75 in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DS	-	-	-	-	\$857,999	\$857,999
CST	DIH	-	-	-	-	\$11,440	\$11,440
Total		-	-	-	-	\$869,439	\$869,439

Project Description: I-75 (SR 93) Rest Area
Marion County from N. of SR 484 to S. of SR 200

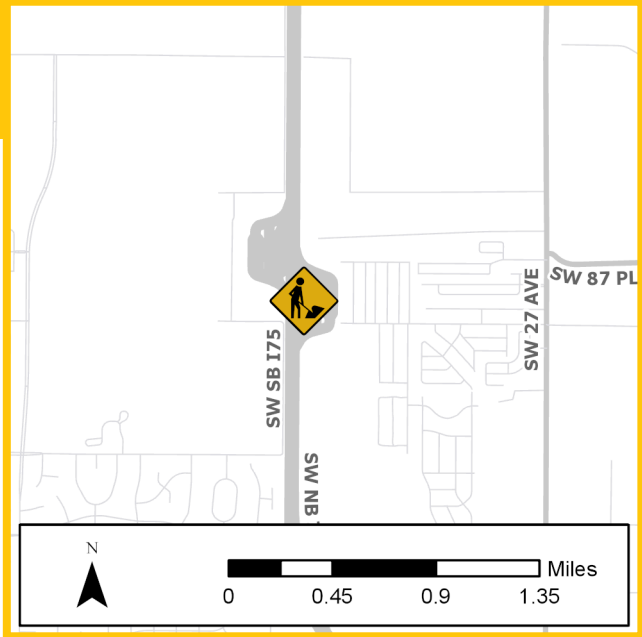
Project Type: Miscellaneous Maintenance

FM Number: 4385621

Lead Agency: FDOT

Length: 0.6 miles

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$2,775,190

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$28,177,572

Additional Information:

Complete reconstruction of all facilities for the northbound rest area on I-75 in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	-	-	\$54,050	-	-	\$54,050
CST	DRA	-	-	\$25,348,332	-	-	\$25,348,332
Total		-	-	\$25,402,382	-	-	\$25,402,382

Project Description: SR 93 (I-75) from Sumter County to SR 200

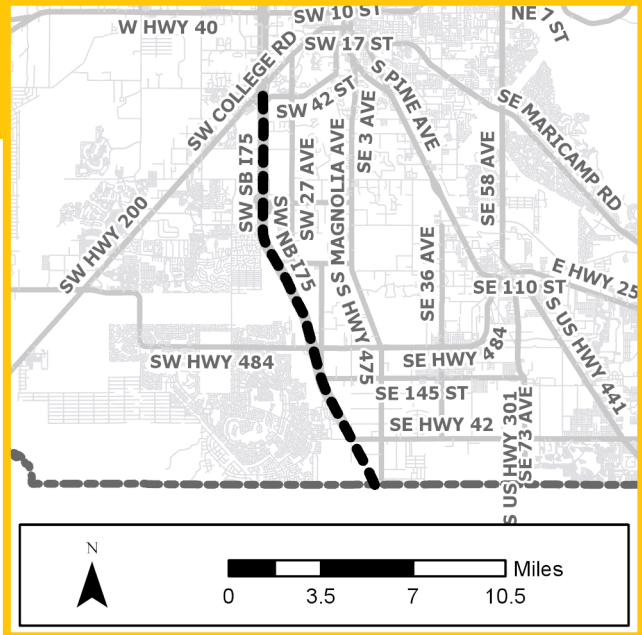
Project Type: Resurface

FM Number: 4431701

Lead Agency: FDOT

Length: 16.1 miles

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$1,622,987

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$33,935,791

Additional Information:

Resurface I-75, reconstruct the existing median crossovers, update/add to guardrail (where necessary) and perform minor drainage work.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACNP	-	\$32,312,804	-	-	-	\$32,312,804
Total		-	\$32,312,804	-	-	-	\$32,312,804

Project Description: Wildwood Mainline Weigh In Motion (WIM) Screening

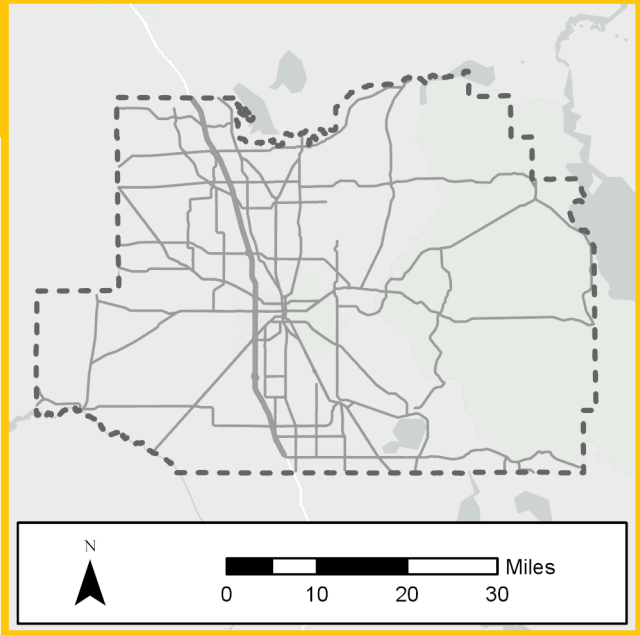
Project Type: Weigh Station

FM Number: 4453211

Lead Agency: FDOT

Length: 1.1 miles

L RTP # (pg. #): Goal 6: Objective 2 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$2,170,339

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DWS	-	\$2,170,339	-	-	-	\$2,170,339
Total		-	\$2,170,339	-	-	-	\$2,170,339

US Route Projects



Project Description: SR 45 (US 41) from SW 110th St. to North of SR 40

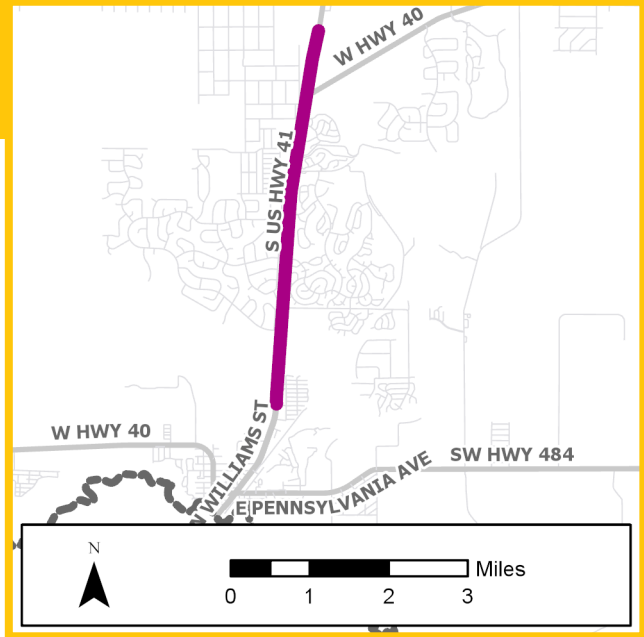
Project Type: Roadway Capacity

FM Number: 2386481

Lead Agency: FDOT

Length: 4.8 miles

L RTP # (pg. #): Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$27,464,790

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$71,271,622

Additional Information:

Capacity expansion project to widen US 41 from two to four lanes, which includes a grassed median, paved shoulders, sidewalks, driveway reconstruction and full and directional median openings. The project is currently funded for construction in FY 2024. (Priority Project #15)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	-	-	-	\$55,550	-	\$55,550
CST	SL	-	-	-	\$8,909,646	-	\$8,909,646
CST	SN	-	-	-	\$2,794,946	-	\$2,794,946
CST	DDR	-	-	-	\$31,546,690	-	\$31,546,690
PE	ACSN	\$110,826	-	-	-	-	\$110,826
PE	SL	\$42,912	-	-	-	-	\$42,912
PE	SN	\$346,262	-	-	-	-	\$346,262
Total		\$500,000	-	-	\$43,306,832	-	\$43,806,832

Project Description: SR 35 (US 301) Dallas Pond Redesign

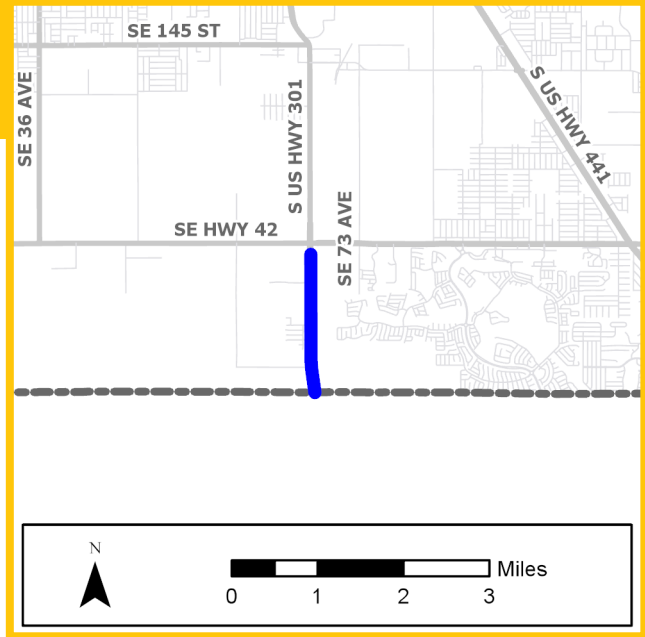
Project Type: Drainage

FM Number: 4112565

Lead Agency: FDOT

Length: 1.6 miles

L RTP # (pg. #): Goal 5: Objective 1 (2-10)



**Prior Cost
< 2020/21:**

\$425,229

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$892,144

Additional Information:

Redesign the existing Dallas Pond, which is currently out of compliance, for water quality treatment, extension of the outfall, and acquisition of the drainage easement for future maintenance of the complete drainage system. Project is currently in the PD&E phase.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	\$150,000	\$52,000	\$14,000	-	-	\$216,000
ROW	DIH	\$17,000	\$16,000	-	-	-	\$33,000
ROW	DS	\$23,000	-	-	-	-	\$23,000
CST	DDR	-	\$185,402	-	-	-	\$185,402
CST	DIH	-	\$9,513	-	-	-	\$9,513
Total		\$190,000	\$262,915	\$14,000	-	-	\$466,915

Project Description: US 441 @ SR 464

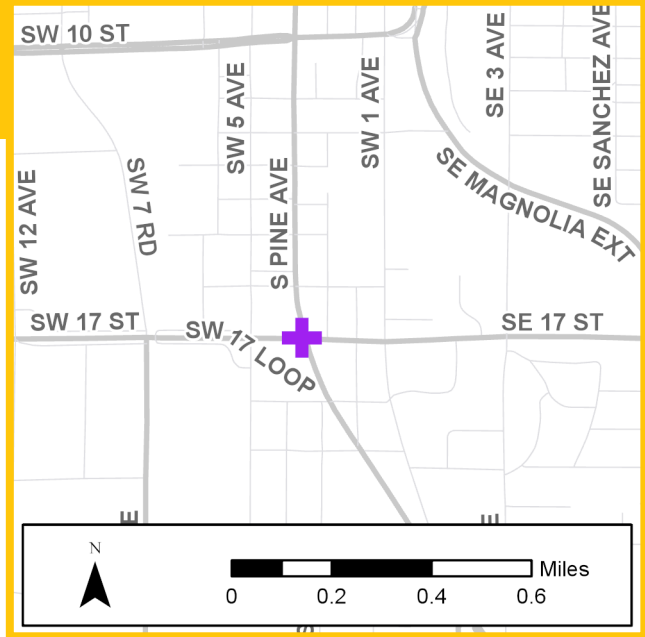
Project Type: Intersection / Turn Lane

FM Number: 4336601

Lead Agency: FDOT

Length: 0.5 miles

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$1,249,934

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,644,934

Additional Information:

Operational improvements to include the addition of an added NB left-turn lane and a modified NB right-turn lane. (Priority Project #8)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	\$210,000	\$130,000	\$30,000	-	-	\$370,000
ROW	DIH	\$15,000	\$10,000	-	-	-	\$25,000
Total		\$225,000	\$140,000	\$30,000	-	-	\$395,000

Project Description: US 441 from SR 40 to SR 40A (SW Broadway)

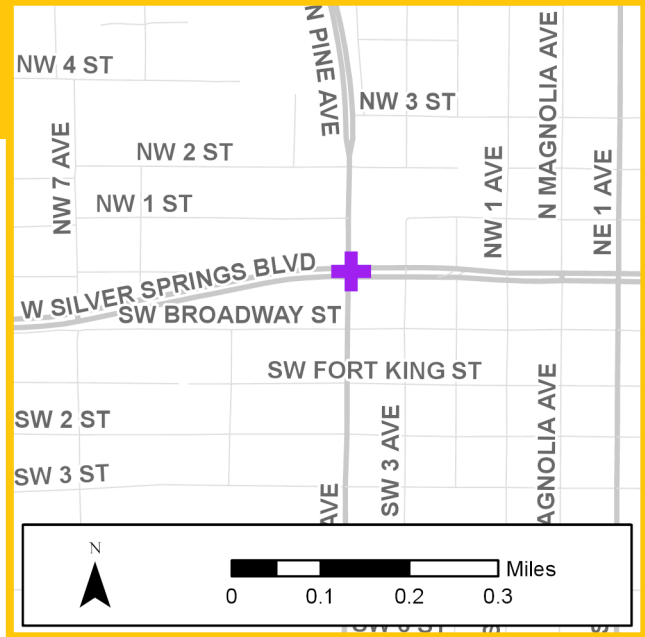
Project Type: Intersection / Turn Lane

FM Number: 4336611

Lead Agency: FDOT

Length: 0.5 miles

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$1,159,697

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$5,968,094

Additional Information:

Extend northbound left-turn queue south to Broadway Street to increase storage capacity. (Priority Project #11)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$63,000	-	-	-	-	\$63,000
ROW	DDR	\$1,650,000	\$175,000	\$50,000	\$21,000	-	\$1,896,000
ROW	DIH	\$17,000	\$16,000	-	-	-	\$33,000
CST	SL	-	\$1,810,252	-	-	-	\$1,810,252
CST	LF	-	\$613,853	-	-	-	\$613,853
CST	DDR	-	\$373,591	\$18,701	-	-	\$392,292
Total		\$1,730,000	\$2,988,696	\$68,701	\$21,000	-	\$4,808,397

Project Description:

SR25/SR200/US301/US441
from CR 25A to US 301/
US441 Interchange

Project Type:

Resurface

FM Number:

4411361

Lead Agency:

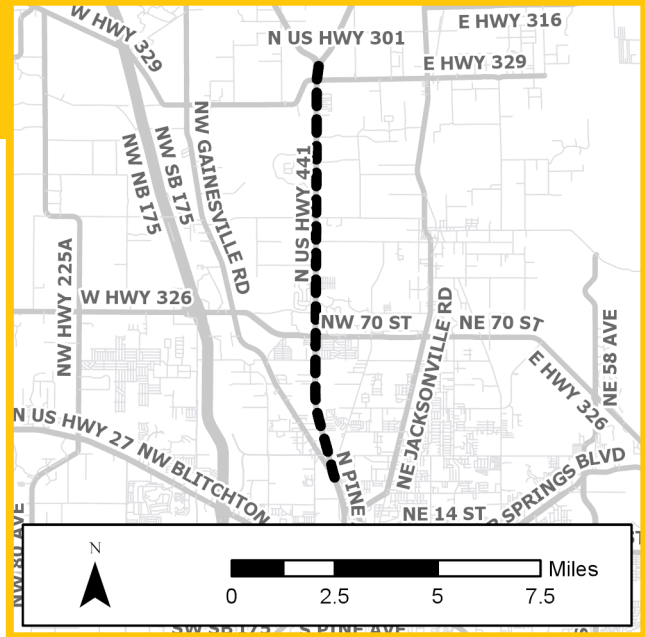
FDOT

Length:

10.2 miles

L RTP # (pg. #):

Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$1,799,734

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$21,395,079

Additional Information:

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	\$1,359,202	-	-	-	-	\$1,359,202
CST	SA	\$12,696,779	-	-	-	-	\$12,696,779
CST	DS	\$5,539,364	-	-	-	-	\$5,539,364
Total		\$19,595,345	-	-	-	-	\$19,595,345

Project Description:

US 301 / US 441 Split (The Y)
Just South of Split to North of Split

Project Type:

Landscaping

FM Number:

4437301

Lead Agency:

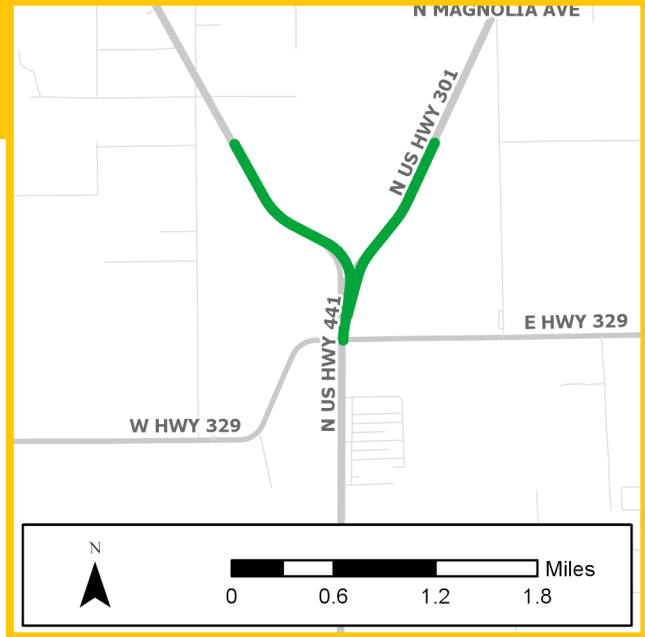
FDOT

Length:

2.6 miles

L RTP # (pg. #):

Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$626,635

Additional Information:

Landscaping between the two roads within the Split area.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	-	\$616,105	-	-	-	\$616,105
CST	DIH	-	\$10,530	-	-	-	\$10,530
Total		-	\$626,635	-	-	-	\$626,635

Project Description: US 27/US 441/Abshiver Blvd. @ CR 42

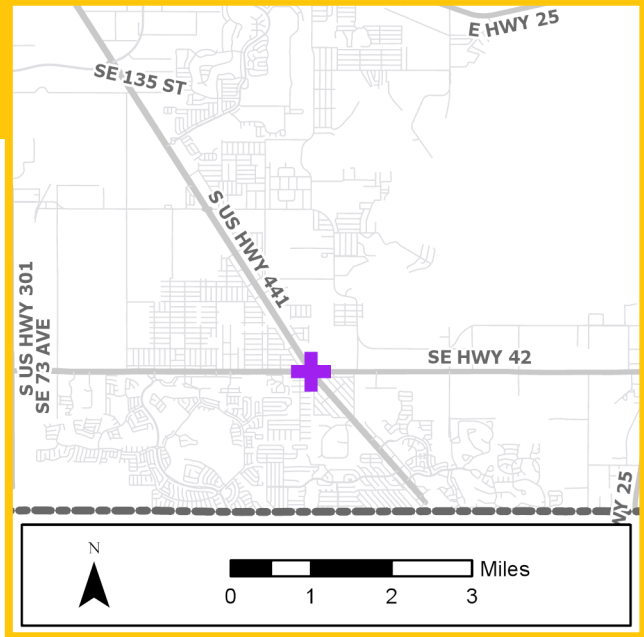
Project Type: Intersection / Turn Lane

FM Number: 4456881

Lead Agency: FDOT

Length: 0.1 miles

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$455,499

Additional Information:

Traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$155,000	-	-	-	-	\$155,000
CST	ACSS	-	-	\$300,499	-	-	\$300,499
Total		\$155,000	-	\$300,499	-	-	\$455,499

Project Description:

SE Abshier Blvd. from SE Hames Rd to N of SE Agnew Rd.

Project Type:

Intersection / Turn Lane

FM Number:

4457011

Lead Agency:

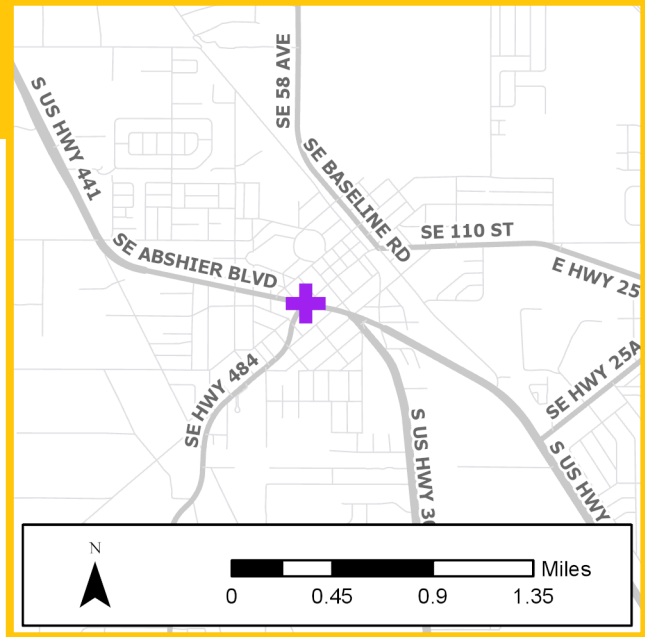
FDOT

Length:

0.2 miles

L RTP # (pg. #):

Goal 6: Objective 1, 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,618,537

Additional Information:

Construct a traffic separator and conduct traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$410,000	-	-	-	-	\$410,000
CST	ACSS	-	-	\$1,208,537	-	-	\$1,208,537
Total		\$410,000	-	\$1,208,537	-	-	\$1,618,537

State & Local Road Projects



Project Description: SR 40 from end of 4 lanes to east of CR 314

Project Type: Roadway Capacity

FM Number: 4106742

Lead Agency: FDOT

Length: 6.1 miles

L RTP # (pg. #): Goal 2: Objective 2 (2-9)



**Prior Cost
< 2020/21:**

\$12,328,612

**Future Cost
> 2024/25:**

\$160,316,895

**Total
Project Cost**

\$178,232,776

Additional Information:

Widen and reconstruct SR 40, which will include two 12-foot-wide lanes in each direction, separated by a 40-foot-wide grassed median. A 12-foot-wide multi-use trail will run along the north side of SR 40 from NE 60th Court to Ray Wayside Park. The Ocklawaha River Bridge will also be replaced with two low-profile bridges. Wildlife crossings are provided throughout the project. This project is scheduled to begin construction in 2029. (Priority Project #16)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACSA	\$2,577,781	-	-	-	-	\$2,577,781
ROW	ACSN	\$269,935	-	-	-	-	\$269,935
ROW	SL	\$428,876	-	-	-	-	\$428,876
ROW	SN	\$202,974	\$2,107,703	-	-	-	\$2,310,677
Total		\$3,479,566	\$2,107,703	-	-	-	\$5,587,269

Project Description: CR 484 from SW 20th Avenue to CR 475A

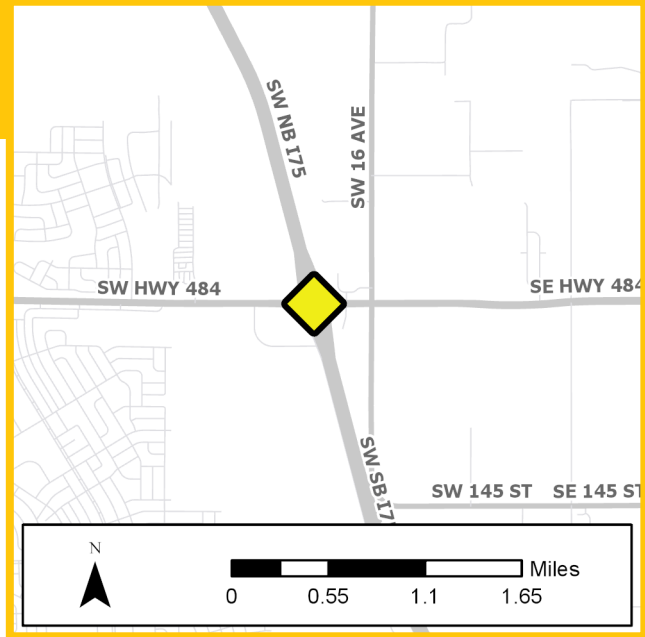
Project Type: Interchange

FM Number: 4336511

Lead Agency: FDOT

Length: 0.9 miles

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



Prior Cost < 2020/21:

\$6,006,887

Future Cost > 2024/25:

\$0

Total Project Cost

\$17,453,874

Additional Information:

Improve safety and traffic flow by adding turn lanes and turn lane extensions at CR 484/I-75 interchange and CR 484/CR475A intersection, reconstructing the westbound through lanes and modifying the existing I-75 bridge to accommodate the widening. Additionally, bicycle and pedestrian connectivity will be improved within the project limits. (Priority Project #3)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACFP	-	\$52,650	-	\$49,995	-	\$102,645
ROW	ACSN	\$650,000	-	-	-	-	\$650,000
ROW	SL	\$50,000	\$323,396	-	-	-	\$373,396
ROW	SN	\$527,924	\$310,079	\$68,558	-	-	\$906,561
CST	ACFP	-	\$9,073,050	-	-	-	\$9,073,050
CST	SL	-	\$318,799	-	-	-	\$318,799
CST	LF	-	\$22,536	-	-	-	\$22,536
Total		\$1,227,924	\$10,100,510	\$68,558	\$49,995	-	\$11,446,987

Project Description: CR 484 from SW 20th Avenue to CR 475A

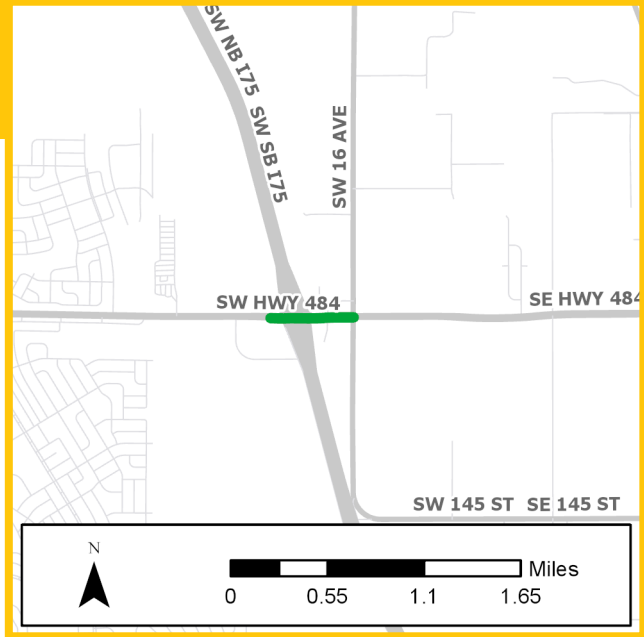
Project Type: Landscaping

FM Number: 4336514

Lead Agency: FDOT

Length: 0.5 miles

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$227,555

Additional Information:

Landscaping for Project FM # 4336511 (CR 484 from SW 20th Ave. to CR 475A).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SN	-	\$60,000	-	-	-	\$60,000
CST	SN	-	-	\$167,555	-	-	\$167,555
Total		-	\$60,000	\$167,555	-	-	\$227,555

Project Description:

SR 40 Intersections at SW 40th Avenue and SW 27th Avenue

Project Type:

Intersection / Turn Lane

FM Number:

4336521

Lead Agency:

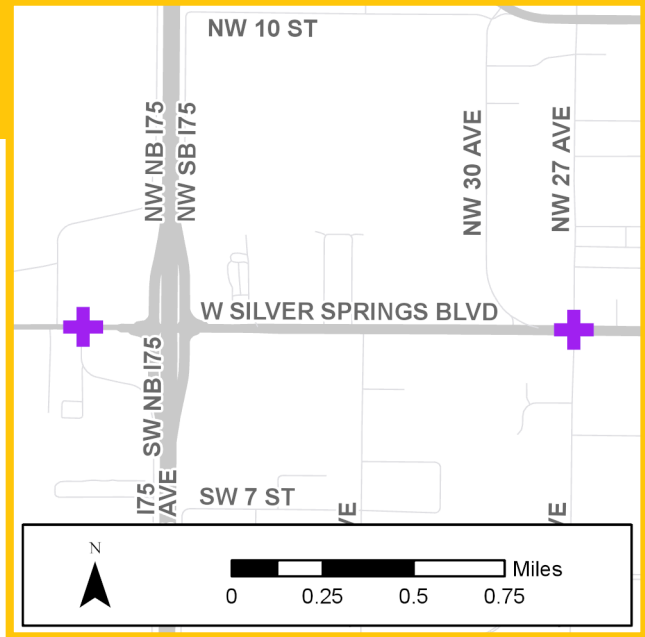
FDOT

Length:

0.8 miles

L RTP # (pg. #):

Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$1,989,729

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$5,419,204

Additional Information:

Improve traffic operations by extending the existing left turn lanes along both directions of the SR 40/I-75 intersection, providing dual left-turn lanes and a right-turn lane for NS and SB I-75 exit ramps, creating dual left-turn lanes to all approaches to the SR 40/SW 27th Ave. intersection and an exclusive right-turn lane for EB SR 40 onto SB SW 27th Avenue. (Priority Project #12)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	SL	\$1,340,000	\$1,084,675	\$600,000	\$260,000	\$44,800	\$3,329,475
ROW	DIH	\$34,000	\$34,000	\$32,000	-	-	\$100,000
Total		\$1,374,000	\$1,118,675	\$632,000	\$260,000	\$44,800	\$3,429,475

Project Description: CR 42 at SE 182nd

Project Type: Intersection / Turn Lane

FM Number: 4348441

Lead Agency: FDOT

Length: 0.4 miles

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$46,012

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$453,212

Additional Information:

Construct eastbound left-turn lane on CR 42.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	-	\$407,200	-	-	-	\$407,200
Total		-	\$407,200	-	-	-	\$407,200

Project Description: SR 200 from I-75 to SW 12th Avenue

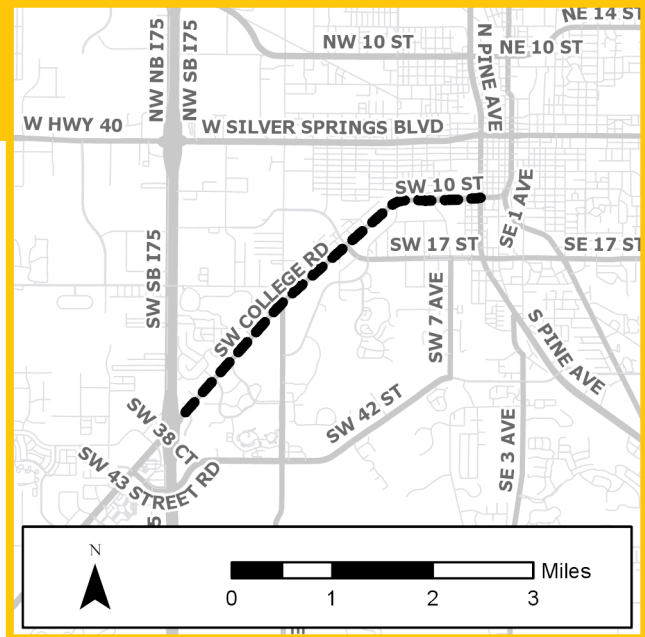
Project Type: Resurface

FM Number: 4392341

Lead Agency: FDOT

Length: 3.8 miles

L RTP # (pg. #): Goal 6: Objective 2,3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$8,034,933

Additional Information:

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$1,000,000	-	-	-	-	\$1,000,000
PE	DIH	\$10,000	-	-	-	-	\$10,000
CST	SA	-	-	\$6,205,569	-	-	\$6,205,569
CST	SL	-	-	\$793,149	-	-	\$793,149
CST	DDR	-	-	\$16,215	-	-	\$16,215
CST	DIH	-	-	\$10,000	-	-	\$10,000
Total		\$1,010,000	-	\$7,024,933	-	-	\$8,034,933

Project Description: SR 464 from SR 500 (US 27/301) to SR 35

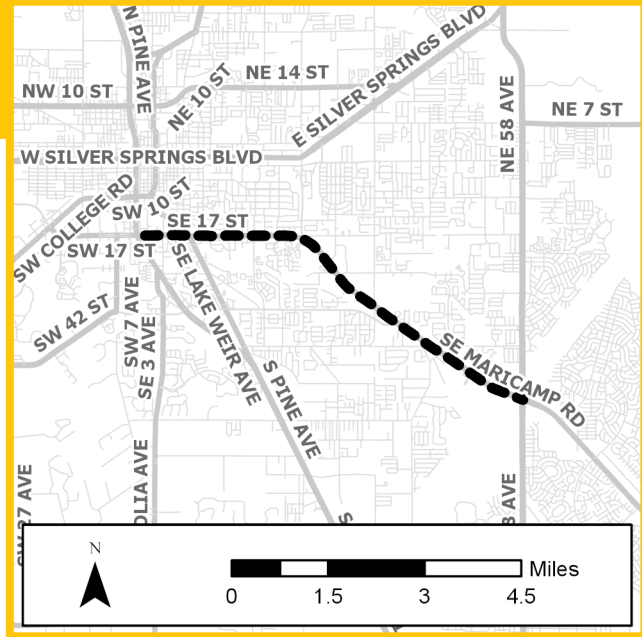
Project Type: Resurface

FM Number: 4411411

Lead Agency: FDOT

Length: 6.8 miles

L RTP # (pg. #): Goal 6: Objective 2,3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$18,016,873

Additional Information:

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$1,452,000	-	-	-	-	\$1,452,000
PE	DIH	\$10,000	-	-	-	-	\$10,000
CST	SA	-	-	\$14,489,638	-	-	\$14,489,638
CST	SL	-	-	\$2,065,235	-	-	\$2,065,235
Total		\$1,462,000	-	\$16,554,873	-	-	\$18,016,873

Project Description: SR 40 from SW 27th Ave. to MLK Jr. Ave.

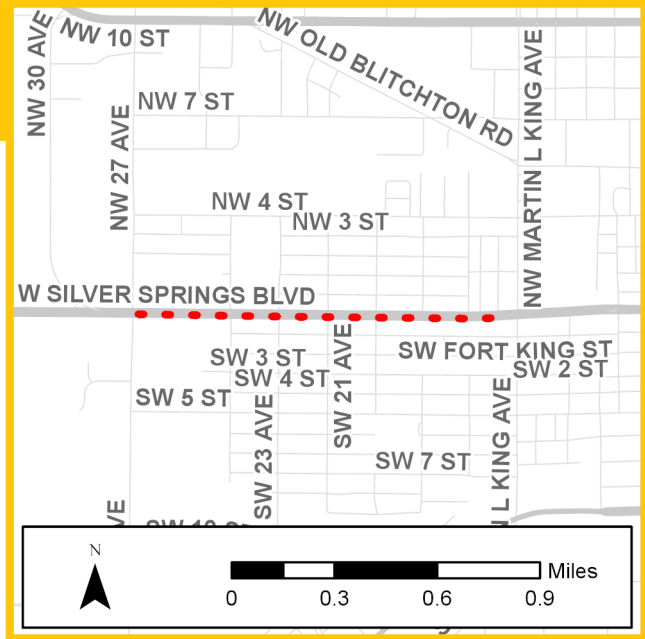
Project Type: Median Access

FM Number: 4413661

Lead Agency: FDOT

Length: 0.8 miles

L RTP # (pg. #): Goal 6: Objective 1, 2 (2-11)



**Prior Cost
< 2020/21:**

\$462,448

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,005,666

Additional Information:

Median access improvements- The project will include converting full median openings to directional medians, closing three of the existing full medians and extending some of the turn lanes. These modifications reduce traffic conflict points and separate turning movements along SR 40.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	\$543,218	-	-	-	-	\$543,218
Total		\$543,218	-	-	-	-	\$543,218

Project Description:

SR 35 (SE 58th Ave) from SR CR 464 (SE Maricamp Rd) to SR 40

Project Type:

Landscaping

FM Number:

4437031

Lead Agency:

FDOT

Length:

6.2 miles

L RTP # (pg. #):

Goal 5: Objective 3 (2-10)
Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$623,871

Additional Information:

Install landscaping on SR 35 (Baseline Rd.) from SR 40 to SR 464 in median and ponds, including gateway landscaping at the intersection of SR 35 and SR 364.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	\$550,399	-	-	-	-	\$550,399
CST	DIH	\$73,472	-	-	-	-	\$73,472
Total		\$623,871	-	-	-	-	\$623,871

Project Description: SR 326 from NW 12th Ave to SR 40

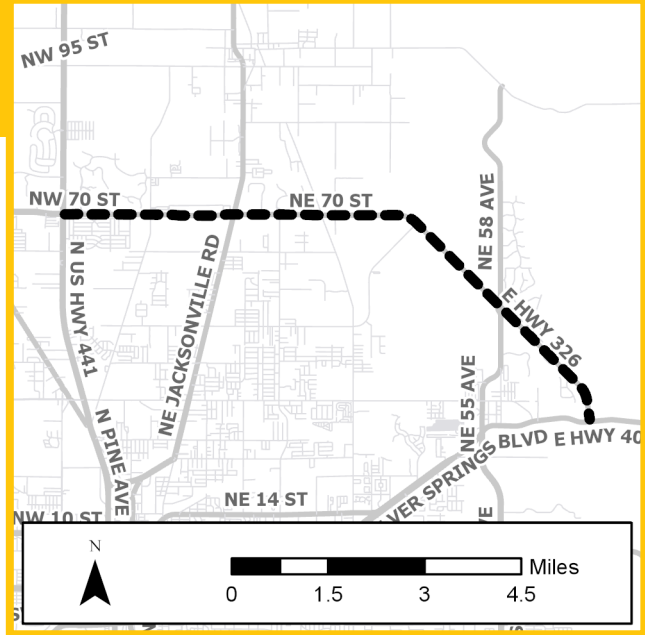
Project Type: Resurface

FM Number: 4452171

Lead Agency: FDOT

Length: 9.7 miles

L RTP # (pg. #): Goal 6: Objective 2,3 (2-11)



**Prior Cost
< 2020/21:**

\$250,000

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$9,795,855

Additional Information:

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DIH	\$10,000	-	-	-	-	\$10,000
PE	DDR	\$662,000	-	-	-	-	\$662,000
CST	DDR	-	-	\$2,366,699	-	-	\$2,366,699
CST	NHRE	-	-	\$5,522,605	-	-	\$5,522,605
CST	DIH	-	-	\$10,810	-	-	\$10,810
CST	SL	-	-	\$973,741	-	-	\$973,741
Total		\$672,000	-	\$8,873,855	-	-	\$9,545,855

Project Description: E. SR 40 @ SR 492

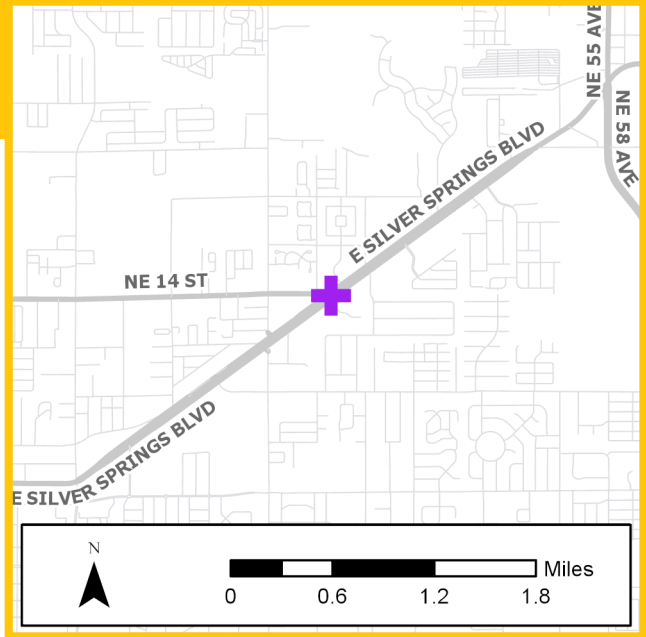
Project Type: Intersection / Turn Lane

FM Number: 4458001

Lead Agency: FDOT

Length: 0.1 miles

L RTP # (pg. #): Goal 3: Objective 2, 5 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$996,286

Additional Information:

Replace traffic signals and install pedestrian signals and crosswalks.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$210,000	-	-	-	-	\$210,000
CST	ACSS	-	-	-	\$786,286	-	\$786,286
Total		\$210,000	-	-	\$786,286	-	\$996,286

Project Description: SR 25 from NW 35th Street to SR 326

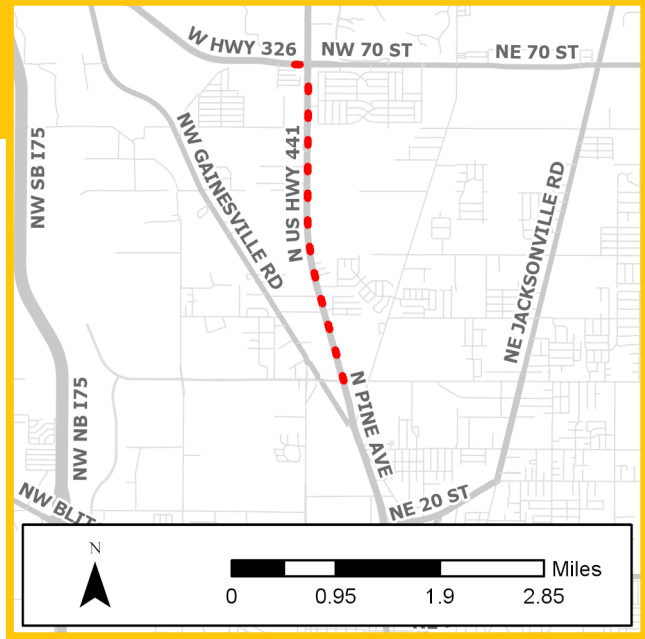
Project Type: Median Access

FM Number: 4458021

Lead Agency: FDOT

Length: 3.0 miles

L RTP # (pg. #): Goal 3: Objective 2 (2-9)
Goal 6: Objective 1 (2-11)



Prior Cost
< 2020/21:

\$0

Future Cost
> 2024/25:

\$0

Total Project Cost

\$2,604,273

Additional Information:

Modify and close median openings and lengthen left-turn lanes.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$440,000	-	-	-	-	\$440,000
CST	ACSS	-	-	\$2,164,273	-	-	\$2,164,273
Total		\$440,000	-	\$2,164,273	-	-	\$2,604,273

Bicycle & Pedestrian Projects



Project Description: Silver Springs State Park Pedestrian Bridges

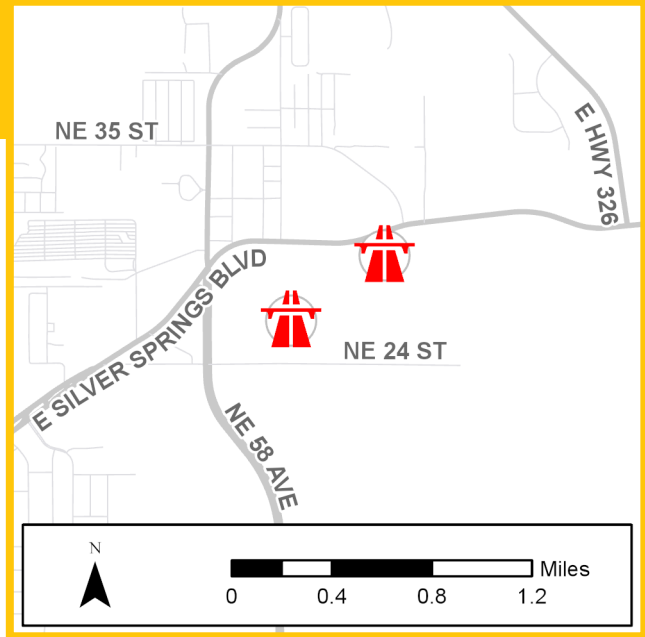
Project Type: Pedestrian Bridge

FM Number: 4261791

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 1: Objective 2 (2-8)



**Prior Cost
< 2020/21:**

\$1,446,412

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$4,105,251

Additional Information:

Construction of two, 8-foot-wide, pedestrian bridges over, and boardwalks along, the tributaries of the Silver River within Silver Springs State Park.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	TALL	-	-	-	\$24,932	-	\$24,932
CST	TALN	-	-	-	\$252,270	-	\$252,270
CST	TALT	-	-	-	\$2,224,590	-	\$2,224,590
CST	DDR	-	-	-	\$151,492	-	\$151,492
CST	DIH	-	-	-	\$5,555	-	\$5,555
Total		-	-	-	\$2,658,839	-	\$2,658,839

Project Description: Pruitt Trail from SR 200 to Pruitt Trailhead

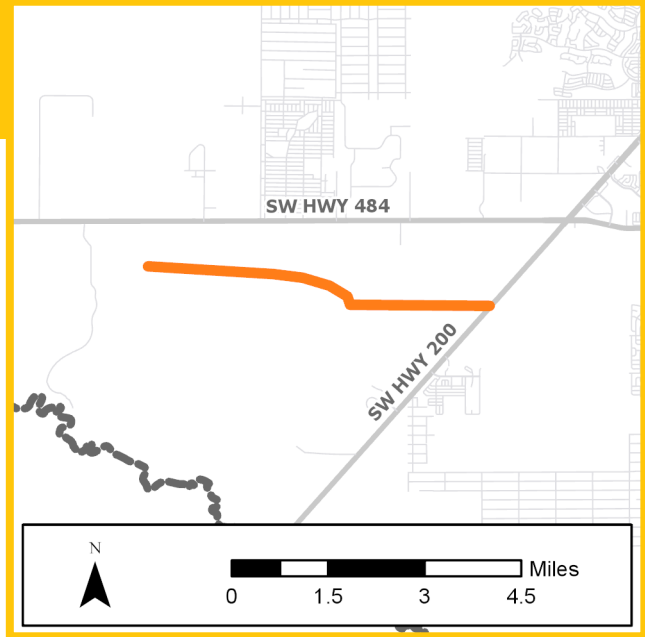
Project Type: Bike Path & Trail

FM Number: 4354842

Lead Agency: Marion County

Length: 5.5 miles

L RTP # (pg. #): Goal 1: Objective 2 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$2,158,000

Additional Information:

This project has recently been separated into two sections. This particular section will construct a 12-foot-wide multi-modal path from SR 200 to the Pruitt Trailhead just south of CR 484. (Priority Project #18)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	-	\$499,319	-	-	-	\$499,319
CST	SN	-	\$627,868	-	-	-	\$627,868
CST	TALL	-	\$296,279	-	-	-	\$296,279
CST	TALN	-	\$252,377	-	-	-	\$252,377
CST	TALT	-	\$482,157	-	-	-	\$482,157
Total		-	\$2,158,000	-	-	-	\$2,158,000

Project Description: Citywide Sidewalk Improvements

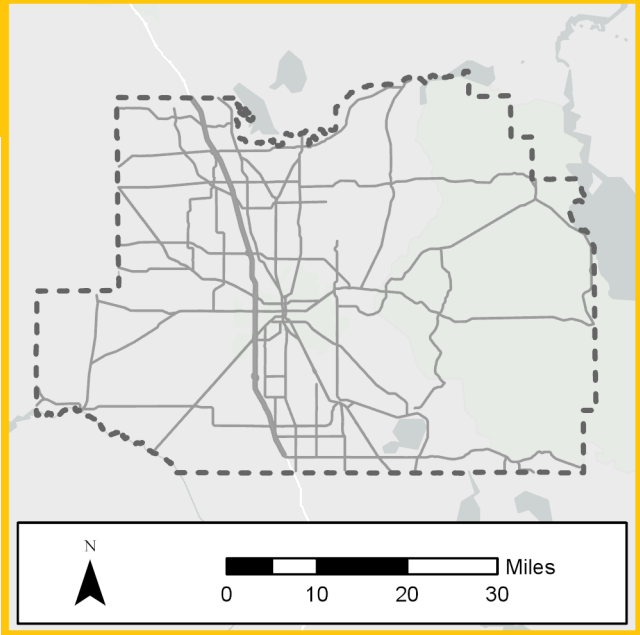
Project Type: Sidewalk

FM Number: 4363751

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 1: Objective 2 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$973,878

Additional Information:

Provide continuity of pedestrian facilities and enhance safety of pedestrian activity.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSA	\$95,181	-	-	-	-	\$95,181
CST	ACSL	\$19,747	-	-	-	-	\$19,747
CST	SL	\$32,366	-	-	-	-	\$32,366
CST	TALT	\$826,584	-	-	-	-	\$826,584
Total		\$973,878	-	-	-	-	\$973,878

Project Description: Saddlewood Elementary Sidewalk Improvements

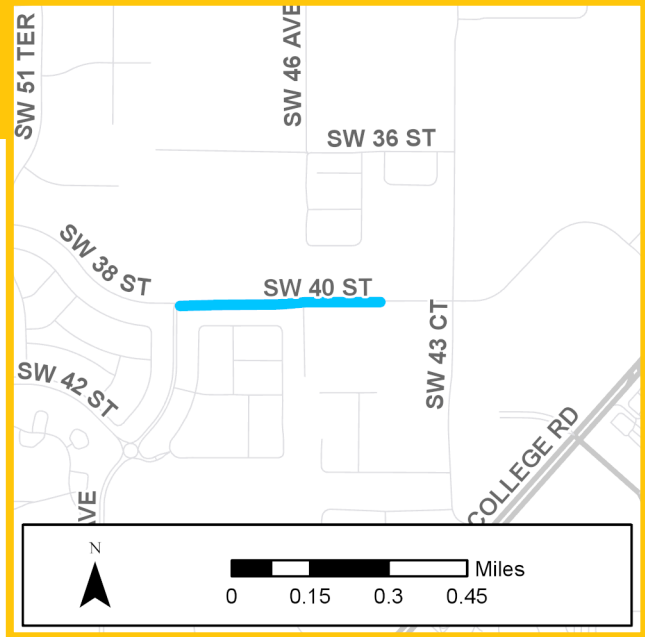
Project Type: Sidewalk

FM Number: 4364742

Lead Agency: Marion County

Length: 0.3 miles

L RTP # (pg. #): Goal 1, Objective 2 (2-8)
Goal 3, Objective 1 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$317,096

Additional Information:

Construct 5-foot-wide sidewalk from the Fore Ranch Community to Saddlewood Elementary to provide a safe route to school.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	-	\$4,455	-	-	-	\$4,455
CST	TALL	-	\$285,794	-	-	-	\$285,794
CST	TALT	-	\$26,847	-	-	-	\$26,847
Total		-	\$317,096	-	-	-	\$317,096

Project Description: Legacy Elementary School Sidewalks

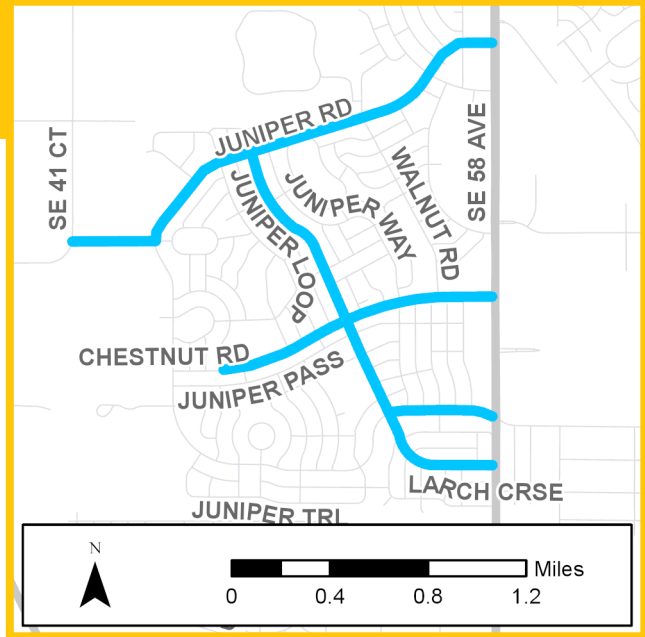
Project Type: Sidewalk

FM Number: 4364743

Lead Agency: Marion County

Length: 5.7 miles

L RTP # (pg. #): Goal 1: Objective 2 (2-8)
Goal 3: Objective 1 (2-9)



Prior Cost < 2020/21:

\$0

Future Cost > 2024/25:

\$0

Total Project Cost

\$1,441,659

Additional Information:

Construct sidewalks on Larch Road and SE 79th Street. Complete construction of sidewalks on Chestnut Road and Juniper Road.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	-	\$28,181	-	-	-	\$28,181
CST	TALT	-	\$1,413,478	-	-	-	\$1,413,478
Total		-	\$1,441,659	-	-	-	\$1,441,659

Project Description:

Indian Lake Trail from Silver Springs State Park to Indian Lake Park

Project Type:

Bike Path & Trail

FM Number:

4367551

Lead Agency:

Marion County

Length:

4.8 miles

L RTP # (pg. #):

Goal 1: Objective 2 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$155,000

Additional Information:

Construct approximately five miles of a 12-foot wide multi-use trail to provide direct multimodal access to Indian Lake State Park. (Priority Project #14)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	-	\$155,000	-	-	-	\$155,000
Total		-	\$155,000	-	-	-	\$155,000

Project Description:

Downtown Ocala Trail from SE Osceola Ave. to Silver Springs State Park

Project Type:

Bike Path & Trail

FM Number:

4367561

Lead Agency:

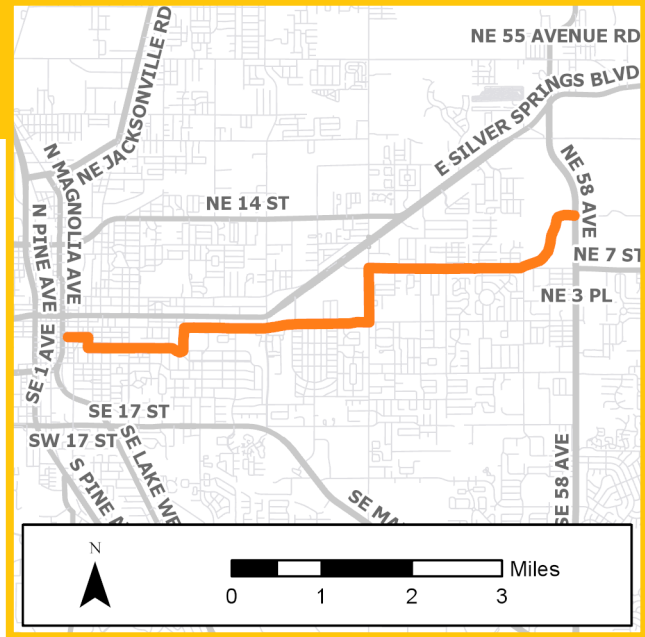
City of Ocala

Length:

7.0 miles

L RTP # (pg. #):

Goal 1: Objective 2 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$253,001

Additional Information:

Designate and construct an 8-foot to 12-foot multi-use trail from downtown Ocala to Silver Springs State Park. Sections of the trail may be combined with existing roadways used by vehicular traffic.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	-	-	-	-	\$253,001	\$253,001
Total		-	-	-	-	\$253,001	\$253,001

Project Description:

SR 40/Silver Springs Blvd. from NW 27th Ave. to SW 7th Ave.

Project Type:

Sidewalk

FM Number:

4375962

Lead Agency:

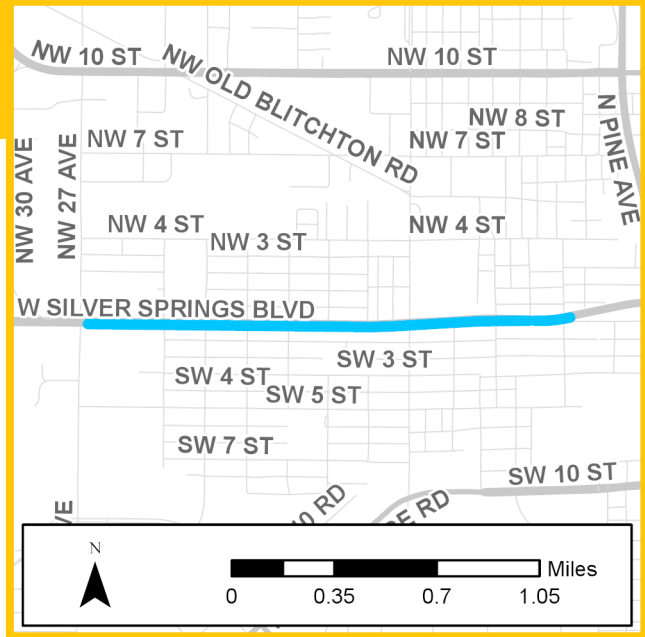
FDOT

Length:

1.6 miles

L RTP # (pg. #):

Goal 1: Objective 2-4 (2-8)
Goal 3: Objective 3 (2-9)



Prior Cost < 2020/21:

\$0

Future Cost > 2024/25:

\$0

Total Project Cost

\$1,367,942

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$436,000	-	-	-	-	\$436,000
PE	DIH	\$10,000	-	-	-	-	\$10,000
CST	SL	-	-	\$911,942	-	-	\$911,942
CST	DIH	-	-	\$10,000	-	-	\$10,000
Total		\$446,000	-	\$921,942	-	-	\$1,367,942

Project Description:

Marion Oaks-Sunrise/
Horizon-Marion Oaks Manor
to Marion Oaks Golf Way

Project Type:

Sidewalk

FM Number:

4408801

Lead Agency:

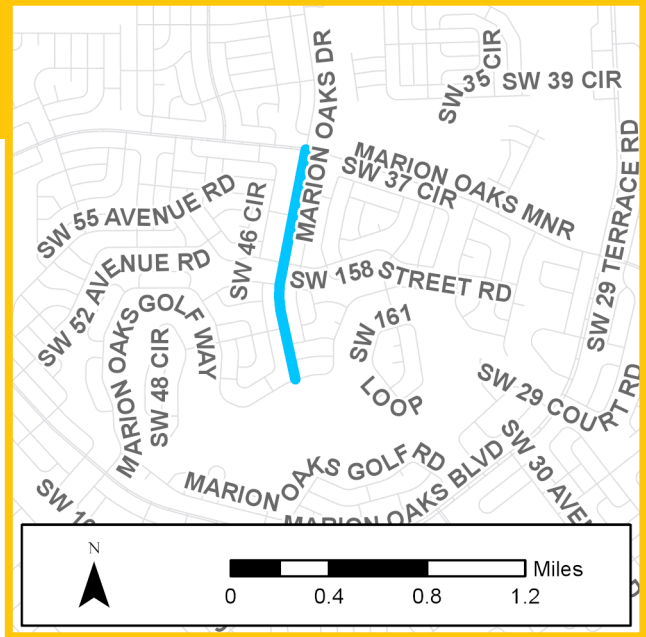
Marion County

Length:

1.0 miles

L RTP # (pg. #):

Goal 1: Objective 2 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$36,210

**Additional
Information:**

Construct a 5-foot-wide sidewalk from Marion Oaks Country Club to Marion Oaks Manor.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	-	\$35,605	-	-	-	\$35,605
PE	TALT	-	\$605	-	-	-	\$605
Total		-	\$36,210	-	-	-	\$36,210

Project Description:

US 41 N./S. Williams St. from Brittan Alexander Bridge to River Rd.

Project Type:

Pedestrian Crosswalk

FM Number:

4456871

Lead Agency:

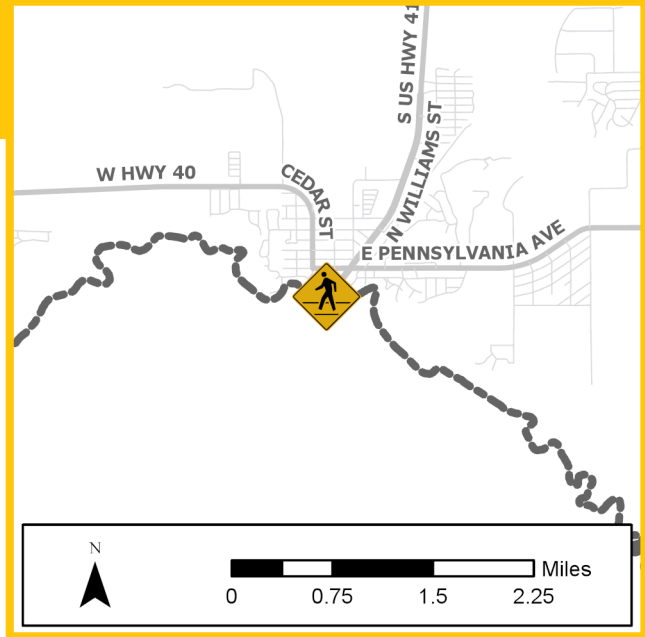
FDOT

Length:

0.1 miles

L RTP # (pg. #):

Goal 1: Objective 2, 3 (2-8)
Goal 3: Objective 1, 2, 5 (2-9)



**Prior Cost
< 2020/21:**

\$5,000

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$594,227

Additional Information:

Install a pedestrian hybrid beacon and construct a directional median mid-block crossing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$160,000	-	-	-	-	\$160,000
CST	ACSS	-	-	\$429,227	-	-	\$429,227
Total		\$160,000	-	\$429,227	-	-	\$589,227



Airport Projects

Project Description:

Marion-Ocala International Airport Drainage Improvements

Project Type:

Airport

FM Number:

4370171

Lead Agency:

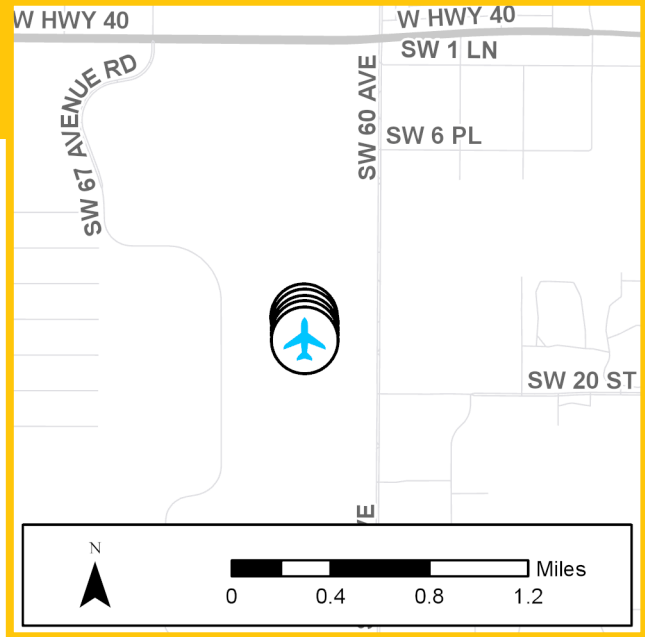
City of Ocala

Length:

N/A

L RTP # (pg. #):

Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



Prior Cost < 2020/21:

\$1,098,602

Future Cost > 2024/25:

\$0

Total Project Cost

\$1,548,602

Additional Information:

Drainage improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	\$360,000	-	-	-	-	\$360,000
CAP	LF	\$90,000	-	-	-	-	\$90,000
Total		\$450,000	-	-	-	-	\$450,000

Project Description: Marion-Marion CO Airport Runway Improvements

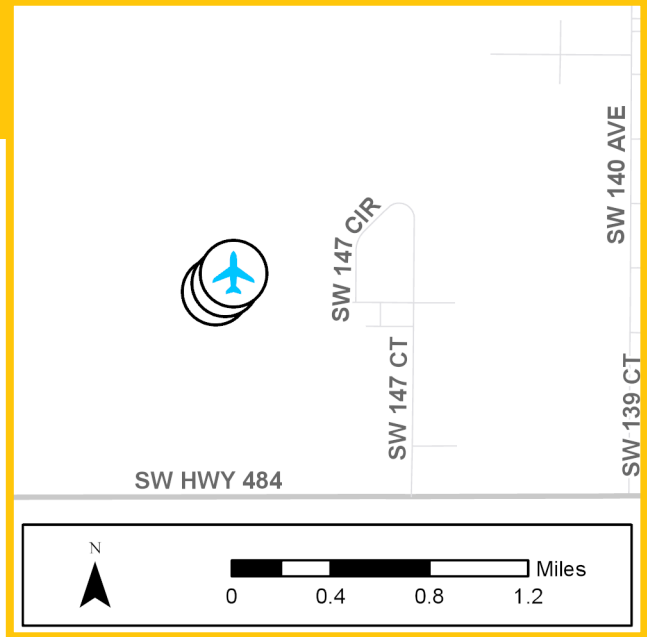
Project Type: Airport

FM Number: 4384171

Lead Agency: Marion County

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$182,000

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$36,400	-	-	-	-	\$36,400
CAP	DPTO	\$145,600	-	-	-	-	\$145,600
Total		\$182,000	-	-	-	-	\$182,000

Project Description: Marion Airfield Pavement Improvements

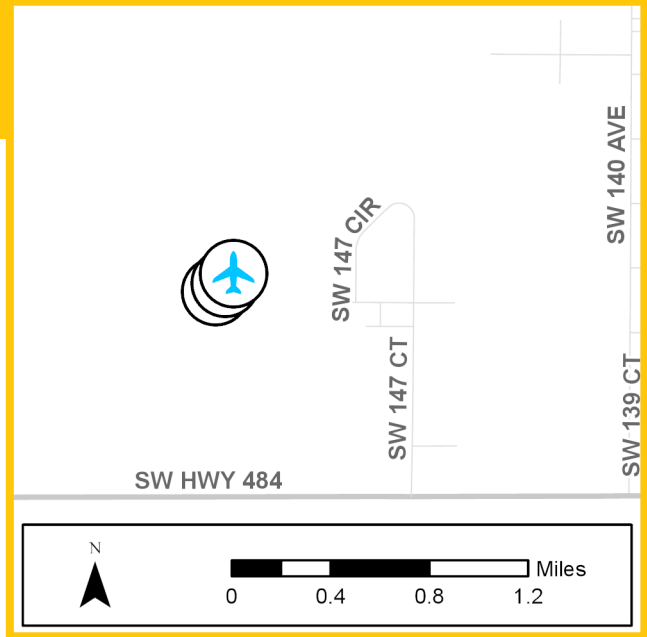
Project Type: Airport

FM Number: 4384271

Lead Agency: Marion County

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,625,000

Additional Information:

Airfield pavement improvement.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	\$300,000	\$1,000,000	-	\$1,300,000
CAP	LF	-	-	\$75,000	\$250,000	-	\$325,000
Total		-	-	\$375,000	\$1,250,000	-	\$1,625,000

Project Description: Marion-Marion CO Airport Hangar

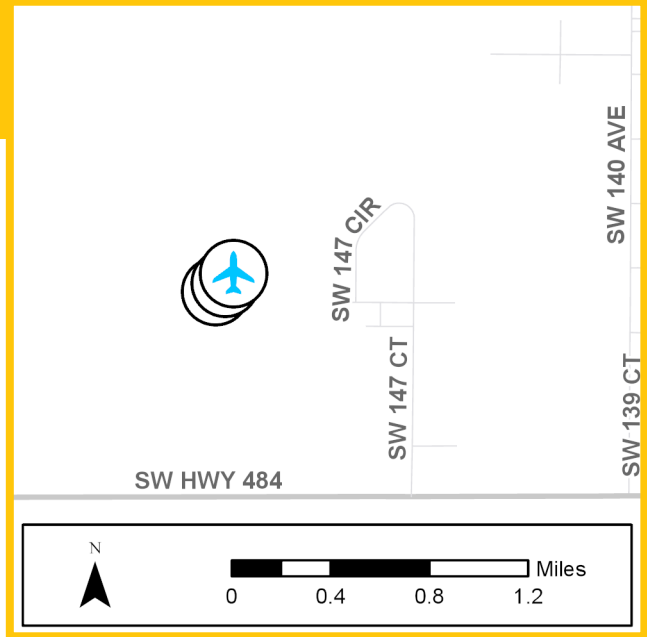
Project Type: Airport

FM Number: 4384301

Lead Agency: Marion County

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



Prior Cost < 2020/21:
\$450,000

Future Cost > 2024/25:
\$0

Total Project Cost
\$1,250,000

Additional Information:

Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	\$640,000	-	-	-	-	\$640,000
CAP	LF	\$160,000	-	-	-	-	\$160,000
Total		\$800,000	-	-	-	-	\$800,000

Project Description: Marion-Marion CO Airport Runway Rehabilitation

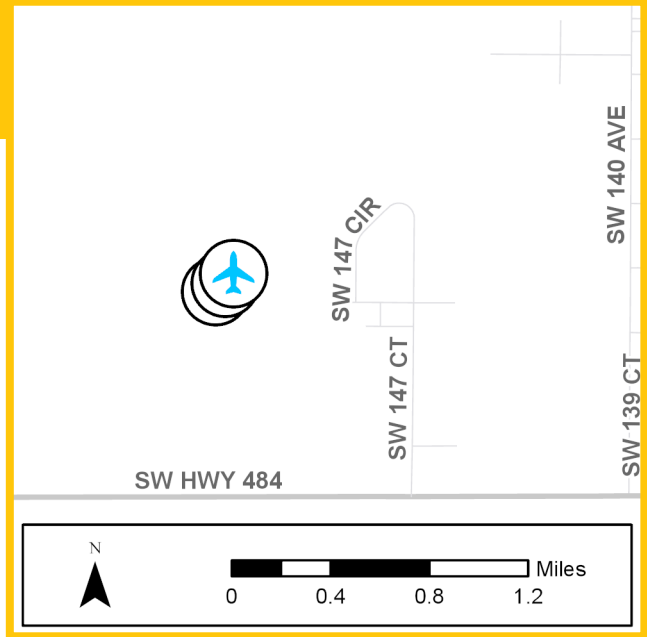
Project Type: Airport

FM Number: 4384351

Lead Agency: Marion County

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,000,000

Additional Information:

Runway rehabilitation.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	\$800,000	-	-	-	\$800,000
CAP	LF	-	\$200,000	-	-	-	\$200,000
Total		-	\$1,000,000	-	-	-	\$1,000,000

Project Description: Marion-Ocala Intl. Airfield Improvements

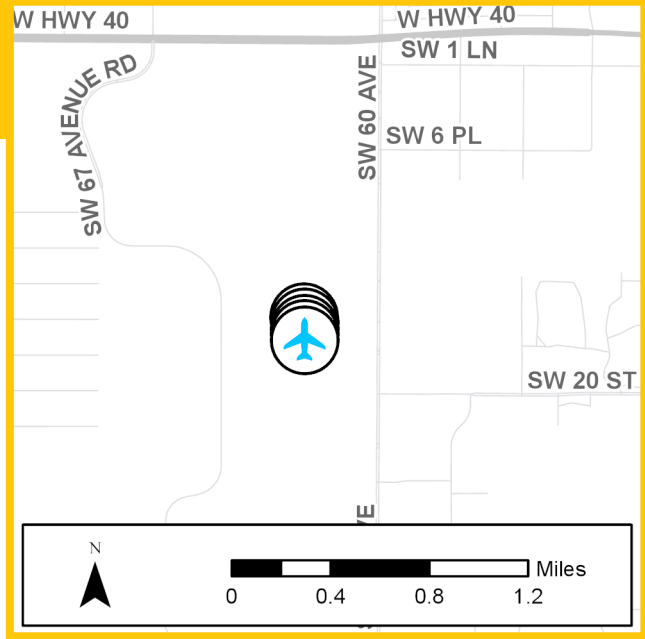
Project Type: Airport

FM Number: 4384761

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$2,000,000

Additional Information:

Airfield improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	\$160,000	-	-	-	\$160,000
CAP	FAA	-	\$1,800,000	-	-	-	\$1,800,000
CAP	LF	-	\$40,000	-	-	-	\$40,000
Total		-	\$2,000,000	-	-	-	\$2,000,000

Project Description: Marion-Ocala Intl. Taxiway Improvements

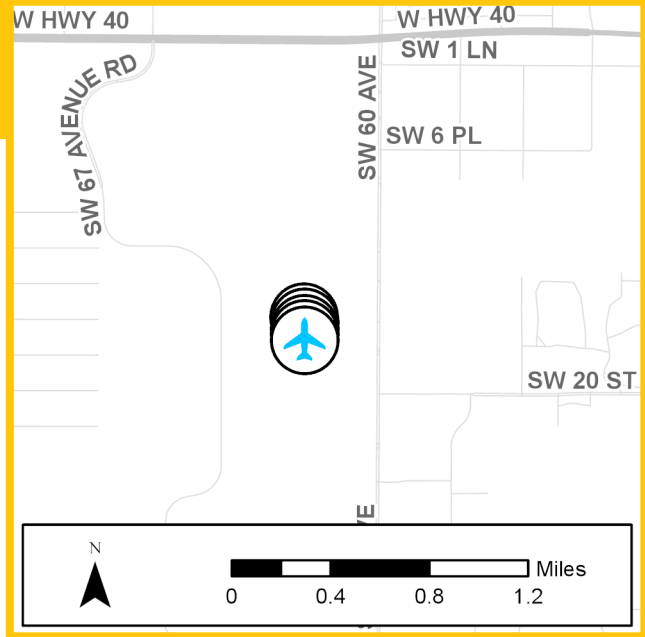
Project Type: Airport

FM Number: 4384771

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$6,500,000

Additional Information:

Taxiway improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	\$520,000	-	-	\$520,000
CAP	FAA	-	-	\$5,850,000	-	-	\$5,850,000
CAP	LF	-	-	\$130,000	-	-	\$130,000
Total		-	-	\$6,500,000	-	-	\$6,500,000

Project Description: Marion-Ocala Intl. Airfield Pavement Rehabilitation

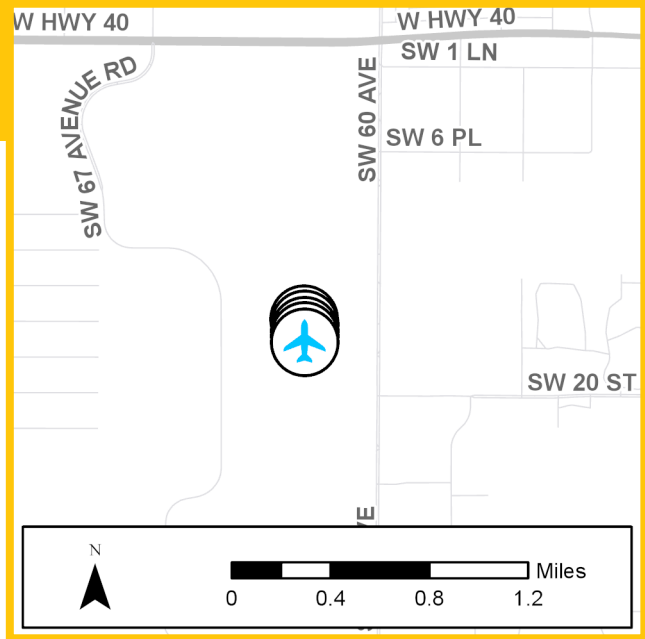
Project Type: Airport

FM Number: 4407801

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,625,000

Additional Information:

Airfield pavement improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	\$100,000	\$1,200,000	-	\$1,300,000
CAP	LF	-	-	\$25,000	\$300,000	-	\$325,000
Total		-	-	\$125,000	\$1,500,000	-	\$1,625,000

Project Description: Marion-Ocala Intl. Hangar

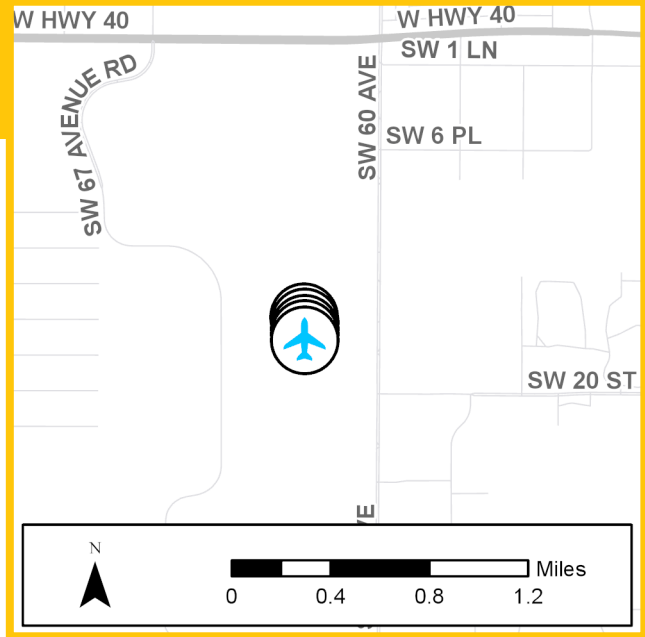
Project Type: Airport

FM Number: 4448771

Lead Agency: No Lead Agency

Length: N/A

L RTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,250,000

Additional Information:

Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	-	-	\$1,000,000	\$1,000,000
CAP	LF	-	-	-	-	\$250,000	\$250,000
Total		-	-	-	-	\$1,250,000	\$1,250,000

Transit / Funding / Grants



Project Description:

SunTran/Ocala/Marion Urban Capital Fixed Route FTA Section 5307-2009

Project Type:

Capital for Fixed Route

FM Number:

4271882

Lead Agency:

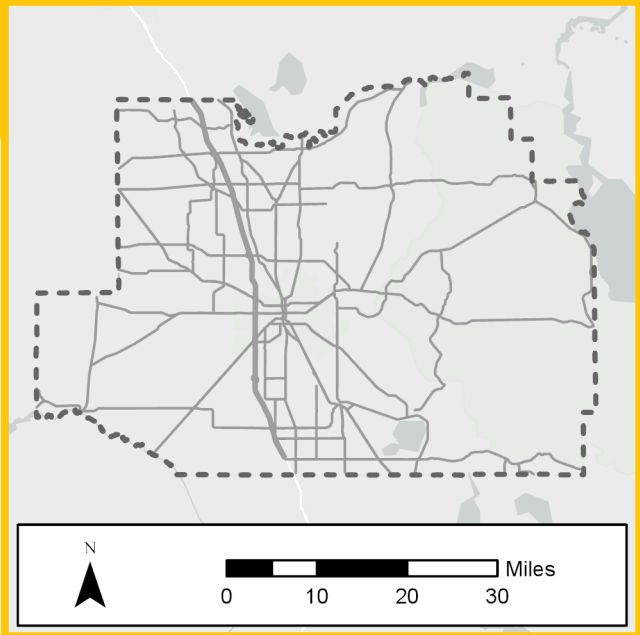
City of Ocala

Length:

N/A

L RTP # (pg. #):

Goal 1 (2-8)



Prior Cost < 2020/21:

\$14,676,277

Future Cost > 2024/25:

\$0

Total Project Cost

\$30,109,671

Additional Information:

Capital Fixed Route FTA Section 5307-2009.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FTA	\$2,325,554	\$2,395,321	\$2,467,181	\$2,541,196	\$2,617,431	\$12,346,683
CAP	LF	\$581,389	\$598,830	\$616,795	\$635,299	\$654,398	\$3,086,711
Total		\$2,906,943	\$2,994,151	\$3,083,976	\$3,176,495	\$3,271,829	\$15,433,394

Project Description: Marion-Section 5303, Ocala Marion TPO Planning Studies

Project Type: TPO Studies

FM Number: 4314011

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**

\$508,130

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$616,512

Additional Information:

Ocala Marion TPO Planning Studies, Section 5303.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DPTO	\$10,838	-	-	-	-	\$10,838
PLN	DU	\$86,706	-	-	-	-	\$86,706
PLN	LF	\$10,838	-	-	-	-	\$10,838
Total		\$108,382	-	-	-	-	\$108,382

Project Description: Marion-Block Grant Operating Assit for Fixed Route Service

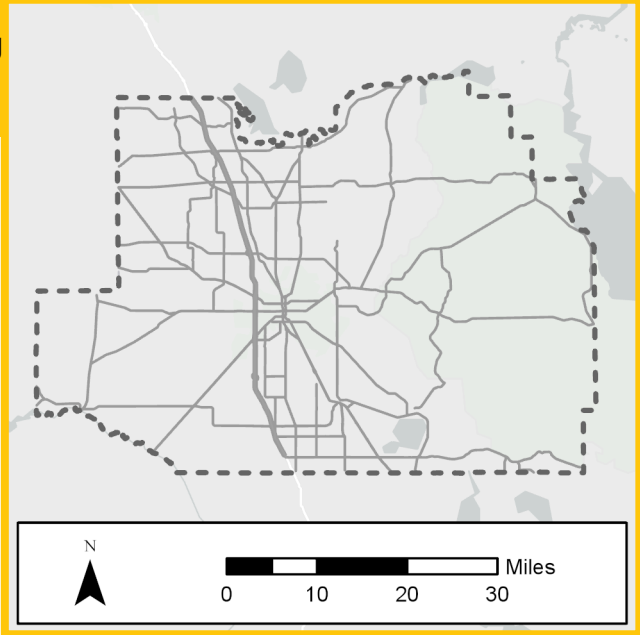
Project Type: Operating for Fixed Route

FM Number: 4333041

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal 1 (2-8)



**Prior Cost
< 2020/21:**

\$3,528,695

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$6,355,161

Additional Information:

Block Grant Operating Assistance for Fixed Route Service.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DPTO	\$689,382	\$723,851	-	-	-	\$1,413,233
OPS	LF	\$689,382	\$723,851	-	-	-	\$1,413,233
Total		\$1,378,764	\$1,447,702	-	-	-	\$2,826,466

Project Description: Marion-Section 5311 Rural Transportation

Project Type: Operate/Admin. Assistance

FM Number: 4333121

Lead Agency: Marion Transit

Length: N/A

L RTP # (pg. #): Goal 1 (2-8)



**Prior Cost
< 2020/21:**

\$4,757,214

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$8,534,844

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	\$921,373	\$967,442	-	-	-	\$1,888,815
OPS	LF	\$921,373	\$967,442	-	-	-	\$1,888,815
Total		\$1,842,746	\$1,934,884	-	-	-	\$3,777,630

Project Description: Ocala/Marion Urban Area FY 2020/2021-2021/2022 UPWP

Project Type: Transportation Planning

FM Number: 4393313

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,181,999

Additional Information:

Ocala Marion TPO FY 2020/2021 – 2021/2022 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	\$687,026	\$494,973	-	-	-	\$1,181,999
Total		\$687,026	\$494,973	-	-	-	\$1,181,999

Project Description: Ocala/Marion Urban Area FY 2022/2023-2023/2024 UPWP

Project Type: Transportation Planning

FM Number: 4393314

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$989,946

Additional Information:

Ocala Marion TPO FY 2022/2023 - 2023/2024 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	-	-	\$494,973	\$494,973	-	\$989,946
Total		-	-	\$494,973	\$494,973	-	\$989,946

Project Description: Ocala/Marion Urban Area FY 2024/2025-2025/2026 UPWP

Project Type: Transportation Planning

FM Number: 4393315

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$494,973

Additional Information:

Ocala Marion TPO FY 2024/2025 - 2025/2026 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	-	-	-	-	\$494,973	\$494,973
Total		-	-	-	-	\$494,973	\$494,973

Project Description: Ocala Marion TPO Planning Studies

Project Type: TPO Studies

FM Number: 4407971

Lead Agency: Ocala Marion TPO

Length: N/A

L RTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)



**Prior Cost
< 2020/21:**
\$0

**Future Cost
> 2024/25:**
\$0

**Total
Project Cost**
\$562,401

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	-	\$74,389	\$74,389	\$74,389	\$226,752	\$449,919
PLN	LF	-	\$9,299	\$9,299	\$9,299	\$28,344	\$56,241
PLN	DPTO	-	\$9,299	\$9,299	\$9,299	\$28,344	\$56,241
Total		-	\$92,987	\$92,987	\$92,987	\$283,440	\$562,401

Project Description: Marion-SunTran Block Grant Operating Assistance

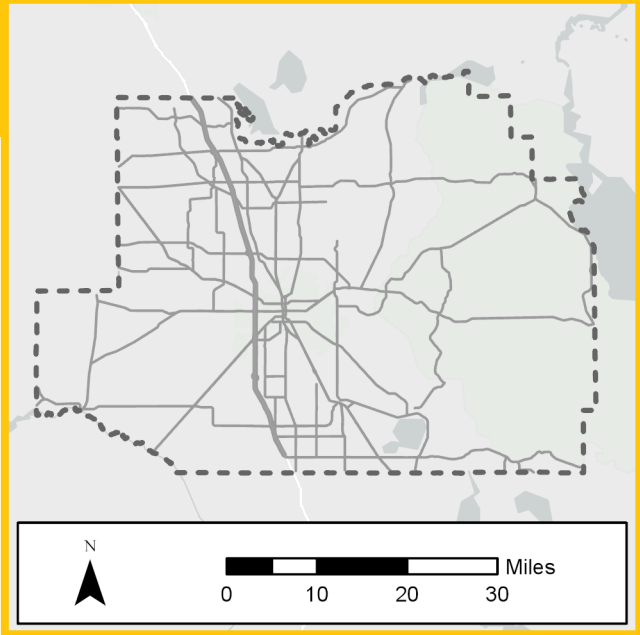
Project Type: Operating for Fixed Route

FM Number: 4424551

Lead Agency: City of Ocala

Length: N/A

L RTP # (pg. #): Goal: 1 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$4,724,238

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DPT0	-	-	\$760,043	\$798,045	\$804,031	\$2,362,119
OPS	LF	-	-	\$760,043	\$798,045	\$804,031	\$2,362,119
Total		-	-	\$1,520,086	\$1,596,090	\$1,608,062	\$4,724,238

Project Description:

Marion-Marion Senior Services Section 5311 Rural Transportation

Project Type:

Operate/Admin. Assistance

FM Number:

4424601

Lead Agency:

Marion Transit

Length:

N/A

L RTP # (pg. #):

Goal 1 (2-8)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$6,404,704

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	-	-	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
OPS	LF	-	-	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
Total		-	-	\$2,031,628	\$2,133,208	\$2,239,868	\$6,404,704

Routine Maintenance



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800-373-7704
714-402-007-007

Project Description: Lighting Agreements

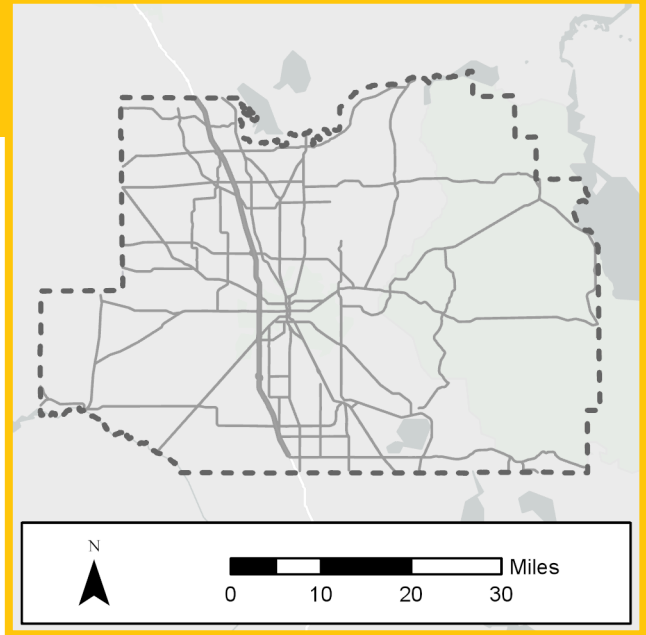
Project Type: Lighting

FM Number: 4136153

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 3: Objective 2 (2-9)
Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$4,604,594

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$6,748,323

Additional Information:

Annual recurring funds to install and maintain illumination infrastructure on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$403,786	\$415,897	\$428,369	\$441,220	\$454,457	\$2,143,729
Total		\$403,786	\$415,897	\$428,369	\$441,220	\$454,457	\$2,143,729

Project Description: Marion Primary In-House

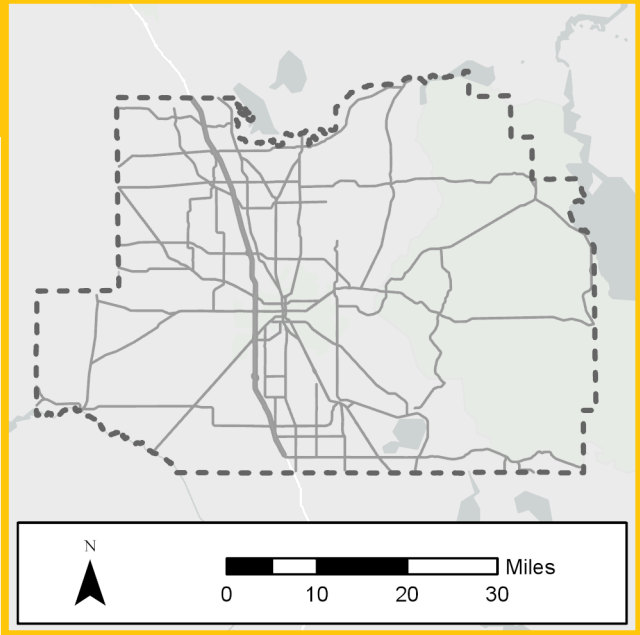
Project Type: Routine Maintenance

FM Number: 4181071

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$35,459,872

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$44,519,737

Additional Information:

Annual recurring funds for routine general maintenance of state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$1,831,973	\$1,831,973	\$1,831,973	\$1,781,973	\$1,781,973	\$9,059,865
Total		\$1,831,973	\$1,831,973	\$1,831,973	\$1,781,973	\$1,781,973	\$9,059,865

Project Description: Asphalt Resurfacing
Various Locations

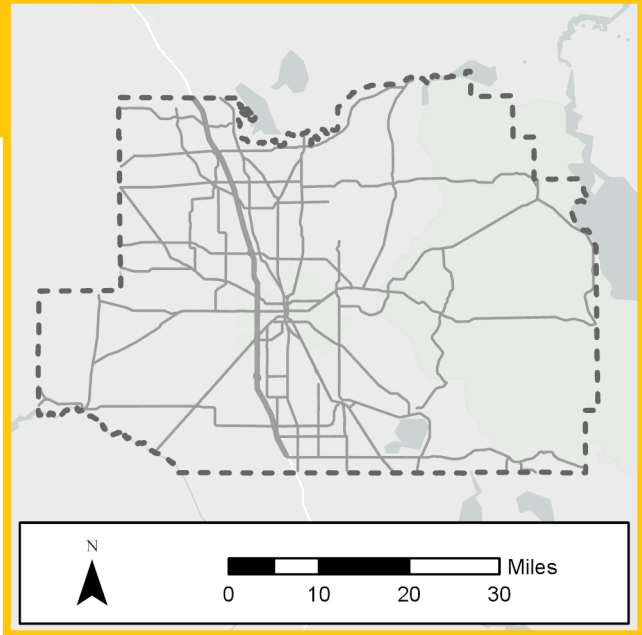
Project Type: Routine Maintenance

FM Number: 4233912

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**

\$3,907,597

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$4,157,597

Additional Information:

Annual recurring funds for asphalt resurfacing on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$250,000	-	-	-	-	\$250,000
Total		\$250,000	-	-	-	-	\$250,000

Project Description: Unpaved Shoulder Repair

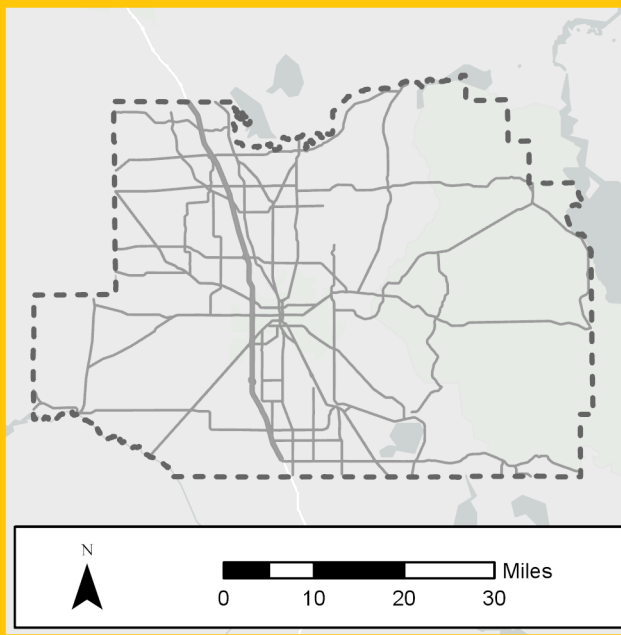
Project Type: Routine Maintenance

FM Number: 4291781

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 6: Objective 2,3 (2-11)



**Prior Cost
< 2020/21:**

\$1,411,063

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,631,063

Additional Information:

Unpaved shoulder repair for state corridors.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total Cost
MNT	D	\$220,000	-	-	-	-	\$220,000
Total		\$220,000	-	-	-	-	\$220,000

Project Description: Pavement Markings - Thermoplastic and RPM's

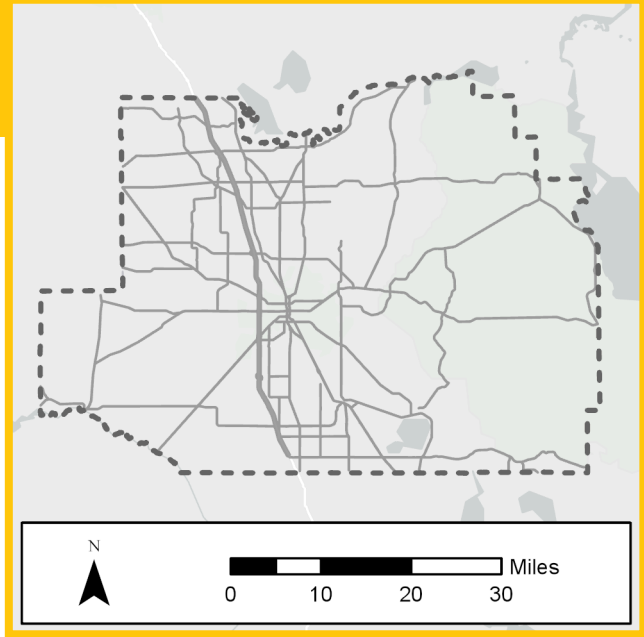
Project Type: Routine Maintenance

FM Number: 4291821

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 3: Objective 2 (2-9)
Goal 6: Objective 3 (2-11)



Prior Cost
< 2020/21:

\$3,792,870

Future Cost
> 2024/25:

\$0

Total
Project Cost

\$4,506,870

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$714,000	-	-	-	-	\$714,000
Total		\$714,000	-	-	-	-	\$714,000

Project Description: Marion County / Ocala ITS Operational Support

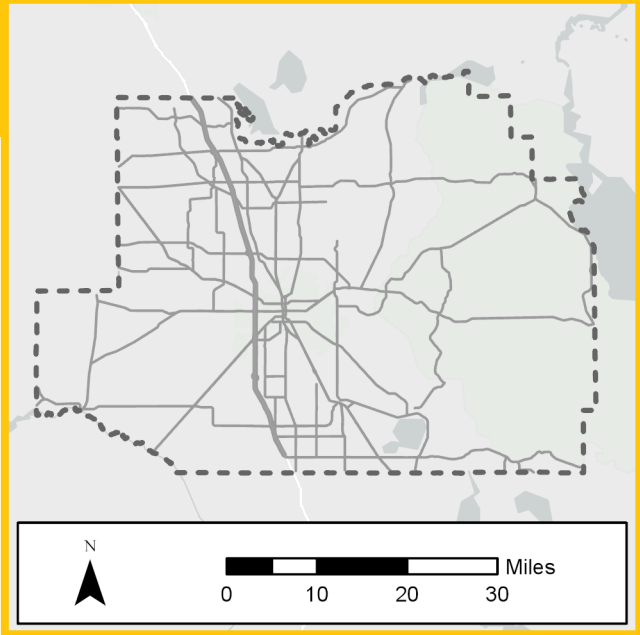
Project Type: ITS Communication System

FM Number: 4363611

Lead Agency: City of Ocala / Marion County

Length: N/A

L RTP # (pg. #): Goal 6: Objective 1 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$2,617,154

Additional Information:

Capital and operations support for Intelligent Transportation Systems (ITS) technology in Marion County and the City of Ocala.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	\$1,000,000	-	-	-	-	\$1,000,000
MNT	SL	\$508,577	-	-	-	-	\$508,577
OPS	SL	\$600,000	-	-	-	-	\$600,000
CAP	SL	\$508,577	-	-	-	-	\$508,577
Total		\$2,617,154	-	-	-	-	\$2,617,154

Project Description: Aesthetics Area Wide

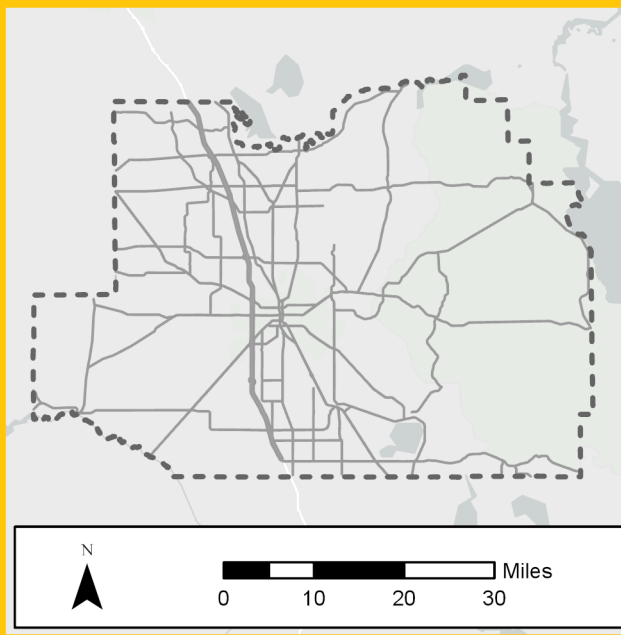
Project Type: Routine Maintenance

FM Number: 4466911

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 5: Objective 3 (2-10)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$1,200,000

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$1,200,000	-	-	-	-	\$1,200,000
Total		\$1,200,000	-	-	-	-	\$1,200,000

Project Description: LED Equipment Upgrades for 14 Crossings in Marion County

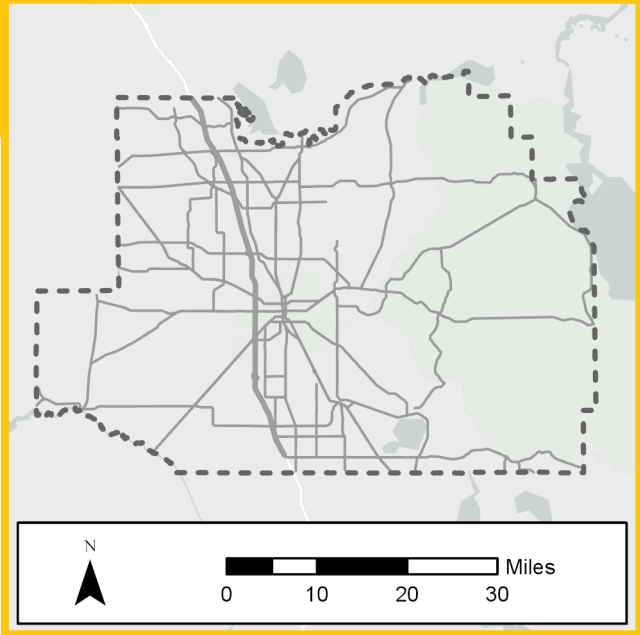
Project Type: Rail Safety Project

FM Number: 4467911

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 6: Objective 3 (2-11)



**Prior Cost
< 2020/21:**
\$0

**Future Cost
> 2024/25:**
\$0

**Total
Project Cost**
\$33,077

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RRU	RHP	\$33,077	-	-	-	-	\$33,077
Total		\$33,077	-	-	-	-	\$33,077

Project Description: Asset Maintenance
Marion County

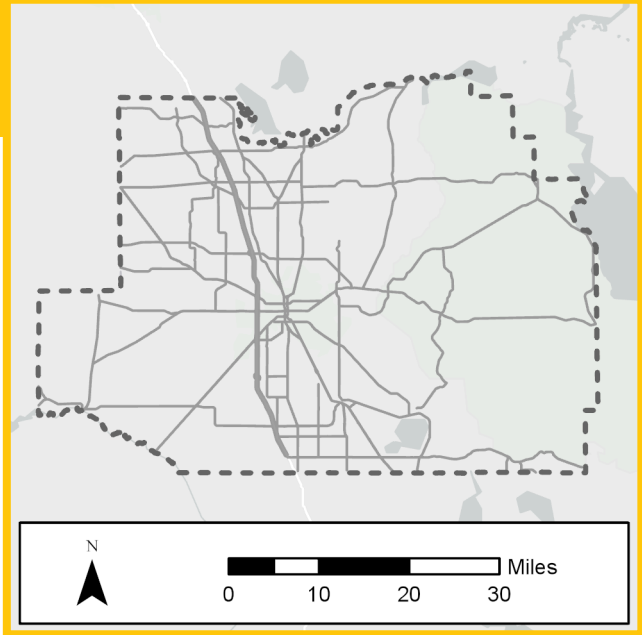
Project Type: Routine Maintenance

FM Number: 4469101

Lead Agency: FDOT

Length: N/A

L RTP # (pg. #): Goal 6: Objective 1-3 (2-11)



**Prior Cost
< 2020/21:**

\$0

**Future Cost
> 2024/25:**

\$0

**Total
Project Cost**

\$12,500,000

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000
Total		\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000

APPENDIX A: LIST OF FIGURES

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APPENDIX B: LIST OF OBLIGATED PROJECTS

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=====

HIGHWAYS
=====

ITEM NUMBER:238648 1
DISTRICT:05
ROADWAY ID:36060000

PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40
COUNTY:MARION
PROJECT LENGTH: 4.146MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	20,000
SN	-265
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	2,070,206
SL	-122,147
TOTAL 238648 1	1,967,794
TOTAL 238648 1	1,967,794

ITEM NUMBER:410674 2
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314
COUNTY:MARION
PROJECT LENGTH: 5.327MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	20,000
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSN	125,211
SA	-527,425
SL	63,033
SN	2,633,059
TOTAL 410674 2	2,313,878
TOTAL 410674 2	2,313,878

ITEM NUMBER:410674 3
DISTRICT:05
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A
COUNTY:MARION
PROJECT LENGTH: 6.140MI

NON-SIS
TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	10,000
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	394,187
TOTAL 410674 3	404,187
TOTAL 410674 3	404,187

ITEM NUMBER:430643 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 (SR 93) N OF SR 500/US27 INTCHG TO ALACHUA CO LINE
COUNTY:MARION
PROJECT LENGTH: 19.800MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	-95,741
TOTAL 430643 1	-95,741
TOTAL 430643 1	-95,741

FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
HIGHWAYS
 =====

OCALA-MARION TPO

ITEM NUMBER:430655 1	PROJECT DESCRIPTION:SR 492 SR25/200/500 US301/441 TO SR40 (SILVER SPRINGS)	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36008000	PROJECT LENGTH: 3.719MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2019	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE	-13,310	
TOTAL 430655 1	-13,310	
TOTAL 430655 1	-13,310	

ITEM NUMBER:431797 1	PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36000041	PROJECT LENGTH: 1.597MI	
		TYPE OF WORK:ADD LANES & RECONSTRUCT
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
EB	-78,755	
SA	70,006	
SL	2,818	
TOTAL 431797 1	-5,931	
TOTAL 431797 1	-5,931	

ITEM NUMBER:431798 1	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36000042	PROJECT LENGTH: 1.517MI	
		TYPE OF WORK:ADD LANES & RECONSTRUCT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
EB	-33,972	
TOTAL 431798 1	-33,972	
TOTAL 431798 1	-33,972	

ITEM NUMBER:431798 2	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 20TH PLACE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36000042	PROJECT LENGTH: .448MI	
		TYPE OF WORK:ADD LANES & RECONSTRUCT
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	21,148	
SL	8,982	
TOTAL 431798 2	30,130	
TOTAL 431798 2	30,130	

FLORIDA DEPARTMENT OF TRANSPORTATION
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ANNUAL OBLIGATIONS REPORT
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Ocala-Marion TPO

HIGHWAYS
=====

ITEM NUMBER:431798 4 PROJECT DESCRIPTION:NE 36TH AVENUE FROM NORTH OF NE 25TH STREET TO NE 35TH STREET
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36000042 PROJECT LENGTH: .719MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1

FUND CODE	2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	44,417
TOTAL 431798 4	44,417
TOTAL 431798 4	44,417

ITEM NUMBER:431935 1 PROJECT DESCRIPTION:SR 40 CORRIDOR FROM US 441 TO NE 8TH AVENUE
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36080000 PROJECT LENGTH: .633MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-76,000
TALL	-5,722
TALT	9,298
TOTAL 431935 1	-72,424
TOTAL 431935 1	-72,424

ITEM NUMBER:432421 1 PROJECT DESCRIPTION:SR 40 FROM NE 25TH AVENUE TO W OF NE 10TH ST
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36080000 PROJECT LENGTH: 1.098MI

NON-SIS
TYPE OF WORK:INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2019

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-3,132
SA	-203
SL	-68,404
TOTAL 432421 1	-71,739
TOTAL 432421 1	-71,739

ITEM NUMBER:433651 1 PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36570000 PROJECT LENGTH: .741MI

NON-SIS
TYPE OF WORK:INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	25,810
SN	64,356
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSN	650,000
SL	565,289
SN	1,082,003
TOTAL 433651 1	2,387,458
TOTAL 433651 1	2,387,458

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=====

Ocala-Marion TPO

HIGHWAYS
=====

ITEM NUMBER:434408 1 PROJECT DESCRIPTION:SR 40 FORT BROOKS RD FROM E OF NE 10TH ST RD TO E OF NE 145TH AVE RD *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36080000 PROJECT LENGTH: .860MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-8,424
SN	-5,669
TOTAL 434408 1	-14,093
TOTAL 434408 1	-14,093

ITEM NUMBER:435057 1 PROJECT DESCRIPTION:I-75 (SR 93) AT CR 484, SR 326, CR 318 *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LIGHTING
ROADWAY ID:36210000 PROJECT LENGTH: 28.270MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-21,421
TOTAL 435057 1	-21,421
TOTAL 435057 1	-21,421

ITEM NUMBER:435484 1 PROJECT DESCRIPTION:PRUITT TRAIL FROM WITHLACOCHEE BRIDGE TRAIL AT S BRIDGES RD TO SR 200 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-4,787
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
SL	-82,786
TOTAL 435484 1	-87,573
TOTAL 435484 1	-87,573

ITEM NUMBER:435486 1 PROJECT DESCRIPTION:SILVER SPRINGS FROM SE 64TH AVE RD TRAILHEAD TO SILVER SPRING STATE PK *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	-24,977
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
TALT	-489,187
TOTAL 435486 1	-514,164
TOTAL 435486 1	-514,164

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Ocala-Marion TPO

HIGHWAYS
=====

ITEM NUMBER:435659 2 PROJECT DESCRIPTION:SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36100000 PROJECT LENGTH: .364MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 4

FUND CODE	2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	561
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	3,881,107
TOTAL 435659 2	3,881,668
TOTAL 435659 2	3,881,668

ITEM NUMBER:435660 2 PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36180000 PROJECT LENGTH: .216MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

FUND CODE	2019

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	500,000
TOTAL 435660 2	500,000
TOTAL 435660 2	500,000

ITEM NUMBER:436291 1 PROJECT DESCRIPTION:SANTOS GAP TRAIL FROM SW 49TH AVENUE TO SANTOS TRAILHEAD *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-8,475
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
TALL	401,675
TOTAL 436291 1	393,200
TOTAL 436291 1	393,200

ITEM NUMBER:436358 1 PROJECT DESCRIPTION:LAND BRIDGE TRAIL GAP FROM SR 200 TO SW 49TH AVENUE *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-1,837
TOTAL 436358 1	-1,837
TOTAL 436358 1	-1,837

FLORIDA DEPARTMENT OF TRANSPORTATION
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OCALA-MARION TPO

HIGHWAYS
=====

ITEM NUMBER:436371 1
DISTRICT:05
ROADWAY ID:36030000

PROJECT DESCRIPTION:US 441 FROM S OF CR 318 TO ALACHUA COUNTY LINE
COUNTY:MARION
PROJECT LENGTH: 6.239MI

NON-SIS
TYPE OF WORK:SIGNING/PAVEMENT MARKINGS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-19,087
SN	-37,672
TOTAL 436371 1	-56,759
TOTAL 436371 1	-56,759

ITEM NUMBER:436879 1
DISTRICT:05
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE.
COUNTY:MARION
PROJECT LENGTH: 6.168MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	-1,300
TOTAL 436879 1	-1,300
TOTAL 436879 1	-1,300

ITEM NUMBER:436917 1
DISTRICT:05
ROADWAY ID:36000109

PROJECT DESCRIPTION:SE 80TH ST RAILROAD CROSSING # 625087-W
COUNTY:MARION
PROJECT LENGTH: .020MI

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2019
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHP	-106,559
TOTAL 436917 1	-106,559
TOTAL 436917 1	-106,559

ITEM NUMBER:439887 1
DISTRICT:05
ROADWAY ID:36004000

PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A
COUNTY:MARION
PROJECT LENGTH: 1.234MI

SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-1,641
TOTAL 439887 1	-1,641
TOTAL 439887 1	-1,641

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=====

HIGHWAYS
=====

ITEM NUMBER:440608 1 PROJECT DESCRIPTION:NW 6TH TERRACE / CROSSING #627179
DISTRICT:05 COUNTY:MARION
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
CODE

2019

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

RHH

-299

TOTAL 440608 1

-299

TOTAL 440608 1

-299

ITEM NUMBER:442769 1 PROJECT DESCRIPTION:OAK ROAD XG# 627226-W
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36000119 PROJECT LENGTH: .002MI

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND
CODE

2019

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

RHH

-3,047

TOTAL 442769 1

-3,047

TOTAL 442769 1

-3,047

ITEM NUMBER:442770 1 PROJECT DESCRIPTION:EMERALD ROAD XG# 627225-P
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36000162 PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND
CODE

2019

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

RHH

-6,568

TOTAL 442770 1

-6,568

TOTAL 442770 1

-6,568

TOTAL DIST: 05

10,814,354

TOTAL HIGHWAYS

10,814,354

FLORIDA DEPARTMENT OF TRANSPORTATION
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=====

OCALA-MARION TPO

PLANNING
=====

ITEM NUMBER:439331 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2016/2017-2017/2018 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
PL	-70,989
SL	-43,318
TOTAL 439331 1	-114,307
TOTAL 439331 1	-114,307

ITEM NUMBER:439331 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
PL	824,689
TOTAL 439331 2	824,689
TOTAL 439331 2	824,689
TOTAL DIST: 05	710,382
TOTAL PLANNING	710,382

FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
TRANSIT
 =====

ITEM NUMBER:435517 1
 DISTRICT:05
 ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION TPO REPLACEMENT OF 7 SUNTRAN BUSES
 COUNTY:MARION
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:CAPITAL FOR FIXED ROUTE
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
CM	680,327
SA	399,268
SL	2,520,405
TOTAL 435517 1	3,600,000
TOTAL 435517 1	3,600,000
TOTAL DIST: 05	3,600,000
TOTAL TRANSIT	3,600,000

FLORIDA DEPARTMENT OF TRANSPORTATION
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OCALA-MARION TPO

MISCELLANEOUS
=====

ITEM NUMBER:426179 1 PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:PEDESTRIAN/WILDLIFE OVERPASS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALL	264,445
TALT	461,909
TOTAL 426179 1	726,354
TOTAL 426179 1	726,354

ITEM NUMBER:430252 1 PROJECT DESCRIPTION:OCALA ITS COUNTYWIDE MARION COUNTY *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
SL	1,630,955
TOTAL 430252 1	1,630,955
TOTAL 430252 1	1,630,955

ITEM NUMBER:439310 1 PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
TALL	-148,858
TALT	-25,471
TOTAL 439310 1	-174,329
TOTAL 439310 1	-174,329


ITEM NUMBER:440900 2 PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0









FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NFP	318,959
TOTAL 440900 2	318,959
TOTAL 440900 2	318,959
TOTAL DIST: 05	2,501,939
TOTAL MISCELLANEOUS	2,501,939


GRAND TOTAL 17,626,675


APPENDIX C: MAP OF NATIONAL HIGHWAY SYSTEM: OCALA, FL


National Highway System: Ocala, FL










 U.S. Department of Transportation
Federal Highway Administration


-  Eisenhower Interstate System
-  Other NHS Routes
-  Non-Interstate STRAHNET Route
-  STRAHNET Connector
-  Intermodal Connector
-  Intermodal/STRAHNET Connector
-  Unbuilt NHS Routes
-  MAP-21 NHS Principal Arterials

 Census Urbanized Areas

 Department of Defense

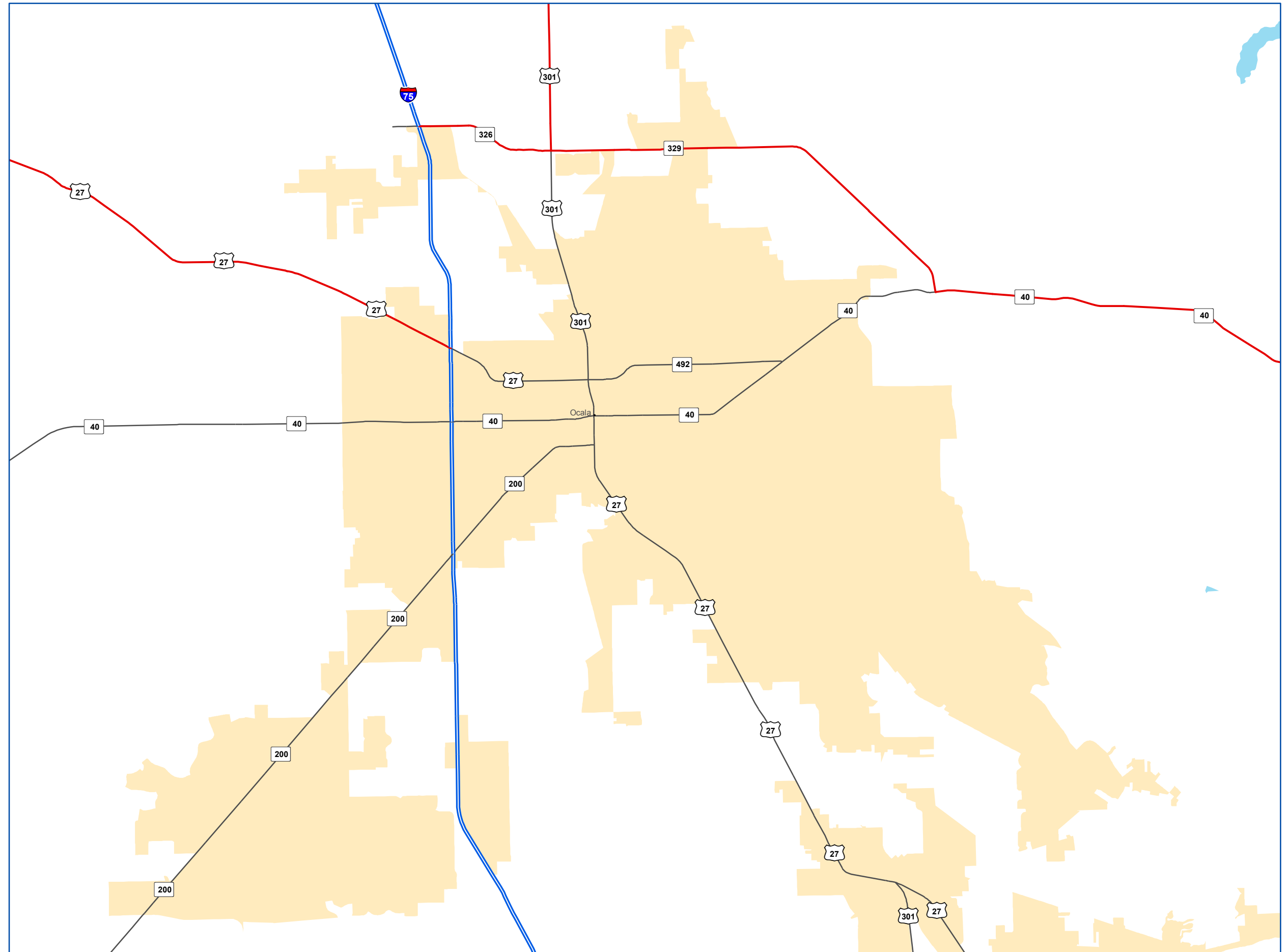
 Water

-  Airport
-  Intercity Bus Terminal
-  Ferry Terminal
-  Truck/Pipeline Terminal
-  Multipurpose Passenger Facility
-  Port Terminal
-  Truck/Rail Facility
-  AMTRAK Station
-  Public Transit Station

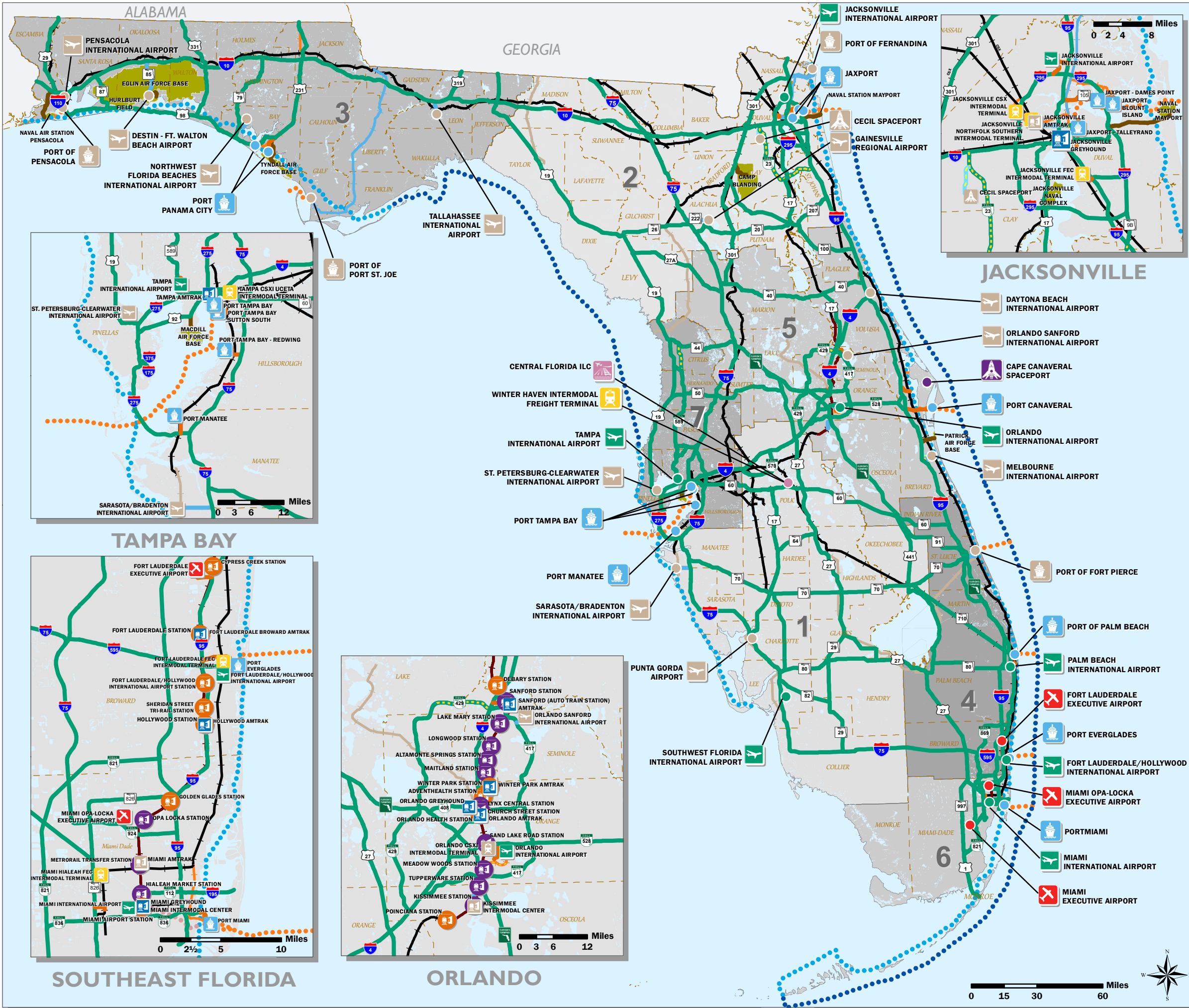


0 1.5 3 Miles
0 2.5 5 Kilometers

FHWA: March 25, 2015



APPENDIX D: MAP OF STRATEGIC INTERMODAL SYSTEM



SIS Strategic Intermodal System System Map

Airports & Spaceports

- SIS Commercial Service Airport
- Strategic Growth Commercial Service Airport
- SIS General Aviation Reliever Airport
- SIS Spaceport
- Strategic Growth Spaceport

Seaports

- SIS Seaport
- Strategic Growth Seaport

Freight Rail Terminals

- SIS Freight Rail Terminal
- Strategic Growth Freight Rail Terminal

Intermodal Logistic Center

- Strategic Growth Intermodal Logistic Center

Interregional Passenger Terminals

- SIS Passenger Terminal
- Strategic Growth Passenger Terminal

Urban Fixed Guideway Transit Terminal

- SIS Urban Fixed Guideway Hub
- SIS Urban Fixed Guideway Station

Highway

- SIS Highway Corridor
- Future SIS Highway Corridor
- Strategic Growth Highway Corridor
- SIS Highway Connector
- Strategic Growth Highway Connector
- Future Strategic Growth Highway Connector
- SIS Military Access Facility

Rail & Urban Fixed Guideway

- SIS Railway Corridor
- Strategic Growth Railway Corridor
- SIS Railway Connector
- Strategic Growth Railway Connector
- SIS Urban Fixed Guideway

Waterways

- SIS Waterway
- Strategic Growth Waterway
- SIS Waterway Connector
- SIS Waterway Shipping Lane

APPENDIX E: PUBLIC NOTICE IN OCALA STAR-BANNER

AFFIDAVIT OF PUBLICATION

Star-Banner
Published – Daily
Ocala, Marion County, Florida

STATE OF FLORIDA
COUNTY OF MARION

Before the undersigned, a Notary Public of Said County and State, Michelle Garcia who on oath says that they are an authorized employee of the Star-Banner, a daily newspaper published at Ocala, in Marion County, Florida; that the attached copy of advertisement, being a notice in the matter of

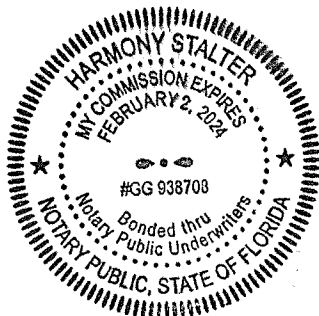
The Ocala Marion TPO Draft Transportation Improvement Program TIP is available for public review and comment. The TIP is a five-year schedule of transportation improvements to be funded throughout the TPOs Metropolitan Planning Area, which includes all

was published in said newspaper in the issues of:

5/19 1x

Affiant further says that the said STAR-BANNER is a daily newspaper published at Ocala, in said Marion County, Florida, and that the said newspaper has heretofore been continuously published in said Marion County, Florida, daily, and has been entered as second class mail matter at the post office in Ocala in said Marion County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the person of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this 19 day of May, A.D., 2020



Harmony Stalter
Notary Public

HARMONY STALTER

(Print, Type or Stamp Name of Notary Public)

Ad #: A000968561

The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review and comment.

The TIP is a five-year schedule of transportation improvements to be funded throughout the TPO's Metropolitan Planning Area, which includes all of Marion County. The TIP documents the anticipated timing and cost of transportation projects funded by federal, state and local sources. Projects in the TIP may include roadway construction, operations and reconstruction; bicycle and pedestrian; transit; aviation; and rail.

The Draft TIP for Fiscal Years 2020/2021 to 2024/2025 is available for public review and comment by accessing the TPO website at:
<https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip/>

Please use the TPO Feedback Form to provide comments by June 23, 2020. Or contact Anton Schauerte at: 352-438-2635 or anton.schauerte@marioncountyfl.org

May 19, 2020
#A000968561

APPENDIX F: PUBLIC COMMENTS

Comments Received	Ocala Marion TPO Response
City of Ocala - Growth Management Department - Received 5/20/20	
The TPO should correct pages 84 and 90 in the TIP to indicate that this is Block Grant funding and not 5307.	This comment has been incorporated into the Final TIP
Public Comment - Received 5/29/20	
You are already, wisely, putting an overpass on NE 36 Ave over the railroad tracks. But even more of a bottleneck and magnet for crazy, unsafe drivers is where NE 8 Ave crosses 14 St. The main problem is the very short left turn lane on 8th between the tracks and the intersection ... big enough for only 1½ cars. The antics of drivers to push their way to the front of the intersection is legendary. That is where an overpass (car or train) is desperately needed.	Thank you for your comment. This comment has been provided to the City of Ocala Engineering Office.
Federal Highway Administration - Received 6/2/20	
23 CFR 450.316(a)(1)(vi) requires a demonstration of explicit consideration and response to public input. The TIP states that it takes public input into consideration but it is not demonstrated on how this managed or accomplished.	Text informing the reader to this chart has been added to the "Public Involvement" section on page 7.
23 CFR 450.316(d) requires the involvement of Federal Lands since the Ocala National Forest occupies a large portion of the TPO area. There was no evidence that the Federal Public Lands (Ocala Natl.Forest) was included.	The TPO informed the U.S Forest Service that the Draft TIP was available for review on 5/27/20
23 CFR 450.326(g)(2) requires that the estimated total cost for projects which may extend beyond the timeframe of the TIP be included. Future cost estimates were not identified in the review.	The estimate total cost for projects extending beyond the timeframe of the TIP are included on each individual project page.
There should be at least one formal public hearing held during the TIP development. This is part of the TPO's PPP but it was unclear if a hearing had occurred.	The TPO's PPP does not require a formal public hearing to be held during the development of the TIP.
Since the TPO had adopted the TPM Consensus Document in the TIP in 2019 (as an amendment), there are two options. One, the Consensus Document must again be included in the TIP. Or the TPO Board may adopt the Document as a stand-only item.	The TPO will present the TPM Consensus Document to the TPO Board for adoption on 6/23/20 as a stand-only item.
Ocala Marion TPO's Technical Advisory Committee - Received 6/10/20	
Page 35: SR 484 should be CR 484	Project Description must stay consistent with FDOT Work Program
Page 44-45: Interchange and "The Y" should be consistent	Project Description must stay consistent with FDOT Work Program
Page 46: US 441 first in title and correct Abshier Blvd or omit it	Project Description must stay consistent with FDOT Work Program
Page 47: Change or reorder Abshier Blvd to US 441	Project Description must stay consistent with FDOT Work Program
Page 55: SR 500 should be US 441	Project Description must stay consistent with FDOT Work Program
Page 63: Map line goes to Bridges Road. Should stop at the Pruitt Trailhead	Map has been updated
Page 66: Map is incorrect. Reference Project Application Map	Map has been updated
Page 70: Map is incorrect. Check aerial based on road and from/to	Map has been updated

Florida Department of Transportation (FDOT) - Received 6/24/20	
Provide MPO Adoption Date	Text has been included on the cover page
Page 21 states TPO's project selection process is consistent but does not address "how" it is consistent	Comment is not defined by FDOT as "critical" and is not addressed in the final document
FS ([s. 339.175(8)(c)(7)]) stated on page 21, each project references LRTP. See markups on document for specific corrections	LRTP Page number(s) indicating a project's applicable Goal(s)/ Objective(s) have been included to all projects
Please provide the Certification statement (for FHWA/FTA quadrennial certification)	The Ocala Marion TPO is not a TMA and is therefore not subject to the FHWA/FTA quadrennial certification
Introduced on page 10 (discussion of Transportation Disadvantaged), Figure 2 should be explained/ referenced. Please include a list of improvements funded the TD Funds	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Include project page for FM #4384171 and FM #4466911	Both project pages have been added (p.74 and p.100, respectively)
Numberous pages: Match "Project Descriptions" with FDOT Work Program	The Project Descriptions on the following pages of the final TIP have been corrected: 34-37, 40-47, 50-53, 55, 57, 59-60, 63-64, 67, 69-71, 73, 83-92, 96, 98
Page 3: Include Appendix H in Table of Contents	Text has been included
Explanation of Bridge and Pavement Condition (is stated) on page 14 but no anticipated effect explained. Transit Asset Management figure and explanation of goals is hard to follow and there is no anticipated effect stated from achieving the 0% target goal. Suggest to define a "0%" Target.	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Page 14: List the anticipated effects of achieving performance targets	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Page 17, correct 450.324(a) to 450.326(a), distribution of funds provided on page 19 and 20	Text has been updated on page 17. Funding distribution on page 19 and 20 was not incorrect.
Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S].	The following comment was provided by FDOT: "Awaiting word back from Central Office regarding concurrence."
Did the MPO make the draft TIP available to all review agencies and affected parties? Refer distribution list in MPO Handbook, page 5-21 – 5-24	The following comment was provided by FDOT: "Need confirmation from FDOT."
Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, Bureau of Community Planning, FTA, & FHWA?	The following comment was provided by FDOT: "Need concurrence from D5 Liaison"
Page 23: Include List of Priority Projects	List has been included

p.43: Correct total funding amount on line 5 and 6	Text has been updated
p.44: Change "Goal 6, Objective 1" to "Goal 6, Objective 3"	Text has been updated
p.46: Change "Intersection/Turn Lane" to "Traffic Signals"	Project Type is a TPO-developed classification system
p.56: Combine both rows in funding table	Rows have been combined
p.59: Change "Intersection/Turn Lane" to "Traffic Signals"	Project Type is a TPO-developed classification system
p.59: Correct Phase and Funding Source for each row	Text has been updated
p.63: Check line 5 and 6 of funding chart	Funding amounts were correct
p.83: Check Total funding for FY 2020/21	Funding amounts were correct
p.86: Check Total funding for FY 2020/21	Funding amounts were correct

APPENDIX G: GLOSSARY OF TERMS AND ACRONYMS

Glossary of Terms and Acronyms



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**

ACRYONYM	NAME	DESCRIPTION
3-C	Continuing, Cooperative, and Comprehensive	A Comprehensive, Cooperative, and Continuing (3-C) process is required for initiatives to be eligible for Federal transportation funding.
AADT	Annual Average Daily Traffic	The average volume of traffic per day on a particular road or section of road.
ACES	Automated, Connected, Electric, Shared Vehicles	Term used to describe vehicles that are self-driving, electronically-connected and powered, and/or used for ridesharing.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
AER	Actual Expenditure Report	An annual report, completed by the planning agency and the Community Transportation Coordinator (CTC), to inform the Commission for the Transportation Disadvantaged (CTD) of the specific amount of funds the agency expended for transportation disadvantaged services.
AMPO	Association of Metropolitan Planning Organizations	Organization that provides MPOs with technical assistance, transportation research and a variety of other transportation-related services.
AOR	Annual Operating Report	An annual report prepared by the Community Transportation Coordinator (CTC) that provides a summary of performance trends detailing its designated service area and operational statistics.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. It utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections.
BEBR	Bureau of Economics & Business Research	Research center at the University of Florida that performs economic and demographic research to inform public policy and business decision making (Definition taken from A2RU - https://www.a2ru.org/bebr-bureau-of-economics-business-research/)
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data.
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation-monitoring resources.

CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keep the composition of the CAC diverse in terms of geographic location and professions represented.
CBSA	Core Based Statistical Areas	CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel.
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - http://leempo.com/programs-products/transportation-disadvantaged/)
CTD	Commission for the Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities. (Definition taken from NCFRPC - http://www.ncfrpc.org/TD/td.html)
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.

CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include “Walk Your Child to School Day”, a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/)
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm)
DOT	Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions.
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought.
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify what impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America’s Surface Transportation Act	The Fixing America’s Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation’s surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.

FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- https://jobs.myflorida.com/go/Department-of-Transportation/2817700/)
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
F.S.	Florida Statute	Codified, statutory laws of Florida
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.
FTC	Florida Transportation Commission	An entity that reviews and recommends major transportation policies and serves as an oversight body to monitor the efficiency and productivity of transportation authorities.
FTE	Florida's Turnpike Enterprise	Unit of the Florida Department of Transportation (FDOT) that operates 461 miles of toll highways across the state.
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/Federal Fiscal Year	The TPO's Fiscal Year is from July 1-June 30. The Federal Fiscal Year is from Oct 1-Sept 30.
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HIS	Interstate Highway System	The specially designated system of highways, begun in 1956, which connects the principal metropolitan areas, cities, and industrial centers of the United States.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people.
HSIP	Highway Safety Improvement Program	The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

HUD	U.S. Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
JPA	Joint Planning Agreement	An agreement made between multiple organizations.
LAP	Local Agency Program	A program that establishes the regulations used by the Florida Department of Transportation (FDOT) to authorize federal funding to local agencies.
LOS	Level of Service	Level of Service is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LRTP/MTP	Long-Range Transportation Plan (also known as a Metropolitan Transportation Plan)	A document resulting from regional or statewide collaboration and consensus on a region's transportation system. It serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/
MAP-21	Moving Ahead for Progress in the 21st Century	The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPA	Metropolitan Planning Area	The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.
MPO	Metropolitan Planning Organization	An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
MPOAC	Metropolitan Planning Organization Advisory Council	A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process.

MSA	Metropolitan Statistical Areas	Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.
NEPA	National Environmental Policy Act of 1969	Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
NHPP	National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
NHPP (Bridge)	National Highway Performance Program (Bridge)	Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)]
NHS	National Highway System	This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b). (23CFR500)
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - https://www.fdotd7studies.com/what-is-a-pde-study.html)
PE	Preliminary Engineering	The analysis and design work performed by professionals for transportation projects that leads to the development of construction/roadway plans, specifications and cost estimates.
PEA	Planning Emphasis Area	Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs.
PIP	Public Involvement Plan	The Public Involvement Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.
PL Funds	Metropolitan Planning Funds	Funds made available to MPOs for transportation planning activities to provide for a continuing, comprehensive and cooperative (3-C) planning process.
ROW	Right of Way	An easement reserved on the land for transportation purposes, such as a highway, bike path, rail line, utility line, etc.

RPC	Regional Planning Council	Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration.
SHSP	Strategic Highway Safety Plan	This is a statewide-coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - https://www.fdot.gov/planning/sis/default.shtm)
SLRTP	Statewide Long-Range Transportation Plan	The official, statewide, multimodal transportation plan covering no less than 20 years and developed through the statewide transportation planning process.
SOV	Single-Occupancy Vehicle	Any motor vehicle not meeting the established occupancy requirement of a High-Occupancy (HOV) lane.
STBG	Surface Transportation Block Grant Program	The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and school officials.
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.

TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10-year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
TDSP	Transportation Disadvantaged Service Plan	A comprehensive analysis of the service area, identifies available transportation services, and provides local service standards. (Definition taken from FDOT - https://ctd.fdot.gov/communitytransystem.htm)
TIGER	Transportation Investment Generating Economic Recovery	The TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. (Definition taken from USDOT- www.transportation.gov/tiger/about)
TIP	Transportation Improvement Program	A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area.
TMIP	Travel Model Improvement Program	TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. (Definition taken from Reconnecting America- www.reconnectingamerica.org .)
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.

TSM&O	Transportation Systems Management and Operations	Florida Department of transportation (FDOT) program to measuring performance, streamlining and improving the existing system, promoting effective cooperation/collaboration, and delivering positive safety and mobility outcomes to the travelling public. (Definition taken from FDOT - http://www.cflsmartroads.com/tsmo.html)
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of the United States.
V/C	Volume to Capacity	A ratio used to determine whether a particular section of road warrants improvements. V/C compares roadway demand to roadway supply.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period. (Definition taken from Wikipedia)

APPENDIX H: MAJOR CHANGES FROM 2019/2020-2023/2024 TIP

Project Number /FM Number	Project Description	Change from 2019/20-2023/24 TIP	Change In Total Funding (If Applicable)
4348441	CR 42 at SE 182nd Ave. Rd	No Change	N/A
4336511	CR 484 from SW 20th Ave. to CR 475A	No Change	N/A
4443821	CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	Fully Funded	N/A
4352091	I-75 at NW 49th St. from end of NW 49th St. to end of NW 35th St.	Funding Increase	\$58,318,200
4436231	I-75 (State Road 93)	No Change	N/A
4436241	I-75 (State Road 93)	No Change	N/A
4409002	I-75 FRAME OFF SYSTEM	Fully Funded	N/A
4385621	I-75 MARION COUNTY REST AREAS	Funding Decrease	\$20,221
4378261	I-75 MARION COUNTY REST AREAS	Funding Decrease	\$88,377
4363611	ITS OPERATIONAL SUPPORT	No Change	N/A
4317983	NE 36TH AVENUE	Fully Funded	N/A
4443831	SE 36 AVE @ CROSSING # 627220-F	Fully Funded	N/A
4432701	SR 25 / 200 TO ALACH BRIDGE 360025 & 360026	Fully Funded	N/A
4356602	SR 326	Fully Funded	N/A
4437031	SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP RD) TO SR 40	No Change	N/A
4112565	SR 35 (US 301) DALLAS POND REDESIGN	Funding Increase	\$236,597
4336521	SR 40 from SW 40th Ave. to SW 27th Ave.	Funding Decrease	\$2,504,748
4413661	SR 40 from SW 27th Ave. to MLK Jr. Ave.	Funding Increase	\$64,400
4106742	SR 40 from end of 4 lanes to east of CR 314	Funding Decrease / Constructed Delayed - Est. to Begin 2029)	\$23,963,634
4431701	I-75 from Sumter County Line to SR 200	Funding Decrease	\$2,375,139
4437301	US 301 / US 441 Split (The Y) from south of Split to north of Split	Funding Increase	\$26,680
2386481	US 41 from SW 110th St. to north of SR 40	Funding Decrease	\$10,469,145
4392381	US 441 from SR 35 to SR 200	Fully Funded	N/A
4336611	US 441/US 27/South Pine Avenue from SW 3rd St. to NW 2nd St.	Funding Decrease	\$107,604
4411361	US 441 from CR 25A (NW Gainesville Rd.) to US 301/441 Interchange	Funding Increase	\$5,606,809
4356861	US 441 at SE 98th Lane	Fully Funded	N/A
4336601	US 441 at SR 464	Funding Decrease	\$90,948
4447671	US 441 SLOPES AT RR OVER PASS B/W SE 3RD AVE & SE 30TH ST	Fully Funded	N/A
4453211	WILDWOOD MAINLINE WEIGH IN MOTION (WIM) SCREENING	Funding Decrease	\$57,711

APPENDIX I: LIST OF PROJECTS IN 2040 LRTP

The chart below shows projects included in both the TIP and the TPO's 2040 Long-Range Transportation Plan (LRTP). Please note that the details of projects, including the project description, may vary slightly to how the project is identified in the 2040 LRTP. Also, projects listed in the LRTP may be listed on other pages, in addition to the pages shown below.

TIP Page Number	FM Number	2040 LRTP Page Number	2040 LRTP Project Name
34	4352091	5-2	I-75 @ NW 49th Street
40	2386481	5-2	US 41 from SW 111th Place Ln to SR 40
46	4456881	3-10, 3-11	US-441/US-27 at CR-42
49	4106742	5-2	SR 40 from NE 60th Ct to CR 314
50	4336511	5-4	I-75 at CR 484
52	4336521	5-2	SR 40 @ I-75 (SW 27th Ave to SW 40th Ave)
67	4367551	3-23	Indian Lake Trail: Silver Springs State Park to Indian Lake Trailhead
68	4367561	5-2	Downtown Ocala Trail: Ocala City Hall to Silver Springs State Park



TPO Board Meeting

Marion County Commission Auditorium
601 SE 25th Avenue, Ocala, FL 34471
June 23, 2020
4:00 PM

MINUTES

Members Present:

Councilman Ire Bethea
Commissioner Kathy Bryant
Commissioner Jeff Gold, Chair
Councilwoman Valerie Hanchar
Commissioner Ronald Livsey
Councilman Brent Malever, Vice Chair
Commissioner David Moore
Commissioner Michelle Stone

Members Not Present:

Mayor Kent Guinn
Councilman Justin Grabelle
Councilman Jay Musleh
Commissioner Carl Zalak

Others Present:

Rob Balmes, TPO
Liz Mitchell, TPO
Derrick Harris, TPO
Anton Schauerte, TPO
David Boston, City of Ocala
Carl Mikyska, Florida MPOAC
Don Atwell, Marion County
Tracy Straub, Marion County
Rob Cursey, Tindale Oliver
Amber Gartner, Kimley Horn
Vickie Wyche, FDOT
Mike McCammon, FDOT
Other Members of the Public

Item 1. Call to Order and Pledge of Allegiance

Chairman Jeff Gold called the meeting to order at 4:02 pm.

Item 2. Roll Call

Mr. Rob Balmes, TPO Director, called the roll and a quorum was present.
City of Ocala Councilman Ire Bethea was welcomed to his first TPO Board meeting.

Item 3. Proof of Publication

Mr. Rob Balmes, TPO Director, stated that the meeting was published online on the TPO website, and the City of Ocala, Belleview, and Dunnellon websites on June 16, 2020. The meeting was also published to the TPO's Facebook and Twitter pages on June 16 and June 23.

Item 4a. SunTran Annual Report

Mr. David Boston, City of Ocala, provided an annual report presentation for SunTran. Per the current Interlocal Agreement between the City of Ocala, Marion County and the Ocala/Marion County TPO, a SunTran annual report shall be provided in June each year to the TPO Board. Mr. Boston's presentation covered an extensive summary of SunTran activities, including: staffing and management; federal compliance; finances including the recent CARES Act; safety measures and COVID mitigation and maintenance; partnership building; future potential route changes; and capital improvements.

Item 4b. Marion Transit Report

Mr. Derrick Harris, TPO Assistant Director, provided an overview of CARES Act funding recently provided to Marion Transit through a Transportation Improvement Program (TIP) Amendment totaling \$2.67 million. Per the request of the TPO Board at the May 26 meeting, Mr. Harris summarized how the CARES Act funds are planned to be allocated as outlined by Marion Transit Director Tom Wilder. The funding uses will include:

- Five (5) Cutaway buses
- Capital Software (RouteMatch) with additional add-ons which will help enhance the system, provide better data to the customer and the operator, and improve reliability
- Replacing of bus tablets to provide enhanced connectivity, especially in the rural areas of the county
- Telecommunication equipment such as phones, servers, license and upgrades to current system
- In-vehicle driver/passenger protective equipment, two (2) additional cameras added to existing buses which currently have four (4) cameras, for a total of six (6) cameras

Item 4c. 2045 Long Range Transportation Plan (LRTP) Status Update

Mr. Derrick Harris, TPO Assistant Director, provided an update on the progress of the development of the 2045 LRTP. The TPO held a virtual public meeting webinar on June 18 with the option of in-person attendance at the County Commission Auditorium. Approximately 30 participants were in attendance virtually and three in person at the auditorium. The TPO is currently in the needs identification phase of the LRTP process. From June 18 to July 30, a virtual public workshop webpage will be open to the public. Mr. Harris demonstrated how the virtual webpage functions, and shared with the TPO Board how to make comments and identify project improvements. The TPO Board was encouraged to share the virtual webpage with partners and citizens. The next phase of the LRTP will involve the process of developing a Cost Feasible Plan, which will be presented to the Board in August. The LRTP is on schedule to be presented as a draft in September and final in October to the TPO Board for adoption.

Item 4d. Florida Metropolitan Planning Organization Advisory Council (MPOAC) Presentation

Mr. Carl Mikyska, Florida MPOAC Executive Director, provided a comprehensive overview of TPO/MPO's in Florida via WebEx, including key federal laws and state statutes, roles and responsibilities, boundaries and planning areas, and process requirements.

Item 5a. Fiscal Years 2020/21 to 2024/25 Transportation Improvement Program

Mr. Anton Schauerte, Transportation Planner, presented the draft TIP document, including an overview of the comments received during the 30-day public review process. The 30-day process began on May 19 and was extended to June 23 to coincide with the TPO Board meeting. The TPO posted the draft TIP on its website on May 19, and sent notifications via social media, email blasts to public partners, including all key federal, state and local agencies. The TPO also conducted presentations at two TAC and CAC meetings, City of Dunnellon City Council meeting and Belleview City Commission meeting. The TIP was also shared via social media by Marion County and advertised in the Ocala Star Banner. Based on the review process, the TPO received direct comments from the Federal Highway Administration, City of Ocala for SunTran, Technical Advisory Committee (TAC) members, Marion County Office of County Engineer and the public. Mr. Schauerte noted that all comments were assimilated in the TIP document presented to the board. However, he noted the TPO did not receive any feedback or comments to date from the Florida Department of Transportation (FDOT).

Vickie Wyche, FDOT, stated the federal deadline for submission of the TIP is July 15. Therefore, any FDOT comments may be shared with the TPO Board when received. FDOT will provide initial comments to the TPO imminently within one day.

Commissioner Stone stated that she is not supportive of TIP adoption until FDOT comments are received and a final document is presented with their comments incorporated. She stated an additional TPO Board meeting should take place with the option via WebEx/conference call to review the comments prior to adoption.

Chairman Gold suggested that a special meeting should be considered to review the TIP with FDOT comments submitted to the TPO prior to the firm deadline of July 15, 2020.

Commissioner Michelle Stone made a motion to approve conducting an emergency meeting to review the TIP with a complete set of comments, including comments received from FDOT. Councilwoman Hanchar seconded, and a roll-call vote was called and the motion passed unanimously.

Item 5b. General Planning Consultant (GPC) Recommendations

Mr. Rob Balmes, TPO Director, shared the results of a solicitation process to select new general planning consultants (GPC) to support the TPO over the next three to five years. A selection committee was formed that consisted of Nancy Smith, City of Ocala, Elton Holland, Marion County, and Rob Balmes. The solicitation and Request for Qualifications (RFQ) process was managed by Marion County Procurement Services Department. A total of 10 firms submitted proposals. The selection committee recommended three firms to serve as the TPO's GPC. These firms will operate under an on-call basis to complete specific tasks for the TPO. Based on the committee recommendations, Mr. Balmes requested the TPO Board authorize him to work with Marion County Procurement Services to contract with Tindale Oliver and Associates, Kimley-Horn and Associates and Kittelson and Associates.

Commissioner Kathy Bryant made a motion to approve the TPO selection committee recommendations for the three GPC contract firms and for Mr. Balmes to work with Marion County Procurement Services to enter into contract development negotiations. Councilwoman Hanchar seconded, and the motion passed unanimously.

Item 5c. Intergovernmental Coordination and Review (ICAR) and Public Transportation Collaborative Planning Agreement

Mr. Rob Balmes, TPO Director, shared with the TPO Board a request from FDOT for a new joint ICAR and Public Transportation agreement involving all key planning partners, including the TPO, FDOT, East Central Florida Regional Planning Council, City of Ocala (with SunTran and International Airport), and Marion County (with Dunnellon Airport). The last joint agreement was agreed upon and signed by all parties in 2017. However, due to the organizational changes involving SunTran and the TPO, FDOT requested a new agreement. Upon approval, Mr. Balmes stated he will work with the partners to gain signatures at their respective council and commission meetings over the next couple months.

Councilman Malever made a motion to approve the agreement for the TPO. Commissioner Moore seconded, and the motion passed unanimously.

Item 5d. TPO Board Bylaws Update

Mr. Rob Balmes, TPO Director, shared with the TPO Board a proposed set of changes to the TPO Board bylaws in tracked changes mode. The board bylaws were last updated in 2004. The TPO also received a courtesy review of the bylaws of Marion County Office of County Attorney. The primary changes made to the document included editing outdated language (gender exclusive), clarifying chair and vice chair roles, adding how amendments are reviewed, and adding sunshine law language.

Per the request of Councilman Bethea, the TPO Director provided a further in-depth summary of the proposed changes to ensure the board is fully clear and supports the changes.

Commissioner Stone made a motion to approve the bylaws update. Councilwoman Hanchar seconded, and a roll-call vote was called and the motion passed unanimously.

Item 5e. FDOT/MPOAC Performance Measures Consensus Document

Mr. Rob Balmes, TPO Director, shared with the TPO Board a recommendation to approve the Transportation Measures Consensus Document as a standalone resource to guide performance based planning. The document was included last September in an approved TIP amendment of the board. However, the Federal Highway Administration suggested to all TPO/MPO's in Florida to separately adopt the document to avoid the need to include with each TIP on an annual basis. Once adopted as a standalone resource, the TPO does not need to continuously include in the TIP.

Commissioner Stone made a motion to approve the performance measures consensus document. Councilman Malever seconded, and the motion passed unanimously.

Item 5f (Walk-On Agenda Item) Approval of Citizens Advisory Committee Application

Mr. Derrick Harris, TPO Assistant Director, presented a recent application for membership in the TPO's Citizen's Advisory Committee (CAC). Mr. Richard Howard, Marion County resident, applied to become a member of the CAC.

Councilwoman Hanchar made a motion to approve Mr. Howard as a member of the CAC. Councilman Bethea seconded, and a roll-call vote was called and the motion passed unanimously.

Item 6. Consent Agenda

Commissioner David Moore made a motion to approve the consent agenda. Councilwoman Hanchar seconded, and the motion passed unanimously.

Item 7. Comments by FDOT

There were no comments by FDOT. The project status report was included in the packet.

Item 8. Comments by TPO Staff

Chairman Jeff Gold and TPO Director Rob Balmes provided an update on the status of the ongoing TPO audit with the FDOT Office of Inspector General (OIG). A conference call meeting was held with the auditors on June 11 and included Commissioner Gold, Liz Mitchell of the TPO, Rob Balmes of the TPO and Mike McCain of Marion County Budget. A set of 50 questions was provided in advance of the meeting. The OIG conducted the meeting by requesting specific answers to the questions on the conference call. It was not made clear to the TPO if this process concluded the field-work phase of the audit. The final phase will involve reporting. Further information will be provided to the TPO Board when it becomes available.

Item 9. Comments by TPO Members

Councilwoman Hanchar provided an update on the M-Cores Task Force for the Northern Turnpike extension study. Councilwoman Hanchar and Commissioner Kathy Bryant participated in a virtual meeting on June 3. This meeting focused on broadband opportunities, high level needs and issues, and still no specific corridor areas or lines on a map to review. An additional meeting is taking place on June 25. Councilwoman Hanchar will provide further summary information to the TPO Board and TPO Director at a future meeting.

Item 10. Public Comment

Michelle Shearer, Marion County resident, provided public comment. She asked for removal of the SW 95th Street interchange from the TPO's Long Range Transportation Plan Needs List; and removal of the planned four-lane widening expansion of CR 475A (Shady Road) from SW 66th to SW 42nd. The scenic and special character of the county should be preserved. She asked the TPO Board to consider what we as a county want to look like in the future related to this corridor. Also, US 441 needs more turn lanes in the immediate future before the long-term improvements are implemented.

Item 11. Adjournment

Chairman Gold adjourned the meeting at 5:40 pm. Respectfully Submitted By:

Rob Balmes, TPO Director