



Citizens Advisory Committee (CAC) Meeting
Marion County Library Headquarters – Meeting Room C
2720 E Silver Springs Blvd., Ocala, FL 34470

August 10, 2021

1:00 PM

AGENDA

1. **CALL TO ORDER AND ROLL CALL**
2. **PROOF OF PUBLICATION**
3. **ACTION ITEMS**
 - A. **Fiscal Years (FY) 21/22 to 25/26 Transportation Improvement Program (TIP) Roll Forward Amendment**
An amendment to the TIP is proposed for roll-forward projects.
4. **PRESENTATIONS**
 - A. **Draft Congestion Management Plan**
A presentation will be provided on the draft CMP for comment and discussion.
5. **DISCUSSION ITEMS**
 - A. **Traffic Counts Report**
The 2021 Traffic Counts Report is included with the meeting packet.
 - B. **CAC Membership Update**
An update will be provided of current membership and the call for CAC membership applications.
 - C. **Safety Action Plan**
TPO staff will discuss the upcoming project and general timeframe.
6. **CONSENT AGENDA**
 - A. **May 11, 2021 Minutes**
 - B. **June 8, 2021 Minutes**
7. **COMMENTS BY FDOT- Construction Report**
8. **COMMENTS BY TPO STAFF**
 - A. **U.S. Senate Infrastructure**
9. **COMMENTS BY CAC MEMBERS**
10. **PUBLIC COMMENT (Limited to 2 minutes)**

11. ADJOURNMENT

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 438-2630 forty-eight (48) hours in advance so arrangements can be made. Pursuant to Chapter 286.0105, Florida Statutes, if a person decides to appeal any decision made by the TPO with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she 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 Citizens Advisory Committee meeting will be held on
September 14, 2021*



TO: Committee Members

FROM: Rob Balmes, Director

RE: Roll Forward Transportation Improvement Program

Summary

On an annual basis, the TPO works in coordination with the Florida Department of Transportation (FDOT) to amend the Transportation Improvement Program (TIP) through a roll-forward process. This process is undertaken because in some cases project phases that were programmed in the previous fiscal year (FY) of the prior TIP were not authorized and encumbered by June 30. These projects must then roll-forward to the new FY in July of the FDOT Work Program and also be included in year one the TPO's recently adopted TIP (FY 2021/2022 to 2025/2026). Therefore, a TIP amendment is necessary to ensure full consistency with the FDOT Work Program.

A total of \$25,605,946 in funding is proposed to be rolled forward to projects in the FY 2021/2022 to 2025/2026 TIP. Some of the notable projects include:

- SR 40 from end of 4 lanes to east of CR 314 (Right-of-Way, PE): \$818,427
- SR 40 intersections at SW 40th and SW 27th (Right-of-Way, PE): \$550,709
- US 441 from SR 40 to SR 40A (Right-of-Way, PE, Construction): \$402,469
- SR 25/SR 200/US 301 from CR 25A to US 301/US 441 (Resurfacing): \$3,399,470
- SunTran Capital and Operating: \$17,472,315
- SunTran Block Grant Operating: \$523,310
- SunTran Small Urban Capital: \$808,794
- Silver Springs State Park Pedestrian Bridges (PE, Environmental): \$148,616

Attachment(s)

- Roll Forward Transportation Improvement Program (TIP) Amendment report
- FY 2021/22 to 2025/26 TIP document

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

Recommendation(s)

Approve an amendment to the FY 2021/22 to 2025/26 TIP to include the Roll Forward TIP Amendment report in Appendix K of the document.

Action Requested

Approve TIP Amendment #1.

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

July 6, 2021

Ocala Marion Transportation Planning Organization
Rob Balmes, Executive Director
2710 E Silver Springs Blvd
Ocala, FL 34470

RE: Annual Roll-Forward Report/Amendment Fiscal Years 2021/2022 to 2025/2026

Mr. Balmes,

The purpose of this letter is to request Ocala Marion Transportation Planning Organization (TPO) approve the Annual Roll-Forward Report/Amendment to the adopted Transportation Improvement Program (TIP) for Fiscal Years (FY) 2021/2022 through 2025/2026 to reconcile differences between the TIP and Florida Department of Transportation's (FDOT) Adopted Five-Year Work Program.

The FY 2021/2022 through 2025/2026 TIP will take effect on October 1, 2021. Until then, the FY 2020/2021 through 2024/2025 TIP will be recognized by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for authorization of funding.

This annual process is routine and assists the TPO with identifying projects with federal funding that was not committed during the previous state FY 2010/2021. These projects will automatically "roll forward" into state FY 2021/2022 of FDOT's Adopted Five-Year Work Program. This amendment ensures that year one of the TIP as adopted by the TPO Board on June 22, 2021, will match year one of FDOT's Adopted Work Program.

The affected projects submitted for the MPO's approval are listed in the attached Roll-Forward Report dated July 1, 2021.

Feel free to contact me with any questions (386) 943-5338 or via e-mail at rakinya.hinson@dot.state.fl.us.

Sincerely,

A handwritten signature in blue ink that reads "Anna M. Taylor". The signature is written in a cursive, flowing style.

Anna Taylor
Government Liaison Administrator

c: Kellie Smith, FDOT District 5
Rakinya Hinson, FDOT District 5
Jo Santiago, FDOT District 5
Erika Thompson, FDOT Central Office
Scott Philips, FDOT Central Office
Jim Martin, FHWA
Robert Sachnin, FTA

**Transportation
Improvement Program**
Fiscal Years 2021/2022 to 2025/2026
Roll Forward Amendment
Pending Approval August 24, 2021



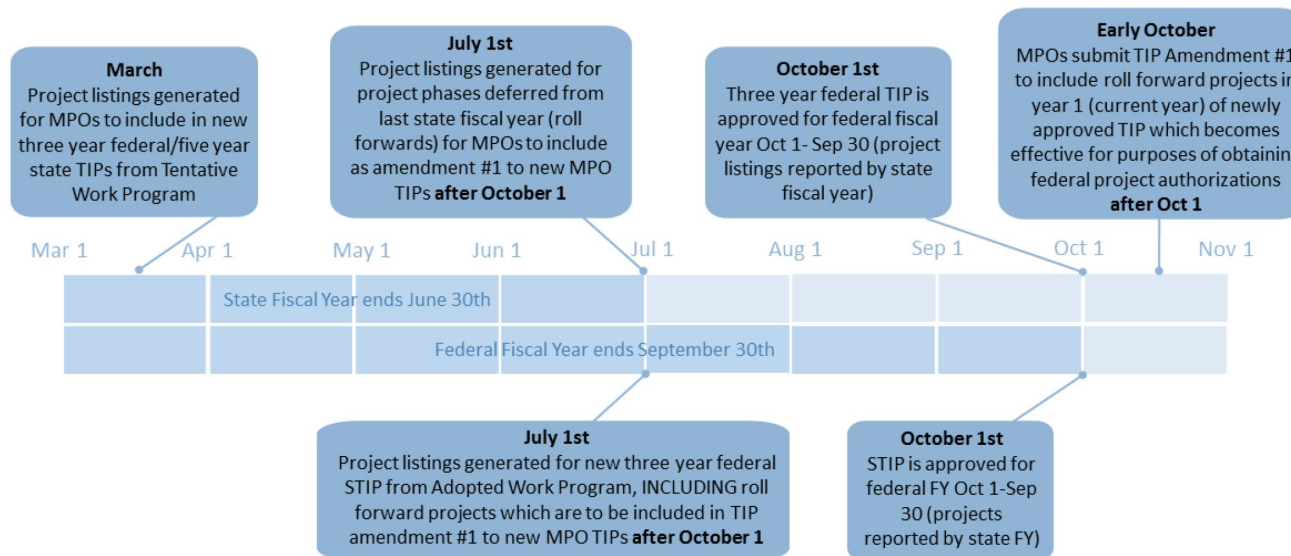
Roll Forward TIP Amendment

PURPOSE

The purpose of the Roll Forward Amendment is to ensure consistency between the Ocala/Marion County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program. This is due to a three-month gap between the start of the State fiscal year (FY) on July 1 and the start of the Federal FY on October 1.

The TPO's FY 2021/2022 to 2025/2026 TIP was adopted by the Board on June 22, 2021. Both the TPO's TIP and FDOT's Work Program are adopted by July 1 of each year with the requirement that year one (FY 2022) in both documents must match. However, in some cases there are projects that were programmed in the previous FY of the prior TIP document that were not authorized and encumbered prior to June 30. These projects automatically roll-forward in the FDOT Work Program, but not into the TIP to meet the TPO's timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include these projects to be in full alignment with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

Unlike all other projects, Federal Transit Administration (FTA) projects do not automatically roll-forward in the FDOT Work Program. The TPO is required to coordinate with the FDOT District Public Transit Office (TPO) and SunTran to ensure that any project funding is appropriately accounted for in the Roll Forward TIP Amendment. The following graphic displays the Roll Forward process and all key milestones.



Source: Florida Department of Transportation MPO Program Management Handbook, 2021

Roll Forward Summary

The following summary displays the differences between the current adopted FY 2021/2022 to 2025/2026 TIP for year one (FY 21/2022) and proposed TIP based on the project changes due to the Roll Forward amendment process.

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 21/2022	Amount Rolled Forward	Revised TIP FY 21/2022
2386511	SR 200 from Citrus County Line to CR 484	Add lanes, reconstruction	PE	\$0	\$4,730	\$4,730
2386774	SR 35/Belleview Bypass, US 27 to SR 35	New road construction	PE	\$0	\$1,196	\$1,196
2386931	SR 35 Baseline Road from SE 92nd PL/Belleview Bypass to SR 464/Maricamp Road	Add lanes, reconstruction	PE	\$0	\$4,467	\$4,467
			DB	\$0	\$7,399	\$7,399
			Total:	\$0	\$11,866	\$11,866
4106742	SR 40 from End of 4 lanes to East of CR 314	Add lanes, reconstruction	ROW	\$405,312	\$789,401	\$1,194,713
			PE	\$0	\$28,846	\$28,846
			Total:	\$405,312	\$818,247	\$1,223,559
4306551	SR 492, SR 200/US 301/441 to SR 40	Resurfacing	CST	\$0	\$3,490	\$3,490
4317973	NE 25th Avenue from NE 24th St to NE 35th St	Add lanes, reconstruction	PE	\$0	\$8,063	\$8,063
4336521	SR 40 Intersections at SW 40th Ave and SW 27th Ave	Add turn lanes	PE	\$0	\$8,127	\$8,127
			ROW	\$1,186,500	\$550,582	\$1,737,082
			Total:	\$1,186,500	\$558,709	\$1,745,209
4336611	US 441 from SR 40 to SR 40A (SW Broadway)	Intersection traffic operations	PE	\$0	\$11,744	\$11,744
			ROW	\$308,157	\$51,997	\$360,154
			CST	\$2,574,683	\$338,728	\$2,913,411
			Total:	\$2,882,840	\$402,469	\$3,285,309
4350571	I-75 (SR 93) at CR 484, SR 326, CR 318	Lighting	PE	\$0	\$4,945	\$4,945
4354661	I-75 2 Locations	Landscaping	CST	\$0	\$51,689	\$51,689
4356861	SR 500/US 441 at SE 98th Lane	Add left turn lane(s)	PE	\$0	\$13,291	\$13,291
			CST	\$0	\$57,659	\$57,659
			Total:	\$0	\$70,950	\$70,950
4368791	SR 200 from S of CR 484 to S of SW 60th Avenue	Resurfacing	PE	\$0	\$7,587	\$7,587
			CST	\$0	\$18,522	\$18,522
			Total:	\$0	\$26,109	\$26,109
4373391	SR 500/US 27 from Levy County Line to CR 326	Resurfacing	PE	\$0	\$2,862	\$2,862
			CST	\$0	\$24,916	\$24,916
			Total:	\$0	\$27,778	\$27,778

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 21/2022	Amount Rolled Forward	Revised TIP FY 21/2022
4378181	I-75 at CR 318 Interchange	Landscaping	CST	\$0	\$12,971	\$12,971
4378281	I-75 at SW 20th St and I-75 at SW 43rd St	Landscaping	CST	\$0	\$15,243	\$15,243
4392381	SR 25/SR 500/US 441 from SR 25/Baseline Rd to SR 200/SW 10th Street	Resurfacing	PE	\$0	\$26,218	\$26,218
			ROW	\$0	\$8,572	\$8,572
			RRU	\$0	\$100,000	\$100,000
			CST	\$0	\$19,122	\$19,122
			Total:	\$0	\$153,912	\$153,912
4398871	Marion County Pedestrian Lighting Bundle A	Lighting	CST	\$0	\$83,869	\$83,869
4398872	Marion County Pedestrian Lighting Bundle A	Lighting	CST	\$0	\$91,701	\$91,701
4411361	SR 25/SR 200/US 301/441 from CR 25A to US 301/441 Interchange	Resurfacing	PE	\$0	\$35,447	\$35,447
			CST	\$0	\$3,364,023	\$3,364,023
			Total:	\$0	\$3,399,470	\$3,399,470
4431701	SR 93 (I-75) from Sumter County Line to SR 200	Resurfacing	PE	\$0	\$38,118	\$38,118
			CST	\$30,232,895	\$0	\$30,232,895
			Total:	\$30,232,895	\$38,118	\$30,271,013
4471371	SR 200 Bridges 360044, 360059 and SR 40 Bridge 360044 Deck Area	Bridge Repair/Rehabilitation	PE	\$0	\$2,000	\$2,000
			CST	\$1,008,681	\$0	\$1,008,681
			Total:	\$1,008,681	\$2,000	\$1,010,681
4181071	Marion County Primary In-House	Routine Maintenance	CRT MTN	\$1,831,973	\$0	\$1,831,973
4384171	Marion County Airport Runway Improvements	Aviation Preservation	CAP	\$0	\$182,000	\$182,000
4271882	SunTran/Ocala/Marion Capital and Operating	Capital for Fixed Route	CAP	\$2,994,151	\$17,472,315	\$20,466,466
4333041	Marion Block Grant Operating Assistance	Operating for Fixed Route	OPS	\$1,420,530	\$653,195	\$2,073,725
4333042	Marion Block Grant Operating Assistance	Capital for Fixed Route	CAP	\$0	\$523,310	\$523,310
4453771	Marion Ocala Section 5399 Small Urban Capital	Capital for Fixed Route	CAP	\$0	\$808,794	\$808,794
4261791	Silver Springs State Park Pedestrian Bridges	Pedestrian Bridges	PE	\$0	\$98,616	\$98,616
			ENV	\$0	\$50,000	\$50,000
			Total:	\$0	\$148,616	\$148,616
4393101	Osceola Avenue Trail from SE 3rd St to NE 5th St	Bike Path/Trail	CST	\$0	\$6	\$6
4409002	I-75 FRAME Arterials	ITS Communication System	PE	\$0	\$9,262	\$9,262
			CST	\$0	\$20,923	\$20,923
			Total:	\$0	\$30,185	\$30,185

Roll Forward Grand Totals: \$41,962,882 \$25,605,946 \$67,568,828

Project Phase Acronym Description

CAP	Capital
CRT MTN	Contract Routine Maintenance
CST	Construction
DB	Design Build
ENV	Environmental
OPS	Operations
PE	Preliminary Engineering
ROW	Right of Way
RRU	Railroad and Utilities

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Ocala-Marion TPO

PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
FUND CODE	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS		
DDR	65,483	0	0	0	0	0	0	0	65,483
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	147,787	0	0	0	0	0	0	0	147,787
DIH	69,397	3,490	0	0	0	0	0	0	72,887
DS	302,671	0	0	0	0	0	0	0	302,671
NHRE	4,159,940	0	0	0	0	0	0	0	4,159,940
SA	50,000	0	0	0	0	0	0	0	50,000
TOTAL 430655 1	4,938,800	3,490	0	0	0	0	0	0	4,942,290
TOTAL PROJECT:	4,938,800	3,490	0	0	0	0	0	0	4,942,290

ITEM NUMBER:431797 3 PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 24TH STREET TO NE 35TH STREET *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:36000041 PROJECT LENGTH: .817MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	1,937	8,063	0	0	0	0	0	10,000
TOTAL 431797 3	1,937	8,063	0	0	0	0	0	10,000
TOTAL PROJECT:	1,937	8,063	0	0	0	0	0	10,000

ITEM NUMBER:433652 1 PROJECT DESCRIPTION:SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)
 ROADWAY ID:36110000 PROJECT LENGTH: 1.309MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	145,138	0	0	0	0	0	0	145,138
DIH	157,758	8,127	0	0	0	0	0	165,885
DS	1,682,854	0	0	0	0	0	0	1,682,854
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	30,572	37,428	32,000	0	0	0	0	100,000
SL	302,846	1,699,654	1,650,000	600,000	253,000	0	0	4,505,500
TOTAL 433652 1	2,319,168	1,745,209	1,682,000	600,000	253,000	0	0	6,599,377
TOTAL PROJECT:	2,319,168	1,745,209	1,682,000	600,000	253,000	0	0	6,599,377

ITEM NUMBER:433661 1 PROJECT DESCRIPTION:US 441 FROM SR 40 TO SR 40A (SW BROADWAY) *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
 ROADWAY ID:36030000 PROJECT LENGTH: .384MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	234,257	0	0	0	0	0	0	234,257
DIH	66,232	11,744	0	0	0	0	0	77,976
DS	624,903	0	0	0	0	0	0	624,903
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	251,782	328,639	197,000	106,879	0	0	0	884,300
DIH	70,974	28,714	0	0	0	0	0	99,688
DS	267,199	2,801	0	0	0	0	0	270,000

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Ocala-Marion TPO

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:439887 2 PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A TYPE OF WORK:LIGHTING *SIS*								
DISTRICT:05 COUNTY:MARION LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0								
ROADWAY ID:36004000 PROJECT LENGTH: 1.234MI								
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY DUKE ENERGY FLORIDA, LLC								
	ACSS	73,299	91,701	0	0	0	0	165,000
TOTAL 439887 2		73,299	91,701	0	0	0	0	165,000
TOTAL PROJECT:		256,890	175,570	0	0	0	0	432,460

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:441136 1 PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE TYPE OF WORK:RESURFACING *SIS*								
DISTRICT:05 COUNTY:MARION LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0								
ROADWAY ID:36001000 PROJECT LENGTH: 8.846MI								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	DDR	1,647,005	0	0	0	0	0	1,647,005
	DIH	80,872	35,447	0	0	0	0	116,319
	DS	90,455	0	0	0	0	0	90,455
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	DDR	713,651	50,000	0	0	0	0	763,651
	DS	150,716	48,801	0	0	0	0	199,517
	GFSL	4,198	0	0	0	0	0	4,198
	SA	15,062,618	2,511,253	0	0	0	0	17,573,871
	SL	679,486	753,969	0	0	0	0	1,433,455
TOTAL 441136 1		18,429,001	3,399,470	0	0	0	0	21,828,471
TOTAL PROJECT:		18,429,001	3,399,470	0	0	0	0	21,828,471

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:443170 1 PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 TYPE OF WORK:RESURFACING *SIS*								
DISTRICT:05 COUNTY:MARION LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0								
ROADWAY ID:36210000 PROJECT LENGTH: 13.993MI								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	ACNP	574,409	26,881	0	0	0	0	601,290
	DDR	317,389	0	0	0	0	0	317,389
	DIH	20,084	9,958	0	0	0	0	30,042
	DS	44,244	0	0	0	0	0	44,244
	NHPP	698,631	1,279	0	0	0	0	699,910
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	ACNP	0	30,232,895	0	0	0	0	30,232,895
	DS	24,706	0	0	0	0	0	24,706
TOTAL 443170 1		1,679,463	30,271,013	0	0	0	0	31,950,476
TOTAL PROJECT:		1,679,463	30,271,013	0	0	0	0	31,950,476

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Ocala-Marion TPO

ITEM NUMBER:447137 1
 DISTRICT:05
 ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 200 BRIDGES 360044 & 360059 AND SR 40 BRIDGE 360044 DECK REHAB
 COUNTY:MARION
 PROJECT LENGTH: .543MI

SIS
 TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	57,368	0	0	0	0	0	0	57,368
DIH	0	2,000	0	0	0	0	0	2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	0	1,006,629	0	0	0	0	0	1,006,629
DIH	0	2,052	0	0	0	0	0	2,052
TOTAL 447137 1	57,368	1,010,681	0	0	0	0	0	1,068,049
TOTAL PROJECT:	57,368	1,010,681	0	0	0	0	0	1,068,049
TOTAL DIST: 05	128,217,998	41,503,753	1,897,234	706,879	253,000	0	146,552,836	319,131,700
TOTAL HIGHWAYS	128,217,998	41,503,753	1,897,234	706,879	253,000	0	146,552,836	319,131,700

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Ocala-Marion TPO

ITEM NUMBER: 418107 1
 DISTRICT: 05
 ROADWAY ID:

PROJECT DESCRIPTION: MARION PRIMARY IN-HOUSE
 COUNTY: MARION
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: ROUTINE MAINTENANCE
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL 418107 1	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL PROJECT:	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL DIST: 05	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL MAINTENANCE	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930

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OCALA-MARION TPO

TRANSIT
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ITEM NUMBER:427188 2 PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT								
FTA	0	16,373,173	2,467,181	2,541,196	2,617,431	0	0	23,998,981
LF	0	4,093,293	616,795	635,299	654,398	0	0	5,999,785
TOTAL 427188 2	0	20,466,466	3,083,976	3,176,495	3,271,829	0	0	29,998,766
TOTAL PROJECT:	0	20,466,466	3,083,976	3,176,495	3,271,829	0	0	29,998,766

ITEM NUMBER:433304 1 PROJECT DESCRIPTION:MARION-BLOCK GRANT OPERATING ASSIST FOR FIXED ROUTE SERVICE *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:OPERATING FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY OCALA								
DPTO	449,380	710,265	0	0	0	0	0	1,159,645
FTA	400,000	0	0	0	0	0	0	400,000
LF	1,214,871	1,363,460	0	0	0	0	0	2,578,331
TOTAL 433304 1	2,064,251	2,073,725	0	0	0	0	0	4,137,976

ITEM NUMBER:433304 2 PROJECT DESCRIPTION:MARION-BLOCK GRANT CAPITAL ASSISTANCE FOR FIXED ROUTE SERVICE *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
DPTO	0	523,310	0	0	0	0	0	523,310
TOTAL 433304 2	0	523,310	0	0	0	0	0	523,310
TOTAL PROJECT:	2,064,251	2,597,035	0	0	0	0	0	4,661,286

ITEM NUMBER:445377 1 PROJECT DESCRIPTION:MARION OCALA SECTION 5339 SMALL URBAN CAPITAL *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	647,035	0	0	0	0	0	647,035
LF	0	161,759	0	0	0	0	0	161,759
TOTAL 445377 1	0	808,794	0	0	0	0	0	808,794
TOTAL PROJECT:	0	808,794	0	0	0	0	0	808,794
TOTAL DIST: 05	2,064,251	23,872,295	3,083,976	3,176,495	3,271,829	0	0	35,468,846
TOTAL TRANSIT	2,064,251	23,872,295	3,083,976	3,176,495	3,271,829	0	0	35,468,846

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
MISCELLANEOUS
 =====

NFP	4,046,047	0	0	0	0	0	0	4,046,047
TOTAL 440900 2	5,415,773	30,185	0	0	0	0	0	5,445,958
TOTAL PROJECT:	5,415,773	30,185	0	0	0	0	0	5,445,958
TOTAL DIST: 05	7,832,848	178,807	0	2,713,934	0	0	0	10,725,589
TOTAL MISCELLANEOUS	7,832,848	178,807	0	2,713,934	0	0	0	10,725,589
<hr/>								
GRAND TOTAL	176,577,162	67,568,828	6,813,183	8,379,281	5,306,802	1,781,973	146,552,836	412,980,065

Transportation Improvement Program Fiscal Years 2021/2022 to 2025/2026 Roll Forward Amendment *Pending Approval August 24, 2021*

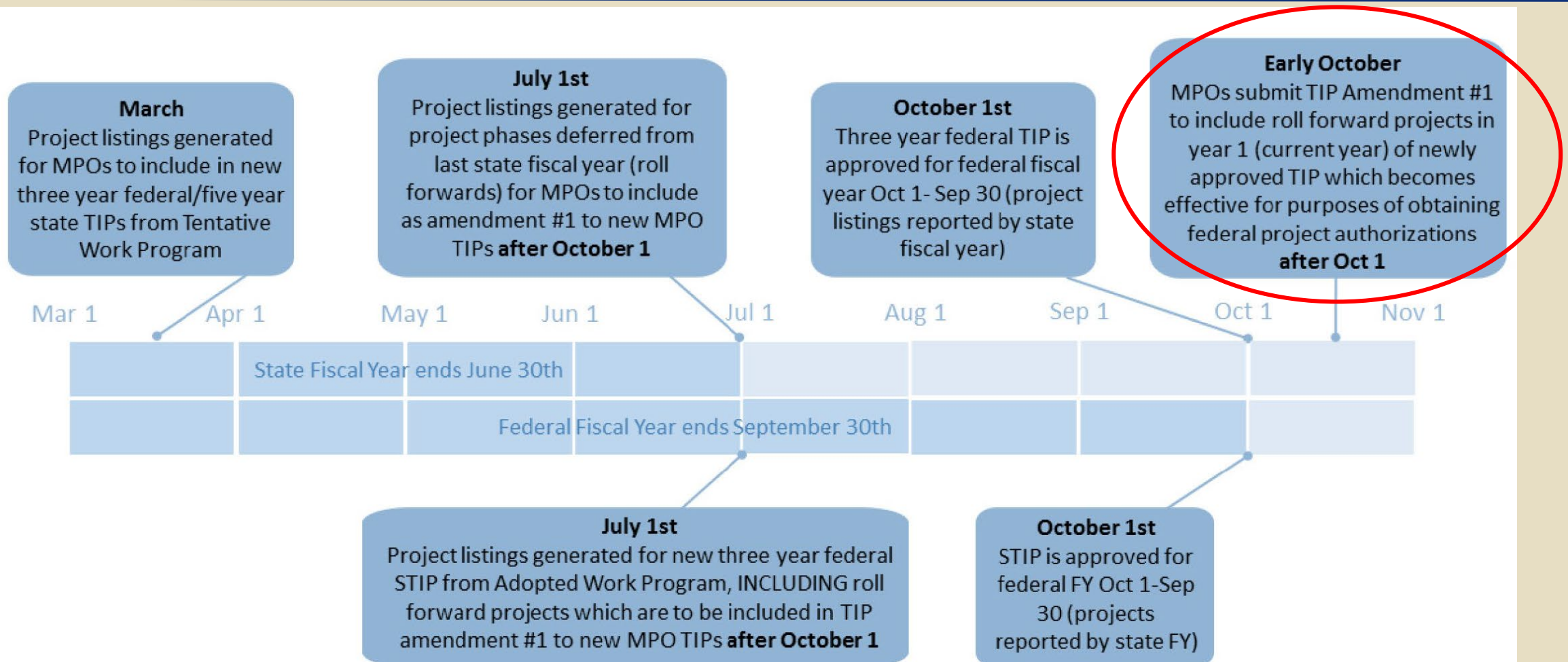
CAC Meeting August 10, 2021



Roll Forward Process

- **Annual process to ensure consistency between the FDOT Work Program and TPO's Transportation Improvement Program (TIP).**
- **Projects “roll forward” that were not authorized by June 30 in prior TIP (FY 20/21 to 24/25) to the new TIP (FY 21/22 to 25/26)**

Roll Forward Process



Roll Forward Funding

Roll Forward Funding Totals

- 21 Prior TIP projects and 9 Current TIP projects
- Current TIP FY 21/22: \$41,962,882
- Roll-Forward Amount FY 21/22: \$25,605,946
- Revised FY 21/22: \$67,568,828 (30 projects)

Major Project Changes

- **SR 40 from end of 4 lanes to E/O CR 314**
(ROW, PE) - \$818,427
- **SR 40 intersections at SW 40th and SW 27th**
(ROW, PE) - \$550,709
- **US 441 from SR 40 to SR 40A intersections**
(ROW, PE, Construction) - \$550,709
- **SR 25/US 301 from CR 25A to US 301/US 441**
(Resurfacing) - \$3,399,470

Major Project Changes

- **SunTran Capital and Operating**
\$17,472,315
- **SunTran Block Grant Operating**
\$523,310
- **SunTran Urban Capital**
\$808,794
- **Silver Springs State Park Pedestrian Bridges**
(PE, Environmental) - \$148,616

Total TIP Funding Changes

Current

Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
Federal	\$64,424,589	\$44,391,046	\$19,289,877	\$17,598,412	\$1,945,224	\$147,649,148
State	\$16,878,323	\$31,523,537	\$50,361,352	\$45,639,383	\$9,340,018	\$153,742,613
Local	\$14,292,592	\$2,861,079	\$3,196,419	\$11,605,461	\$1,820,398	\$33,775,949
Total:	\$95,595,504	\$78,775,662	\$72,847,648	\$74,843,256	\$13,105,640	\$335,167,710

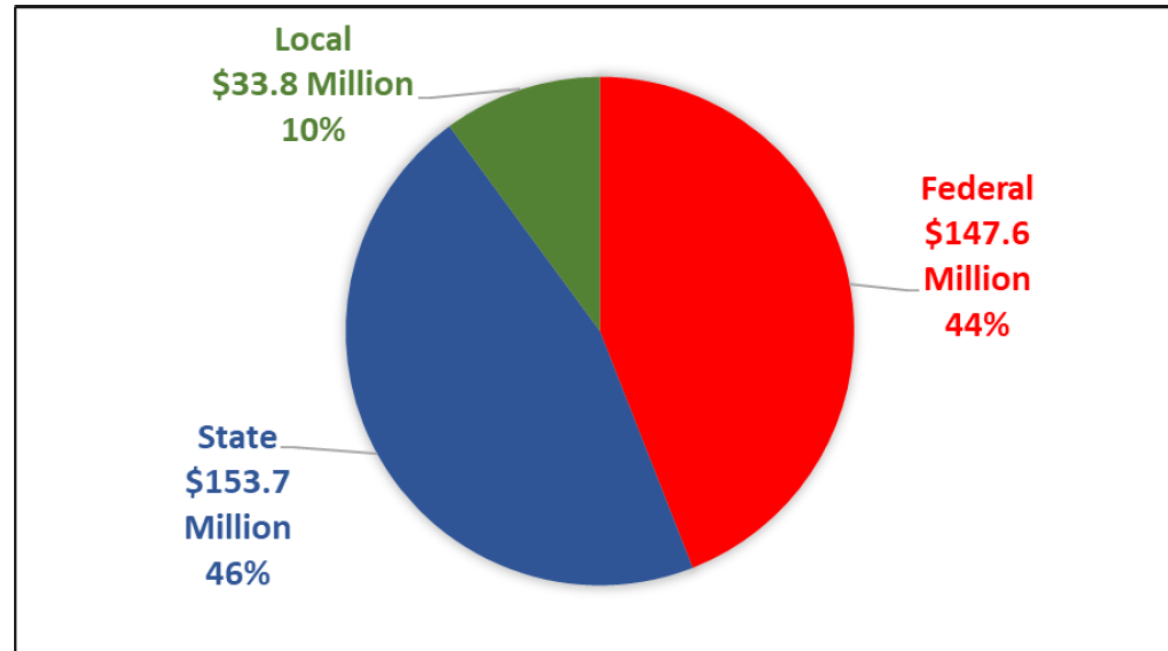


Figure 9: 5-Year Summary by Funding Source

Total TIP Funding Changes

**Roll
Forward**

Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
Federal	\$83,975,291	\$44,391,046	\$19,289,877	\$17,598,412	\$1,945,224	\$167,199,850
State	\$18,587,750	\$31,523,537	\$50,361,352	\$45,639,383	\$9,340,018	\$155,452,040
Local	\$18,638,409	\$2,861,079	\$3,196,419	\$11,605,461	\$1,820,398	\$38,121,766
Total:	\$121,201,450	\$78,775,662	\$72,847,648	\$74,843,256	\$13,105,640	\$360,773,656

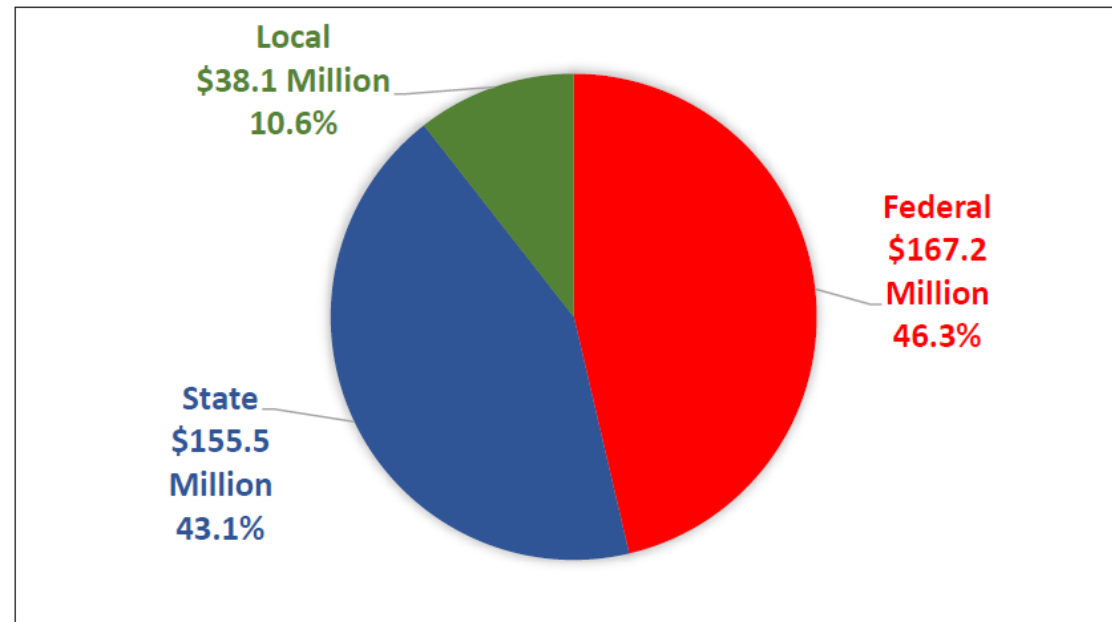


Figure 9: 5-Year Summary by Funding Source

TPO staff is Requesting Approval of the Roll Forward Amendment



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**

Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2021/2022 to 2025/2026



Adopted – June 22, 2021 *Amendment #1, August 24, 2021*

This document has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other federal and state nondiscrimination authorities.

Funding for this document has been financed through grants from the Federal Highway Administration and Federal Transit Administration in cooperation with the Florida Department of Transportation, Marion County and the cities of Belleview, Dunnellon and Ocala.

2710 E. Silver Springs Boulevard • Ocala, FL 34470 • 352-438-2630

[RESOLUTION INSERTED ON THIS PAGE]

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The Ocala Marion Transportation Planning Organization (TPO) complies with nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to the Ocala Marion TPO compliance with Title VI may do so by contacting the TPO at: (352) 438-2630 or 2710 East Silver Springs Blvd, Ocala, FL 34470.

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

1. 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 Fiscal Years 2021/22 to 2025/26 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.

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 reflected in the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The 2045 LRTP, which is also developed by the TPO, outlines Marion County'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 programming specific improvements. In summary, the TIP serves as the budget for carrying out the LRTP in five-year increments. The TIP is also used to coordinate transportation projects between local, state and federal agencies, thereby ensuring the efficient use of transportation funding to Marion County.

The TIP was developed under the federal guidance and requirements contained in the Fixing America's Surface Transportation (FAST) Act, the current federal transportation law. Transportation projects contained in the TIP are financially feasible and located within the designated MPA. As a condition of receiving federal project funding, the TIP must list all highway and public transportation projects proposed for funding under Title 23 United States Code (U.S.C.) (highways) and 49 U.S.C. (transit). The TIP must also contain state and locally funded regionally significant transportation projects regardless of funding source. For a project to be considered financially feasible, the anticipated cost must not exceed the anticipated revenue.

A list of Obligated projects is provided in Appendix B. The Obligation list is a continuation of projects in the Fiscal Years 2020/21 to 2024/25 TIP (prior TIP), and in some cases started in previous TIPs [23 CFT 450.334].

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 TPO planning area which includes all of Marion County and the cities of Belleview, Dunnellon and Ocala.

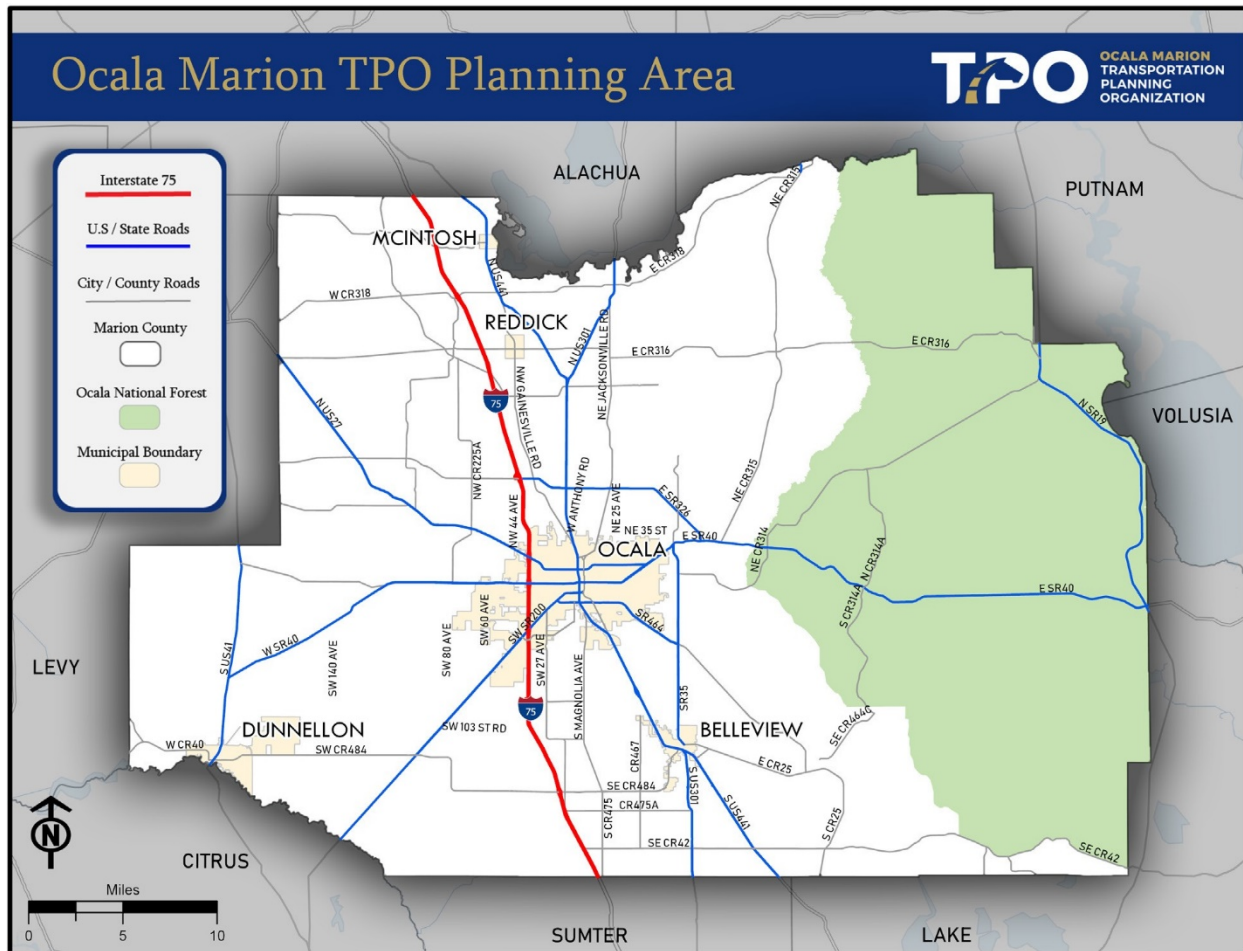


Figure 1: Map of TPO Planning Area

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 strives to also engage both citizens and stakeholders to assist in the development of the TIP. The TPO seeks public input for a minimum of thirty (30) days once the Draft TIP document 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 are contained in Appendix G.

TPO Boards and Committees

The TPO submits a draft TIP for review and feedback to the TPO's TAC and 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 a draft TIP to the TPO Board for review and to receive 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 then presented to the TPO Board for adoption in May or June of each year. In 2021, TPO staff presented the draft TIP to the TAC and CAC on May 11th and June 8th, the TPO Board on May 25th and June 22nd.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Participation Plan (PPP) (<https://ocalamariontpo.org/plans-and-programs/public-participation-plan-ppp>). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC and TPO Board meetings. The TAC and CAC meetings were held virtually and in person and therefore were also accessible to those with internet access. The TPO Board meetings were held both virtually and in-person. Advance public notices were provided for all committee and board meetings per Florida Sunshine Law and the TPO's PPP. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter) and sending e-blast notifications. Beginning on May 4th, a legal notice of the draft version of the TIP was advertised in the Ocala Star Banner. The public comment period for the TIP began on May 4th and concluded on June 22nd. A copy of the public 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 4th, 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.

Formal responses are provided to each citizen comment submitted to the TPO by email, mail or phone. Citizens are provided a formal response by the TPO and made aware how their public comment is documented, and how it may be addressed if related to a specific project(s) in the current TIP. In cases where further follow up is required, such seeking project background information, additional contact is made with the citizen by the TPO. All citizen, TPO committee, TPO Board and partner agency comments and corresponding TPO responses are summarized in Appendix F.

JOINT CERTIFICATION

The most recent joint certification between the Ocala Marion TPO and FDOT was conducted by on February 23, 2021. FDOT certified the TPO's transportation planning process for Fiscal Year 2020/2021. The next certification review will occur in February 2022.

CONSISTENCY WITH OTHER PLANS

The projects and project phases listed in the FY 2021/22 to 2025/26 TIP are consistent with the local public transit development plan (SunTran), 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 2045 LRTP, Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Strategic Highway Safety Plan (SHSP), Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), TPO Congestion Management Process (CMP) and SunTran Transportation Development Plan (TDP).

2045 Long Range Transportation Plan (LRTP)

In addition to documenting Marion County's long-term vision and goals for transportation, the 2045 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 2045 LRTP was adopted by the TPO Board on November 24, 2020. A list of TIP projects referenced in the 2045 LRTP can be found in Appendix I. (<https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp>)

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. (<http://floridatransportationplan.com>)

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. Additionally, TIP projects supporting the SIS are noted in the individual project pages (SIS Project).

(<https://www.fdot.gov/planning/sis/default.shtm>)

Florida's Strategic Highway Safety Plan (SHSP)

The Florida's 2021 to 2025 Strategic Highway Safety Plan (SHSP) was adopted in March 2021. This is an update to the prior plan, and was completed in coordination with all 27 Florida MPO/TPO's. Florida's SHSP outlines a focus on safety programs to reduce crashes, serious injuries and fatalities to achieve zero traffic deaths and serious injuries. A set of 12 emphasis areas organized into three categories (Roadways, Road Users, User Behavior) provide the foundation for improving safety. (<https://www.fdot.gov/safety/shsp/shsp.shtm>)

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. (<https://www.fdot.gov/planning/plans/default.shtm>)

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 to 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 (F.S.) [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 typically 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 is developing a major update to the CMP in 2021. The CMP update serves two purposes: to meet state statutes and help with prioritizing project needs, and to also meet federal requirements if the TPO becomes a Transportation Management Area (TMA) as a result of the 2020 Census. A TPO is considered a TMA when their urbanized area population exceeds 200,000. Completing an update to the CMP will keep the TPO in compliance with both state statute and federal requirements. (<https://ocalamariontpo.org/congestion-management-process-cmp>)

Transit Development Plan (TDP)

The Transit Development Plan (TDP) represents the vision for public transportation in Marion County for a 10-year horizon. A TDP is updated by SunTran every five years to ensure transit services offered meet the mobility needs of local communities. Specifically, the TDP details SunTran’s transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies in Marion County.

TIP REVISIONS

When the TIP and the FDOT Work Program become adopted, there will be cases in which some projects are not yet authorized. These projects, in addition to funding changes within other projects, “roll forward” automatically into the Work Program, and will be amended into this TIP. A Roll Forward TIP Amendment Report is included in Appendix K.

Revisions to the TIP may also 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 TIP revisions; a major amendment, a minor amendment, and administrative modification. Major amendments require adoption by the TPO Board and public comment. Minor amendment and administrative modifications 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 Disadvantaged (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. Therefore, the TIP is 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 the TIP through the ETDM process. Public information for these projects is available at: <https://etdmpub.florat.org/est>.

2. 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 FAST Act in 2015, requires 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 state and/or transit agency targets, or develop their own targets.



Safety



Bridge and Pavement Condition



System Performance



Transit Asset Management and Transit Safety



Safety

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.

As outlined in the Safe System approach promoted by FHWA, the death or serious injury by any person is unacceptable. Consequently, FDOT is fully committed to Vision Zero, and 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 Highway Safety Plan, and the Florida Transportation Plan. FDOT set its safety performance targets on August 31, 2017. In addition, FDOT completed a HSIP Implementation Plan in August 2020 to outline an approach toward meeting its safety performance targets in future years. In August of each calendar year, FDOT reports the following year’s targets in the HSIP. The TPO is then required to either adopt FDOT’s targets or set their own.

On February 27, 2018, the Ocala Marion TPO Board adopted its own safety performance targets to better track progress and reflect greater accountability to the public. The TPO plans to develop a Safety Action Plan in 2021 and applying the adopted targets will serve a key role in this planning effort. 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 23, 2021. Figure 2 shows the safety performance targets set by both FDOT and the TPO for each of the five safety 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 will be published in a Safety Trends Manual in 2021. Additionally, the TPO participates in the Marion County Community Traffic Safety Team (CTST).

Safety Performance Measures	FDOT Target (2021)	TPO Target (2021)	TPO Target Results (2020)
Number of Fatalities	0	97	108
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.96	2.24
Number of Serious Injuries	0	432	304
Rate of Serious Injuries per 100 Million VMT	0	8.74	6.31
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	61	54

Figure 2: Performance Measure Targets and Results - Safety



Bridge and Pavement Condition

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 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 and all MPO/TPO's in Florida agreed to support the FDOT statewide targets on in 2018. The two-year and four-year targets represent bridge and pavement conditions at the end of both target years, and are displayed in Figure 3.

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 (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2019)
Pavement Measures			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	66.4%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	37.8%
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%	59.1%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

Figure 3: Performance Measure Targets and Results - Bridge and Pavement Condition



System Performance

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 and all MPO/TPO’s in Florida agreed to support the FDOT statewide targets in October 2018. Figure 4 displays the most current System Performance measure targets and results.

System Performance Measures	FDOT/TPO Target (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2020)
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 %	97%
Truck Travel Time Reliability (TTTR)	1.75	2.00	1.13

Figure 4: Performance Measure Targets and Results - System Performance



Transit Asset Management and Safety

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 from the oversight by 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 in Figure 5, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the transit asset targets. SunTran coordinates with FDOT on reporting targets to FTA through the National Transit Database (NTD). SunTran also coordinates with the TPO on a continuous basis and participates as a member of the Technical Advisory Committee (TAC).

Figure 5 displays 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 5: Performance Measure Targets and Results - Transit Asset Management

On July 19, 2018, the FTA published the Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d). The effective date of the regulation was July 19, 2019, but was extended to December 31, 2020 due to the global pandemic. The PTASP regulation implements a risk-based Safety Management System approach and requires all recipients and sub-recipients of federal transit financial assistance to establish and certify an Agency Safety Plan and corresponding safety performance targets. MPO/TPO's then have 180 days from the adoption of the PTASP targets set by the public transit agency (SunTran) to adopt or develop their own independent targets.

On December 1, 2020, SunTran submitted their PTASP and corresponding safety targets to the TPO, as adopted by City of Ocala City Council on November 30, 2020. On April 27, 2021, the TPO Board adopted the SunTran PTASP safety targets. Figure 6 displays the adopted SunTran PTASP targets.

SunTran Safety Performance Targets							
Performance Targets based on collected data from the previous three years							
Mode of Transit Service	Fatalities Total	Fatalities (per 100k vehicle revenue miles) VRM)	Injuries Total	Injuries (per 100k vehicle revenue miles VRM)	Safety Events Total	Safety Events (per 100k vehicle revenue miles VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	1	.20	5	1.03	7,492
ADA Paratransit	0	0	0	0	0	0	0

Figure 6: Performance Measure Targets and Results - Transit Safety Targets

3. FINANCIAL PLAN

Overview

The financial planning process of the TPO is undertaken during the development of the LRTP, as part of the Cost Feasible Plan. Once all projects have been determined as “needs”, TPO committees, TPO staff and the TPO Board 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 becomes part of the TPO’s annual List of Priority Projects (LOPP) process. On an annual basis, a revised LOPP is developed collaboratively by the TPO with local partners, committee input and TPO Board approval. The annual revised LOPP is submitted to FDOT annually for projects to be considered in the next Tentative Work Program for funding. FDOT will decide which projects from the LOPP can be reasonably funded with the cost/funding projections. The LOPP can be found in Figure 10 on page 4-3. For further information about the LOPP process, please access the TPO website at:

<https://ocalamariontpo.org/priority-project-list>.

The FY 2021/22 to 2025/26 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 funding categories, distribution of funding by category and funding sources are summarized in Figures 7 to 9. The funding totals include the roll-forward projects, which are included in Appendix K.

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 also 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, Florida Statute, F.S.]. Additionally, only projects that are reasonably expected to be funded may be included in the TIP.

Acronym	Funding Category	Funding Source
ACFP	Advanced Construction Freight Program	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
BRRP	Bridge Repair/Rehabilitation	State
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
FCO	Fixed Capital Outlay	State
FTA	Federal Transit Administration	Federal
GFSN	General Funding	Federal
LF	Local Funds	Local
NHPP	National Highway Performance Program	Federal
NHRE	National Highway Resurfacing Set-Aside NHPP Funding	Federal
PL	Metropolitan Planning	Federal
RHH	Rail Highway Safety	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

Funding Category	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ACFP	\$9,294,816	\$0	\$48,735	\$0	\$0	\$9,343,551
ACNP	\$30,259,776	\$0	\$0	\$0	\$0	\$30,259,776
ACSA	\$931,244	\$0	\$0	\$0	\$0	\$931,244
ACSL	\$3,637,759	\$0	\$0	\$0	\$0	\$3,637,759
ACSN	\$2,458,905	\$0	\$0	\$0	\$0	\$2,458,905
ACSS	\$1,398,116	\$1,365,009	\$752,704	\$521,496	\$0	\$4,037,325
BRRP	\$1,006,629	\$0	\$0	\$0	\$0	\$1,006,629
CIGP	\$0	\$0	\$0	\$8,209,249	\$0	\$8,209,249
D	\$5,728,220	\$4,760,342	\$4,773,193	\$4,736,430	\$4,750,061	\$24,748,246
DDR	\$5,438,547	\$4,388,837	\$35,027,602	\$14,973,347	\$3,290,063	\$63,118,396
DIH	\$485,657	\$116,320	\$79,565	\$11,150	\$28,700	\$721,392
DPTO	\$1,404,831	\$757,741	\$1,063,173	\$3,389,229	\$738,292	\$7,353,266
DRA	\$0	\$21,500,297	\$0	\$0	\$0	\$21,500,297
DS	\$177,154	\$0	\$8,882,919	\$929,077	\$0	\$9,989,150
DU	\$1,095,502	\$1,143,941	\$1,194,721	\$1,400,325	\$1,451,854	\$6,286,343
DWS	\$4,261,712	\$0	\$0	\$0	\$532,902	\$4,794,614
FAA	\$1,800,000	\$5,850,000	\$0	\$0	\$0	\$7,650,000
FCO	\$85,000	\$0	\$534,900	\$5,001,200	\$0	\$5,621,100
FTA	\$17,396,777	\$2,467,181	\$2,541,196	\$2,617,431	\$0	\$25,022,585
GFSN	\$350,276	\$0	\$0	\$0	\$0	\$350,276
LF	\$18,638,409	\$2,861,079	\$3,196,419	\$11,605,461	\$1,820,398	\$38,121,766
NHPP	\$1,279	\$0	\$0	\$0	\$0	\$1,279
NHRE	\$0	\$6,259,321	\$0	\$0	\$0	\$6,259,321
PL	\$494,973	\$493,370	\$493,370	\$493,370	\$493,370	\$2,468,453
RHH	\$207,629	\$0	\$0	\$0	\$0	\$207,629
SA	\$2,602,828	\$20,469,961	\$0	\$0	\$0	\$23,072,789
SL	\$5,363,893	\$6,178,893	\$8,937,257	\$9,284,418	\$0	\$29,764,461
SN	\$3,039,635	\$163,370	\$2,706,657	\$3,028,371	\$0	\$8,938,033
TALL	\$782,909	\$0	\$11,577	\$253,001	\$0	\$1,047,487
TALN	\$46,287	\$0	\$170,381	\$0	\$0	\$216,668
TALT	\$2,812,687	\$0	\$2,433,279	\$0	\$0	\$5,245,966
TRIP	\$0	\$0	\$0	\$5,109,562	\$0	\$5,109,562
TRWR	\$0	\$0	\$0	\$3,280,139	\$0	\$3,280,139
Total:	\$121,201,450	\$78,775,662	\$72,847,648	\$74,843,256	\$13,105,640	\$360,773,656

Figure 8: 5-Year Summary of Total Funding by Category and Fiscal Year

Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
Federal	\$83,975,291	\$44,391,046	\$19,289,877	\$17,598,412	\$1,945,224	\$167,199,850
State	\$18,587,750	\$31,523,537	\$50,361,352	\$45,639,383	\$9,340,018	\$155,452,040
Local	\$18,638,409	\$2,861,079	\$3,196,419	\$11,605,461	\$1,820,398	\$38,121,766
Total:	\$121,201,450	\$78,775,662	\$72,847,648	\$74,843,256	\$13,105,640	\$360,773,656

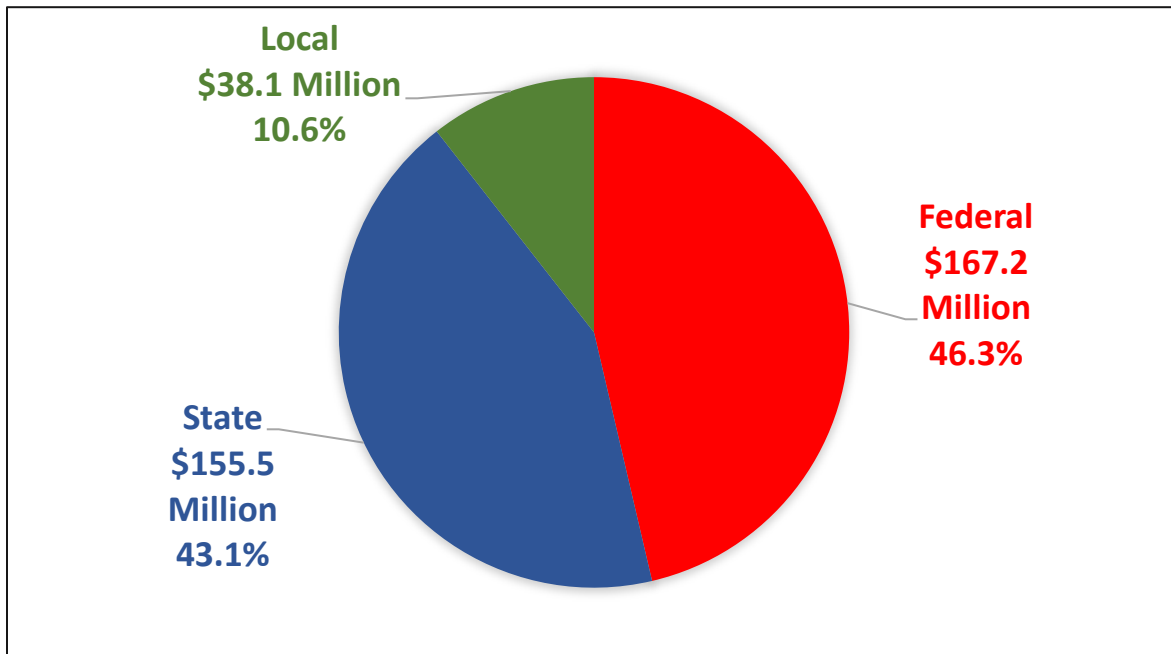


Figure 9: 5-Year Summary by Funding Source

4. PROJECT PRIORITIZATION PROCESS

Methodology

In 2019, the TPO modified its project prioritization process. The process involves an emphasis on prioritizing projects that are closest to receiving construction funding, meet federal performance measures, are multimodal, have available funding and/or include local funding sources and local partnerships. As stated in Section 3, the TPO works collaboratively each year with the cities of Belleview, Dunnellon, Ocala, Marion County and FDOT to develop a List of Priority Projects. The LOPP is a process undertaken to identify the highest priority projects in Marion County to receive consideration for federal and state funding.

The TPO's project prioritization process is consistent with 23 C.F.R 450.332(b), the 2045 LRTP, and with local aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO MPA, to the maximum extent feasible [339.175(8)(c)(7), F.S.].

Project Ranking Criteria

The priority projects ranking criteria is tied directly to the adopted 2045 LRTP Goals and Objectives and to federally required performance measures. The goals from the 2045 LRTP that are used in this prioritization and selection process include:

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

The ranking criteria are grouped into the following six categories:

1. **Multimodal:** The ranking criteria looks at whether a project incorporates different modes of transportation or is multimodal. If a project incorporates bike lanes, sidewalks, transit options, or offers a new alternative such as a trail, it receives one (1) point for being multimodal.
2. **Performance Measure(s):** Based on federal requirements, MPO/TPOs must measure the performance of projects. This is done by measuring projects based on safety, pavement/bridge condition, system performance, transit asset management and transit safety. Therefore, one (1) point is awarded to any project that meets one of the

performance measures, and an additional one (1) point if the project meets two. Please note: most off-system local projects can only obtain up to one point, as most performance measures require a project to either be on or demonstrates improvements to the National Highway System (NHS).

3. **Project Development:** This ranking criteria looks at the status of projects in their development phase. For example, if a project is in the Project Development & Environmental (PD&E) or Planning phase it receives one (1) point. Projects then receive an additional point for each phase it advances up to construction, which receives four (4) points. Please note: projects can only qualify for one of the phases at a time, with one to four points possible (PD&E/Planning 1 point; Design 2 points; ROW 3 points; Construction 4 points).
4. **Funding Availability:** Federal and state transportation is highly competitive and limited. Therefore, if a project has funding already programmed and/or a lower overall cost (e.g. operations, system preservation) or a lower cost is needed to complete the project or specific phase, one (1) point may be awarded.
5. **Local Revenue/Funding Source:** If a project has local revenue being invested, it receives one (1) point.
6. **Local Partnership:** The ranking criteria considers whether a project has a formal partnership between two or more 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.

Based on the development of a revised CMP and anticipated Safety Action Plan in 2021 and 2022, the TPO expects to revise this ranking methodology in 2022 to ensure a greater emphasis is placed on improving both congestion and safety. Any modifications to the methodology will be reviewed by all partners, committees and the TPO Board.

The 2021 List of Priority Projects (LOPP) is provided in Figure 10 on pages 4-3 to 4-5.

2021 List of Priority Projects (LOPP)							
Rank	FM Project #	In TIP or 2045 LRTP Cost Feasible or Boxed Fund Project Lists	Project Name	From	To	Description	Phase
1	435209-1	X	I-75 at NW 49th Street			New interchange	ROW
2	-	X	SW 44th Avenue	SR 200	SW 20th Street	2-Lane roadway extension	CST
3	-	X	NW 44th Avenue	SR 40	NW 11th Street	4 new lanes	CST
4	433660-1	X	US 441 Intersection	SR 464/SW 17th	SR 464/SW 17th	Dedicated turn lanes, pedestrian safety	CST
5	431935-1	X	SR 40 Downtown Ocala	US 441	NE 8th Avenue	Traffic operation and pedestrian	CST
6	433661-1	X	SR 40/US 441 Intersection	NW 2nd Street	SW Broadway Street	Dedicated turn lanes, Pedestrian, lighting	CST
7	433652-1	X	SR 40/I-75 Interchange	SW 40th Avenue	SW 27th Avenue	Operations, safety improvements	CST
8	238648-1	X	US 41	SW 110th Street	SR 40	Widen to 4 lanes	CST
9	-		Emerald Road Extension	SE 92nd Loop	FN Railroad	2 new lanes	CST
10	-		NW 49th/40th	SW 66th	SW 42nd	4-lane divided roadway, flyover	CST
11	-		SW 80th Avenue	SW 90th	SW 80th	4-lane widening	CST
12	-		SW 49th Street	Marion Oaks Manor	0.7 mile south of CR 484	4-lane widening	CST
13	-	X	SW 44th Avenue	SR 200	SW 20th Street	2-lanes to complete 4-lane roadway	CST
14	436375-1	X	Citywide Sidewalk Improvements			City of Ocala sidewalk improvements	CST
15	410674-2	X	SR 40	End of 4 lanes	East of CR 314	Widening to 4 lanes, multi-use trail	ROW
16	-		SW 80th Ave	SW 80th Street	1/2 mile north of SW 38th	Widening to 4 lanes	ROW
17	-		NW/NE 35th Street	West Anthony Road	CR 200A	Widening to 4 lanes	ROW
18	-	X	ITS Operations and Maintenance			Countywide operations, maintenance	CST
19	238651-1	X	SR 200	CR 484	Citrus County Line	Widening of roadway	CST
20	441616-1	X	SR 35 Sidewalk, City of Belleview	SE 118th Place	SE Campbell Road	Sidewalk construction, Belleview	CST
21	-	X	CR 484 (Pennsylvania. Ave), Phase A	Blue Run Park	Mary Street	Multi-modal improvements on CR 484	DES
22	238395-8	X	US 441	CR 42	SE 132nd Street	Widening to 6 lanes	ROW
23	-		SW 49th Street	CR 484	North of Marion Oaks Trail	4-lane divided roadway	DES
24	-		NW 49th/35th Street	CR 225A	1.1 miles west of NW 44th	New 2-lane roadway	DES
25	-		NW 80th/70th	.19 miles north of SR 40	1/2 mile north of US 27	Widening of roadway	DES

Figure 10: 2021 List of Priority Projects (LOPP)

2021 List of Priority Projects (LOPP)							
Rank	FM Project #	In TIP or 2045 LRTP Cost Feasible or Boxed Fund Project Lists	Project Name	From	To	Description	Phase
26	-		SW 49th Street	Marion Oaks Trail	SW 95th Street	4-laned divided roadway	DES
27	-		NW 49th/35th	1.1 miles west of NW 44th	NW 44th	New 2-lane roadway	CST
28	-		SW 38th/40th Street	SW 80th Street	SW 60th Street	Widening of roadway	DES
29	-		NE 35th Street	CR 200A	NE 25th	Widening of roadway	DES
30	-		SW 90th	SW 60th	.8 miles east of SW 60th	Widening of roadway	DES
31	-		NE 8th Avenue (SR 40 to SR 492)	SR 40	SR 492	Remove 2 lanes, multi-modal project	ROW
32	-	X	Bellevue to Greenway Trail	Lake Lillian	Cross Florida Greenway	Trail connect with Heart of Florida	ROW
33	436756-1	X	Downtown Ocala to Silver Springs Trail	Downtown	Silver Springs State Park	Trail, bike lanes, connectivity	DES
34	436755-1	X	Indian Lake Trail	Silver Springs State Park	Indian Lake State Park	New 12-foot wide multi-use trail	DES
35	-	X	Sunrise/Horizon Schools Sidewalks	Marion Oaks Manor	Marion Golf Way	Sidewalk construction	DES
36	-	X	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	Trail connect with Heart of Florida	ROW
37	-	X	US 301 Sidewalk	320' north of SE 62nd Ave	SE 115th Lane	New sidewalk construction	DES
38	410674-3	X	SR 40	CR 314	CR 314A	Widening to 4 lanes	DES
39	410674-4	X	SR 40	CR 314A	Levy Hammock Road	Widening to 4 lanes	DES
40	-	X	SR 200 Trails/Wildlife Underpass	South of CR 484		Construct trail/wildlife underpass	ROW
41	435484-2	X	Pruitt Trail	Pruitt Trailhead	Bridges Road	Trail connect with Heart of Florida	DES
42	-		CR 484	Marion Oaks Pass	SR 200	Widening of roadway	PD&E/PL
43	-		SW 38th	SW 60th	SW 43rd	Widening of roadway	PD&E/PL
44	411256-4		US 301	CR 42	SE 142nd Place	Widening of 2 additional lanes	ROW
45	435208-1	X	SR 35 intersection projects	SR 25, Foss Rd, Robinson Rd		Operational, safety improvements	ROW
46	435490-1	X	SR 40/SR 35 Intersection	SR 40	SR 35	Intersection improvements	DES
47	-	X	Watula and NE 8th Road Trail	Tuscawillia Park	CR 200A	Trail project, City of Ocala	DES
48	411256-4	X	US 301 South	SE 143rd Place	US 441	ITS Boxed Fund project	ROW
49	-	X	Black Bear Trail	SR 40		Construction of new multi-use Trail	DES
50	-	X	Silver Springs to Hawthorne Trail	Silver Springs State Park		Construction of new trail connection	DES

Figure 10: 2021 List of Priority Projects (LOPP), continued

2021 List of Priority Projects (LOPP)							
Rank	FM Project #	In TIP or 2045 LRTP Cost Feasible or Boxed Fund Project Lists	Project Name	From	To	Description	Phase
51	431798-1		NE 36th Avenue	SR 492	NE 35th Street	Widening to 4 lanes	DES
52	431797-1		NE 25th Avenue	SR 492	NE 35th Street	Widening to 4 lanes	DES
53	-	X	CR 484 (Pennsylvania. Ave), Phase B	Blue Run Park	Mary Street	Multi-modal with bridge on CR 484	PD&E/PL
54	-	X	NW 44th Avenue	NW 60th	SR 326	Widening to 4 lanes	PD&E/PL
55	238720-1	X	SR 40	SW 140th	CR 328	Widening of 2 additional lanes	PD&E/PL
56	433633-1	X	US 27	I-75	NW 27th	Widening of 2 additional lanes	PD&E/PL
57	-	X	SR 40	SW 60th Avenue	I-75	Widening of 2 additional lanes	PD&E/PL
58	-	X	SR 326	US 301	old US 301	Widening of 2 additional lanes	PD&E/PL
59	433680-1	X	US 27/I-75 Interchange	NW 44th Avenue	NW 35th Avenue	Operational improvements	PD&E/PL
60	435490-1	X	SR 40 West Multi-Modal	CSX Rail Bridge	I-75	Sidewalk widening, safety improvements	PD&E/PL
61	-	X	US 41	SR 40	Levy County Line	Widening of 2 additional lanes	PD&E/PL
62	-		SW 40th Avenue Realignment		SR 200	Add 2 lanes, realign intersection	PD&E/PL
63	-		SR 326	CR 200A	NE 36th	Widening of 2 additional lanes	PD&E/PL
64	-		CR 484	SW 20th Street	CR 475A	Widening to 6 lanes, bridge replacement	PD&E/PL
65	-		I-75 at SW 20th Street			New interchange	PD&E/PL
66	-		SR 40	US 41	SW 140th	Widening of 2 additional lanes	PD&E/PL
67	-	X	SR 35 (CR 25 to SE 92nd), Widening	CR 25	SE 92nd	Widening of 2 additional lanes	PD&E/PL
68	-	X	Nature Coast Trail Connection	Levy County Line	CR 484	Trail connection in Dunnellon	PD&E/PL
69	-		Marion Oaks Extension and Flyover	SW 18th	CR 475/I-75	Road extension and flyover I-75	PD&E/PL
70	-		US 441	Sumter County Line	CR 42	Widening of 2 additional lanes	PD&E/PL

Figure 10: 2021 List of Priority Projects (LOPP), continued

5. PROJECTS

Summary

The FY 2021/22 to 2025/26 TIP consists of a total of 71 programmed projects. For ease of reference by the public, the projects were grouped into seven major categories. A summary of changes to major regional transportation projects from the previous Fiscal Years 2020/21 to 2024/25 TIP are available in Appendix H. Appendix I contains a listing of the TIP projects (TIP Download) as submitted to the TPO by FDOT in April 2021. Figure 11 provides a breakdown of the 71 projects by funding category. All 71 projects in the TIP are included in a summary format by category in the following pages of this section. A total of 21 other projects, part of the Roll Forward Amendment (Amendment #1), are included in a summary report in Appendix K. Projects are also referenced how they meet the specific goals and objectives in the 2045 LRTP.

- Interstate (I-75)
- U.S. Routes
- State and Local Routes
- Bicycle and Pedestrian
- Aviation (Airport)
- Transit, Funding, Grants
- ITS and Maintenance

	Interstate (I-75)	U.S. Routes	State and Local Routes	Bicycle and Pedestrian	Aviation (Airport)	Transit, Funding/Grants	ITS and Maintenance
Funding	\$115,533,666	\$63,169,672	\$58,175,462	\$13,699,624	\$19,452,936	\$52,465,609	\$32,764,410
Projects	6	9	13	11	8	10	14

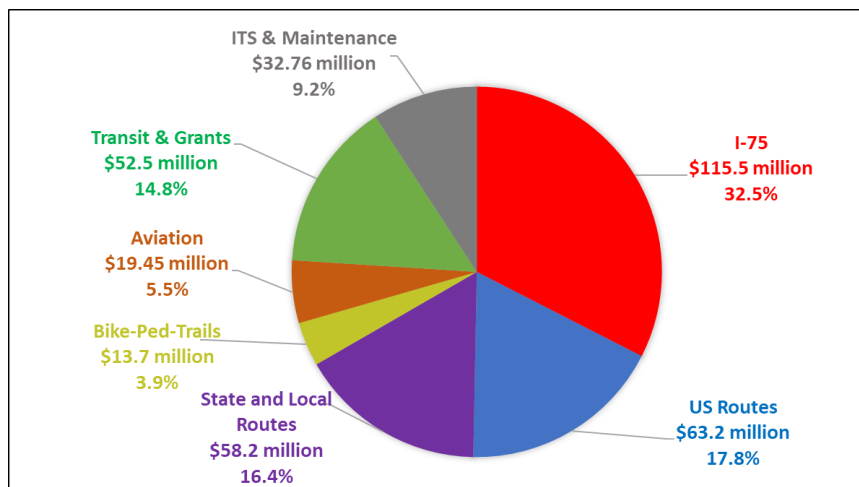


Figure 11: 5-Year Summary of Projects by Funding Source

Figure 12 provides a summary chart of the acronyms used for various project phases and the terms associated with the projects displayed in the TIP summary pages. This chart may be used as a reference when reviewing the project pages.

Acronym	Project Phase and Information
ADM	Administration
CRT MTN	Contract Routine Maintenance
CST	Construction (includes Construction, Engineering and Inspection)
CAP	Capital Grant
DES	Design
ENG	Engineering
ENV CON	Environmental/Conservation
FM	FDOT Financial Management Number
INC	Construction Incentive/Bonus
MNT	Maintenance
MSC	Miscellaneous Construction
OPS	Operations
PD&E	Project Development & Environmental Study
PE	Preliminary Engineering
PLEMO	Planning and Environmental Offices Study
PLN	In House Planning
PST DES	Post Design
R/R CST	Railroad Construction
RELOC	Relocation
ROW	Rights-of-Way Support & Acquisition
RRU	Railroad & Utilities
RT MNT	Routine Maintenance
SEG	Project Segment Number
UTIL	Utilities Construction

Figure 12: Project Phase and Information Acronym List

Performance Management and TIP Projects

The following provides a summary of the projects and SunTran transit program funding in the TIP that support meeting federally required performance measures specifically on the NHS and local transit system, including: safety; bridge and pavement condition; system performance; and

transit asset management and safety. In some cases, a project may support meeting more than one federal performance measure.

Safety (8 projects)

FM Number	Project	Limits	TIP Funding
2386481	SR 45 (U.S. 41)	Southwest 110th Street to North of SR 40	\$44,211,268
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,594,243
4456861	U.S. 41 North/South Williams	Brittan Alexander Bridge to River Road	\$551,496
4336511	CR 484	Southwest 20th Avenue to CR 475A	\$15,302,481
4458001	East SR 40	at SR 492 (NE 14th Street)	\$987,415
4106742	SR 40	End of Four Lanes to East of CR 314A	\$1,223,559
4375962	SR 40/Silver Springs Blvd.	NW 27th Avenue to SW 7th Avenue	\$913,539
4392382	SR 25/U.S. 441/301	SR 25 to SR 200/SW 10th Street	\$4,588,691
Total:			\$71,372,692

Bridge and Pavement Condition (8 projects)

FM Number	Project	Limits	TIP Funding
4431701	SR 93 (I-75)	Sumter County Line to SR 200	\$30,271,013
2386481	SR 45 (U.S. 41)	Southwest 110th Street to North of SR 40	\$44,211,268
4452121	SR 200 (U.S. 301)	South of NE 175th to Alachua County	\$6,166,256
4392382	SR 25/U.S. 441/SR 500	SR 35/Baseline to SR 200/SW 10th Street	\$4,588,691
4453021	SR 35/U.S. 301	North of CR 42 to North of SE 144th Place	\$3,774,255
4471371	SR 200 Bridge and SR 40 Deck	Rehabilitation	\$1,008,681
4452171	SR 326	NW 12th Avenue to SR 40	\$8,669,722
4106742	SR 40	End of Four Lanes to East of CR 314A	\$1,223,559
Total:			\$99,913,445

System Performance (7 projects)

FM Number	Project	Limits	TIP Funding
4352091	I-75 (SR 93) at NW 49th Street	NW 49th Street to end of NW 35th Street	\$57,974,815
2386481	SR 45 (U.S. 41)	Southwest 110th Street to North of SR 40	\$44,211,268
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,594,243
4336611	U.S. 441	SR 40 to SR 40A (SW Broadway)	\$3,607,422
4336511	CR 484	Southwest 20th Avenue to CR 475A	\$15,302,481
4106742	SR 40	End of Four Lanes to East of CR 314A	\$1,223,559
4336521	SR 40 Intersections	at SW 40th Avenue, at SW 27th Avenue	\$4,280,209
Total:			\$130,193,997

Transit Asset Management and Transit Safety

FM Number	Grant	TIP Funding
4481701	5399 Small Urban Capital Fixed Route	\$470,711
4333041	Block Grant Operating Assistance	\$2,073,725
4424551	Block Grant Operating Assistance	\$5,906,624
4271882	Section 5307 FTA Grant	\$29,998,766
Total:		\$38,449,826

TIP Online Interactive Map

The TPO has published an online interactive TIP map. The map provides specific project locations and general information including funding and total project cost. Projects without a specific location (e.g. TPO grants, SunTran grants or FDOT programs) are not included in the interactive map. The map may be accessed through the TPO website or directly at:

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e2c53a700817427f82b12b9833800168>

Interstate 75 (I-75) Projects



Project:

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



Project Type: Interchange

FM Number: 4352091

Lead Agency: FDOT

Length: 0.1 miles

L RTP (Page#): Goal 1, Objective 1.2 (14);
Goal 2, Objective 2.1, 2.2, 2.3 (14);
Goal 3, Objective 3.2 (14)

SIS Project

Description:

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

Prior < 2021/22: \$5,414,730 **Future > 2025/26:** \$0 **Total Project Cost:** \$63,389,545

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	LF	Local	\$10,200,000	\$0	\$0	\$0	\$0	\$10,200,000
CST	SL	Federal	\$0	\$0	\$0	\$9,031,418	\$0	\$9,031,418
CST	SN	Federal	\$0	\$0	\$0	\$3,028,371	\$0	\$3,028,371
CST	LF	Local	\$0	\$0	\$0	\$8,206,420	\$0	\$8,206,420
CST	CIGP	State 100%	\$0	\$0	\$0	\$8,209,249	\$0	\$8,209,249
CST	DDR	State 100%	\$0	\$0	\$0	\$10,909,656	\$0	\$10,909,656
CST	TRIP	State 100%	\$0	\$0	\$0	\$5,109,562	\$0	\$5,109,562
CST	TRWR	State 100%	\$0	\$0	\$0	\$3,280,139	\$0	\$3,280,139
Total:			\$10,200,000	\$0	\$0	\$47,774,815	\$0	\$57,974,815

Project: I-75 Marion County Rest Area Landscaping

Project Type: Landscaping

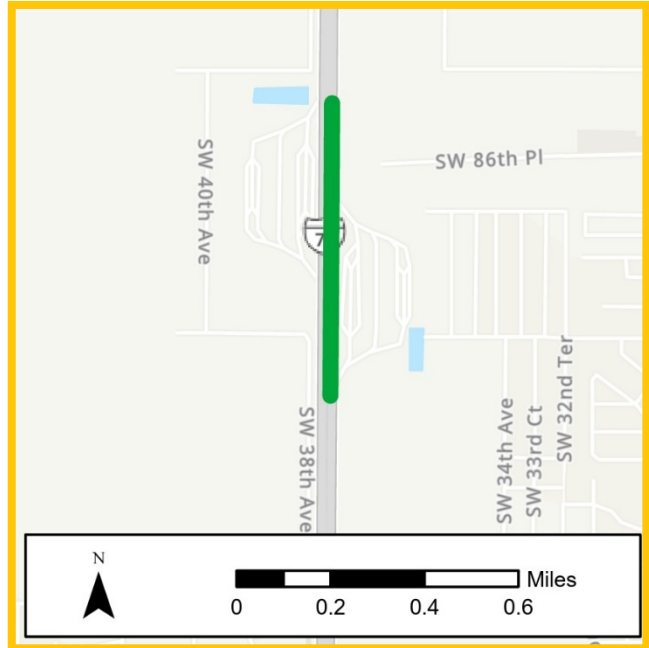
FM Number: 4378261

Lead Agency: FDOT

Length: 0.5 miles

L RTP (Page#): Goal 6: Objective 6.3 (15)

SIS Project



Description:

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

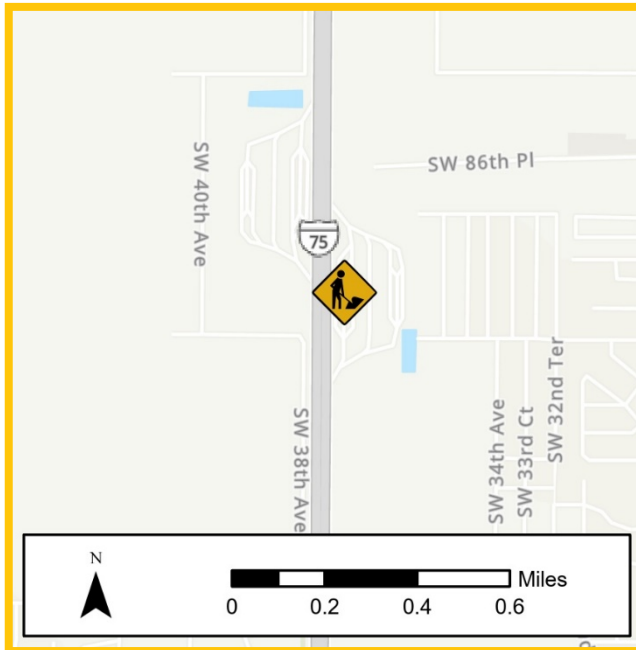
Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$940,227

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	State 100%	\$0	\$0	\$0	\$11,150	\$0	\$11,150
CST	DS	State 100%	\$0	\$0	\$0	\$929,077	\$0	\$929,077
Total:			\$0	\$0	\$0	\$940,227	\$0	\$940,227

Project:

I-75 (SR 93) Rest Area
Marion County from North
of SR 484 to South of SR 200

Project Type: Rest Area Maintenance
FM Number: 4385621
Lead Agency: FDOT
Length: 0.5 miles
LRTP (Page#): Goal 6: Objectives 6.2, 6.3 (15)



SIS Project

Description:

Complete reconstruction of all facilities for the northbound rest area on I-75. This includes a reconstructed rest area building, picnic shelters, maintenance facility and increases in parking capacity.

Prior < 2021/22: \$3,343,765 **Future > 2025/26:** \$0 **Total Project Cost:** \$24,896,762

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	State 100%	\$0	\$52,700	\$0	\$0	\$0	\$52,700
CST	DRA	State 100%	\$0	\$21,500,297	\$0	\$0	\$0	\$21,500,297
Total:			\$0	\$21,552,997	\$0	\$0	\$0	\$21,552,997

Project:

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

Project Type:

Resurfacing

FM Number:

4431701

Lead Agency:

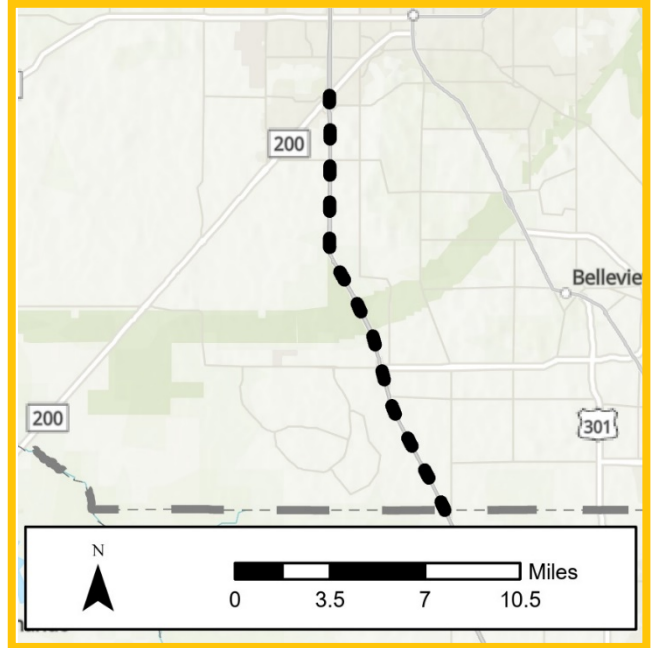
FDOT

Length:

14 miles

L RTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)



SIS Project

Description:

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

Prior < 2021/22:

\$1,679,463

Future > 2025/26:

\$0

Total Project Cost:

\$31,950,476

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACNP	Federal	\$26,881	\$0	\$0	\$0	\$0	\$26,881
PE	DIH	State 100%	\$9,958	\$0	\$0	\$0	\$0	\$9,958
PE	NHPP	Federal	\$1,279	\$0	\$0	\$0	\$0	\$1,279
CST	ACNP	Federal	\$30,232,895	\$0	\$0	\$0	\$0	\$30,232,895
Total:			\$30,271,013	\$0	\$0	\$0	\$0	\$30,271,013

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



Project Type: Weigh Station

FM Number: 4453211

Lead Agency: FDOT

Length: 1.1 miles

L RTP (Page#): Goal 6: Objective 6.2 (15)

SIS Project

Description:

Weigh-in-Motion station improvements.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$4,261,712

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DWS	State 100%	\$4,261,712	\$0	\$0	\$0	\$0	\$4,261,712
Total:			\$4,261,712	\$0	\$0	\$0	\$0	\$4,261,712

Project: Wildwood Mainline Weigh-In Motion (WIM) Inspection Barn Upgrades



Project Type: Weigh Station

FM Number: 4478611

Lead Agency: FDOT

Length: N/A

L RTP (Page#): Goal 6: Objective 6.2 (15)

SIS Project

Description: Barn upgrades at weigh-in-motion facility.

Prior < 2021/22: \$0 **Future > 2025/26:** \$0 **Total Project Cost:** \$532,902

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DWS	State 100%	\$0	\$0	\$0	\$0	\$532,902	\$532,902
Total:			\$0	\$0	\$0	\$0	\$532,902	\$532,902

U.S. Route (U.S.) Projects

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27
301
441

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Project:

SR 45 (U.S. 41) From Southwest 110th Street to North of SR 40

Project Type: Roadway Capacity

FM Number: 2386481

Lead Agency: FDOT

Length: 4.2 miles

L RTP (Page#): Goal 1, Objective 1.2, 1.4 (14);
Goal 2, Objective 2.2, 2.3 (14);
Goal 3, Objective 3.2 (14)



Description:

Capacity expansion project to widen U.S. 41 from two to four lanes, including a grass median, paved shoulders, sidewalks, driveway reconstruction and full and directional median openings. The projects is funded for construction in FY 2023/24.

Prior < 2021/22: \$27,964,951 **Future > 2025/26:** \$0 **Total Project Cost:** \$72,176,219

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	State 100%	\$0	\$0	\$54,150	\$0	\$0	\$54,150
CST	SL	Federal	\$0	\$0	\$8,337,257	\$0	\$0	\$8,337,257
CST	SN	Federal	\$0	\$0	\$2,706,657	\$0	\$0	\$2,706,657
CST	DDR	State 100%	\$0	\$0	\$24,085,930	\$0	\$144,355	\$24,230,285
CST	DS	State 100%	\$0	\$0	\$8,882,919	\$0	\$0	\$8,882,919
Total:			\$0	\$0	\$44,066,913	\$0	\$144,355	\$44,211,268

Project: SR 35 (U.S. 301) Dallas Pond Redesign

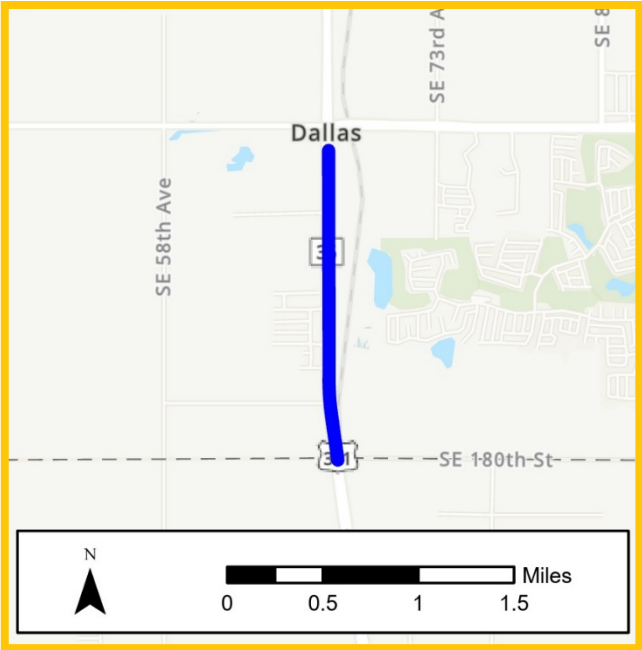
Project Type: Drainage

FM Number: 4112565

Lead Agency: FDOT

Length: 1.4 miles

L RTP (Page#): Goal 6: Objective 6.3 (15)



Description:

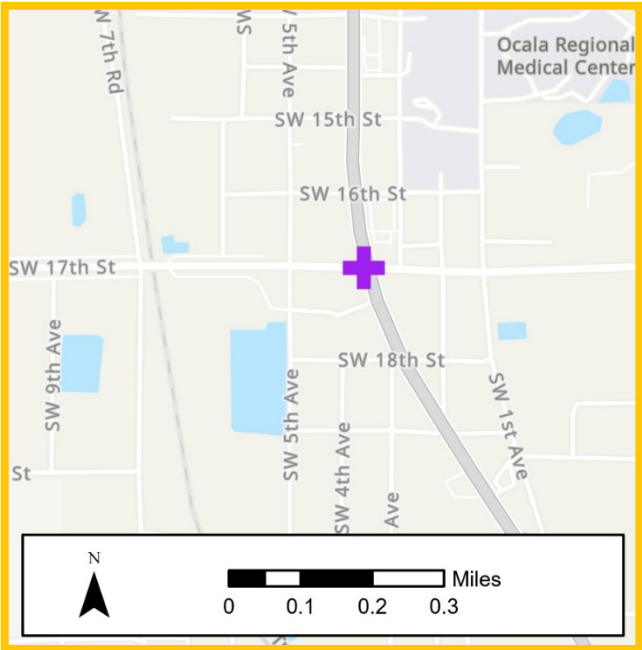
Redesign Dallas Pond, which is currently out of compliance, for water quality treatment and extension of the outfall. Acquisition of the drainage easement for future maintenance of the complete drainage system.

Prior < 2021/22: \$571,286 **Future > 2025/26:** \$0 **Total Project Cost:** \$1,108,665

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	DDR	State 100%	\$120,000	\$43,520	\$0	\$0	\$0	\$163,520
CST	DDR	State 100%	\$318,667	\$0	\$0	\$0	\$0	\$318,667
CST	DIH	State 100%	\$13,229	\$0	\$0	\$0	\$0	\$13,229
CST	DS	State 100%	\$41,963	\$0	\$0	\$0	\$0	\$41,963
Total:			\$493,859	\$43,520	\$0	\$0	\$0	\$537,379

Project: U.S. 441 at SR 464

Project Type: Intersection/Turn Lane
FM Number: 4336601
Lead Agency: FDOT
Length: 0.4 miles
L RTP (Page#): Goal 3, Objective 3.2 (14);
 Goal 6: Objectives 6.1, 6.5 (15)



Description:

Traffic operational improvements at the Pine Avenue/SE 17th Street intersection, including addition of a northbound left turn lane and a modified northbound right turn lane.

Prior < 2021/22: \$1,215,178 **Future > 2025/26:** \$0 **Total Project Cost:** \$4,809,421

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DDR	State 100%	\$0	\$0	\$0	\$160,000	\$0	\$160,000
ROW	DDR	State 100%	\$259,835	\$0	\$0	\$0	\$0	\$259,835
CST	DDR	State 100%	\$0	\$0	\$0	\$0	\$3,145,708	\$3,145,708
CST	DIH	State 100%	\$0	\$0	\$0	\$0	\$28,700	\$28,700
Total:			\$259,835	\$0	\$0	\$160,000	\$3,174,408	\$3,594,243

Project:

U.S. 27/U.S. 441/Abshiver Boulevard at CR 42

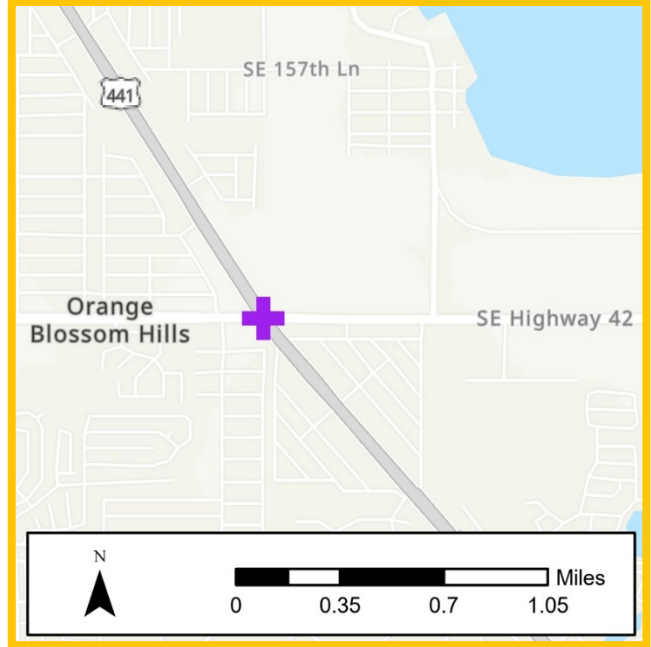
Project Type: Intersection

FM Number: 4456881

Lead Agency: FDOT

Length: 0.1 miles

LRTP (Page#): Goal 3, Objective 3.2 (14);
Goal 6: Objective 6.5 (15)



Description:

Traffic signals and operational improvements at the intersection.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$347,000 \$0 \$701,514

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSS	Federal	\$0	\$354,514	\$0	\$0	\$0	\$354,514
Total:			\$0	\$354,514	\$0	\$0	\$0	\$354,514

Project:

U.S. 301/U.S. 441 (The Y),
South of Split to North of
Split



Project Type: Landscaping

FM Number: 4437301

Lead Agency: FDOT

Length: 2.3 miles

LRTP (Page#): Goal 6: Objective 6.3 (15)

SIS Project

Description:

Landscaping between the two roadways within the Split area of U.S. 301 and U.S. 441.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$372,839

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	State 100%	\$362,579	\$0	\$0	\$0	\$0	\$362,579
CST	DIH	State 100%	\$10,260	\$0	\$0	\$0	\$0	\$10,260
Total:			\$372,839	\$0	\$0	\$0	\$0	\$372,839

Project:

U.S. 41 North/South Williams Street from Brittan Alexander Bridge to River Road

Project Type: Safety

FM Number: 4456871

Lead Agency: FDOT

Length: 0.1 miles

LRTP (Page#): Goal 3: Objective 3.2 (14)



Description:

Installation of a pedestrian hybrid beacon and construction of a directional median mid-block crossing in Dunnellon.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$542,630 \$0 \$1,094,126

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ROW	DDR	State 100%	\$0	\$30,000	\$0	\$0	\$0	\$30,000
CST	ACSS	Federal	\$0	\$0	\$0	\$521,496	\$0	\$521,496
Total:			\$0	\$30,000	\$0	\$521,496	\$0	\$551,496

Project: U.S. 441 from SR 40 to SR 40A (SW Broadway)

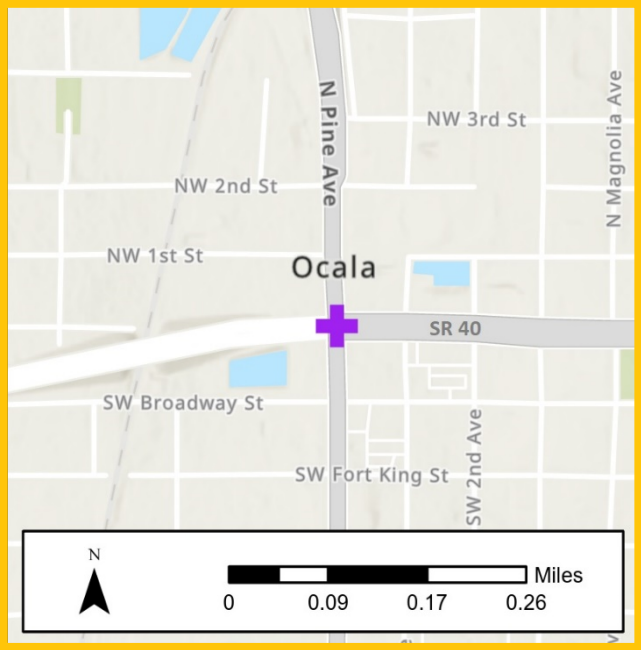
Project Type: Intersection/Turn Lane

FM Number: 4336611

Lead Agency: FDOT

Length: 0.4 miles

L RTP (Page#): Goal 6: Objectives 6.1, 6.5 (15)



Description:

Extend the northbound left-turn queue south to Broadway Street to increase storage capacity of the intersection.

Prior < 2021/22: \$1,515,347 **Future > 2025/26:** \$0 **Total Project Cost:** \$5,122,769

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSL	Federal	\$812,948	\$0	\$0	\$0	\$0	\$812,948
ROW	DDR	State 100%	\$328,639	\$197,000	\$106,879	\$0	\$0	\$632,518
CST	DDR	State 100%	\$532,480	\$18,234	\$0	\$0	\$0	\$550,714
PE	DIH	State 100%	\$11,744	\$0	\$0	\$0	\$0	\$11,744
ROW	DIH	State 100%	\$28,714	\$0	\$0	\$0	\$0	\$28,714
ROW	DS	State 100%	\$2,801	\$0	\$0	\$0	\$0	\$2,801
CST	LF	Local	\$598,113	\$0	\$0	\$0	\$0	\$598,113
CST	SL	Federal	\$969,870	\$0	\$0	\$0	\$0	\$969,870
Total:			\$3,285,309	\$215,234	\$106,879	\$0	\$0	\$3,607,422

Project:

SR 200 (U.S. 301) from South of NE 175th Street to the Alachua County Line

Project Type:

Resurfacing

FM Number:

4452121

Lead Agency:

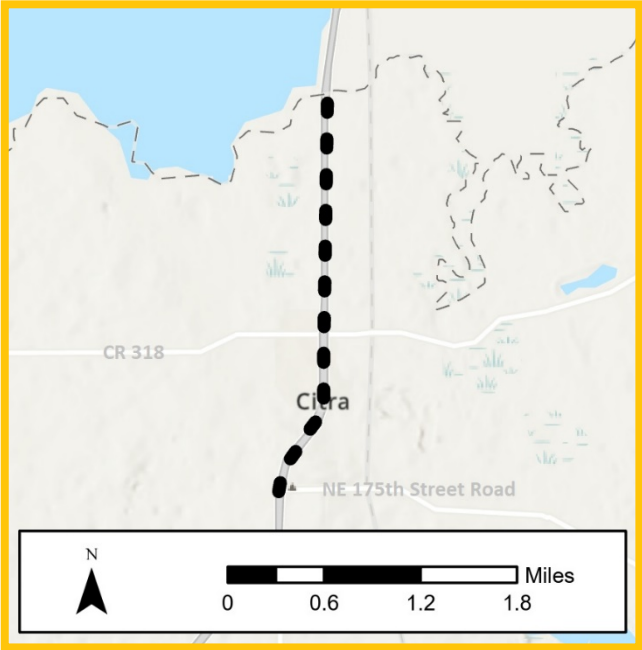
FDOT

Length:

2.4 miles

L RTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)



SIS Project

Description:

Resurfacing of U.S. 301 in northern Marion County.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$6,166,256

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACSA	Federal	\$813,000	\$0	\$0	\$0	\$0	\$813,000
PE	DIH	State 100%	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	DDR	State 100%	\$0	\$0	\$5,333,256	\$0	\$0	\$5,333,256
CST	DIH	State 100%	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$823,000	\$0	\$5,343,256	\$0	\$0	\$6,166,256

Project:

SR 35/U.S. 301 from North of CR 42 to North of SE 144th Place Road

Project Type:

Resurfacing

FM Number:

4453021

Lead Agency:

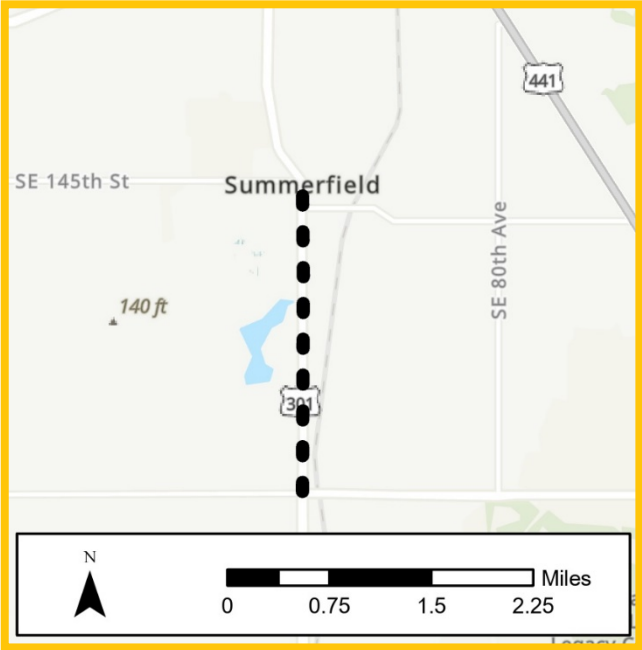
FDOT

Length:

2.2 miles

L RTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 301.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$3,774,255

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DDR	State 100%	\$546,000	\$0	\$0	\$0	\$0	\$546,000
PE	DIH	State 100%	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	DDR	State 100%	\$0	\$0	\$3,208,255	\$0	\$0	\$3,208,255
CST	DIH	State 100%	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$556,000	\$0	\$3,218,255	\$0	\$0	\$3,774,255

State and Local Projects



Project: CR 42 at SE 182nd Avenue Road

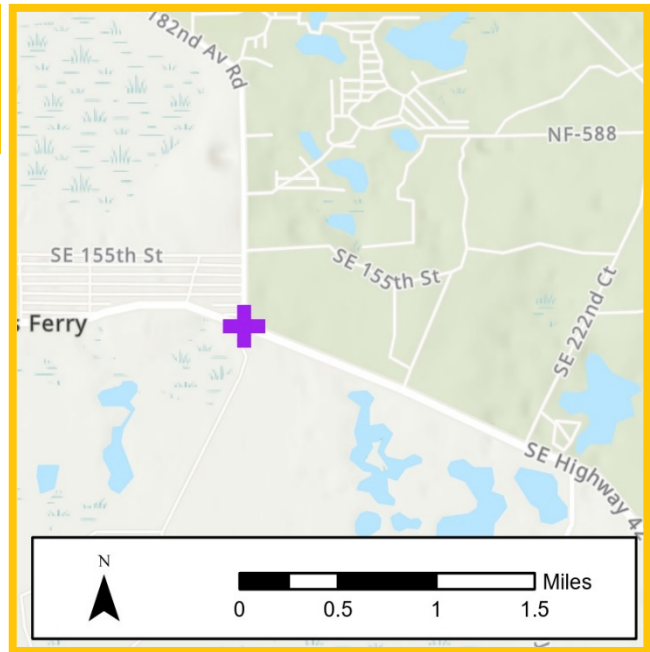
Project Type: Intersection/Turn Lane

FM Number: 4348441

Lead Agency: FDOT, Marion County

Length: 0.3 miles

L RTP (Page#): Goal 6: Objectives 6.1, 6.5 (15)



Description:

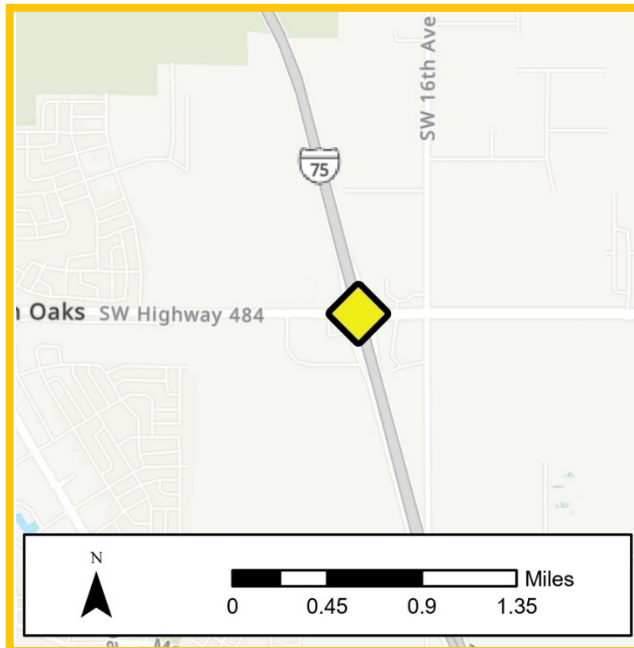
Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior < 2021/22: \$46,012 **Future > 2025/26:** \$0 **Total Project Cost:** \$453,212

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSS	Federal	\$407,200	\$0	\$0	\$0	\$0	\$407,200
Total:			\$407,200	\$0	\$0	\$0	\$0	\$407,200

Project:

CR 484 from SW 20th Avenue to CR 475A (SIS Project)



Project Type: Interchange/Intersection

FM Number: 4336511

Lead Agency: FDOT

Length: 0.7 miles

L RTP (Page#): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 2, Objectives 2.1, 2.3 (14);
 Goal 3, Objectives 3.2, 3.4 (14);
 Goal 6, Objectives 6.1, 6.3, 6.5 (15)

Description:

Addition of turn lanes and turn lane extensions at the CR 484 interchange with I-75 and the CR 484/CR 475A intersection. Reconstruct westbound through lanes and modify the I-75 bridge to accommodate the widening. Bicycle and pedestrian facilities also part of project. Project will improve traffic flow and safety.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$6,216,651 \$0 \$21,519,132

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACFP	Federal	\$9,273,893	\$0	\$48,735	\$0	\$0	\$9,322,628
RRU	ACSN	Federal	\$602,554	\$0	\$0	\$0	\$0	\$602,554
ROW	ACSN	Federal	\$787,042	\$0	\$0	\$0	\$0	\$787,042
CST	ACSN	Federal	\$429,723	\$0	\$0	\$0	\$0	\$429,723
RRU	LF	Local	\$817,040	\$0	\$0	\$0	\$0	\$817,040
CST	LF	Local	\$21,958	\$0	\$0	\$0	\$0	\$21,958
RRU	SL	Federal	\$997,069	\$0	\$0	\$0	\$0	\$997,069
ROW	SL	Federal	\$311,997	\$0	\$0	\$0	\$0	\$311,997
RRU	SN	Federal	\$795,284	\$0	\$0	\$0	\$0	\$795,284
ROW	SN	Federal	\$906,561	\$0	\$0	\$0	\$0	\$906,561
CST	SN	Federal	\$310,625	\$0	\$0	\$0	\$0	\$310,625
Total:			\$15,253,746	\$0	\$48,735	\$0	\$0	\$15,302,481

Project:

CR 484 from SW 20th Avenue to CR 475A (SIS Project)
Landscaping

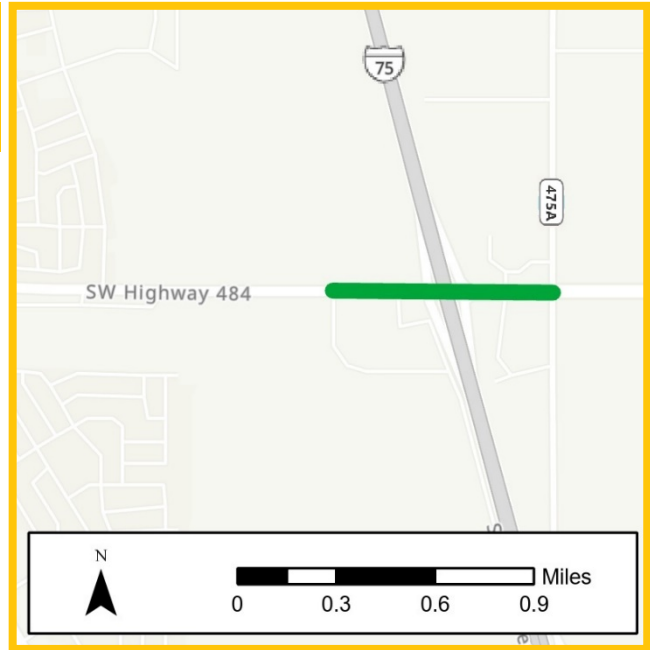
Project Type: Interchange/Intersection

FM Number: 4336514

Lead Agency: FDOT

Length: 0.7 miles

L RTP (Page#): Goal 1, Objectives 1.2, 1.4 (14);
Goal 2, Objectives 2.1, 2.3 (14);
Goal 3, Objectives 3.2, 3.4 (14);
Goal 6, Objectives 6.1, 6.3, 6.5 (15)



Description:

Landscaping in support of project 4336511.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$223,370

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	SN	Federal	\$60,000	\$0	\$0	\$0	\$0	\$60,000
CST	SN	Federal	\$0	\$163,370	\$0	\$0	\$0	\$163,370
Total:			\$60,000	\$163,370	\$0	\$0	\$0	\$223,370

Project:

East SR 40 at SR 492 (NE 14th Street)

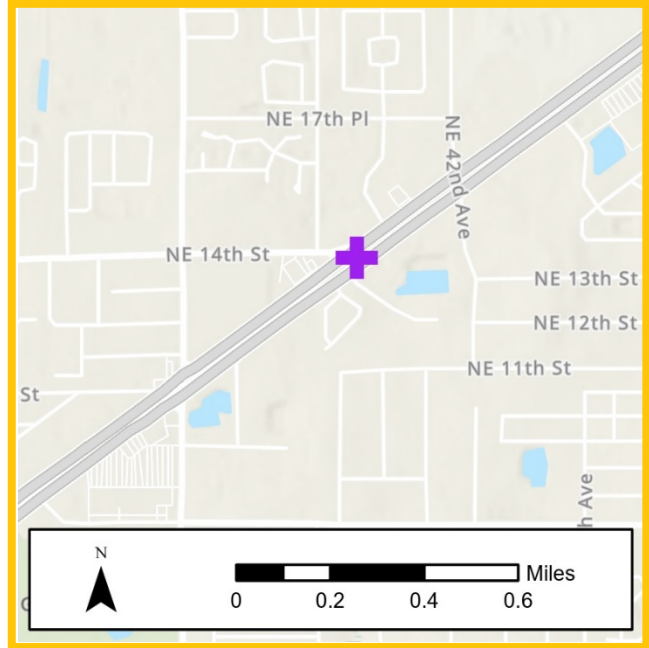
Project Type: Intersection

FM Number: 4458001

Lead Agency: FDOT

Length: 0.12 miles

LRTP (Page#): Goal 3: Objective 3.2 (14);
Goal 6: Objective 6.5 (15)



Description:

Replace traffic signals and install pedestrian signals and crosswalks at the intersection.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$480,000 \$0 \$1,467,415

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSS	Federal	\$899,215	\$0	\$88,200	\$0	\$0	\$987,415
Total:			\$899,215	\$0	\$88,200	\$0	\$0	\$987,415

Project:

SE Abshier Boulevard from SE Hames Road to North of SE Agnew Road

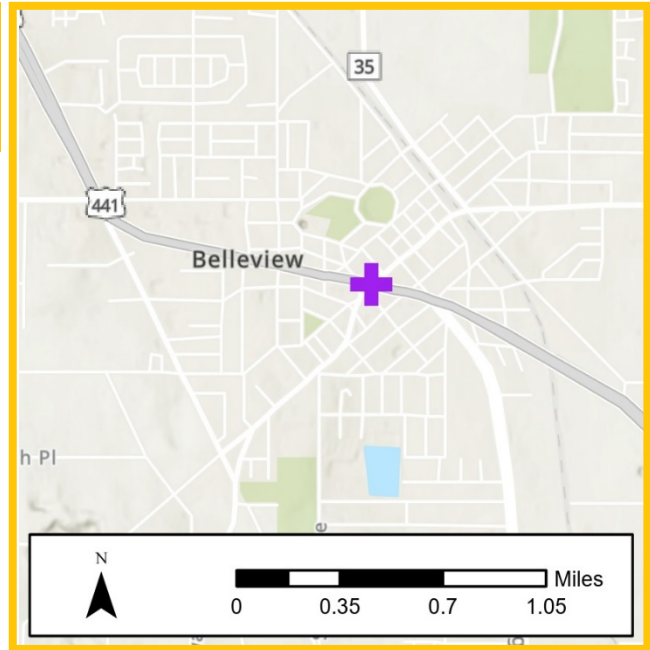
Project Type: Intersection

FM Number: 4457011

Lead Agency: FDOT

Length: 0.2 miles

L RTP (Page#): Goal 6: Objective 6.5 (15)



Description:

Traffic signal replacement and maintenance at the intersection.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$639,980 \$0 \$1,966,675

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSS	Federal	\$0	\$1,010,495	\$0	\$0	\$0	\$1,010,495
CST	DDR	State 100%	\$0	\$316,200	\$0	\$0	\$0	\$316,200
Total:			\$0	\$1,326,695	\$0	\$0	\$0	\$1,326,695

Project:

SR 200 Bridges 360044 and 360059 and SR 40 Bridge 360055 Deck Rehabilitation

Project Type: Bridge Repair/Rehabilitation

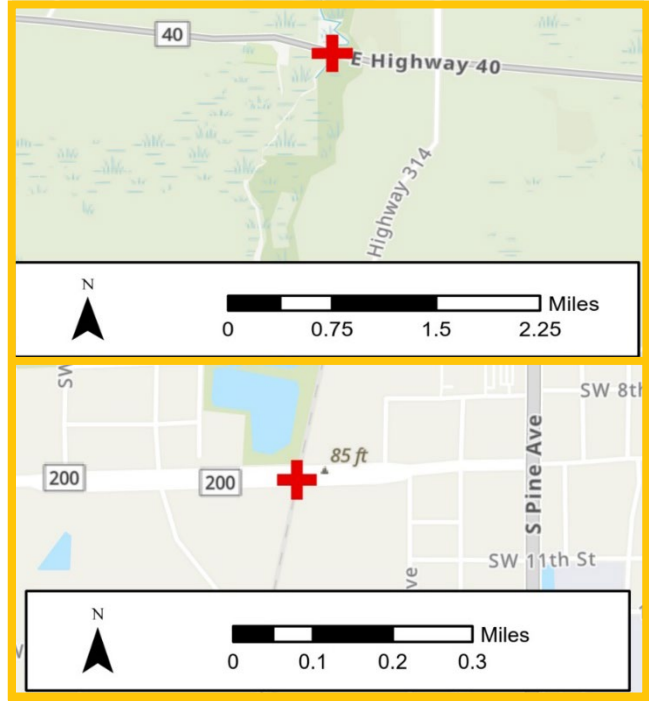
FM Number: 4471371

Lead Agency: FDOT

Length: 0.54 miles

L RTP (Page#): Goal 6: Objectives 6.2, 6.3 (15)

SIS Project



Description:

Bridge and bridge deck repair and rehabilitation. This includes the bridges 360044 and 360059 on SR 200 west of U.S. 301/Pine Avenue, and the bridge deck 360055 located on SR 40 over the Ocklawaha River.

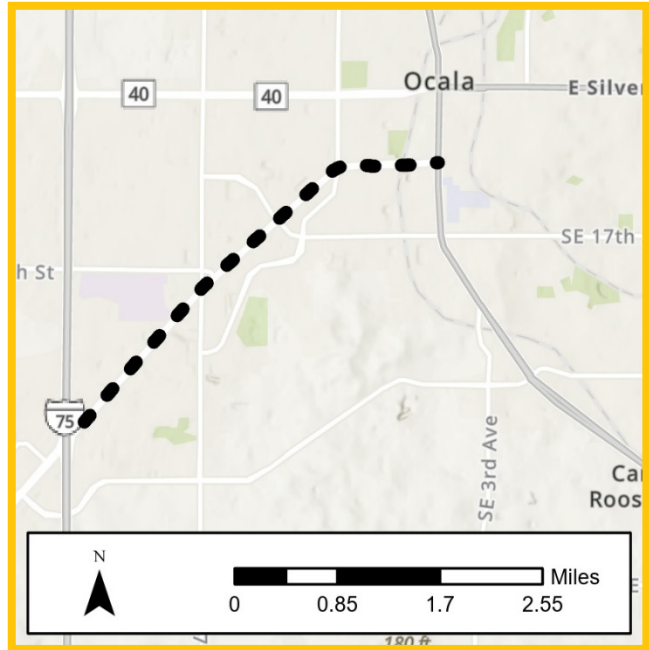
Prior < 2021/22: \$57,368 **Future > 2025/26:** \$0 **Total Project Cost:** \$1,068,049

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DIH	State 100%	\$2,000	\$0	\$0	\$0	\$0	\$2,000
CST	BRRP	State 100%	\$1,006,629	\$0	\$0	\$0	\$0	\$1,006,629
CST	DIH	State 100%	\$2,052	\$0	\$0	\$0	\$0	\$2,052
Total:			\$1,010,681	\$0	\$0	\$0	\$0	\$1,010,681

Project:

SR 200 from I-75 to U.S. 301

Project Type: Resurfacing
 FM Number: 4392341
 Lead Agency: FDOT
 Length: 3.3 miles
 LRTP (Page#): Goal 6: Objectives 6.2, 6.3 (15)



Description:

Resurfacing of SR 200 (SW College Road) from I-75 to U.S. 301 (Pine Avenue).

Prior < 2021/22: \$1,641,065 **Future > 2025/26:** \$0 **Total Project Cost:** \$8,421,926

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SA	Federal	\$0	\$5,981,172	\$0	\$0	\$0	\$5,981,172
CST	SL	Federal	\$0	\$662,822	\$0	\$0	\$0	\$662,822
CST	DDR	State 100%	\$0	\$126,327	\$0	\$0	\$0	\$126,327
CST	DIH	State 100%	\$0	\$10,540	\$0	\$0	\$0	\$10,540
Total:			\$0	\$6,780,861	\$0	\$0	\$0	\$6,780,861

Project:

SR 326 from NW 12th Avenue to SR 40

Project Type:

Resurfacing

FM Number:

4452171

Lead Agency:

FDOT

Length:

8.4 miles

L RTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)



Description:

Resurfacing of SR 326 from NW 12th Avenue to SR 40.

Prior < 2021/22:

\$970,000

Future > 2025/26:

\$0

Total Project Cost:

\$9,639,722

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	NHRE	Federal	\$0	\$6,259,321	\$0	\$0	\$0	\$6,259,321
CST	SL	Federal	\$0	\$949,420	\$0	\$0	\$0	\$949,420
CST	DDR	State 100%	\$0	\$1,450,441	\$0	\$0	\$0	\$1,450,441
CST	DIH	State 100%	\$0	\$10,540	\$0	\$0	\$0	\$10,540
Total:			\$0	\$8,669,722	\$0	\$0	\$0	\$8,669,722

Project:

SR 40 from End of Four Lanes to East of CR 314A

Project Type: Roadway Capacity
 FM Number: 4106742
 Lead Agency: FDOT
 Length: 5.3 miles
 LRTP (Page#): Goal 1, Objective 1.2, 1.4 (14);
 Goal 2, Objectives 2.2, 2.3 (14);
 Goal 3, Objectives 3.2, 3.3 (14);
 Goal 5, Objective 5.4 (15)



SIS Project

Description:

Reconstruction and widening of SR 40 to include the addition of 12-foot wide lanes in each direction, separated by a 40-foot grass median. A 12-foot wide multi-use trail will be located along the north side of SR 40. The Ocklawaha River Bridge will be replaced with two low profile bridges. Wildlife crossings will be provided along the corridor.

Prior < 2021/22: \$14,373,406 **Future > 2025/26:** \$146,552,836 **Total Project Cost:** \$162,149,801

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACSA	Federal	\$15,000	\$0	\$0	\$0	\$0	\$15,000
ROW	ACSN	Federal	\$303,493	\$0	\$0	\$0	\$0	\$303,493
ROW	DS	State 100%	\$30,000	\$0	\$0	\$0	\$0	\$30,000
ROW	GFSN	Federal	\$350,276	\$0	\$0	\$0	\$0	\$350,276
PE	SA	Federal	\$13,846	\$0	\$0	\$0	\$0	\$13,846
ROW	SL	Federal	\$105,632	\$0	\$0	\$0	\$0	\$105,632
ROW	SN	Federal	\$405,312	\$0	\$0	\$0	\$0	\$405,312
Total:			\$1,223,559	\$0	\$0	\$0	\$0	\$1,223,559

Project:

NW 10th/NE 14th Street (SR 492) to NE 25th Avenue



Project Type: Traffic Signals

FM Number: 4476031

Lead Agency: FDOT

Length: 0.2 miles

LRTP (Page#): Goal 6: Objective 6.5 (15)

Description:

Replacement of traffic signals.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$5,000 \$0 \$1,258,199

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACSL	Federal	\$410,000	\$0	\$0	\$0	\$0	\$410,000
CST	ACSS	Federal	\$0	\$0	\$664,504	\$0	\$0	\$664,504
CST	LF	Local	\$0	\$0	\$178,695	\$0	\$0	\$178,695
Total:			\$410,000	\$0	\$843,199	\$0	\$0	\$1,253,199

Project: NW 9th Street at Railroad Crossing #627174G

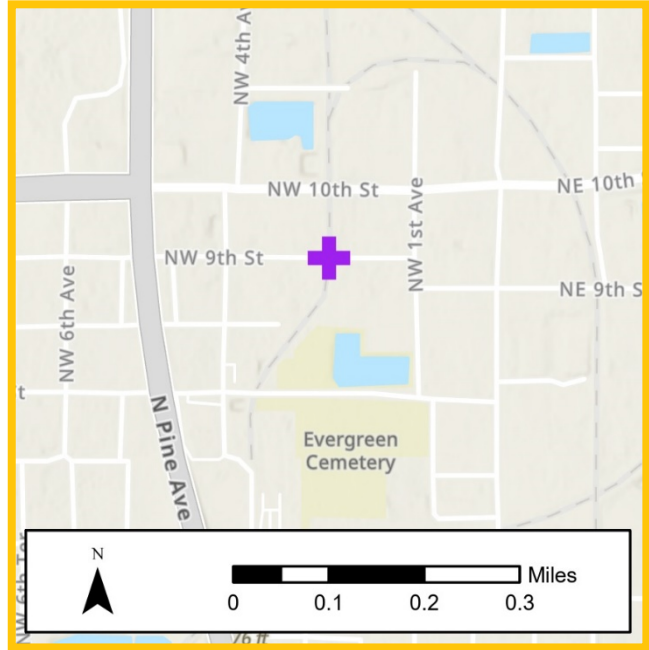
Project Type: Rail Safety

FM Number: 4483891

Lead Agency: FDOT

Length: 0 miles

LRTP (Page#): Goal 3: Objective 3.4 (14)



Description:

Railroad safety project at the crossing with NW 9th Street in Ocala.

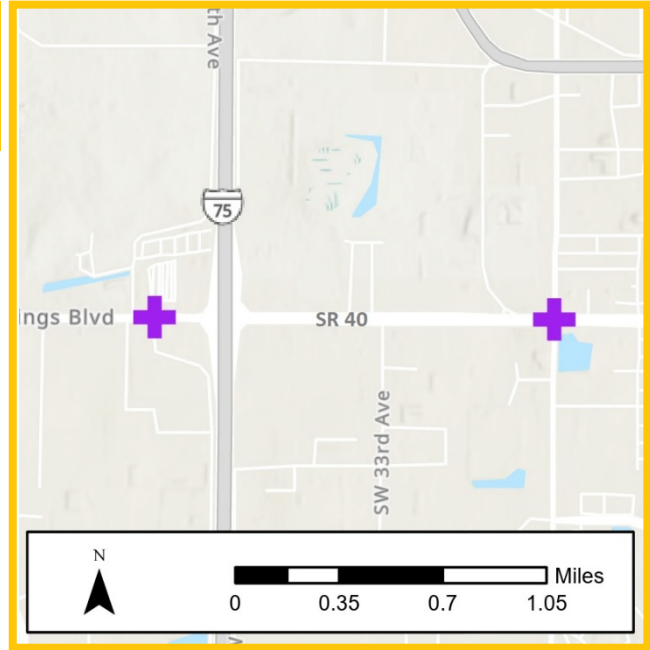
Prior < 2021/22: \$0 **Future > 2025/26:** \$0 **Total Project Cost:** \$207,629

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
RRU	RHH	Federal	\$207,629	\$0	\$0	\$0	\$0	\$207,629
Total:			\$207,629	\$0	\$0	\$0	\$0	\$207,629

Project:

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

Project Type: Intersection/Turn Lane
 FM Number: 4336521
 Lead Agency: FDOT
 Length: 1.3 miles
 LRTP (Page#): Goal 6, Objectives 6.1, 6.5 (15)



Description:

Improvement of traffic operations at the intersections by extending left turn lanes along both directions at the I-75 interchange; dual left-turn lanes and a right turn lane for the northbound and southbound I-75 ramps; create dual left turn lanes to all approaches at the SW 27th Avenue intersection and an exclusive right turn lane for eastbound SR 40 onto southbound SW 27th Avenue.

Prior < 2021/22: **Future > 2025/26:** ***Total Project Cost:**
 \$2,319,168 \$0 \$6,599,377

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DDR	State 100%	\$0	\$0	\$0	\$0	\$0	\$0
PE	DIH	State 100%	\$8,127	\$0	\$0	\$0	\$0	\$8,127
ROW	DIH	State 100%	\$37,428	\$32,000	\$0	\$0	\$0	\$69,428
PE	DS	State 100%	\$0	\$0	\$0	\$0	\$0	\$0
ROW	SL	Federal	\$1,699,654	\$1,650,000	\$600,000	\$253,000	\$0	\$4,202,654
Total:			\$1,745,209	\$1,682,000	\$600,000	\$253,000	\$0	\$4,280,209

*Total project cost is estimated to be \$10.1 million, which includes additional future funding required to complete construction, funding identified in prior years, and/or funding in the current five-year TIP.

Project: SR 464 from SR 500 (U.S. 27/U.S. 301) to SR 35

Project Type: Resurfacing

FM Number: 4411411

Lead Agency: FDOT

Length: 5.9 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of SR 464 (SE 17th Avenue, SE Maricamp Road), including traffic signal upgrades, Americans with Disability Act (ADA) improvements, intersection street lighting, bus stop improvements, sidewalk installation and addition of bike lanes and paved shoulders.

Prior < 2021/22: \$2,708,433 **Future > 2025/26:** \$0 **Total Project Cost:** \$19,210,874

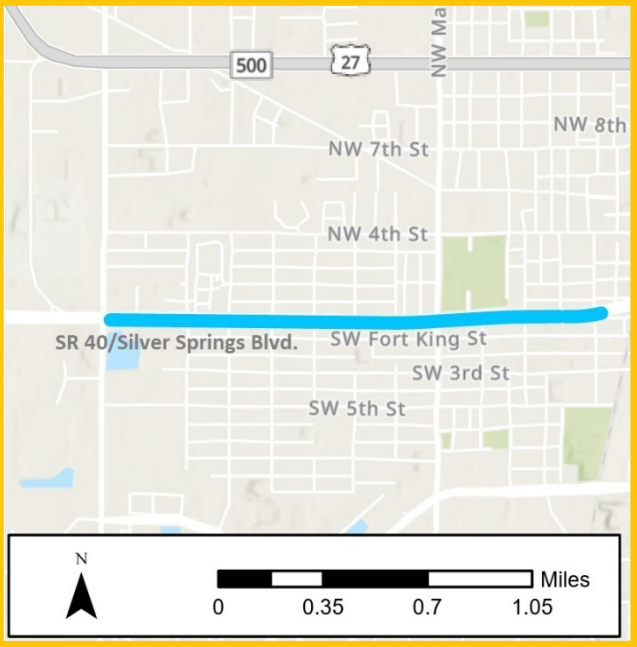
Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SA	Federal	\$0	\$14,488,789	\$0	\$0	\$0	\$14,488,789
CST	SL	Federal	\$0	\$2,013,652	\$0	\$0	\$0	\$2,013,652
Total:			\$0	\$16,502,441	\$0	\$0	\$0	\$16,502,441

Bicycle and Pedestrian Projects



Project:

SR 40/Silver Springs Boulevard
from NW 27th Avenue to SW
7th Avenue



Project Type: Sidewalk

FM Number: 4375962

Lead Agency: FDOT

Length: 1.4 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.2 (14)

Description:

Construction of sidewalk on SR 40 (Silver Springs Boulevard).

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$446,000 \$0 \$1,359,539

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SL	Federal	\$0	\$902,999	\$0	\$0	\$0	\$902,999
CST	DIH	State 100%	\$0	\$10,540	\$0	\$0	\$0	\$10,540
Total:			\$0	\$913,539	\$0	\$0	\$0	\$913,539

Project:

Citywide Sidewalk Improvements

Project Type:

Sidewalk

FM Number:

4363751

Lead Agency:

City of Ocala

Length:

N/A

LRTP (Page#):

Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.2 (14)



Description:

Installation of sidewalks in the City of Ocala.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$858,950

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SL	Federal	\$32,366	\$0	\$0	\$0	\$0	\$32,366
CST	TALT	Federal	\$826,584	\$0	\$0	\$0	\$0	\$826,584
Total:			\$858,950	\$0	\$0	\$0	\$0	\$858,950

Project:

Citywide Sidewalk Improvements

Project Type: Sidewalk

FM Number: 4363752

Lead Agency: FDOT

Length: N/A

LRTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.2 (14)



Description:

Installation of sidewalks in the City of Ocala.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$114,928

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSA	Federal	\$95,181	\$0	\$0	\$0	\$0	\$95,181
CST	ACSL	Federal	\$19,747	\$0	\$0	\$0	\$0	\$19,747
Total:			\$114,928	\$0	\$0	\$0	\$0	\$114,928

Project:

Downtown Ocala Trail from SE Osceola Avenue to Silver Springs State Park

Project Type:

Bike Path/Trail

FM Number:

4367561

Lead Agency:

City of Ocala

Length:

7 miles

L RTP (Page#):

Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.2 (14);
Goal 5, Objective 5.4 (15)



Description:

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.

Prior < 2021/22: **Future > 2025/26:** ***Total Project Cost:**
 \$0 \$0 \$253,001

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	TALL	Federal	\$0	\$0	\$0	\$253,001	\$0	\$253,001
Total:			\$0	\$0	\$0	\$253,001	\$0	\$253,001

*Total project cost is estimated to be \$1.25 Million, which includes additional future funding required to complete construction, funding identified in prior years, and/or funding in the current five-year TIP.

Project:

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

Project Type:

Bike Path/Trail

FM Number:

4367551

Lead Agency:

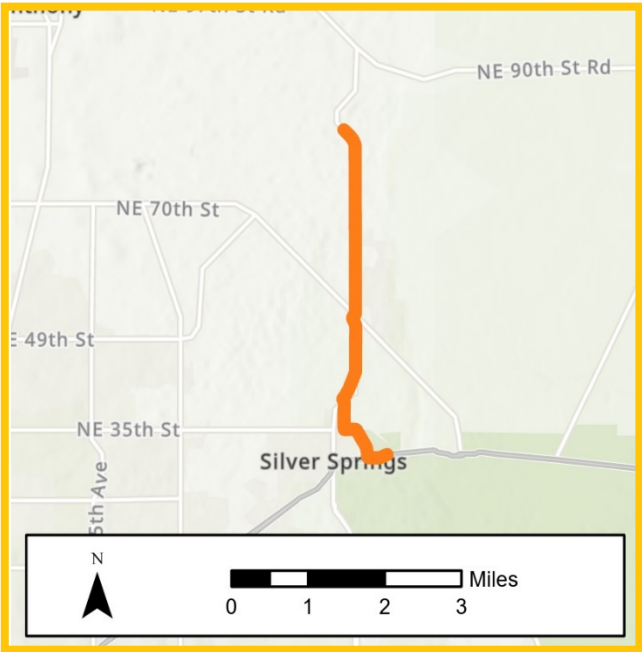
Marion County

Length:

4.8 miles

LRTP (Page#):

Goal 1: Objectives 1.2, 1.4 (14);
Goal 5, Objective 5.4 (15)



Description:

Construct a 4.8 mile 12-foot wide multi-use trail project to provide direct access to Indian Lake State Park.

Prior < 2021/22: **Future > 2025/26:** ***Total Project Cost:**
 \$0 \$0 \$155,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	TALL	Federal	\$155,000	\$0	\$0	\$0	\$0	\$155,000
Total:			\$155,000	\$0	\$0	\$0	\$0	\$155,000

*Total project cost is estimated to be \$2,850,000, which includes additional future funding required to complete construction, funding identified in prior years, and/or funding the current five-year TIP.

Project:

Legacy Elementary School Sidewalks

Project Type:

Sidewalk

FM Number:

4364743

Lead Agency:

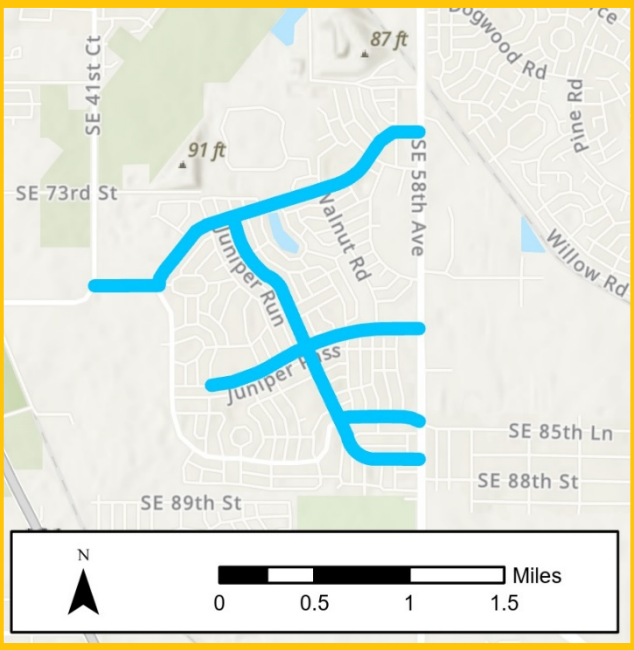
Marion County

Length:

5.7 miles

L RTP (Page#):

Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.1 (14)



Description:

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

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$1,411,659

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SL	Federal	\$28,181	\$0	\$0	\$0	\$0	\$28,181
CST	TALT	Federal	\$1,413,478	\$0	\$0	\$0	\$0	\$1,413,478
Total:			\$1,441,659	\$0	\$0	\$0	\$0	\$1,441,659

Project: Saddlewood Elementary School Sidewalk Improvements

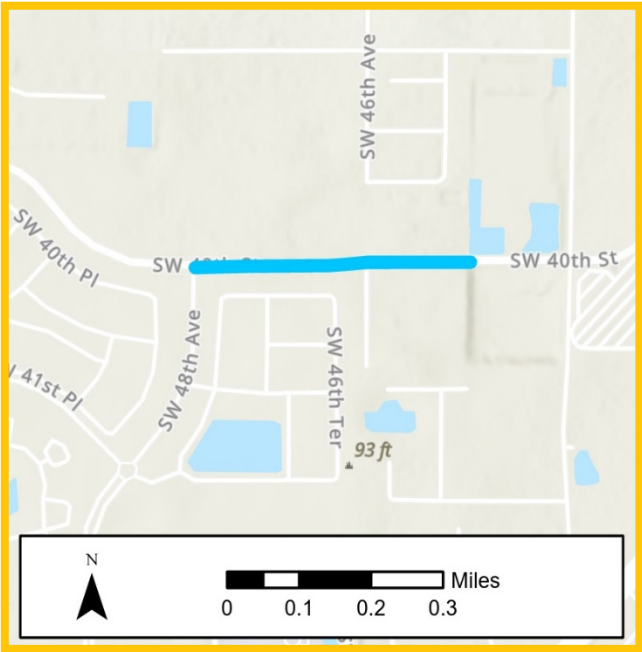
Project Type: Sidewalk

FM Number: 4364742

Lead Agency: Marion County

Length: 0.3 miles

L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.1 (14)



Description:

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

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$317,096

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SL	Federal	\$4,455	\$0	\$0	\$0	\$0	\$4,455
CST	TALL	Federal	\$285,794	\$0	\$0	\$0	\$0	\$285,794
CST	TALT	Federal	\$26,847	\$0	\$0	\$0	\$0	\$26,847
Total:			\$317,096	\$0	\$0	\$0	\$0	\$317,096

Project:

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

Project Type:

Sidewalk

FM Number:

4408801

Lead Agency:

Marion County

Length:

1 mile

LRTP (Page#):

Goal 1: Objectives 1.2, 1.4 (14)



Description:

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

Prior < 2021/22: **Future > 2025/26:** ***Total Project Cost:**
 \$0 \$0 \$36,210

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	TALL	Federal	\$35,605	\$0	\$0	\$0	\$0	\$35,605
PE	TALT	Federal	\$605	\$0	\$0	\$0	\$0	\$605
Total:			\$36,210	\$0	\$0	\$0	\$0	\$36,210

*Total project cost is estimated to be \$495,000, which includes additional future funding required to complete construction, funding identified in prior years, and/or funding in the current five-year TIP.

Project: Pruitt Trail from SR 200 to Pruitt Trailhead

Project Type: Bike Path and Trail
FM Number: 4354842
Lead Agency: Marion County
Length: 5.5 miles
L RTP (Page#): Goal 1: Objectives 1.2, 1.4 (14);
 Goal 5, Objective 5.4 (15)



Description:

Construction of a 12-foot wide multi-use trail from SR 200 to the Pruitt Trailhead, south of CR 484.

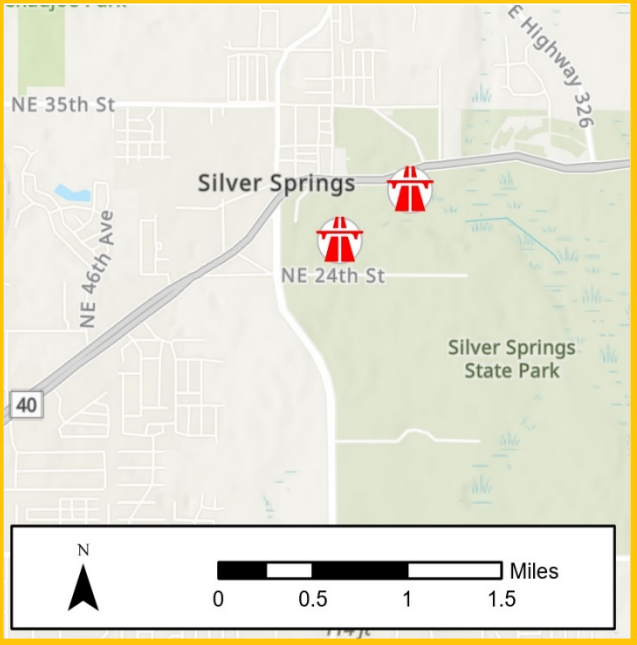
Prior < 2021/22: \$72,004 **Future > 2025/26:** \$0 **Total Project Cost:** \$2,230,004

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACSN	Federal	\$336,093	\$0	\$0	\$0	\$0	\$336,093
CST	SL	Federal	\$460,700	\$0	\$0	\$0	\$0	\$460,700
CST	SN	Federal	\$561,853	\$0	\$0	\$0	\$0	\$561,853
CST	TALL	Federal	\$286,110	\$0	\$0	\$0	\$0	\$286,110
CST	TALT	Federal	\$513,244	\$0	\$0	\$0	\$0	\$513,244
Total:			\$2,158,000	\$0	\$0	\$0	\$0	\$2,158,000

Project:

Silver Springs State Park
Pedestrian Bridges

Project Type: Pedestrian Bridges
 FM Number: 4261791
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page#): Goal 1: Objective 1.2 (14);
 Goal 5, Objective 5.4 (15)



Description:

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

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$1,315,594 \$0 \$4,178,144

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	State 100%	\$0	\$0	\$93,282	\$0	\$0	\$93,282
CST	DIH	State 100%	\$0	\$0	\$5,415	\$0	\$0	\$5,415
ENV	SA	Federal	\$50,000	\$0	\$0	\$0	\$0	\$50,000
CST	TALL	Federal	\$0	\$0	\$11,577	\$0	\$0	\$11,577
PE	TALL	Federal	\$20,400	\$0	\$0	\$0	\$0	\$20,400
CST	TALN	Federal	\$0	\$0	\$170,381	\$0	\$0	\$170,381
PE	TALN	Federal	\$46,287	\$0	\$0	\$0	\$0	\$46,287
CST	TALT	Federal	\$0	\$0	\$2,433,279	\$0	\$0	\$2,433,279
PE	TALT	Federal	\$31,929	\$0	\$0	\$0	\$0	\$31,929
Total:			\$148,616	\$0	\$2,713,934	\$0	\$0	\$2,862,550

Project:

SR 25/U.S. 441/SR 500 from SR 35/SE Baseline Road to SR 200/SW 10th Street

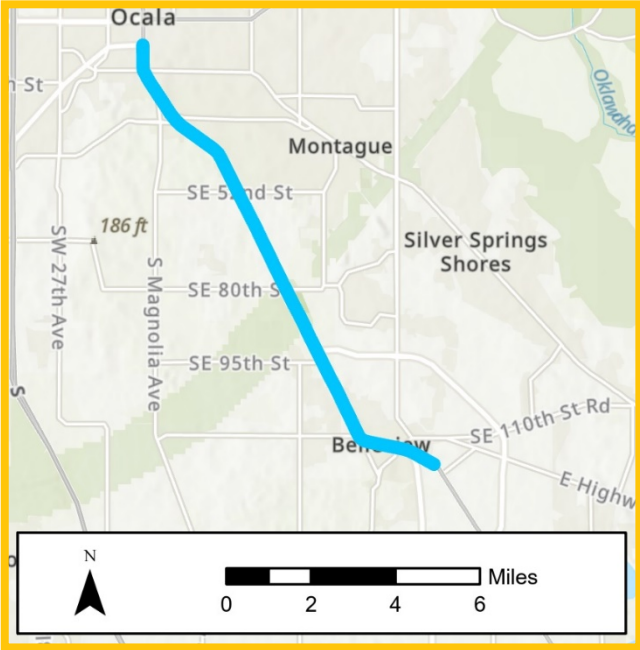
Project Type: Sidewalk/Bike

FM Number: 4392382

Lead Agency: FDOT

Length: 10.6 miles

L RTP (Page#): Goal 1: Objectives 1.2 (14)



Description:

Addition of bike lanes and sidewalks to the resurfacing project.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$19,541,305 \$0 \$24,129,996

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DDR	State 100%	\$1,675,000	\$0	\$0	\$0	\$0	\$1,675,000
PE	DIH	State 100%	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	DDR	State 100%	\$0	\$0	\$0	\$2,903,691	\$0	\$2,903,691
Total:			\$1,685,000	\$0	\$0	\$2,903,691	\$0	\$4,588,691

Aviation (Airport) Projects



Project: Marion County Airport Runway Rehabilitation

Project Type: Airport

FM Number: 4384351

Lead Agency: Marion County

Length: N/A

L RTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport runway rehabilitation preservation project.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$1,000,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$200,000	\$0	\$0	\$0	\$0	\$200,000
CAP	DDR	State 100%	\$800,000	\$0	\$0	\$0	\$0	\$800,000
Total:			\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

Project: Marion County Airport Airfield Pavement Improvements

Project Type: Airport
FM Number: 4384271
Lead Agency: Marion County
Length: N/A
L RTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport pavement improvements.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$4,833,608

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$0	\$75,000	\$250,000	\$641,722	\$0	\$966,722
CAP	DDR	State 100%	\$0	\$300,000	\$1,000,000	\$0	\$0	\$1,300,000
CAP	DPTO	State 100%	\$0	\$0	\$0	\$2,566,886	\$0	\$2,566,886
Total:			\$0	\$375,000	\$1,250,000	\$3,208,608	\$0	\$4,833,608

Project: Ocala International Airport
Airfield Improvements

Project Type: Airport
FM Number: 4384761
Lead Agency: City of Ocala
Length: N/A
L RTP (Page#): Goal 6: Objective 6.2 (15)



Description: Airport airfield improvements.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$2,000,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FAA	Federal	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000
CAP	LF	Local	\$40,000	\$0	\$0	\$0	\$0	\$40,000
CAP	DDR	State 100%	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Total:			\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

Project: Ocala International Airport Pavement Rehabilitation

Project Type: Airport
FM Number: 4407801
Lead Agency: City of Ocala
Length: N/A
L RTP (Page#): Goal 6: Objective 6.2 (15)



Description: Airport pavement improvements.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$1,978,750

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$0	\$25,000	\$370,750	\$0	\$0	\$395,750
CAP	DDR	State 100%	\$0	\$100,000	\$1,200,000	\$0	\$0	\$1,300,000
CAP	DPTO	State 100%	\$0	\$0	\$283,000	\$0	\$0	\$283,000
Total:			\$0	\$125,000	\$1,853,750	\$0	\$0	\$1,978,750

Project: Ocala International Airport Apron Improvements

Project Type: Airport
FM Number: 4475611
Lead Agency: City of Ocala
Length: N/A
LRTP (Page#): Goal 6: Objective 6.2 (15)



Description: Airport apron improvements.

Prior < 2021/22: \$1,315,736 **Future > 2025/26:** \$0 **Total Project Cost:** \$1,597,420

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$96,337	\$0	\$0	\$0	\$0	\$96,337
CAP	DDR	State 100%	\$185,347	\$0	\$0	\$0	\$0	\$185,347
Total:			\$281,684	\$0	\$0	\$0	\$0	\$281,684

Project: Ocala International Airport ARFF Building

Project Type: Airport

FM Number: 4485751

Lead Agency: City of Ocala

Length: N/A

LRTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport Rescue and Fire Fighting (ARFF) Building.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$1,608,894

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$0	\$321,779	\$0	\$0	\$0	\$321,779
CAP	DDR	State 100%	\$0	\$1,287,115	\$0	\$0	\$0	\$1,287,115
Total:			\$0	\$1,608,894	\$0	\$0	\$0	\$1,608,894

Project: Ocala International Airport Hangar

Project Type: Airport

FM Number: 4448771

Lead Agency: City of Ocala

Length: N/A

LRTP (Page#): Goal 6: Objective 6.2 (15)



Description:

Airport Hangar improvements.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$1,250,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	LF	Local	\$0	\$0	\$0	\$250,000	\$0	\$250,000
CAP	DDR	State 100%	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
Total:			\$0	\$0	\$0	\$1,250,000	\$0	\$1,250,000

Project: Ocala International Taxiway Improvements

Project Type: Airport
FM Number: 4384771
Lead Agency: City of Ocala
Length: N/A
L RTP (Page#): Goal 6: Objective 6.2 (15)



Description: Airport taxiway improvements.

Prior < 2021/22: \$0 **Future > 2025/26:** \$0 **Total Project Cost:** \$6,500,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FAA	Federal	\$0	\$5,850,000	\$0	\$0	\$0	\$5,850,000
CAP	LF	Local	\$0	\$130,000	\$0	\$0	\$0	\$130,000
CAP	DDR	State 100%	\$0	\$520,000	\$0	\$0	\$0	\$520,000
Total:			\$0	\$6,500,000	\$0	\$0	\$0	\$6,500,000

Transit, Funding and Grants



Project: Marion/Ocala 5399 Small Urban Capital Fixed Route

Project Type: Transit
FM Number: 4481701
Lead Agency: City of Ocala
Length: N/A
L RTP (Page#): Goal 1: Objectives 1.1, 1.4 (14)



Description:

Capital for fixed route service provided by SunTran.

Prior < 2021/22: \$0 **Future > 2025/26:** \$0 **Total Project Cost:** \$470,711

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	Federal	\$376,569	\$0	\$0	\$0	\$0	\$376,569
CAP	LF	Local	\$94,142	\$0	\$0	\$0	\$0	\$94,142
Total:			\$470,711	\$0	\$0	\$0	\$0	\$470,711

Project: Marion Block Grant Operating Assistance for Fixed Route Service

Project Type: Transit
FM Number: 4333041
Lead Agency: City of Ocala
Length: N/A
L RTP (Page#): Goal 1: Objectives 1.1, 1.4 (14)



Description:

Capital for fixed route service provided by SunTran.

Prior < 2021/22: \$2,064,251 **Future > 2025/26:** \$0 **Total Project Cost:** \$4,137,976

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DPTO	State 100%	\$710,265	\$0	\$0	\$0	\$0	\$710,265
OPS	LF	Local	\$1,363,460	\$0	\$0	\$0	\$0	\$1,363,460
Total:			\$2,073,725	\$0	\$0	\$0	\$0	\$2,073,725

Project: Marion Senior Services Section
5311 Rural Transportation

Project Type: Transit
FM Number: 4424601
Lead Agency: Marion Transit
Length: N/A
LRTP (Page#): Goal 1: Objectives 1.1, 1.3 (14)



Description:

Section 5311 capital and operating grant assistance.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$8,057,900

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DU	Federal	\$0	\$934,764	\$981,502	\$1,030,578	\$1,082,106	\$4,028,950
OPS	LF	Local	\$0	\$934,764	\$981,502	\$1,030,578	\$1,082,106	\$4,028,950
Total:			\$0	\$1,869,528	\$1,963,004	\$2,061,156	\$2,164,212	\$8,057,900

Project: Marion Section 5311 Rural Transportation

Project Type: Transit

FM Number: 4333121

Lead Agency: Marion Transit

Length: N/A

LRTP (Page#): Goal 1: Objectives 1.1, 1.3 (14)



Description:

Section 5311 capital and operating grant assistance.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$6,452,930 \$0 \$8,233,432

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DU	Federal	\$890,251	\$0	\$0	\$0	\$0	\$890,251
OPS	LF	Local	\$890,251	\$0	\$0	\$0	\$0	\$890,251
Total:			\$1,780,502	\$0	\$0	\$0	\$0	\$1,780,502

Project: Marion SunTran Block Grant
Operating Assistance

Project Type: Transit
FM Number: 4424551
Lead Agency: City of Ocala
Length: N/A
L RTP (Page#): Goal 1: Objectives 1.1, 1.4 (14)



Description: Block grant for SunTran operations.

Prior < 2021/22: \$0 **Future > 2025/26:** \$0 **Total Project Cost:** \$5,906,624

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	LF	Local	\$0	\$731,593	\$753,520	\$776,125	\$692,074	\$2,953,312
OPS	DPTO	State 100%	\$0	\$731,593	\$753,520	\$776,125	\$692,074	\$2,953,312
Total:			\$0	\$1,463,186	\$1,507,040	\$1,552,250	\$1,384,148	\$5,906,624

Project:

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

Project Type: Transit
 FM Number: 4271882
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page#): Goal 1: Objectives 1.1, 1.4 (14)



Description:

Fixed Route Section 5307 grant.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$29,998,766

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	Federal	\$16,373,173	\$2,467,181	\$2,541,196	\$2,617,431	\$0	\$23,998,981
CAP	LF	Local	\$4,093,293	\$616,795	\$635,299	\$654,398	\$0	\$5,999,785
Total:			\$20,466,466	\$3,083,976	\$3,176,495	\$3,271,829	\$0	\$29,998,766

Project: Ocala/Marion Urban Area
FY 2020/2021 to FY 2021/2022



Project Type: Transportation Planning

FM Number: 4393313

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page#): N/A

Description:

TPO Unified Planning Work Program (UPWP) Federal Highway Administration Planning (PL-112) grant funding for FY 2021/22. Project total includes prior FY 2020/21.

Prior < 2021/22:	Future > 2025/26:	Total Project Cost:
\$687,026	\$0	\$1,181,999

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	PL	Federal	\$494,973	\$0	\$0	\$0	\$0	\$494,973
Total:			\$494,973	\$0	\$0	\$0	\$0	\$494,973

Project: Ocala/Marion Urban Area
FY 2022/2023 to FY 2023/2024



Project Type: Transportation Planning

FM Number: 4393314

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page#): N/A

Description:

TPO Unified Planning Work Program (UPWP) Federal Highway Administration Planning (PL-112) grant funding for FYs 2022/23 to 2023/24.

Prior < 2021/22:	Future > 2025/26:	Total Project Cost:
\$0	\$0	\$986,740

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	PL	Federal	\$0	\$493,370	\$493,370	\$0	\$0	\$986,740
Total:			\$0	\$493,370	\$493,370	\$0	\$0	\$986,740

Project: Ocala/Marion Urban Area
FY 2024/2025 to FY 2025/2026



Project Type: Transportation Planning

FM Number: 4393315

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page#): N/A

Description:

TPO Unified Planning Work Program (UPWP) Federal Highway Administration Planning (PL-112) grant funding for FYs 2024/25 to 2025/26.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$986,740

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	PL	Federal	\$0	\$0	\$0	\$493,370	\$493,370	\$986,740
Total:			\$0	\$0	\$0	\$493,370	\$493,370	\$986,740

Project: Ocala/Marion TPO Planning Studies



Project Type: Transportation Planning

FM Number: 4407971

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page#): N/A

Description:

TPO Unified Planning Work Program (UPWP) planning grant funding.

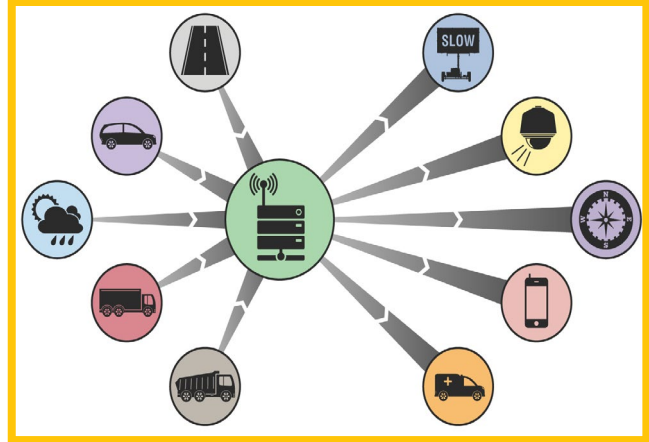
Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$1,708,928

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	DU	Federal	\$205,251	\$209,177	\$213,219	\$369,747	\$369,748	\$1,367,142
PLN	LF	Local	\$25,656	\$26,148	\$26,653	\$46,218	\$46,218	\$170,893
PLN	DPTO	State 100%	\$25,656	\$26,148	\$26,653	\$46,218	\$46,218	\$170,893
Total:			\$256,563	\$261,473	\$266,525	\$462,183	\$462,184	\$1,708,928

ITS and Maintenance Projects



Project: ITS Operational Support - City of Ocala



Project Type: ITS Communication

FM Number: 4363612

Lead Agency: FDOT

Length: N/A

L RTP (Page#): Goal 6: Objective 6.1 (15)

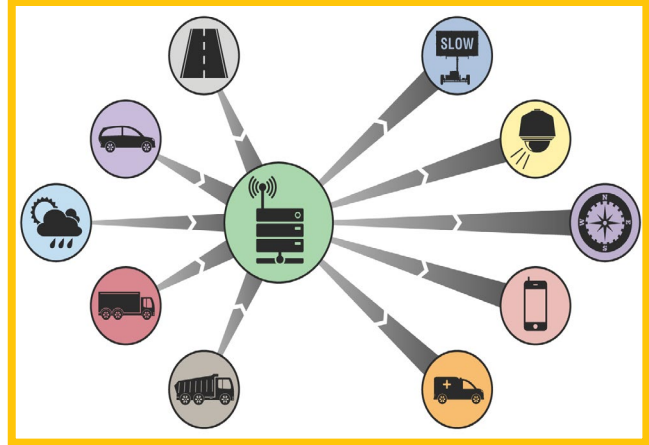
Description:

Intelligent Transportation System (ITS) support to the City of Ocala.

Prior < 2021/22: \$110,000 **Future > 2025/26:** \$0 **Total Project Cost:** \$866,565

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACSL	Federal	\$75,000	\$0	\$0	\$0	\$0	\$75,000
DSB	ACSL	Federal	\$681,565	\$0	\$0	\$0	\$0	\$681,565
Total:			\$756,565	\$0	\$0	\$0	\$0	\$756,565

Project: ITS Operational Support – Marion County



Project Type: ITS Communication

FM Number: 4363611

Lead Agency: FDOT

Length: N/A

LRTP (Page#): Goal 6: Objective 6.1 (15)

Description:

Intelligent Transportation System (ITS) support to Marion County.

Prior < 2021/22: \$160,000 **Future > 2025/26:** \$0 **Total Project Cost:** \$1,798,499

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	ACSL	Federal	\$75,000	\$0	\$0	\$0	\$0	\$75,000
DSB	ACSL	Federal	\$1,563,499	\$0	\$0	\$0	\$0	\$1,563,499
Total:			\$1,638,499	\$0	\$0	\$0	\$0	\$1,638,499

Project: Aesthetics Area Wide

Project Type: Maintenance
 FM Number: 4466911
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page#): Goal 6: Objective 6.3 (15)



Description: Routine maintenance.

Prior < 2021/22: \$1,721,305 **Future > 2025/26:** \$0 **Total Project Cost:** \$2,151,655

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$430,350	\$0	\$0	\$0	\$0	\$430,350
Total:			\$430,350	\$0	\$0	\$0	\$0	\$430,350

Project: Asphalt Resurfacing Various Locations

Project Type: Maintenance

FM Number: 4233912

Lead Agency: FDOT

Length: N/A

L RTP (Page#): Goal 6: Objective 6.3 (15)



Description:

Routine resurfacing maintenance.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$4,700,500 \$0 \$4,900,500

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total:			\$200,000	\$0	\$0	\$0	\$0	\$200,000

Project: Asset Maintenance Marion County

Project Type: Maintenance

FM Number: 4469101

Lead Agency: FDOT

Length: N/A

LRTP (Page#): Goal 6: Objective 6.3 (15)



Description:

Ongoing asset management.

Prior < 2021/22: \$1,201,000 **Future > 2025/26:** \$0 **Total Project Cost:** \$13,701,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$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

Project: Unpaved Shoulder Repair

Project Type: Maintenance
 FM Number: 4291781
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page#): Goal 6: Objective 6.3 (15)



Description: Routine maintenance.

Prior < 2021/22: \$1,484,913 **Future > 2025/26:** \$0 **Total Project Cost:** \$1,584,913

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Total:			\$100,000	\$0	\$0	\$0	\$0	\$100,000

Project: City of Ocala MOA

Project Type: Maintenance
FM Number: 4427381
Lead Agency: City of Ocala
Length: N/A
LRTP (Page#): Goal 6: Objective 6.3 (15)



Description: Routine maintenance.

Prior < 2021/22: \$92,850 **Future > 2025/26:** \$0 **Total Project Cost:** \$142,850

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Total:			\$0	\$0	\$50,000	\$0	\$0	\$50,000

Project: Lighting Agreements



Project Type: Maintenance
 FM Number: 4136153
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page#): Goal 6: Objective 6.3 (15)

Description:

Lighting maintenance.

Prior < 2021/22: \$5,008,380 **Future > 2025/26:** \$0 **Total Project Cost:** \$7,216,411

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$415,897	\$428,369	\$441,220	\$454,457	\$468,088	\$2,208,031
Total:			\$415,897	\$428,369	\$441,220	\$454,457	\$468,088	\$2,208,031

Project: Marion Primary In-House

Project Type: Maintenance
FM Number: 4181071
Lead Agency: FDOT
Length: N/A
LRTP (Page#): Goal 6: Objective 6.3 (15)



Description: Routine maintenance.

Prior < 2021/22: \$38,462,065 **Future > 2025/26:** \$0 **Total Project Cost:** \$47,471,930

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$1,831,973	\$1,831,973	\$1,781,973	\$1,781,973	\$1,781,973	\$9,009,865
Total:			\$1,831,973	\$1,831,973	\$1,781,973	\$1,781,973	\$1,781,973	\$9,009,865

Project: Ocala Operations Building – Design/Construction (Major)



Project Type: Maintenance

FM Number: 4481791

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

Description:

Fixed capital outlay to Ocala Operations building.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$5,536,100

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	FCO	State 100%	\$0	\$0	\$534,900	\$0	\$0	\$534,900
CST	FCO	State 100%	\$0	\$0	\$0	\$5,001,200	\$0	\$5,001,200
Total:			\$0	\$0	\$534,900	\$5,001,200	\$0	\$5,536,100

Project: Ocala Operations Center
Asphalt, Mill, Overlay, Parking
Lot Striping



Project Type: Maintenance

FM Number: 4481871

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

Description:

Fixed capital outlay to Ocala Operations building.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$250,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Total:			\$250,000	\$0	\$0	\$0	\$0	\$250,000

Project: Ocala Operations Center Security – Access Control on Buildings



Project Type: Maintenance

FM Number: 4481881

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

Description:

Fixed capital outlay to Ocala Operations building.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$40,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	FCO	State 100%	\$40,000	\$0	\$0	\$0	\$0	\$40,000
Total:			\$40,000	\$0	\$0	\$0	\$0	\$40,000

Project: Ocala Operations Center Security – Cameras



Project Type: Maintenance

FM Number: 4481891

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

Description:

Fixed capital outlay to Ocala Operations building.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$20,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	FCO	State 100%	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Total:			\$20,000	\$0	\$0	\$0	\$0	\$20,000

Project:

Ocala Operations Center
Transfer Switch for Mobile
Generator



Project Type: Maintenance

FM Number: 4481901

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

Description:

Fixed capital outlay to Ocala Operations building.

Prior < 2021/22: **Future > 2025/26:** **Total Project Cost:**
 \$0 \$0 \$25,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	FCO	State 100%	\$25,000	\$0	\$0	\$0	\$0	\$25,000
Total:			\$25,000	\$0	\$0	\$0	\$0	\$25,000

APPENDIX

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APPENDIX B: LIST OF OBLIGATED PROJECTS

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

Ocala-Marion TPO

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

2020

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT
SL

-3,040

TOTAL 238648 1

-3,040

TOTAL 238648 1

-3,040

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

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

FUND
CODE

2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SA
SN

15,000

102,789

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT
GFSN
SN

225,065

-1,125,211

PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT
TALN

163,794

TOTAL 410674 2

-618,563

TOTAL 410674 2

-618,563

ITEM NUMBER:427280 1
DISTRICT:05
ROADWAY ID:36001000

PROJECT DESCRIPTION:SR 25 (US 441) FROM N OF NW 35TH ST TO N OF CR 25A
COUNTY:MARION
PROJECT LENGTH: 5.302MI

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

FUND
CODE

2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP
SA
SL

-4,739

-18,171

-248,532

TOTAL 427280 1

-271,442

TOTAL 427280 1

-271,442

ITEM NUMBER:430655 1
DISTRICT:05
ROADWAY ID:36008000

PROJECT DESCRIPTION:SR 492 SR25/200/500 US301/441 TO SR40 (SILVER SPRINGS)
COUNTY:MARION
PROJECT LENGTH: 3.719MI

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

FUND
CODE

2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHRE

-5,232

TOTAL 430655 1

-5,232

TOTAL 430655 1

-5,232

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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=====

Ocala-Marion TPO

HIGHWAYS
=====

ITEM NUMBER:431798 1 PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36000042 PROJECT LENGTH: 1.517MI

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

FUND
CODE

2020

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

SA

1,000

TOTAL 431798 1

1,000

TOTAL 431798 1

1,000

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

2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA

30,000

TOTAL 431798 4

30,000

TOTAL 431798 4

30,000

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

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

FUND
CODE

2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA

16,602

SL

10,877

SN

290,172

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT

SN

561,892

TOTAL 433651 1

879,543

TOTAL 433651 1

879,543

ITEM NUMBER:433652 1 PROJECT DESCRIPTION:SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36110000 PROJECT LENGTH: 1.309MI

NON-SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1

FUND
CODE

2020

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL

4,505,500

TOTAL 433652 1

4,505,500

TOTAL 433652 1

4,505,500

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

Ocala-Marion TPO

HIGHWAYS
=====

ITEM NUMBER:435484 1 PROJECT DESCRIPTION:FRUIT TRAIL FROM WITHLACOOCHEE 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	2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-3
TOTAL 435484 1	-3
TOTAL 435484 1	-3

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	2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	150,772
TOTAL 435659 2	150,772
TOTAL 435659 2	150,772

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	2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	5,484
SA	2,000
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	-66,717
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	631,556
TOTAL 435660 2	572,323
TOTAL 435660 2	572,323

ITEM NUMBER:436879 1 PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE. *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36100000 PROJECT LENGTH: 6.168MI LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

FUND CODE	2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	20,000
TOTAL 436879 1	20,000
TOTAL 436879 1	20,000

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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=====

Ocala-Marion TPO

HIGHWAYS
=====

ITEM NUMBER:438554 1	PROJECT DESCRIPTION:SR 464 / SE 17TH STREET FNR CROSSING #627218-E	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36004000	PROJECT LENGTH: .002MI	TYPE OF WORK:RAIL SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2020	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	RHP	-442
TOTAL 438554 1		-442
TOTAL 438554 1		-442

ITEM NUMBER:439238 1	PROJECT DESCRIPTION:SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36010000	PROJECT LENGTH: 10.612MI	TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	NHRE	5,823,937
	SA	8,522,617
TOTAL 439238 1		14,346,554
TOTAL 439238 1		14,346,554

ITEM NUMBER:439887 1	PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A	*SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36004000	PROJECT LENGTH: 1.234MI	TYPE OF WORK:LIGHTING
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	HSP	-3,168
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	HSP	170,029
TOTAL 439887 1		166,861
TOTAL 439887 1		166,861

ITEM NUMBER:441366 1	PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36110000	PROJECT LENGTH: .790MI	TYPE OF WORK:SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	HSP	124,713
TOTAL 441366 1		124,713
TOTAL 441366 1		124,713

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

Ocala-Marion TPO

HIGHWAYS
=====

ITEM NUMBER:443170 1
DISTRICT:05
ROADWAY ID:36210000

PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200
COUNTY:MARION
PROJECT LENGTH: 13.993MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND
CODE

2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP

699,910

TOTAL 443170 1

699,910

TOTAL 443170 1

699,910

ITEM NUMBER:444382 1
DISTRICT:05
ROADWAY ID:36150000

PROJECT DESCRIPTION:CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D
COUNTY:MARION
PROJECT LENGTH: .014MI

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

FUND
CODE

2020

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

400,058

TOTAL 444382 1

400,058

TOTAL 444382 1

400,058

ITEM NUMBER:444383 1
DISTRICT:05
ROADWAY ID:36000023

PROJECT DESCRIPTION:SE 36 AVE @ CROSSING # 627220-F
COUNTY:MARION
PROJECT LENGTH: .008MI

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND
CODE

2020

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

320,189

TOTAL 444383 1

320,189

TOTAL 444383 1

320,189

TOTAL DIST: 05

21,318,701

TOTAL HIGHWAYS

21,318,701

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT
 =====
PLANNING
 =====

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	2020
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC	
PL	301,934
TOTAL 439331 2	301,934
TOTAL 439331 2	301,934

ITEM NUMBER:439331 3
 DISTRICT:05
 ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP
 COUNTY:MARION
 PROJECT LENGTH: .000

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

FUND CODE	2020
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BCC	
PL	123,743
TOTAL 439331 3	123,743
TOTAL 439331 3	123,743
TOTAL DIST: 05	425,677
TOTAL PLANNING	425,677

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT
 =====
MISCELLANEOUS
 =====

ITEM NUMBER:430252 1 PROJECT DESCRIPTION:OCALA ITS COUNTYWIDE MARION COUNTY
 DISTRICT:05 COUNTY:MARION
 ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:ITS COMMUNICATION SYSTEM
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
SL	885,105
TOTAL 430252 1	885,105
TOTAL 430252 1	885,105

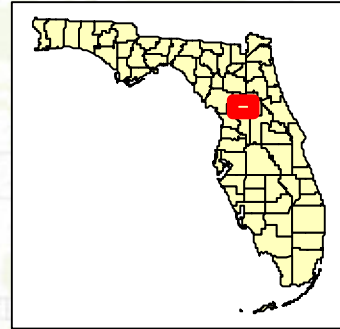
ITEM NUMBER:440900 2 PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS
 DISTRICT:05 COUNTY:MARION
 ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:ITS COMMUNICATION SYSTEM
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NFP	3,861,181
TOTAL 440900 2	3,861,181
TOTAL 440900 2	3,861,181
TOTAL DIST: 05	4,746,286
TOTAL MISCELLANEOUS	4,746,286

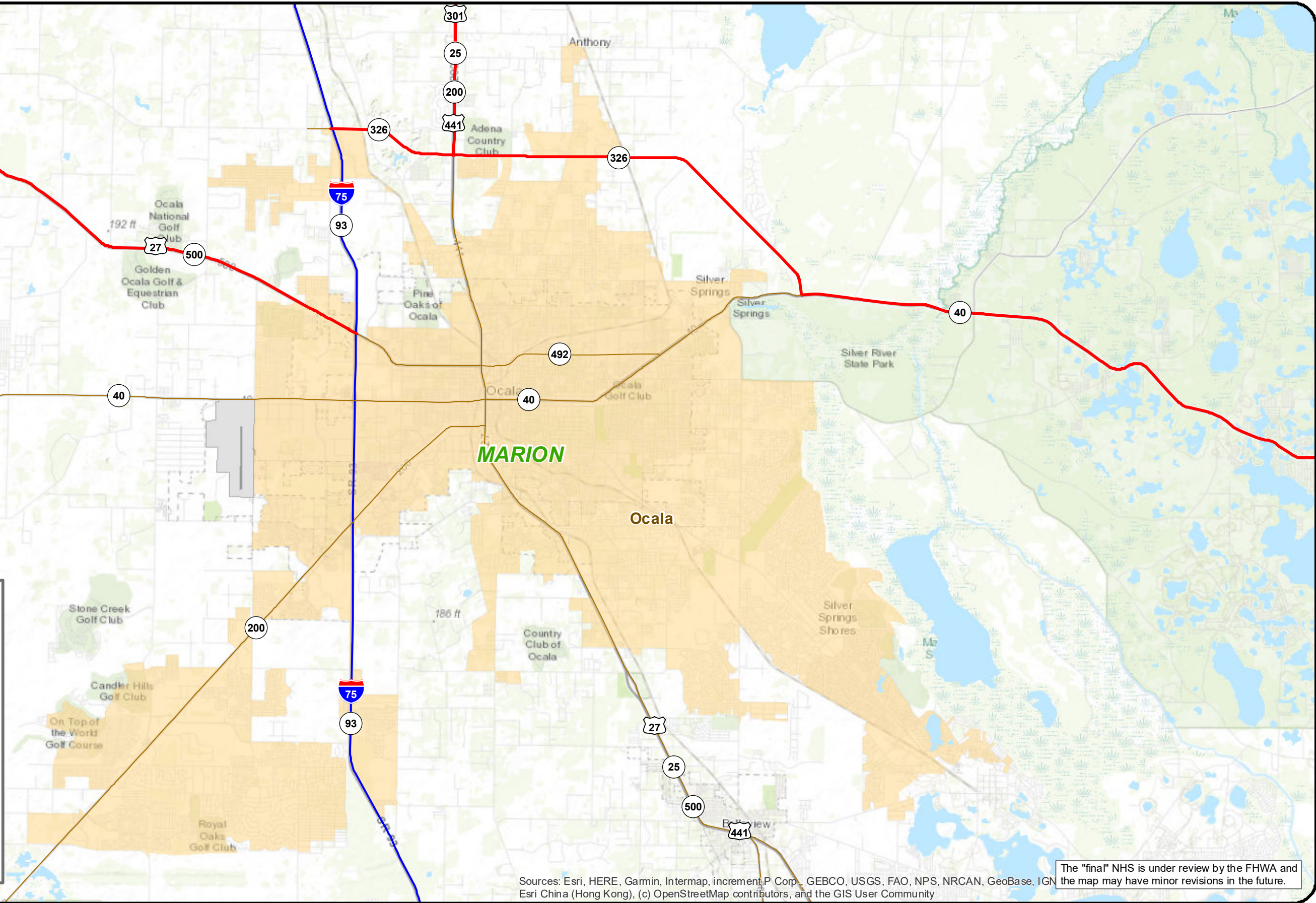
GRAND TOTAL 26,490,664

APPENDIX C: Map of National Highway System (NHS), Marion County



Legend

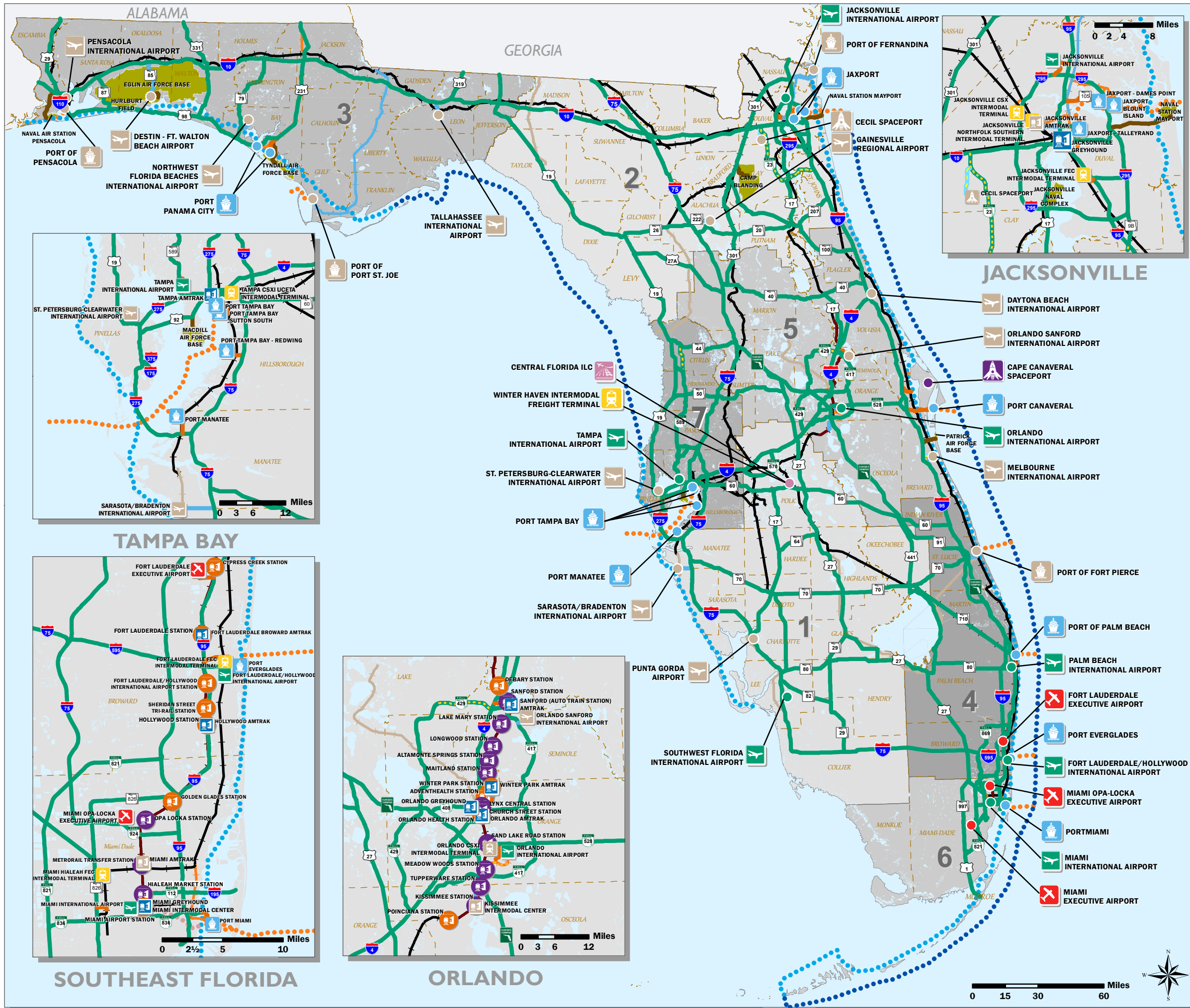
- Interstate
- STRAHNET Route
- - - STRAHNET Connector
- Unbuilt
- Other Principal Arterials
- · - · Intermodal Connector
- MAP-21 Principal Arterials
- Urban areas



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

APPENDIX D: Map of Strategic Intermodal System (SIS)



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

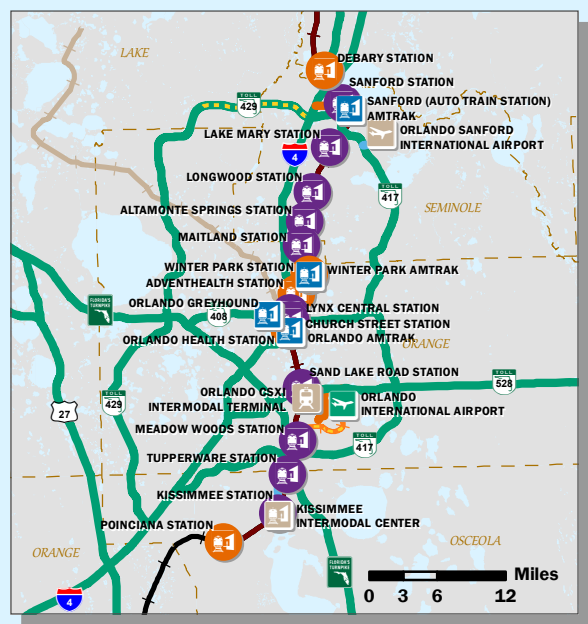
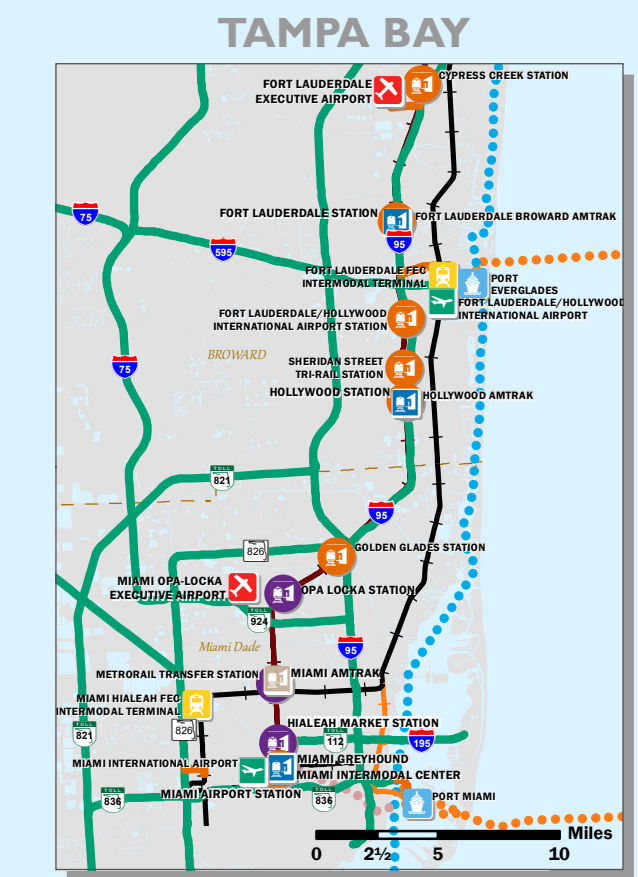
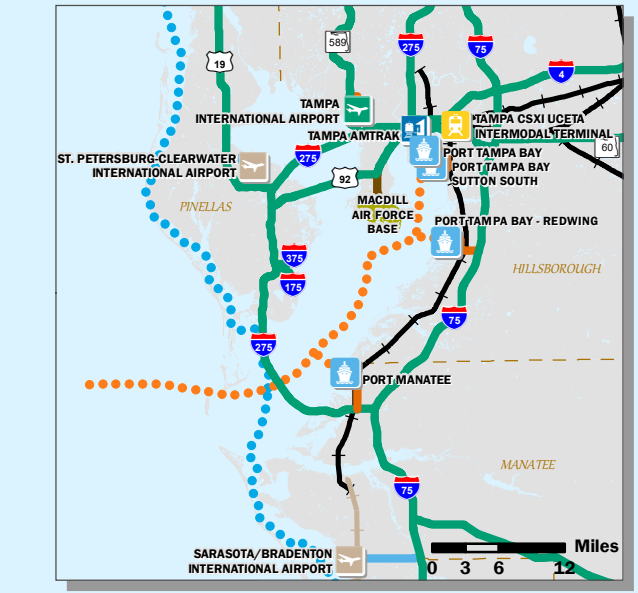
- SIS Highway Corridor
- Future SIS Highway Corridor
- Strategic Growth Highway Corridor
- SIS Highway Connector
- Strategic Growth Highway Connector
- Future Strategic Growth Highway Connector
- SIS Military Access Facility

Rail & Urban Fixed Guideway

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

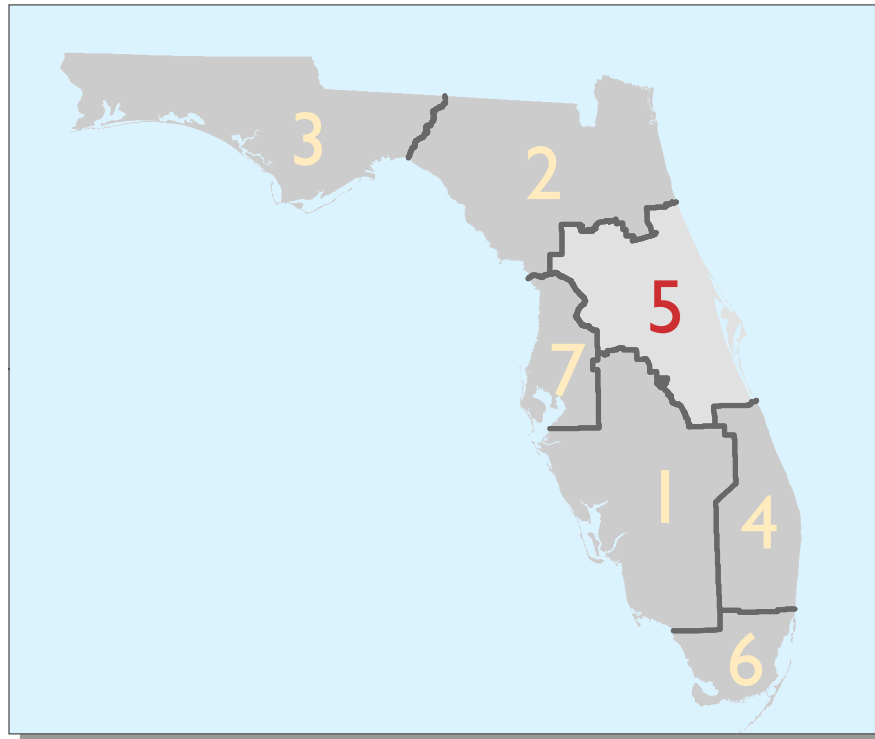
Waterways

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



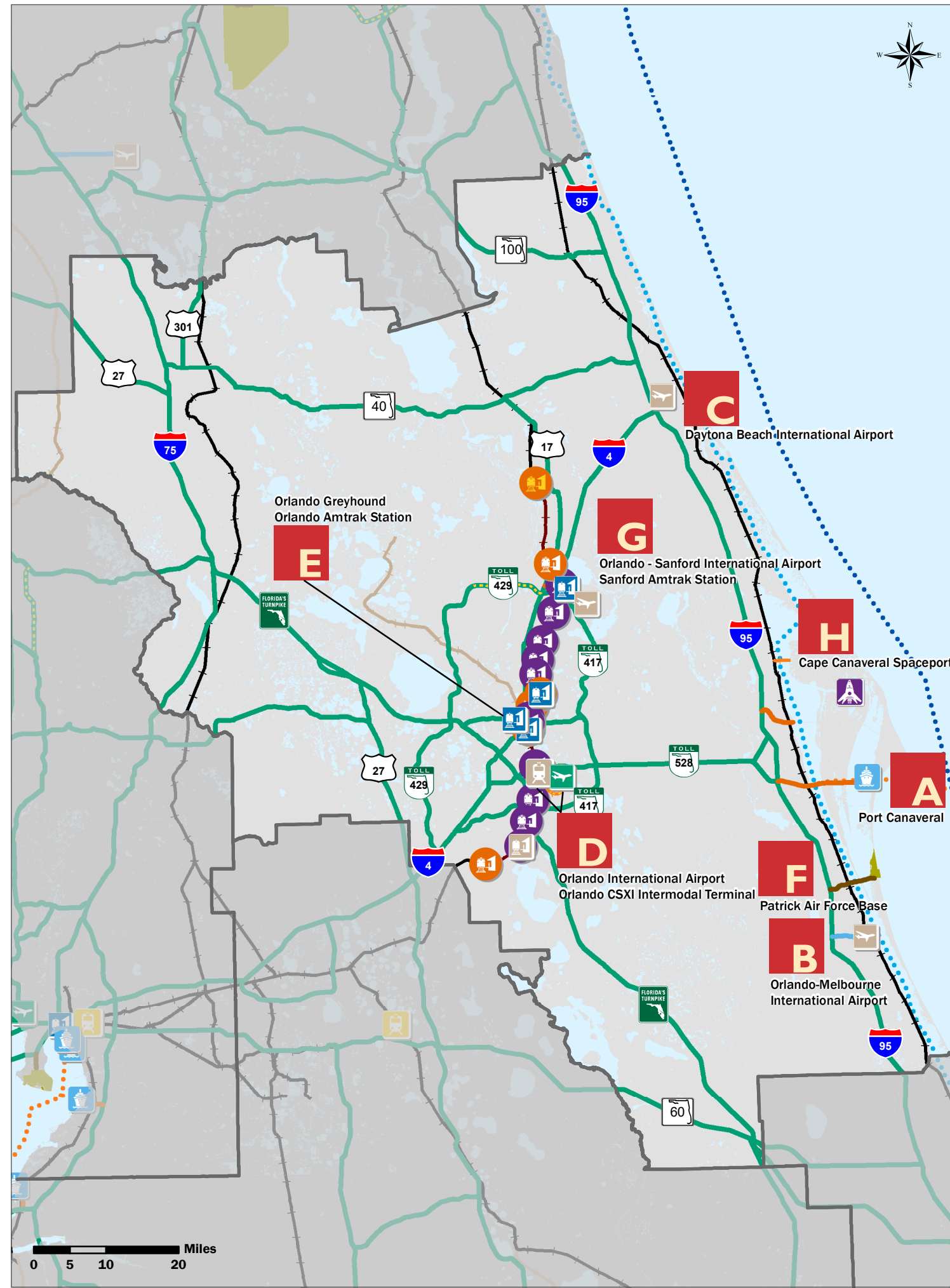
0 15 30 60 Miles

DISTRICT 5 overview



DESIGNATED SIS AND STRATEGIC GROWTH FACILITIES						
Facility Type	Active and Planned Drop Facilities					Future Facility
	Corridor / Hub		Connector		Military Access Facility	
	SIS	Strategic Growth	SIS	Strategic Growth		
Airports	1	3	-	-	-	-
Spaceports	1	-	-	-	-	-
Seaports	1	-	-	-	-	-
Freight Terminals	-	1	-	-	-	-
Passenger Terminals	4	1	-	-	-	-
UFG Hubs / Stations	5 / 11	-	-	-	-	1 / 0
Rail Miles	301	54	2	3	-	6
Urban Fixed Guideway	52	-	-	-	-	12
Highway Miles (Centerline)	796	-	28	17	6	13
Highway Miles (Lane)	3717	-	110	71	26	11

Note: For Future Highways that have yet to be open to traffic, lane mileage has not been included



SIS atlas

- Airports and Spaceports**
 - SIS Airport
 - Strategic Growth Airport
 - SIS Spaceport
- Seaports**
 - SIS Seaport
- Freight Rail Terminals**
 - Strategic Growth Freight Rail Terminal
- Passenger Terminals**
 - SIS Passenger Terminal
 - Strategic Growth Passenger Terminal
- UFG Transit Terminals**
 - SIS Urban Fixed Guideway Hub
 - Future SIS Urban Fixed Guideway Hub
 - SIS Urban Fixed Guideway Station
- Highway**
 - SIS Highway Corridor
 - Future SIS Highway Corridor
 - SIS Highway Connector
 - Strategic Growth Highway Connector
 - Military Access Facility
- Rail**
 - SIS Railway Corridor
 - Strategic Growth Railway Corridor
 - SIS Railway Connector
- Urban Fixed Guideway (UFG)**
 - SIS Urban Fixed Guideway Corridor
- Waterways**
 - SIS Waterway
 - SIS Waterway Connector
 - SIS Waterway Shipping Lane
- Connector Map Insets**
 - A

APPENDIX E: PUBLIC NOTICE RECORDS

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, Kim Kanemoto 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

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION *The Ocala Marion TPO Draft Transportation Improvement Program TIP is available for public review and comment. The Ocala Marion Transportation Planning Organization TPO Transportation Improvement Progra*

was published in said newspaper in the issues of:

5/4 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.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

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

The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements to be funded throughout the 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.

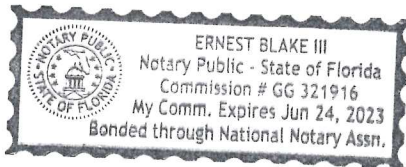
The Draft TIP for Fiscal Years 2021/2022 to 2025/2026 is available for public review and comment by accessing the TPO website at: <https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip/>

Please use the TPO Feedback Form at <https://ocalamariontpo.org/public-involvement/tpo-feedback-form/> to provide comments by June 22, 2021. Or contact Rob Balmes, TPO Director at: 352-438-2631; rob.balmes@marionfl.org.

May 4, 2021
#A000979495

Kim Kanemoto

Sworn to and subscribed before me this 4th day of May, A.D., 2021




[Signature]
Notary Public
Ernest Blake III

(Print, Type or Stamp Name of Notary Public)

Ad #: A000979495

Social Media Announcements

Facebook on May 4, 2021



Ocala Marion TPO
Published by Kayla Kayla · May 4 at 11:29 AM · 🌐

Tell Us Your Thoughts! The Draft 2021/22 - 2025/26 Transportation Improvement Program (TIP) is available for public review and comment until June 22, 2021.
View the Draft TIP: <https://ocalamariontpo.org/.../Draft-FY-21-22-to-25-26...>
Provide comments using the TPO Feedback Form:
<https://ocalamariontpo.org/public.../tpo-feedback-form/>
View the Interactive Map:
<https://marioncountyfl.maps.arcgis.com/apps/webap...> See More

TELL US YOUR THOUGHTS!

THE DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FISCAL YEARS 21/22 – 25/26 IS AVAILABLE FOR PUBLIC REVIEW AND COMMENT.

PLEASE VIEW THE INTERACTIVE TIP MAP AND USE THE TPO FEEDBACK FORM TO PROVIDE COMMENTS BY JUNE 22, 2021.

Or send comments to Rob Balmes at:
Rob.Balmes@marionfl.org
(352) 438-2635

3,054 People Reached 139 Engagements [Boost Post](#)

Twitter on May 4, 2021



Ocala Marion TPO @OcalaMarionTPO · May 4



The Draft 2021/22-2025/26 Transportation Improvement Program is available for public comment through June 23rd.

View the Draft TIP: ocalamariontpo.org/wp-content/upl...

Provide comments using the TPO Feedback Form: ocalamariontpo.org/contact-us/tpo...

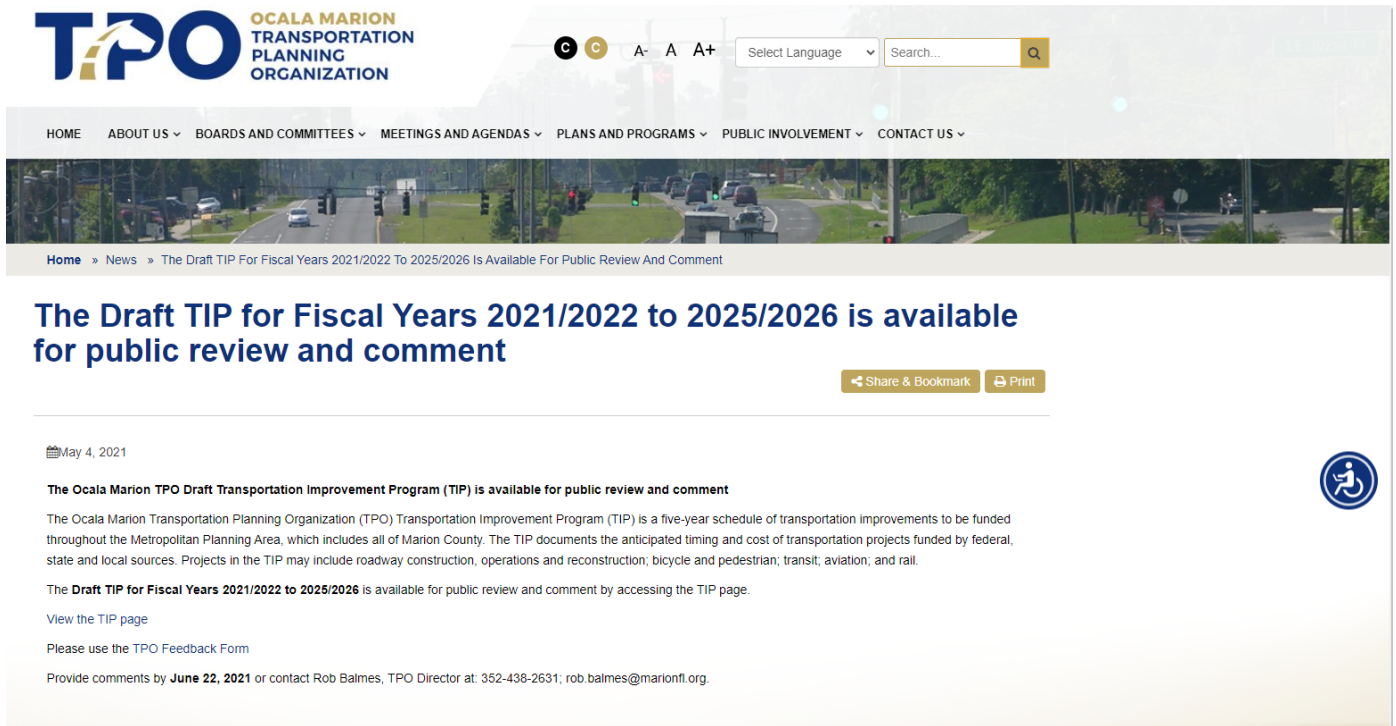
View the Interactive Map: marioncountyfl.maps.arcgis.com/apps/webappvie...

...



TPO Website News Announcement – Ocalamariontpo.org/news

May 4, 2021



The screenshot shows the top portion of a web browser displaying the TPO website. The header includes the TPO logo (OCALA MARION TRANSPORTATION PLANNING ORGANIZATION) on the left, and navigation links (HOME, ABOUT US, BOARDS AND COMMITTEES, MEETINGS AND AGENDAS, PLANS AND PROGRAMS, PUBLIC INVOLVEMENT, CONTACT US) and a search bar on the right. Below the header is a banner image of a road intersection. A breadcrumb trail reads: Home » News » The Draft TIP For Fiscal Years 2021/2022 To 2025/2026 Is Available For Public Review And Comment. The main heading is "The Draft TIP for Fiscal Years 2021/2022 to 2025/2026 is available for public review and comment". To the right of the heading are buttons for "Share & Bookmark" and "Print". Below the heading is a date stamp "May 4, 2021" and a sub-heading "The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review and comment". The main text describes the TIP as a five-year schedule of transportation improvements to be funded throughout the Metropolitan Planning Area, which includes all of Marion County. It lists project types such as roadway construction, operations and reconstruction, bicycle and pedestrian, transit, aviation, and rail. It states that the Draft TIP for Fiscal Years 2021/2022 to 2025/2026 is available for public review and comment by accessing the TIP page. There are links for "View the TIP page" and "Please use the TPO Feedback Form". At the bottom, it provides contact information for Rob Balmes, TPO Director, including a phone number (352-438-2631) and an email address (rob.balmes@marionfl.org). A blue circular icon with a white wheelchair symbol is located on the right side of the page.

TPO OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

HOME ABOUT US BOARDS AND COMMITTEES MEETINGS AND AGENDAS PLANS AND PROGRAMS PUBLIC INVOLVEMENT CONTACT US

Home » News » The Draft TIP For Fiscal Years 2021/2022 To 2025/2026 Is Available For Public Review And Comment

The Draft TIP for Fiscal Years 2021/2022 to 2025/2026 is available for public review and comment

Share & Bookmark Print

May 4, 2021

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

The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements to be funded throughout the 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 2021/2022 to 2025/2026** is available for public review and comment by accessing the TIP page.

[View the TIP page](#)

Please use the [TPO Feedback Form](#)

Provide comments by **June 22, 2021** or contact Rob Balmes, TPO Director at: 352-438-2631; rob.balmes@marionfl.org.

May 16, 2021

Future road plan for Ocala/Marion starts with CR 484/I-75 refresh. What else made the list?

By Joe Callahan

Ocala Star-Banner

[View Comments](#)

Most every day, early in the morning and again late in the afternoon, traffic on County Road 484 backs up for a mile or more on each side of Interstate 75. Sometimes, lines of cars trying to get on the interstate block the ones trying to get off.



And now that more development has launched in the area, especially in and near Marion Oaks, as well as the opening of the new Florida Crossroads Commerce Park just off that exit, traffic is only expected to get worse.

But help is on the way. The local Ocala Marion Transportation Planning Organization recently unveiled the draft of its five-year road construction plan, which spans from 2021-22 to 2025-26, and CR 484 interchange is on the top of the list.

The \$15.3 million project, which is being funded with mostly federal transportation dollars, will be include reworking CR 484 from Southwest 20th Street on the west side of I-75 to County Road 475A on the east side.

The project includes constructing and expanding turn lanes and improving traffic flow for through-lanes. The CR 475A intersection will be improved, as well. The project is scheduled to be completed by the beginning of 2023.

"It will be big improvement," said Rob Balmes, the local TPO director. "They're also going to ensure bicycle/pedestrian connectivity through that area too, with bike lanes and sidewalks so people can get through there with other modes of transportation."

That is one of the many projects scheduled in the Ocala Marion TPO's five-year draft plan, which was released early this month. The total \$335.1 million plan is for road improvement, bicycle/pedestrian trails and upgrades at Ocala International Airport.

"We're required to post the draft document for a minimum of 30 days so that we can solicit input and public feedback from both the citizens and our government partners, which include both federal and state," Balmes said.

What other road projects are in the Ocala/Marion County plan?

The other big project will be a \$44.2 million widening of U.S. 41 north of Dunnellon to State Road 40.

State Road 40 is the most popular way to get to Dunnellon from Ocala, and that widening has been a top priority for the county for many years.

The project will expand U.S. 41, from Southwest 110th Street to State Road 40, from two to four lanes. The project includes a grass median, paved shoulders, sidewalks, driveway reconstruction and full and directional median openings.

That project is scheduled to kick off in 2023-24.

In Ocala, Mayor Kent Guinn said that he is pleased that plans are moving forward to connect the new Northwest 49th Street interchange from I-75 to State Road 200.

The five-year TPO plans includes more than \$57 million for the new interchange north of Ocala. That is the new interchange was needed to get trucks from the industrial areas onto I-75 much quicker.

Southwest:New 392-home community coming to State Road 200 corridor

Southeast:Huge apartment/quadrplex/commercial development planned off US 441

Northwest:Old-line family balks, but developer wants 207 homes in NW Marion

Northeast:320-home subdivision approved just north of Ocala

In the 2045 long range plan, in the locally funded portion of the document, it shows that within the next five years that there is funding for the Northwest 49th Street to connect to the State Road 200/Southwest 42nd Flyover intersection.

"This will be a tremendous help (to traffic flow)," Guinn noted.

There are also plans to spend, albeit in 2025-26, \$3.6 million at the overloaded U.S. 441/SE 17th Street intersection. The project includes the addition of a northbound left turn lane and a modified northbound right turn lane east of the 17th Street intersection.

The plan includes \$115.5 million worth of Interstate 75 projects, including the new interchange, \$62.8 million on U.S. highways, \$56.8 million in state and local highways, \$19.4 million for airport additions and \$13.6 million on bicycle/pedestrian paths.

To look at the lengthy plan go to the [Ocala Marion TPO](https://ocalamariontpo.org) website at <https://ocalamariontpo.org>. Officials note that the long-range plan, through 2045, is subject to change.

According to the 2045 long range plan, which also includes local-only funded projects, here is what is planned from 2021-26:

State/Federal funded roadways

U.S. 41, from Southwest 110th Street to north of State Road 40, add lanes and reconstruct.

SR 40, from end of four lanes to east of County Road 314, add lanes and reconstruct.

CR 484, from SW 20th Avenue to CR 475A ,interchange improvement.

SR 40, at SW 40th Ave and SW 27th Ave, add turn lanes.

Intestate 75, from end of NW 49th Street to end of NW 35th St, new Interchange.

SR 40, SR 40A (SW Broadway Street), traffic ops Improvement.

E SR 40, at SR 492, traffic signals.

SR 40, from SW 27th Ave to MLK Jr. Ave, safety project.

US 41/ Williams St., Brittan Alexander Bridge River Road, safety project.

SR 25, NW 35th St to SR 326, safety project.

CR 42, at SE 182nd, add turn lanes.

Local funded projects

SE Abshier Blvd, SE Hames Road and north of SE Agnew Road, traffic signals.

Emerald Road Extension, from SE 92nd Loop to Florida Northern Railroad, new two-lane highway.

NW 49th Street Extension, from NW 44th Ave. to NW 35th Ave., new four-lane.

NW 49th Street, for 1.1 miles to west of NW 44th Ave., new two-lane.

SW 49th/40th Avenue, from SW 66th St. to the SW 42nd St Flyover, new divided four-lane highway.

SW 49th Avenue, from Marion Oaks Trail to CR 484, new four-lane highway.

SW 90th Street, from SW 60th Ave to 0.8 miles east of SW 60th Avenue, new two-lane road.

SW 60th Ave, at SW 90th St and SW 80th St, traffic signals.

CR 484, at Marion Oaks Blvd, add turn Lanes, modify signals.

Pedestrian/ Bicycle Investments

Silver Springs State Park, pedestrian bridges.

Pruitt Trail, from SR 200 to Pruitt Trailhead, bike path and trail.

Indian Lake Trail, from Silver Springs State Park to Indian Lake Park, bike path and trail.

Downtown Ocala Trail, from SE Osceola Ave. to Silver Springs State Park, bike path and trail.

SR 40, from NW 27th Ave. to SW 7th Ave., sidewalks.

Marion Oaks Sunrise/Horizon, from Marion Oaks Golf Way to Marion Oaks Manor, sidewalks.

Saddlewood Elementary, sidewalks.

Legacy Elementary, sidewalks.

Technological Investments

Marion County/ Ocala ITS Operational Support, ITS Communication System.

Joe Callahan can be reached at (352) 817-1750 or joe.callahan@starbanner.com. Follow him on Twitter @JoeOcalaNews.

[View Comments](#)

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APPENDIX F: PUBLIC COMMENTS



Fiscal Years 2021/2022 to 2025/2026 Transportation Improvement Program Public and Partner Comments Summary

Public comments (5)

Non-Motorized Transportation Comments

- (May 4, 2021) “The multi-use paths are extremely exciting and I cannot wait to use them; however, there is an issue with access to the SR 200 part of the paved path. There needs to be parking at 200 or a (less wide) paved path from SR 200 to the Ross Prairie Campground. People already park at the SR200 side even though there are tons of no parking signs; folks readily accept fines to park there. A linkup to RP Campground would also provide water/real restrooms which are not avail at Pruitt.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, shared with Marion County and included in the TIP document for future planning considerations.
- (May 4, 2021) “Need more parking with restrooms and water on the paved trail starting at 49th trailhead towards 200.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, shared with Marion County and included in the TIP document for future planning considerations.
- (May 19, 2021) Project 4354842: Pruitt Trail
“Is the map of the Pruitt Paved Trail accurate? It shows it starting at SR 200 and south Greenway boundary, continues along south boundary about half way, then slowly goes north to the Pruitt Trail head. This would be a welcome change by the equestrian community in the "Horse Capital of the Word". The older maps showed the paved trail using the existing lime rock road. The lime rock road is the most popular horse and wagon trail in Pruitt and also has horse Pavilion.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and informed it will become part of public record and included in the TIP document for future planning considerations. The TPO notified the citizen that based on coordination with Marion County, the trail is planned to be separated from equestrian trails as its own facility.

- (May 25, 2021, TPO Board Meeting) Project 4354842: Pruitt Trail
“The next phase after this project is completed should be to create a safe underpass connection under SR 200.”
 - **TPO Response:** Noted for public record. Comment will be documented to support priority projects process and considerations for trail projects.

Roadway Comment

- (May 13, 2021) CR 484
“What are the plans for improvements to CR 484 near I-75. Traffic backs up and causes serious delays”
 - **TPO Response:** Please see the CR 484 at I-75 project in the TIP. Improvements to the interchange area also include turn lanes at SW 20th and CR 475A. The project is on schedule to start in 2021.

Citizens Advisory Committee (CAC) comments (May 11, June 8 2021)

- **NW 27th Avenue** – Widening from US 27 to NW 35th Street to 4 lanes.
 - **TPO Response:** Noted for public record. This project is not currently identified in the TIP or 2045 Long Range Transportation Plan (LRTP) Needs Plan. TPO will send this suggestion to the City of Ocala and maintain on file for future LRTP project list opportunities.
- **CR 484** – Complete full connection from SW 49th Avenue to SW 20th Avenue.
 - **TPO Response:** Noted for public record. This project is not currently identified in the TIP or 2045 Long Range Transportation Plan (LRTP) Needs Plan. TPO will send this suggestion to Marion County and maintain on file for future LRTP project list opportunities.
- **CR 484** – Improvements to the turn lanes are needed at CR 475A as part of the interchange project.
- **80th Avenue** – the Future of 80th corridor. What are the plans of Marion County?
 - **TPO Response:** Noted for public record. The TPO will pass this comment on to Marion County. This project is not in the draft TIP, but part of multiple planned phases of locally-funded projects in the Marion County TIP.
- **80th Avenue** – An emphasis should be placed on widening between SR 40 to US 27.
 - **TPO Response:** Noted for public record. The TPO will include this comment in the TIP public comment section.
- **Interchange gap between SR 200 and CR 484** – The existing 9-mile stretch from CR 484 to SR 200 presents a significant gap in access to/from I-75 in Marion County. Based on current and projected population growth in this part of Marion County, an interchange is needed to support future mobility and safety.
 - **TPO Response:** Noted for public record. The TPO will include this comment in the TIP public comment section.

- **Safety on SR 40 at SW 27th Avenue** – This intersection in the City of Ocala is considered one of the most dangerous intersections involving turning movements. Additional turn lanes and safety measures are needed at the intersection area.
 - **TPO Response:** Noted for public record. A project is currently funded in the TIP through the Right-of-Way phase at this location. The project calls for dual left turn lanes at all four approaches of the intersection. The project is ranked #7 on the LOPP and the TPO will ensure this project continues to be emphasized as a priority to be fully funded through the TIP.

Federal Highway Administration (FHWA) Comments



Federal Highway Administration
 Florida Division Office
 3500 Financial Plaza, Suite 400
 Tallahassee, Florida 32312
 (850) 553-2201
 www.fhwa.dot.gov/fldiv

Federal Transit Administration
 Region 4 Office
 230 Peachtree St, NW, Suite 1400
 Atlanta, Georgia 30303
 (404) 865-5600

Planning Comments

Document Name: <u>Draft FY 2021/22-FY 2025/26 TIP</u>		MPO: <u>Ocala/Marion TPO</u>	
Date of Document: <u>05/04/2021</u>	Date Received <u>05/04/2021</u>	Date Reviewed <u>05/07/2021</u>	District: <u>5</u>
Reviewed by: <u>Jim Martin</u>			

COMMENTS

Page #	Comment Type	Comment Description
1	Critical	Demonstration of explicit consideration and response to public input. 23 CFR 450.316(a)(1)(vi) This is found as part of the PPP but not HOW this is done.
2	Critical	Are significant comments addressed fully? 23 CFR 450.316(a)(2) Identified in PPP on page 37. This is just a reminder to included in comments.
3	Other	It is not clearly stated that Construction Engineering and Inspection (CEI) is included in the listed construction cost.
4	Other	The TIP is required to contain all regionally significant projects regardless of funding source. Did the MPO to collect this information? 23 CFR 450.324(d)
5	Critical	The estimated total project cost(s), which may extend beyond the timeframe of the TIP is not shown. 23 CFR 450.326(g)(2) Project with design funds did not include future cost.
6	Critical	Did not find the TIP list major projects from the last TIP that were implemented or identify significant delays in the implementation of major projects. 23 CFR 450.324(l)(2)

FHWA Comments and TPO Responses

	Page #	Comment Type	Comment Description
1		Critical	Demonstration of explicit consideration and response to public input. 23 CFR 450.316(a)(1)(vi) This is found as part of the PPP but not HOW this is done.

TPO Response: Text was added on page 1-3, Public Involvement, summarizing how responses were made to public and agency comment. This includes specific responses to comments as to how they will be incorporated and/or addressed in the TIP document. In some cases, follow up responses to a public comment with further information about a project or process were also described.

2		Critical	Are significant comments addressed fully? 23 CFR 450.316(a)(2) Identified in PPP on page 37. This is just a reminder to included in comments.
---	--	----------	---

TPO Response: As outlined in Comment 1, all comments were fully addressed, including more significant comments requiring research, information gathering or follow up with FDOT or local staff members regarding projects. This information has been gathered and is included in Appendix F.

3		Other	It is not clearly stated that Construction Engineering and Inspection (CEI) is included in the listed construction cost.
---	--	-------	--

TPO Response: It is the general understanding by the TPO that CEI is included with the Construction Cost phase of all applicable projects in the TIP Download files provided by FDOT District 5. Figure 12 on page 5-2 was updated to include CEI with CST – Construction.

4		Other	The TIP is required to contain all regionally significant projects regardless of funding source. Did the MPO to collect this information? 23 CFR 450.324(d)
---	--	-------	---

TPO Response: All projects within Marion County of regional significance are within the draft TIP document. The TPO included a statement also provided by FDOT in reference to 23 CFR 450.326(a). A statement was added to Page 1-1 in the Purpose section of the Introduction.

5		Critical	The estimated total project cost(s), which may extend beyond the timeframe of the TIP is not shown. 23 CFR 450.326(g)(2) Project with design funds did not include future cost.
---	--	----------	---

TPO Response: The following five projects were identified as requiring updates to include estimated total costs beyond the current TIP timeframe. These include projects that involve only right-of-way, design or PE, and no construction funding in this TIP.

- **4106742: SR 40, End of 4 lanes to East of CR 314A** - Total Project Cost is listed in the TIP project page (page 5-31) – FDOT confirmed total cost (is in Project Page, Page 5-31)
- **4336521: SR 40 Intersections at SW 40th Avenue and SW 27th Avenue** – FDOT confirmed total cost (added to project page) – Current total Cost is \$10.1 Million (added on page 5-34)
- **4367561: Downtown Ocala Trail from SE Osceola Avenue to Silver Springs State Park** – City of Ocala provided total cost of \$1.25 million, and it is noted on page 5-40.
- **4367551: Indian Lake Trail from Silver Springs State Park to Indian Lake State Park** – Marion County provided total project cost of \$2.85 million, and it is noted on page 5-41.
- **4408801: Marion Oaks-Sunrise/Horizon- Marion Oaks Golf Way to Marion Oaks Manor** – Marion County provided total project cost of \$495,000, and it is noted on page 5-44.

6		Critical	Did not find the TIP list major projects from the last TIP that were implemented or identify significant delays in the implementation of major projects. 23 CFR 450.324(l)(2)
---	--	----------	---

TPO Response: Appendix H provides a summary of TIP major projects from the last TIP either implemented, in progress or delayed. This appendix is referenced on page 5-1. Since the draft document was released, further information was provided in the appendix as to the status of the projects. The appendix also displays major projects and associated funding changes from the prior TIP to current TIP.

Florida Department of Transportation (FDOT) Comments

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.

If a question is categorized, a comment must be included. In addition, if a question is answered with "no", a comment must also be included. Once the checklist is finalized, please share as a PDF.

MPO: Ocala Marion TPO	Fiscal Years included: 2021/22-2025/26
Review #: 1	Date of Review: 5-13-21
	Reviewed by: Laura Lockwood-Herrscher, AICP

TIP Format & Content

Does the cover page include the MPO name, address correct fiscal years, and provide a location to add the date of adoption? Yes No

No comment [Click here to enter comments](#)

Page Numbers: 1

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

Enhancement *Bookmarks in pdf do not work, i.e.: take users directly to the page. Consider adding these links to the bookmarks.*

TPO Response: This enhancement was made to final version

Page Numbers: 4

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

Editorial *Page left blank to insert Resolution when adopted.*

[Click here to enter notes](#)

Page Numbers: 2

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

Enhancement *Include all acronyms and abbreviations compiled in same place.
Remove comment on page 132 (in Appendix G) in FY description.*

TPO Response: The Glossary of Terms and Acronyms was updated

Page Numbers: 21,
28 & 127-137

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

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 Specify 23 C.F.R. 450.326(a). Include statement regarding regionally significant projects regardless of funding source. Page Numbers: 5

TPO Response: Additional text was added to page 1-1 of the Purpose section.

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

No comment [Click here to enter comments](#) Page Numbers: 20 & 30
[Click here to enter notes](#)

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].

Yes No

No comment [Click here to enter comments](#) Page Numbers: 22-23
[Click her to enter notes](#)

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)?

Yes No

Editorial Place holder for adopted list of Priority Projects noted (pg. 26) Page Numbers: 24-26
[Click here to enter notes](#)

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)]

Yes No

No comment [Click here to enter comments](#) Page Numbers: 139
[Appendix H covers changes from previous year\(s\)](#)

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.]

Yes No

No comment [Click here to enter comments](#) Page Numbers: 8-10
[Click here to enter notes](#)

Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]

Yes No

No comment [Click here to enter comments](#) Page Numbers: 32-108 and 140-143
[Appendix I](#)

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.]

Yes No

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

No comment [Click here to enter comments](#)

Page Numbers: 112-119

[Appendix B](#)

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.)

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 7, 125 and 126

[Online/interactive TIP Map, Appendices E and F \(place holder for public comments received\)](#)

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.

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 7

[FHWA/FTA quadrennial certification only for TMAs – so N/A for Ocala Marion TPO](#)

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.

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 9

[Click here to enter notes](#)

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.]

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 11

[Click here to enter notes](#)

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 incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(c)]

No comment [Click here to enter comments](#)

Page Numbers: 12-19

[Click here to enter notes](#)

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

Yes No

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

- ✓ State freight plan

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [\[23.C.F.R 450.326\(d\)\]](#)

[No comment](#) [Click here to enter comments.](#)

Page Numbers: 14-19 and 24-25

[Click here to enter notes](#)

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

[Enhancement](#) *Note LRTP to find projects in CFP*

Page Numbers: 32-108

TPO Response: Noted for future updates as enhancement to TIP

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

[No comment](#) [Click here to enter comments](#)

Page Numbers: 7

[Click here to enter notes](#)

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

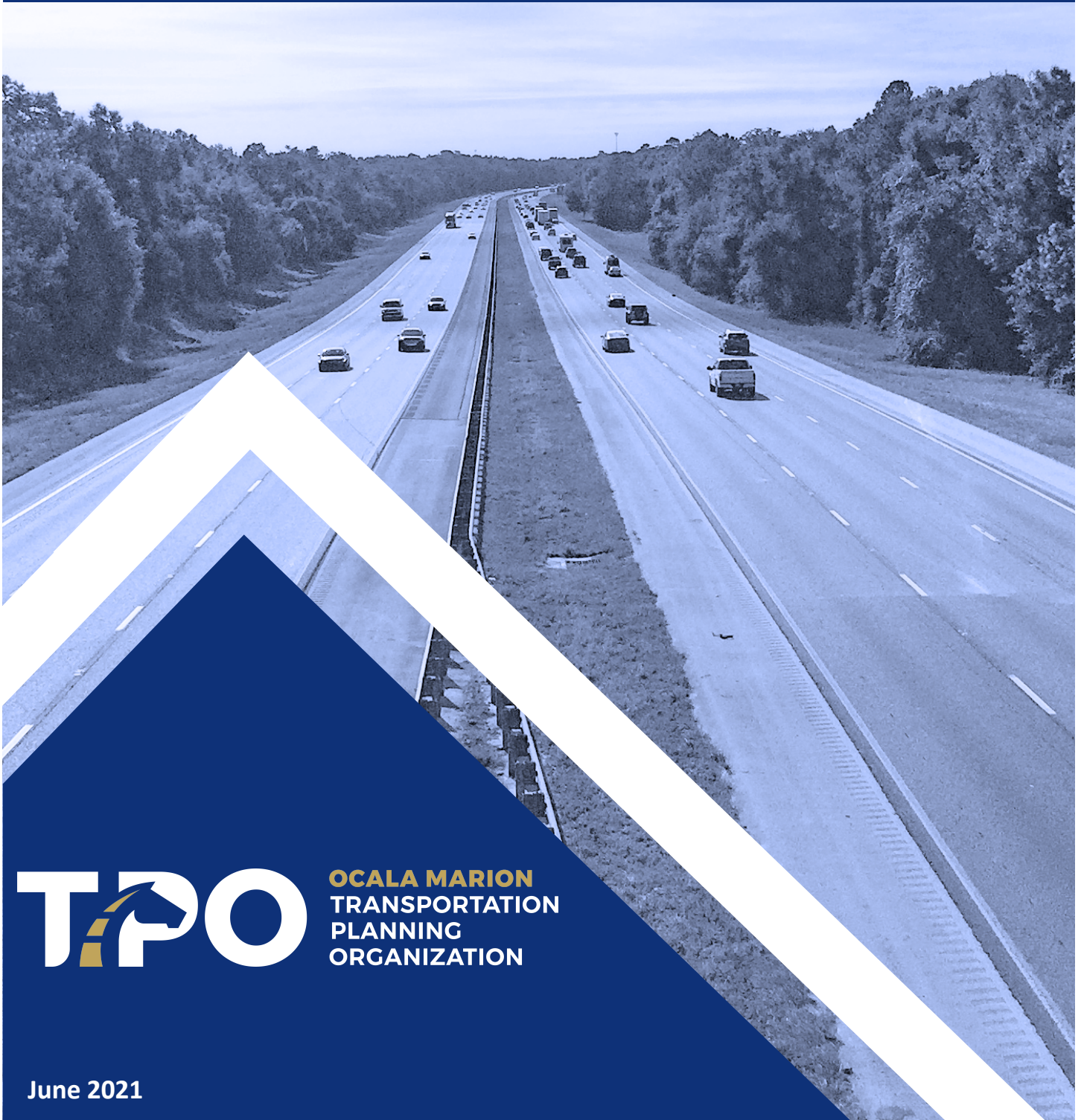
[No comment](#) [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

APPENDIX G: GLOSSARY OF TERMS AND ACRONYMS

Glossary of Terms and Acronyms



TPO **OCALA MARION**
TRANSPORTATION
PLANNING
ORGANIZATION

June 2021

ACRYONYM	NAME	DESCRIPTION
3-C	Comprehensive, Continuing and Cooperative	A Comprehensive, Continuing and Cooperative (3C) process is required for all Metropolitan Planning Organizations (MPO) to be eligible for Federal transportation funding.
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 (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. ATMS 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.
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 keeps 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.

ACRYONYM	NAME	DESCRIPTION
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 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)
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 part of the project.

ACRYONYM	NAME	DESCRIPTION
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 the 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.
FMTP	Freight Mobility and Trade Plan	FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development into the future.
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.
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 to June 30. The Federal Fiscal Year is from October 1 to September 30.

ACRYONYM	NAME	DESCRIPTION
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 HSIP 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	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.
IRI	International Roughness Index	International Roughness Index (IRI) is used by transportation professionals around the world as a standard to quantify road surface roughness. IRI is highly useful for assessing overall roadway pavement ride quality; a higher IRI value indicates a rougher road surface.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing to improve the efficiency or safety of the surface transportation system.
LOS	Level of Service	Level of Service (LOS) 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.
LOPP	List of Priority Projects	The List of Priority Projects (LOPP) is a formalized list developed each year by the TPO in collaboration with local government partners, and as required by state statute. The LOPP contains the highest priorities for future transportation projects and investments to receive consideration for federal and state funding.
LRTP/MTP	Long-Range Transportation Plan (or Metropolitan Transportation Plan)	A document that 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/ .

ACRYONYM	NAME	DESCRIPTION
LOTTR	Level of Travel Time Reliability	The Level of Travel Time Reliability (LOTTR) is the ratio of the 80th percentile travel time to the normal travel time (50th percentile) throughout a full calendar year. Data for this measure is derived from the FHWA National Performance Management Research Data set (NPMRDS).
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 as an MPO, 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 Area	A 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.
NTD	National Transit Database	The National Transit Database (NTD) is the repository of data for the financial, operating and asset conditions of the nation's transit systems.
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. 103(b) (23CFR500).

ACRYONYM	NAME	DESCRIPTION
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).
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.
PM	Performance Management	Performance Management (PM) serves as federally required strategic approach that uses system data and information guide investment and policies to achieve national goals.
PPP	Public Participation Plan	The Public Participation 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.
PTASP	Public Transportation Agency Safety Action Plan	A plan that is developed by transit agencies to identify responsibilities for safety and day to day implementation of a safety management system.
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 and 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).
SOV	Single-Occupancy Vehicle	Any motor vehicle operated or driven by a single person.
STBG	Surface Transportation Block Grant Program	The STBG federal funding 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.

ACRYONYM	NAME	DESCRIPTION
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.
TAMP	Transportation Asset Management Plan	The TAMP outlines the process for effectively operating, maintaining and improving the physical transportation assets in Florida (e.g., roads, bridges, culverts).
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.
TD	Transportation Disadvantaged	Transportation Disadvantaged includes individuals with physical and economic challenges and senior citizens facing mobility issues.
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.
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.

ACRYONYM	NAME	DESCRIPTION
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.
TTTR	Truck Travel Time Reliability Index	The Truck Travel Time Reliability Index (TTTR) is defined as the ratio of longer truck travel times (95th percentile) compared to normal truck travel times (50th percentile) on the interstate system.
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.
ULB	Useful Life Benchmark	The expected lifecycle or the acceptable period of use in service for a transit capital asset, as determined by the transit agency or by a default benchmark provided by the Federal Transit Administration.
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 United States.
USDOT	United States 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.
YOE	Year of Expenditure	The current dollar in the year (adjusted for inflation) during which an expenditure is made or benefit realized, such as a project being constructed.
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 PROJECT CHANGES FROM PRIOR TIP

Major Project Changes

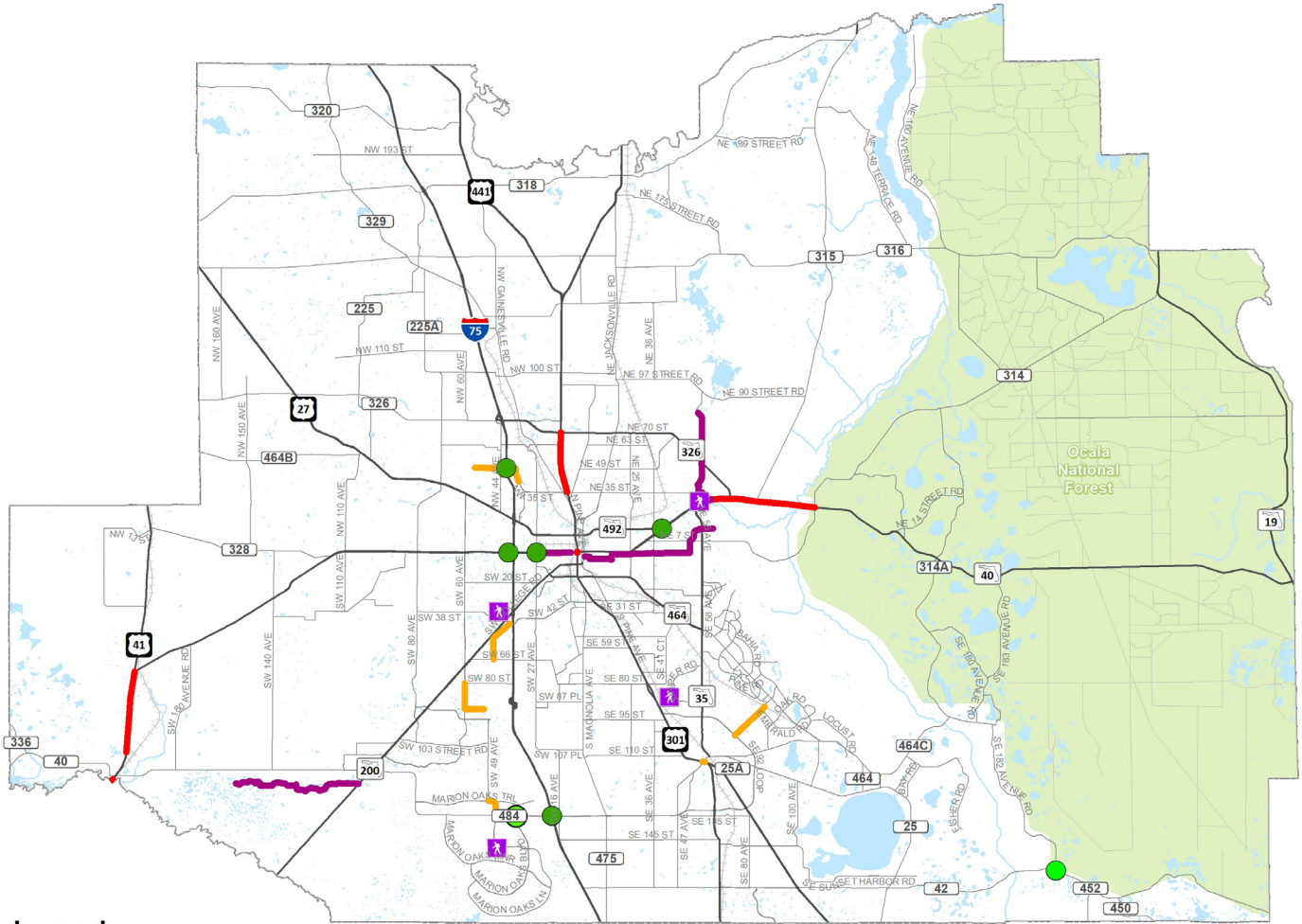
Major projects include TIP funded improvements to transportation facilities in Marion County that serve regional needs. The following lists summarize major projects that were listed in the previous FY 2020/2021 to FY 2024/2025 TIP and their respective status toward implementation. The status of these projects are identified as construction, delayed or completed. Changes to funding are also noted for major projects funded in both the previous TIP (FY 20/21 to 24/25) and the current FY 2021/2022 to FY 2025/2026 TIP.

Major Projects in Progress, Delayed or Implemented			
Project Number/FM	Project Description	Total Project Cost	Project Status
4411361	US 301 from CR 25A to US 301/US 441 Resurfacing	\$21,395,079	Construction 2021
4458021	US 301 Median Access from NW 35th to SR 326	\$2,604,273	Construction 2021
4413661	SR 40 from SW 27th to MLK Jr. Median Access	\$1,005,666	Completion 2021
4336511	CR 484 from SW 20th to CR 475A	\$21,519,132	Construction 2021

Major Projects - Funding Changes			
Project Number/FM	Project Description	Changes from 20/21 to 24/25 TIP	Change in Funding
4453211	Wildwood Mainline Weigh In Motion (WIM)	Funding Increase	\$2,091,373
4336601	US 441 at SR 464	Funding Increase	\$3,199,243
4336611	US 441 from SR 40 to SR 40A	Funding Decrease	-\$1,603,444
4106742	SR 40 from End of Four Lanes to East of CR 314A	Funding Decrease	-\$5,181,957
4336511	CR 484 from SW 20th to CR 475A	Funding Increase	\$4,078,864
4392341	SR 200 from I-75 to US 301	Funding Decrease	-\$1,254,072
4411411	SR 464 from US 301 to SR 35	Funding Decrease	-\$1,514,432

**APPENDIX I: LIST OF PROJECTS IN THE 2045 LONG RANGE TRANSPORTATION
PLAN (LRTP)**

FIGURE 7.2: 2021-2025 PROJECTS



Legend

- Local Road Intersection
- State Road Intersection
- Local Roadway Projects
- State Roadway Projects
- Sidewalk Projects
- Trail/Sidewalk Projects



TABLE 7.2: 2021-2025 PROJECTS

PROJECT TYPE	FACILITY	FROM	TO	IMPROVEMENT
State/Federal Funded Roadway Investments	SR 45 (US 41)	SW 110TH St	N of SR 40	Add Lanes & Reconstruct
	SR 40	End of 4 Lanes	E of CR 314	Add Lanes & Reconstruct
	CR 484	SW 20TH Ave	CR 475A	Interchange Improvement
	SR 40	at SW 40th Ave and SW 27th Ave		Add Turn Lane(s)
	I-75(SR 93)	End of NW 49th St	End of NW 35th St	New Interchange
	US 441	SR 40	SR 40A (SW Broadway)	Traffic Ops Improvement
	E SR 40	At SR 492		Traffic Signals
	SR 40	SW 27th Ave	MLK Jr. Ave	Safety Project
	US 41/Williams St	Brittan Alexander Bridge	River Rd	Safety Project
	SR 25	NW 35th St	SR 326	Safety Project
CR 42	at SE 182ND		Add Turn Lane(s)	
Local Funded Roadway Investments	SE Abshier Blvd	SE Hames Rd	N of SE Agnew Rd	Traffic Signals
	Emerald Road Extension	SE 92nd Loop	Florida Northern Railroad	New 2 Lane
	NW 49th Street Ext	NW 44th Ave	NW 35th Ave	New 4 Lane
	NW 49th Street	1.1 miles west of NW 44th Ave	NW 44th Ave	New 2 Lane
	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 Lane divided
	SW 49th Ave	Marion Oaks Trail	CR 484	New 4 Lane
	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 Lane
	SW 60th Ave	SW 90th St	SW 80th St	Traffic Signals
	CR 484	at Marion Oaks Blvd		Add Turn Lanes, Modify Signals
Pedestrian/ Bicycle Investments	Silver Springs State Park			Pedestrian Bridges
	Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path/Trail
	Indian Lake Trail	Silver Springs State Park	Indian Lake Park	Bike Path/Trail
	Downtown Ocala Trail	SE Osceola Ave	Silver Springs State Park	Bike Path/Trail
	SR 40	NW 27th Ave	SW 7th Ave	Sidewalks
	Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor	Sidewalks
	Saddlewood Elementary Sidewalks			Sidewalks
	Legacy Elementary Sidewalks			Sidewalks
Technological Investments	Marion County/ Ocala ITS Operational Support			ITS Communication System

FIGURE 7.3: 2026-2030 PROJECTS

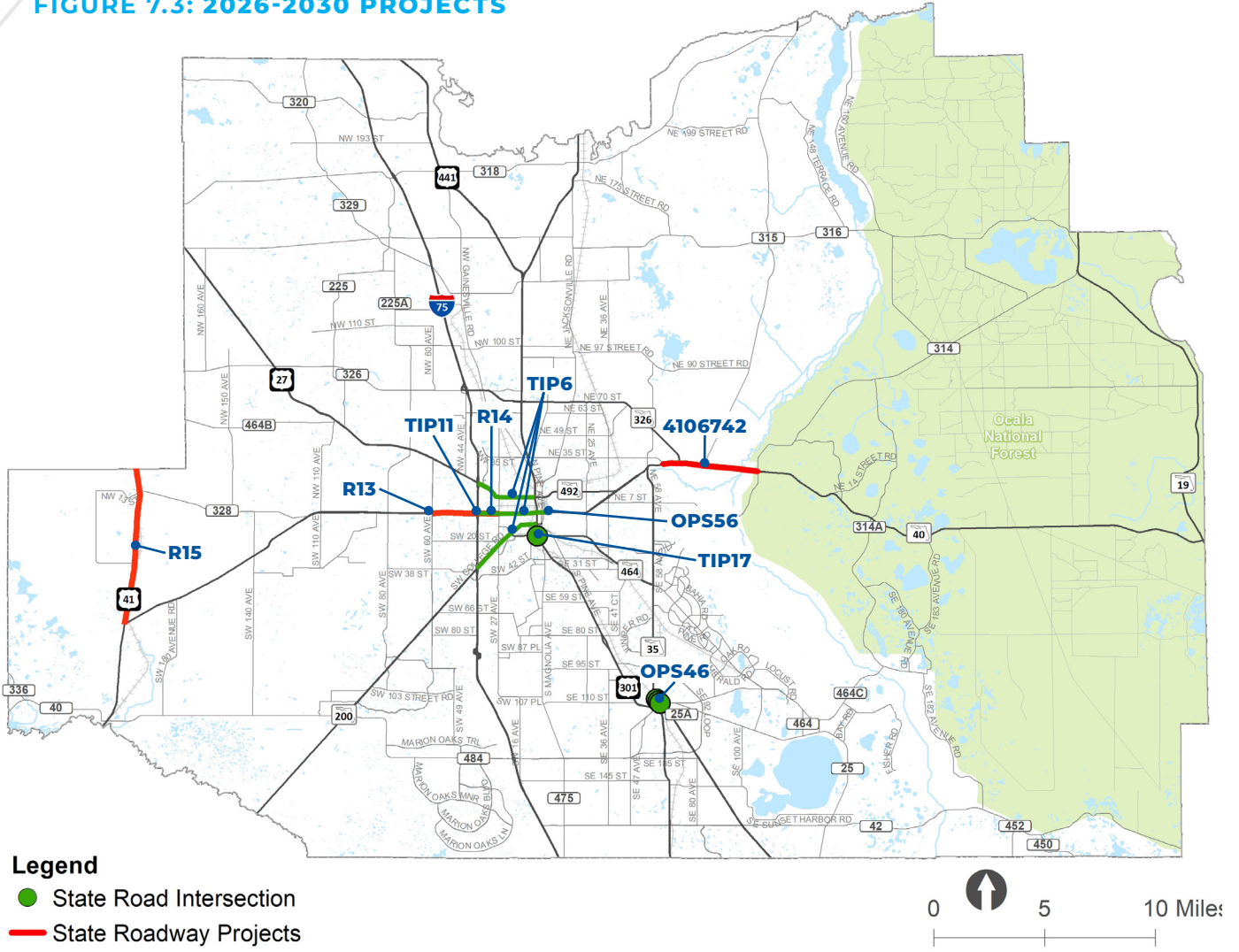


TABLE 7.3: 2026-2030 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	TIP6	I-75 FRAME Off System			ITS infrastructure
	TIP17	US 441	at SR 464		Turn lane
	TIP11	SR 40	SW 40th Ave	SW 27th Ave	Left turn lane
	R15	US 41	SR 40	Levy County Line	Widen to 4 lanes
	OPS46	SR 35	at Foss Rd, Robinson Rd, Hames Rd		Intersection geometry
	R13	SR 40	SW 60th Avenue	I-75	Widen to 6 lanes
	R14	SR 40	I-75	SW 27th Avenue	Widen to 6 lanes
	OPS56	SR 40 Downtown Operational Imp.	US 441	NE 8th Ave	Complete Street
4106742	SR 40	from end of 4 lanes	to East of CR 314	Widen to 4 lanes	

APPENDIX J: FDOT TIP DOWNLOAD LIST

5 Year TIP

View 5 Year TIP Phase Grouping Crosswalk
DISTRICT 5

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
HIGHWAYS								
Item Number: 238648 1 Project Description: SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40*NON-SIS* District: 05 County: MARION Type of Work: ADD LANES & RECONSTRUCT Project Length: 4.146								
P D & E / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	143,104	0	0	0	0	0	0	143,104
HPP -HIGH PRIORITY PROJECTS	682,728	0	0	0	0	0	0	682,728
SA -STP, ANY AREA	987,634	0	0	0	0	0	0	987,634
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	547,588	0	0	0	0	0	0	547,588
DIH -STATE IN-HOUSE PRODUCT SUPPORT	372,283	0	0	0	0	0	0	372,283
EB -EQUITY BONUS	6,851	0	0	0	0	0	0	6,851
GFSL -GF STPBG <200K<5K (SMALL URB)	205,655	0	0	0	0	0	0	205,655
GFSN -GF STPBG <5K (RURAL)	30,330	0	0	0	0	0	0	30,330
SA -STP, ANY AREA	20,163	0	0	0	0	0	0	20,163
SL -STP, AREAS <= 200K	213,966	0	0	0	0	0	0	213,966
SN -STP, MANDATORY NON-URBAN <= 5K	2,435,547	0	0	0	0	0	0	2,435,547
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	10,337,582	0	0	0	0	0	0	10,337,582
DIH -STATE IN-HOUSE PRODUCT SUPPORT	980,009	0	0	0	0	0	0	980,009
DS -STATE PRIMARY HIGHWAYS & PTO	3,121,944	0	0	0	0	0	0	3,121,944
HPP -HIGH PRIORITY PROJECTS	90,955	0	0	0	0	0	0	90,955
SA -STP, ANY AREA	2,070,206	0	0	0	0	0	0	2,070,206
SL -STP, AREAS <= 200K	5,718,406	0	0	0	0	0	0	5,718,406
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	24,085,930	0	144,355	0	24,230,285
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	54,150	0	0	0	54,150
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	0	8,882,919	0	0	0	8,882,919
SL -STP, AREAS <= 200K	0	0	0	8,337,257	0	0	0	8,337,257
SN -STP, MANDATORY NON-URBAN <= 5K	0	0	0	2,706,657	0	0	0	2,706,657
Item 238648 1 Totals:	27,964,951	0	0	44,066,913	0	144,355	0	72,176,219
Project Total:	27,964,951	0	0	44,066,913	0	144,355	0	72,176,219

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 410674 1 Project Description: SR 40 FROM END OF 4 LN SECTION TO LAKE CO LINE*SIS* District: 05 County: MARION Type of Work: PD&E/EMO STUDY Project Length: 25.943								
P D & E / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,497,425	0	0	0	0	0	0	2,497,425
Item 410674 1 Totals:	2,497,425	0	0	0	0	0	0	2,497,425
Item Number: 410674 2 Project Description: SR 40 FROM END OF 4 LANES TO EAST OF CR 314*SIS* District: 05 County: MARION Type of Work: ADD LANES & RECONSTRUCT Project Length: 5.327								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	409,742	0	0	0	0	0	0	409,742
ACSN -ADVANCE CONSTRUCTION (SN)	897,191	0	0	0	0	0	0	897,191
DIH -STATE IN-HOUSE PRODUCT SUPPORT	351,717	0	0	0	0	0	0	351,717
DS -STATE PRIMARY HIGHWAYS & PTO	8,039	0	0	0	0	0	0	8,039
EB -EQUITY BONUS	139,975	0	0	0	0	0	0	139,975
SA -STP, ANY AREA	35,000	0	0	0	0	0	0	35,000
SL -STP, AREAS <= 200K	5,660,253	0	0	0	0	0	0	5,660,253
SN -STP, MANDATORY NON-URBAN <= 5K	559,087	0	0	0	0	0	0	559,087
RIGHT OF WAY / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	1,204,913	0	0	0	0	0	0	1,204,913
ACSN -ADVANCE CONSTRUCTION (SN)	1,631,037	0	0	0	0	0	0	1,631,037
DDR -DISTRICT DEDICATED REVENUE	73,000	0	0	0	0	0	0	73,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	53,440	0	0	0	0	0	0	53,440
DS -STATE PRIMARY HIGHWAYS & PTO	347,693	0	0	0	0	0	0	347,693
GFSN -GF STPBG <5K (RURAL)	350,276	0	0	0	0	0	0	350,276
SA -STP, ANY AREA	434,400	0	0	0	0	0	0	434,400
SL -STP, AREAS <= 200K	422,219	0	0	0	0	0	0	422,219
SN -STP, MANDATORY NON-URBAN <= 5K	1,481,401	405,312	0	0	0	0	0	1,886,713
RAILROAD & UTILITIES / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	400,000	0	0	0	0	0	0	400,000
CONSTRUCTION / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	0	79,671,817	79,671,817
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	0	651,500	651,500
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	0	0	0	0	53,601,347	53,601,347
STED -2012 SB1998-STRATEGIC ECON COR	0	0	0	0	0	0	12,628,172	12,628,172
ENVIRONMENTAL / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	496,206	0	0	0	0	0	0	496,206
TALN -TRANSPORTATION ALTS- < 5K	163,794	0	0	0	0	0	0	163,794
Item 410674 2 Totals:	15,119,383	405,312	0	0	0	0	146,552,836	162,077,531
Item Number: 410674 3 Project Description: SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A*SIS* District: 05 County: MARION Type of Work: PRELIM ENG FOR FUTURE CAPACITY Project Length: 12.280								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	6,004,533	0	0	0	0	0	0	6,004,533
ENVIRONMENTAL / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,037,686	0	0	0	0	0	0	2,037,686
Item 410674 3 Totals:	8,042,219	0	0	0	0	0	0	8,042,219
Project Total:	25,659,027	405,312	0	0	0	0	146,552,836	172,617,175

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 411256 2 Project Description: SR 35 US 301 SUMTER CO LINE US 441(SR500)*NON-SIS*								
District: 05 County: MARION Type of Work: PD&E/EMO STUDY Project Length: 3.800								
P D & E / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	7,430	0	0	0	0	0	0	7,430
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	16,599	0	0	0	0	0	0	16,599
Item 411256 2 Totals:	24,029	0	0	0	0	0	0	24,029
Item Number: 411256 3 Project Description: SR 35 (US 301) FROM SUMTER CO LINE TO 529' S OF CR 42*NON-SIS*								
District: 05 County: MARION Type of Work: ADD LANES & RECONSTRUCT Project Length: 1.404								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	355,509	0	0	0	0	0	0	355,509
RIGHT OF WAY / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	1,710,164	0	0	0	0	0	0	1,710,164
RAILROAD & UTILITIES / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	224,104	0	0	0	0	0	0	224,104
CONSTRUCTION / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	4,539,955	0	0	0	0	0	0	4,539,955
REPAYMENTS / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,917,141	0	0	0	0	0	0	2,917,141
Item 411256 3 Totals:	6,829,732	0	0	0	0	0	0	6,829,732
Note: Repayment Phases are not included in the totals on this report.								
Item Number: 411256 4 Project Description: SR 35 (US 301) FROM N OF CR 42 TO BEGIN 4 LANES*NON-SIS*								
District: 05 County: MARION Type of Work: ADD LANES & RECONSTRUCT Project Length: 2.370								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	1,538,352	0	0	0	0	0	0	1,538,352
Item 411256 4 Totals:	1,538,352	0	0	0	0	0	0	1,538,352
Item Number: 411256 5 Project Description: SR 35 (US 301) DALLAS POND REDESIGN*NON-SIS*								
District: 05 County: MARION Type of Work: DRAINAGE IMPROVEMENTS Project Length: 1.404								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	240,282	0	0	0	0	0	0	240,282
DIH -STATE IN-HOUSE PRODUCT SUPPORT	24,340	0	0	0	0	0	0	24,340
DS -STATE PRIMARY HIGHWAYS & PTO	820	0	0	0	0	0	0	820
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	228,530	120,000	43,520	0	0	0	0	392,050
DIH -STATE IN-HOUSE PRODUCT SUPPORT	50,364	0	0	0	0	0	0	50,364
DS -STATE PRIMARY HIGHWAYS & PTO	26,950	0	0	0	0	0	0	26,950
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	318,667	0	0	0	0	0	318,667
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	13,229	0	0	0	0	0	13,229
DS -STATE PRIMARY HIGHWAYS & PTO	0	41,963	0	0	0	0	0	41,963
Item 411256 5 Totals:	571,286	493,859	43,520	0	0	0	0	1,108,665
Project Total:	8,963,399	493,859	43,520	0	0	0	0	9,500,778
Item Number: 433651 1 Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A*SIS*								
District: 05 County: MARION Type of Work: INTERCHANGE IMPROVEMENT Project Length: .741								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	10,000	0	0	0	0	0	0	10,000
ACSN -ADVANCE CONSTRUCTION (SN)	416,296	0	0	0	0	0	0	416,296
SA -STP, ANY AREA	123,916	0	0	0	0	0	0	123,916
SL -STP, AREAS <= 200K	51,687	0	0	0	0	0	0	51,687
SN -STP, MANDATORY NON-URBAN <= 5K	1,898,164	0	0	0	0	0	0	1,898,164
RIGHT OF WAY / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	165,000	0	0	0	0	0	0	165,000
ACSN -ADVANCE CONSTRUCTION (SN)	31,250	787,042	0	0	0	0	0	818,292
DS -STATE PRIMARY HIGHWAYS & PTO	533	0	0	0	0	0	0	533
GFSL -GF STPBG <200K<5K (SMALL URB)	34,783	0	0	0	0	0	0	34,783
GFSN -GF STPBG <5K (RURAL)	650,000	0	0	0	0	0	0	650,000
SL -STP, AREAS <= 200K	494,470	311,997	0	0	0	0	0	806,467
SN -STP, MANDATORY NON-URBAN <= 5K	1,309,489	906,561	0	0	0	0	0	2,216,050
RAILROAD & UTILITIES / MANAGED BY FDOT								
ACSN -ADVANCE CONSTRUCTION (SN)	1,031,063	602,554	0	0	0	0	0	1,633,617
LF -LOCAL FUNDS	0	817,040	0	0	0	0	0	817,040
SL -STP, AREAS <= 200K	0	997,069	0	0	0	0	0	997,069
SN -STP, MANDATORY NON-URBAN <= 5K	0	795,284	0	0	0	0	0	795,284
CONSTRUCTION / MANAGED BY FDOT								
ACFP -AC FREIGHT PROG (NFP)	0	9,273,893	0	48,735	0	0	0	9,322,628
ACSN -ADVANCE CONSTRUCTION (SN)	0	429,723	0	0	0	0	0	429,723
LF -LOCAL FUNDS	0	21,958	0	0	0	0	0	21,958
SN -STP, MANDATORY NON-URBAN <= 5K	0	310,625	0	0	0	0	0	310,625
Item 433651 1 Totals:	6,216,651	15,253,746	0	48,735	0	0	0	21,519,132
Item Number: 433651 4 Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A*NON-SIS*								
District: 05 County: MARION Type of Work: LANDSCAPING Project Length: .414								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
SN -STP, MANDATORY NON-URBAN <= 5K	0	60,000	0	0	0	0	0	60,000
CONSTRUCTION / MANAGED BY FDOT								
SN -STP, MANDATORY NON-URBAN <= 5K	0	0	163,370	0	0	0	0	163,370
Item 433651 4 Totals:	0	60,000	163,370	0	0	0	0	223,370
Project Total:	6,216,651	15,313,746	163,370	48,735	0	0	0	21,742,502
Item Number: 433652 1 Project Description: SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE*NON-SIS*								
District: 05 County: MARION Type of Work: ADD TURN LANE(S) Project Length: 1.309								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	145,138	0	0	0	0	0	0	145,138
DIH -STATE IN-HOUSE PRODUCT SUPPORT	165,885	0	0	0	0	0	0	165,885
DS -STATE PRIMARY HIGHWAYS & PTO	1,726,995	0	0	0	0	0	0	1,726,995
RIGHT OF WAY / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	34,000	34,000	32,000	0	0	0	0	100,000
SL -STP, AREAS <= 200K	850,000	1,152,500	1,650,000	600,000	253,000	0	0	4,505,500
Item 433652 1 Totals:	2,922,018	1,186,500	1,682,000	600,000	253,000	0	0	6,643,518
Project Total:	2,922,018	1,186,500	1,682,000	600,000	253,000	0	0	6,643,518

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436755 1 Project Description: INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE PATH/TRAIL Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
TALL -TRANSPORTATION ALTS- <200K	0	155,000	0	0	0	0	0	155,000
Item 436755 1 Totals:	0	155,000	0	0	0	0	0	155,000
Project Total:	0	155,000	0	0	0	0	0	155,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436756 1 Project Description: DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE PATH/TRAIL Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY CITY OF OCALA								
TALL -TRANSPORTATION ALTS- <200K	0	0	0	0	253,001	0	0	253,001
Item 436756 1 Totals:	0	0	0	0	253,001	0	0	253,001
Project Total:	0	0	0	0	253,001	0	0	253,001

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 437596 2 Project Description: SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: 1.423								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	436,000	0	0	0	0	0	0	436,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	10,000	0	0	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	10,540	0	0	0	0	10,540
SL -STP, AREAS <= 200K	0	0	902,999	0	0	0	0	902,999
Item 437596 2 Totals:	446,000	0	913,539	0	0	0	0	1,359,539
Project Total:	446,000	0	913,539	0	0	0	0	1,359,539

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 437826 1 Project Description: I-75 MARION COUNTY REST AREAS LANDSCAPING*SIS*								
District: 05 County: MARION Type of Work: LANDSCAPING Project Length: .542								
CONSTRUCTION / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	0	11,150	0	0	11,150
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	0	0	929,077	0	0	929,077
Item 437826 1 Totals:	0	0	0	0	940,227	0	0	940,227
Project Total:	0	0	0	0	940,227	0	0	940,227

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 438562 1 Project Description: I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200*SIS*								
District: 05 County: MARION Type of Work: REST AREA Project Length: .547								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	660,000	0	0	0	0	0	0	660,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	35,765	0	0	0	0	0	0	35,765
DRA -REST AREAS - STATE 100%	2,637,424	0	0	0	0	0	0	2,637,424
DS -STATE PRIMARY HIGHWAYS & PTO	10,576	0	0	0	0	0	0	10,576
CONSTRUCTION / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	52,700	0	0	0	0	52,700
DRA -REST AREAS - STATE 100%	0	0	21,500,297	0	0	0	0	21,500,297
Item 438562 1 Totals:	3,343,765	0	21,552,997	0	0	0	0	24,896,762
Project Total:	3,343,765	0	21,552,997	0	0	0	0	24,896,762

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 439234 1 Project Description: SR 200 FROM I-75 TO US 301*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 3.321								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	1,600,000	0	0	0	0	0	0	1,600,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	41,065	0	0	0	0	0	0	41,065
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	126,327	0	0	0	0	126,327
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	10,540	0	0	0	0	10,540
SA -STP, ANY AREA	0	0	5,981,172	0	0	0	0	5,981,172
SL -STP, AREAS <= 200K	0	0	662,822	0	0	0	0	662,822
Item 439234 1 Totals:	1,641,065	0	6,780,861	0	0	0	0	8,421,926
Project Total:	1,641,065	0	6,780,861	0	0	0	0	8,421,926

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 439238 1 Project Description: SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 10.612								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,906,396	0	0	0	0	0	0	2,906,396
RIGHT OF WAY / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	311,000	0	0	0	0	0	0	311,000
RAILROAD & UTILITIES / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	30,000	0	0	0	0	0	0	30,000
CONSTRUCTION / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	16,293,909	0	0	0	0	0	0	16,293,909
Item 439238 1 Totals:	19,541,305	0	0	0	0	0	0	19,541,305

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 439238 2 Project Description: SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE LANE/SIDEWALK Project Length: 7.230								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	1,675,000	0	0	0	0	0	1,675,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	10,000	0	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	2,903,691	0	0	2,903,691
Item 439238 2 Totals:	0	1,685,000	0	0	2,903,691	0	0	4,588,691
Project Total:	19,541,305	1,685,000	0	0	2,903,691	0	0	24,129,996

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 440880 1 Project Description: MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .840								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
TALT -TRANSPORTATION ALTS- ANY AREA	0	605	0	0	0	0	0	605
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
TALL -TRANSPORTATION ALTS- <200K	0	35,605	0	0	0	0	0	35,605
Item 440880 1 Totals:	0	36,210	0	0	0	0	0	36,210
Project Total:	0	36,210	0	0	0	0	0	36,210

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 441141 1 Project Description: SR 464 FROM SR 500 (US 27/301) TO SR 35*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 5.878								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	2,606,369	0	0	0	0	0	0	2,606,369
DIH -STATE IN-HOUSE PRODUCT SUPPORT	53,597	0	0	0	0	0	0	53,597
DS -STATE PRIMARY HIGHWAYS & PTO	18,467	0	0	0	0	0	0	18,467
RAILROAD & UTILITIES / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO	30,000	0	0	0	0	0	0	30,000
CONSTRUCTION / MANAGED BY FDOT								
SA -STP, ANY AREA	0	0	14,488,789	0	0	0	0	14,488,789
SL -STP, AREAS <= 200K	0	0	2,013,652	0	0	0	0	2,013,652
Item 441141 1 Totals:	2,708,433	0	16,502,441	0	0	0	0	19,210,874
Project Total:	2,708,433	0	16,502,441	0	0	0	0	19,210,874

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 443170 1 Project Description: SR 93 (I-75) FROM SUMTER COUNTY TO SR 200*SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 13.993								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	601,290	0	0	0	0	0	0	601,290
DDR -DISTRICT DEDICATED REVENUE	317,389	0	0	0	0	0	0	317,389
DIH -STATE IN-HOUSE PRODUCT SUPPORT	30,042	0	0	0	0	0	0	30,042
DS -STATE PRIMARY HIGHWAYS & PTO	44,244	0	0	0	0	0	0	44,244
NHPP -IM, BRDG REPL., NATNL HWY-MAP21	699,910	0	0	0	0	0	0	699,910
CONSTRUCTION / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	0	30,232,895	0	0	0	0	0	30,232,895
Item 443170 1 Totals:	1,692,875	30,232,895	0	0	0	0	0	31,925,770
Project Total:	1,692,875	30,232,895	0	0	0	0	0	31,925,770

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 443730 1 Project Description: US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF SPLIT TO NORTH OF SPLIT*SIS*								
District: 05 County: MARION Type of Work: LANDSCAPING Project Length: 2.262								
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	362,579	0	0	0	0	0	362,579
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	10,260	0	0	0	0	0	10,260
Item 443730 1 Totals:	0	372,839	0	0	0	0	0	372,839
Project Total:	0	372,839	0	0	0	0	0	372,839

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445212 1 Project Description: SR 200 (US 301) FROM SOUTH OF NE 175 ST TO THE ALACHUA COUNTY LINE*SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 2.362								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	0	813,000	0	0	0	0	0	813,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	10,000	0	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	5,333,256	0	0	0	5,333,256
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	10,000	0	0	0	10,000
Item 445212 1 Totals:	0	823,000	0	5,343,256	0	0	0	6,166,256
Project Total:	0	823,000	0	5,343,256	0	0	0	6,166,256

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445217 1 Project Description: SR 326 FROM NW 12TH AVE TO SR 40*SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 8.404								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	662,000	0	0	0	0	0	0	662,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	10,000	0	0	0	0	0	0	10,000
RAILROAD & UTILITIES / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	298,000	0	0	0	0	0	0	298,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	1,450,441	0	0	0	0	1,450,441
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	10,540	0	0	0	0	10,540
NHRE -NAT HWY PERFORM - RESURFACING	0	0	6,259,321	0	0	0	0	6,259,321
SL -STP, AREAS <= 200K	0	0	949,420	0	0	0	0	949,420
Item 445217 1 Totals:	970,000	0	8,669,722	0	0	0	0	9,639,722
Project Total:	970,000	0	8,669,722	0	0	0	0	9,639,722

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445302 1 Project Description: SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 2.207								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	546,000	0	0	0	0	0	546,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	10,000	0	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	3,208,255	0	0	0	3,208,255
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	10,000	0	0	0	10,000
Item 445302 1 Totals:	0	556,000	0	3,218,255	0	0	0	3,774,255
Project Total:	0	556,000	0	3,218,255	0	0	0	3,774,255

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445321 1 Project Description: WILDWOOD MAINLINE WEIGH IN MOTION (WIM) SCREENING*SIS*								
District: 05 County: MARION Type of Work: MCOO WEIGH STATION STATIC/WIM Project Length: 1.136								
CONSTRUCTION / MANAGED BY FDOT								
DWS -WEIGH STATIONS - STATE 100%	0	4,261,712	0	0	0	0	0	4,261,712
Item 445321 1 Totals:	0	4,261,712	0	0	0	0	0	4,261,712
Project Total:	0	4,261,712	0	0	0	0	0	4,261,712

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445687 1 Project Description: US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD*NON-SIS*								
District: 05 County: MARION Type of Work: SAFETY PROJECT Project Length: .100								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	160,000	0	0	0	0	0	0	160,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	20,630	0	0	0	0	0	0	20,630
SA -STP, ANY AREA	362,000	0	0	0	0	0	0	362,000
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	30,000	0	0	0	0	30,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	0	0	0	521,496	0	0	521,496
Item 445687 1 Totals:	542,630	0	30,000	0	521,496	0	0	1,094,126
Project Total:	542,630	0	30,000	0	521,496	0	0	1,094,126

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445688 1 Project Description: US 27 / US 441 / ABSHIVER BLVD. @ CR 42*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC SIGNALS Project Length: .065								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACID -ADV CONSTRUCTION SAFETY (HSID)	155,000	0	0	0	0	0	0	155,000
SA -STP, ANY AREA	192,000	0	0	0	0	0	0	192,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	0	354,514	0	0	0	0	354,514
Item 445688 1 Totals:	347,000	0	354,514	0	0	0	0	701,514
Project Total:	347,000	0	354,514	0	0	0	0	701,514

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448190 1 Project Description: OCALA OPERATIONS CENTER TRANSFER SWITCH FOR MOBILE GENERATOR*NON-SIS*								
District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: .000								
CONSTRUCTION / MANAGED BY FDOT								
FCO -PRIMARY/FIXED CAPITAL OUTLAY	0	25,000	0	0	0	0	0	25,000
Item 448190 1 Totals:	0	25,000	0	0	0	0	0	25,000
Project Total:	0	25,000	0	0	0	0	0	25,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
TRANSPORTATION PLANNING								
Item Number: 439331 1 Project Description: OCALA/MARION URBAN AREA FY 2016/2017-2017/2018 UPWP*NON-SIS*								
District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: .000								
PLANNING / MANAGED BY CITY OF OCALA								
-TOTAL OUTSIDE YEARS	1,236,809	0	0	0	0	0	0	1,236,809
Item 439331 1 Totals:	1,236,809	0	0	0	0	0	0	1,236,809
Item Number: 439331 2 Project Description: OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP*NON-SIS*								
District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: .000								
PLANNING / MANAGED BY MARION COUNTY BOCC								
-TOTAL OUTSIDE YEARS	1,168,472	0	0	0	0	0	0	1,168,472
Item 439331 2 Totals:	1,168,472	0	0	0	0	0	0	1,168,472
Item Number: 439331 3 Project Description: OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP*NON-SIS*								
District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: .000								
PLANNING / MANAGED BY MARION COUNTY BOCC								
PL -METRO PLAN (85% FA; 15% OTHER)	687,026	494,973	0	0	0	0	0	1,181,999
Item 439331 3 Totals:	687,026	494,973	0	0	0	0	0	1,181,999
Item Number: 439331 4 Project Description: OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP*NON-SIS*								
District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: .000								
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
PL -METRO PLAN (85% FA; 15% OTHER)	0	0	493,370	493,370	0	0	0	986,740
Item 439331 4 Totals:	0	0	493,370	493,370	0	0	0	986,740
Item Number: 439331 5 Project Description: OCALA/MARION URBAN AREA FY 2024/2025-2025/2026 UPWP*NON-SIS*								
District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: .000								
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
PL -METRO PLAN (85% FA; 15% OTHER)	0	0	0	0	493,370	493,370	0	986,740
Item 439331 5 Totals:	0	0	0	0	493,370	493,370	0	986,740
Project Total:	3,092,307	494,973	493,370	493,370	493,370	493,370	0	5,560,760

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
MAINTENANCE								
Item Number: 408562 4 Project Description: NATURAL DISASTER I-75 ASSET MGMT JEANNE EXECUTIVE ORDER 04-217*SIS*								
District: 05 County: MARION Type of Work: EMERGENCY OPERATIONS Project Length: .001								
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	202,216	0	0	0	0	0	0	202,216
Item 408562 4 Totals:	202,216	0	0	0	0	0	0	202,216
Item Number: 408562 5 Project Description: NATURAL DISASTER I-75 ASSET MGMT FRANCES EXECUTIVE ORDER 04-192*SIS*								
District: 05 County: MARION Type of Work: EMERGENCY OPERATIONS Project Length: .001								
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	37,075	0	0	0	0	0	0	37,075
Item 408562 5 Totals:	37,075	0	0	0	0	0	0	37,075
Project Total:	239,291	0	0	0	0	0	0	239,291

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 413615 3 Project Description: LIGHTING AGREEMENTS*NON-SIS*								
District: 05 County: MARION Type of Work: LIGHTING Project Length: .000								
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
D -UNRESTRICTED STATE PRIMARY	1,838,989	415,897	428,369	441,220	454,457	468,088	0	4,047,020
DDR -DISTRICT DEDICATED REVENUE	3,169,391	0	0	0	0	0	0	3,169,391
Item 413615 3 Totals:	5,008,380	415,897	428,369	441,220	454,457	468,088	0	7,216,411
Project Total:	5,008,380	415,897	428,369	441,220	454,457	468,088	0	7,216,411

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 418107 1 Project Description: MARION PRIMARY IN-HOUSE*NON-SIS*								
District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000								
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
D -UNRESTRICTED STATE PRIMARY	37,949,549	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	46,959,414
Item 418107 1 Totals:	37,949,549	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	46,959,414
Project Total:	37,949,549	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	46,959,414

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 423391 1 Project Description: FERTILIZER APPL. VARIOUS LOCATIONS*NON-SIS*								
District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000								
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	131,068	0	0	0	0	0	0	131,068
Item 423391 1 Totals:	131,068	0	0	0	0	0	0	131,068
Item Number: 423391 2 Project Description: ASPHALT RESURFACING VARIOUS LOCATIONS*NON-SIS*								
District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000								
Extra Description: SITE SPECIFIC E5M43								
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
D -UNRESTRICTED STATE PRIMARY	4,700,500	200,000	0	0	0	0	0	4,900,500
Item 423391 2 Totals:	4,700,500	200,000	0	0	0	0	0	4,900,500
Item Number: 423391 3 Project Description: SIDEWALK REPLACEMENT VARIOUS LOCATIONS*NON-SIS*								
District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000								
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	75,044	0	0	0	0	0	0	75,044
Item 423391 3 Totals:	75,044	0	0	0	0	0	0	75,044
Item Number: 423391 4 Project Description: DITCH PAVEMENT REPL. VARIOUS LOCATIONS*NON-SIS*								
District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000								

BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
-TOTAL OUTSIDE YEARS		93,000	0	0	0	0	0	0	93,000
	Item 423391 4 Totals:	93,000	0	0	0	0	0	0	93,000
	Project Total:	4,999,612	200,000	0	0	0	0	0	5,199,612

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 429178 1 Project Description: UNPAVED SHOULDER REPAIR*NON-SIS*									
District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									

BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		1,484,913	100,000	0	0	0	0	0	1,584,913
	Item 429178 1 Totals:	1,484,913	100,000	0	0	0	0	0	1,584,913
	Project Total:	1,484,913	100,000	0	0	0	0	0	1,584,913

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 442738 1 Project Description: CITY OF OCALA MOA*NON-SIS*									
District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									

BRDG/RDWY/CONTRACT MAINT / MANAGED BY CITY OF OCALA									
D -UNRESTRICTED STATE PRIMARY		92,850	0	0	50,000	0	0	0	142,850
	Item 442738 1 Totals:	92,850	0	0	50,000	0	0	0	142,850
	Project Total:	92,850	0	0	50,000	0	0	0	142,850

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 446691 1 Project Description: AESTHETICS AREA WIDE*NON-SIS*									
District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									

BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		1,721,305	430,350	0	0	0	0	0	2,151,655
	Item 446691 1 Totals:	1,721,305	430,350	0	0	0	0	0	2,151,655
	Project Total:	1,721,305	430,350	0	0	0	0	0	2,151,655

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 446910 1 Project Description: ASSET MAINTENANCE MARION COUNTY*NON-SIS*									
District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									

BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		1,201,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	13,701,000
	Item 446910 1 Totals:	1,201,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	13,701,000
	Project Total:	1,201,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	13,701,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 448187 1 Project Description: OCALA OPERATIONS CENTER ASPHALT, MILL, OVERLAY, PARKING LOT STRIPING*NON-SIS*									
District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: .000									

BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		0	250,000	0	0	0	0	0	250,000
	Item 448187 1 Totals:	0	250,000	0	0	0	0	0	250,000
	Project Total:	0	250,000	0	0	0	0	0	250,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
FLP: AVIATION									

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 438427 1 Project Description: MARION AIRFIELD PAVEMENT IMPROVEMENTS*NON-SIS*									
District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									

CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
DDR -DISTRICT DEDICATED REVENUE		0	0	300,000	1,000,000	0	0	0	1,300,000
DPTO -STATE - PTO		0	0	0	0	2,566,886	0	0	2,566,886
LF -LOCAL FUNDS		0	0	75,000	250,000	641,722	0	0	966,722
	Item 438427 1 Totals:	0	0	375,000	1,250,000	3,208,608	0	0	4,833,608
	Project Total:	0	0	375,000	1,250,000	3,208,608	0	0	4,833,608

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 438435 1 Project Description: MARION-MARION CO AIRPORT RUNWAY REHABILITATION*NON-SIS*									
District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									

CAPITAL / MANAGED BY MARION COUNTY									
DDR -DISTRICT DEDICATED REVENUE		0	800,000	0	0	0	0	0	800,000
LF -LOCAL FUNDS		0	200,000	0	0	0	0	0	200,000
	Item 438435 1 Totals:	0	1,000,000	0	0	0	0	0	1,000,000
	Project Total:	0	1,000,000	0	0	0	0	0	1,000,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 438476 1 Project Description: MARION-OCALA INTL AIRFIELD IMPROVEMENTS*NON-SIS*									
District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									

CAPITAL / MANAGED BY CITY OF OCALA									
DDR -DISTRICT DEDICATED REVENUE		0	160,000	0	0	0	0	0	160,000
FAA -FEDERAL AVIATION ADMIN		0	1,800,000	0	0	0	0	0	1,800,000
LF -LOCAL FUNDS		0	40,000	0	0	0	0	0	40,000
	Item 438476 1 Totals:	0	2,000,000	0	0	0	0	0	2,000,000
	Project Total:	0	2,000,000	0	0	0	0	0	2,000,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 438477 1 Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS*NON-SIS*									
District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									

CAPITAL / MANAGED BY CITY OF OCALA									
DDR -DISTRICT DEDICATED REVENUE		0	0	520,000	0	0	0	0	520,000
FAA -FEDERAL AVIATION ADMIN		0	0	5,850,000	0	0	0	0	5,850,000
LF -LOCAL FUNDS		0	0	130,000	0	0	0	0	130,000
	Item 438477 1 Totals:	0	0	6,500,000	0	0	0	0	6,500,000
	Project Total:	0	0	6,500,000	0	0	0	0	6,500,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 440780 1 Project Description: MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION*NON-SIS*									
District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									

CAPITAL / MANAGED BY CITY OF OCALA									
DDR -DISTRICT DEDICATED REVENUE		0	0	100,000	1,200,000	0	0	0	1,300,000
DPTO -STATE - PTO		0	0	0	283,000	0	0	0	283,000
LF -LOCAL FUNDS		0	0	25,000	370,750	0	0	0	395,750
	Item 440780 1 Totals:	0	0	125,000	1,853,750	0	0	0	1,978,750
	Project Total:	0	0	125,000	1,853,750	0	0	0	1,978,750

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 444877 1 Project Description: MARION-OCALA INTL HANGAR*NON-SIS*								
District: 05 County: MARION Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: .000								
CAPITAL / MANAGED BY CITY OF OCALA								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	1,000,000	0	0	1,000,000
LF -LOCAL FUNDS	0	0	0	0	250,000	0	0	250,000
Item 444877 1 Totals:	0	0	0	0	1,250,000	0	0	1,250,000
Project Total:	0	0	0	0	1,250,000	0	0	1,250,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 447561 1 Project Description: MARION-OCALA INTL APRON IMPROVEMENTS*NON-SIS*								
District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000								
CAPITAL / MANAGED BY CITY OF OCALA								
DDR -DISTRICT DEDICATED REVENUE	1,031,016	185,347	0	0	0	0	0	1,216,363
LF -LOCAL FUNDS	284,720	96,337	0	0	0	0	0	381,057
Item 447561 1 Totals:	1,315,736	281,684	0	0	0	0	0	1,597,420
Project Total:	1,315,736	281,684	0	0	0	0	0	1,597,420

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448575 1 Project Description: MARION-OCALA INTL ARFF BUILDING*NON-SIS*								
District: 05 County: MARION Type of Work: AVIATION SAFETY PROJECT Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DDR -DISTRICT DEDICATED REVENUE	0	0	1,287,115	0	0	0	0	1,287,115
LF -LOCAL FUNDS	0	0	321,779	0	0	0	0	321,779
Item 448575 1 Totals:	0	0	1,608,894	0	0	0	0	1,608,894
Project Total:	0	0	1,608,894	0	0	0	0	1,608,894

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
FLP: TRANSIT								
Item Number: 427188 2 Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009*NON-SIS*								
District: 05 County: MARION Type of Work: CAPITAL FOR FIXED ROUTE Project Length: .000								
Extra Description: AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.								
CAPITAL / MANAGED BY MARION COUNTY TRANSIT								
FTA -FEDERAL TRANSIT ADMINISTRATION	13,977,852	2,395,321	2,467,181	2,541,196	2,617,431	0	0	23,998,981
LF -LOCAL FUNDS	3,494,463	598,830	616,795	635,299	654,398	0	0	5,999,785
Item 427188 2 Totals:	17,472,315	2,994,151	3,083,976	3,176,495	3,271,829	0	0	29,998,766
Project Total:	17,472,315	2,994,151	3,083,976	3,176,495	3,271,829	0	0	29,998,766

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 433304 1 Project Description: MARION-BLOCK GRANT OPERATING ASSIST FOR FIXED ROUTE SERVICE*NON-SIS*								
District: 05 County: MARION Type of Work: OPERATING FOR FIXED ROUTE Project Length: .000								
OPERATIONS / MANAGED BY OCALA								
DPTO -STATE - PTO	972,690	710,265	0	0	0	0	0	1,682,955
FTA -FEDERAL TRANSIT ADMINISTRATION	400,000	0	0	0	0	0	0	400,000
LF -LOCAL FUNDS	2,391,376	710,265	0	0	0	0	0	3,101,641
Item 433304 1 Totals:	3,764,066	1,420,530	0	0	0	0	0	5,184,596
Project Total:	3,764,066	1,420,530	0	0	0	0	0	5,184,596

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 433312 1 Project Description: MARION-SECTION 5311 RURAL TRANSPORTATION*NON-SIS*								
District: 05 County: MARION Type of Work: OPERATING/ADMIN. ASSISTANCE Project Length: .000								
OPERATIONS / MANAGED BY MARION COUNTY TRANSIT								
DU -STATE PRIMARY/FEDERAL REIMB	3,226,465	890,251	0	0	0	0	0	4,116,716
LF -LOCAL FUNDS	3,226,465	890,251	0	0	0	0	0	4,116,716
Item 433312 1 Totals:	6,452,930	1,780,502	0	0	0	0	0	8,233,432
Project Total:	6,452,930	1,780,502	0	0	0	0	0	8,233,432

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 440797 1 Project Description: MARION-OCALA/MARION TPO PLANNING STUDIES*NON-SIS*								
District: 05 County: MARION Type of Work: PTO STUDIES Project Length: .000								
PLANNING / MANAGED BY OCALA/MARION TPO								
DPTO -STATE - PTO	0	25,656	26,148	26,653	46,218	46,218	0	170,893
DU -STATE PRIMARY/FEDERAL REIMB	0	205,251	209,177	213,219	369,747	369,748	0	1,367,142
LF -LOCAL FUNDS	0	25,656	26,148	26,653	46,218	46,218	0	170,893
Item 440797 1 Totals:	0	256,563	261,473	266,525	462,183	462,184	0	1,708,928
Project Total:	0	256,563	261,473	266,525	462,183	462,184	0	1,708,928

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 442455 1 Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE*NON-SIS*								
District: 05 County: MARION Type of Work: OPERATING FOR FIXED ROUTE Project Length: .000								
OPERATIONS / MANAGED BY OCALA								
DPTO -STATE - PTO	0	0	731,593	753,520	776,125	692,074	0	2,953,312
LF -LOCAL FUNDS	0	0	731,593	753,520	776,125	692,074	0	2,953,312
Item 442455 1 Totals:	0	0	1,463,186	1,507,040	1,552,250	1,384,148	0	5,906,624
Project Total:	0	0	1,463,186	1,507,040	1,552,250	1,384,148	0	5,906,624

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 442460 1 Project Description: MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION*NON-SIS*								
District: 05 County: MARION Type of Work: OPERATING/ADMIN. ASSISTANCE Project Length: .000								
OPERATIONS / MANAGED BY MARION COUNTY TRANSIT								
DU -STATE PRIMARY/FEDERAL REIMB	0	0	934,764	981,502	1,030,578	1,082,106	0	4,028,950
LF -LOCAL FUNDS	0	0	934,764	981,502	1,030,578	1,082,106	0	4,028,950
Item 442460 1 Totals:	0	0	1,869,528	1,963,004	2,061,156	2,164,212	0	8,057,900
Project Total:	0	0	1,869,528	1,963,004	2,061,156	2,164,212	0	8,057,900

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448170 1 Project Description: MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT*NON-SIS*								
District: 05 County: MARION Type of Work: CAPITAL FOR FIXED ROUTE Project Length: .000								
CAPITAL / MANAGED BY OCALA								
FTA -FEDERAL TRANSIT ADMINISTRATION	0	376,569	0	0	0	0	0	376,569
LF -LOCAL FUNDS	0	94,142	0	0	0	0	0	94,142
Item 448170 1 Totals:	0	470,711	0	0	0	0	0	470,711
Project Total:	0	470,711	0	0	0	0	0	470,711

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
MISCELLANEOUS								
Item Number: 244932 5 Project Description: BRIDGE INSPECTION DUE TO HURRICANE MATTHEW - MARION*NON-SIS*								
District: 05 County: MARION Type of Work: EMERGENCY OPERATIONS Project Length: .000								
MISCELLANEOUS / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	4,646	0	0	0	0	0	0	4,646
Item 244932 5 Totals:	4,646	0	0	0	0	0	0	4,646
Project Total:	4,646	0	0	0	0	0	0	4,646
Item Number: 426179 1 Project Description: SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES*NON-SIS*								
District: 05 County: MARION Type of Work: MISCELLANEOUS CONSTRUCTION Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
TALL -TRANSPORTATION ALTS- <200K	264,445	0	0	0	0	0	0	264,445
TALN -TRANSPORTATION ALTS- < 5K	600,000	0	0	0	0	0	0	600,000
TALT -TRANSPORTATION ALTS- ANY AREA	549,765	0	0	0	0	0	0	549,765
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	93,282	0	0	0	93,282
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	5,415	0	0	0	5,415
TALL -TRANSPORTATION ALTS- <200K	0	0	0	11,577	0	0	0	11,577
TALN -TRANSPORTATION ALTS- < 5K	0	0	0	170,381	0	0	0	170,381
TALT -TRANSPORTATION ALTS- ANY AREA	0	0	0	2,433,279	0	0	0	2,433,279
ENVIRONMENTAL / MANAGED BY FDOT								
SA -STP, ANY AREA	50,000	0	0	0	0	0	0	50,000
Item 426179 1 Totals:	1,464,210	0	0	2,713,934	0	0	0	4,178,144
Project Total:	1,464,210	0	0	2,713,934	0	0	0	4,178,144
Item Number: 436361 1 Project Description: ITS OPERATIONAL SUPPORT- MARION COUNTY*NON-SIS*								
District: 05 County: MARION Type of Work: ITS COMMUNICATION SYSTEM Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	75,000	0	0	0	0	0	75,000
SL -STP, AREAS <= 200K	160,000	0	0	0	0	0	0	160,000
DESIGN BUILD / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	1,563,499	0	0	0	0	0	1,563,499
Item 436361 1 Totals:	160,000	1,638,499	0	0	0	0	0	1,798,499
Item Number: 436361 2 Project Description: ITS OPERATIONAL SUPPORT- CITY OF OCALA*NON-SIS*								
District: 05 County: MARION Type of Work: ITS COMMUNICATION SYSTEM Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	75,000	0	0	0	0	0	75,000
SL -STP, AREAS <= 200K	110,000	0	0	0	0	0	0	110,000
DESIGN BUILD / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	681,565	0	0	0	0	0	681,565
Item 436361 2 Totals:	110,000	756,565	0	0	0	0	0	866,565
Project Total:	270,000	2,395,064	0	0	0	0	0	2,665,064
Item Number: 436375 1 Project Description: CITYWIDE SIDEWALK IMPROVEMENTS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .000								
CONSTRUCTION / MANAGED BY CITY OF OCALA								
SL -STP, AREAS <= 200K	0	32,366	0	0	0	0	0	32,366
TALT -TRANSPORTATION ALTS- ANY AREA	0	826,584	0	0	0	0	0	826,584
Item 436375 1 Totals:	0	858,950	0	0	0	0	0	858,950
Item Number: 436375 2 Project Description: CITYWIDE SIDEWALK IMPROVEMENTS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .000								
CONSTRUCTION / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	0	95,181	0	0	0	0	0	95,181
ACSL -ADVANCE CONSTRUCTION (SL)	0	19,747	0	0	0	0	0	19,747
Item 436375 2 Totals:	0	114,928	0	0	0	0	0	114,928
Project Total:	0	973,878	0	0	0	0	0	973,878
Item Number: 436474 1 Project Description: COUNTYWIDE SIDEWALK IMPROVEMENTS, MARION COUNTY*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	22	0	0	0	0	0	0	22
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
-TOTAL OUTSIDE YEARS	54,805	0	0	0	0	0	0	54,805
Item 436474 1 Totals:	54,827	0	0	0	0	0	0	54,827
Item Number: 436474 2 Project Description: SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .000								
CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT								
SL -STP, AREAS <= 200K	0	4,455	0	0	0	0	0	4,455
TALL -TRANSPORTATION ALTS- <200K	0	285,794	0	0	0	0	0	285,794
TALT -TRANSPORTATION ALTS- ANY AREA	0	26,847	0	0	0	0	0	26,847
Item 436474 2 Totals:	0	317,096	0	0	0	0	0	317,096
Item Number: 436474 3 Project Description: LEGACY ELEMENTARY SCHOOL SIDEWALKS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .000								
CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT								
SL -STP, AREAS <= 200K	0	28,181	0	0	0	0	0	28,181
TALT -TRANSPORTATION ALTS- ANY AREA	0	1,413,478	0	0	0	0	0	1,413,478
Item 436474 3 Totals:	0	1,441,659	0	0	0	0	0	1,441,659
Project Total:	54,827	1,758,755	0	0	0	0	0	1,813,582
District 05 Totals:	199,043,962	95,595,504	78,775,662	72,847,648	74,843,256	13,105,640	146,552,836	680,764,508
Grand Total	199,043,962	95,595,504	78,775,662	72,847,648	74,843,256	13,105,640	146,552,836	680,764,508

APPENDIX K: Roll Forward Amendment Report



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2021/2022 to 2025/2026

Roll Forward Amendment

Pending Approval August 24, 2021



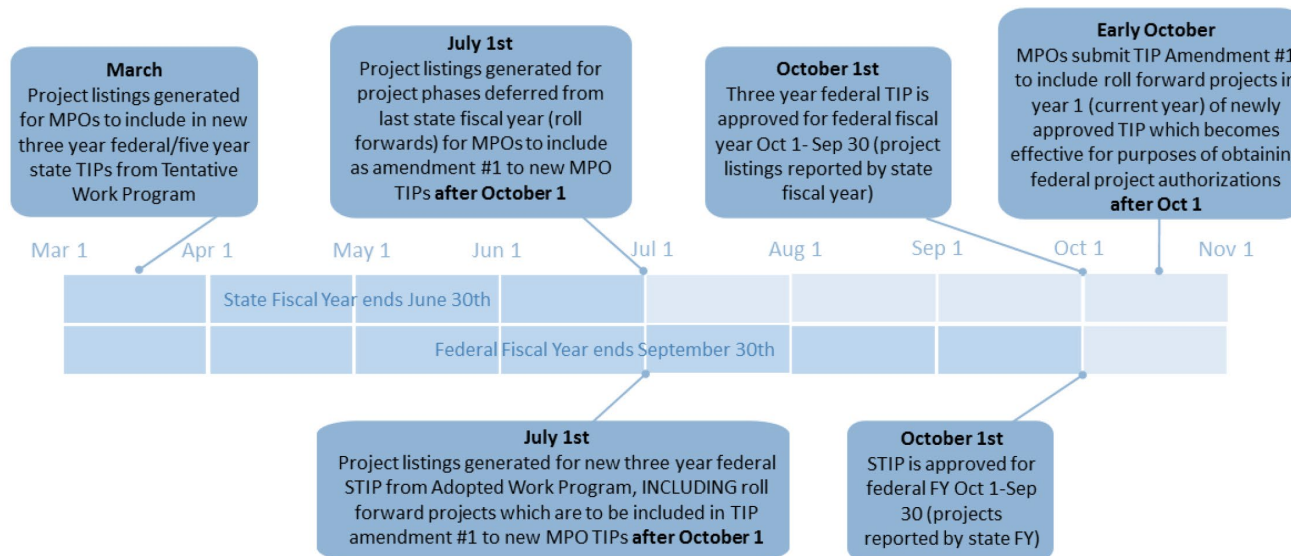
Roll Forward TIP Amendment

PURPOSE

The purpose of the Roll Forward Amendment is to ensure consistency between the Ocala/Marion County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program. This is due to a three-month gap between the start of the State fiscal year (FY) on July 1 and the start of the Federal FY on October 1.

The TPO's FY 2021/2022 to 2025/2026 TIP was adopted by the Board on June 22, 2021. Both the TPO's TIP and FDOT's Work Program are adopted by July 1 of each year with the requirement that year one (FY 2022) in both documents must match. However, in some cases there are projects that were programmed in the previous FY of the prior TIP document that were not authorized and encumbered prior to June 30. These projects automatically roll-forward in the FDOT Work Program, but not into the TIP to meet the TPO's timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include these projects to be in full alignment with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

Unlike all other projects, Federal Transit Administration (FTA) projects do not automatically roll-forward in the FDOT Work Program. The TPO is required to coordinate with the FDOT District Public Transit Office (TPO) and SunTran to ensure that any project funding is appropriately accounted for in the Roll Forward TIP Amendment. The following graphic displays the Roll Forward process and all key milestones.



Source: Florida Department of Transportation MPO Program Management Handbook, 2021

Roll Forward Summary

The following summary displays the differences between the current adopted FY 2021/2022 to 2025/2026 TIP for year one (FY 21/2022) and proposed TIP based on the project changes due to the Roll Forward amendment process.

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 21/2022	Amount Rolled Forward	Revised TIP FY 21/2022
2386511	SR 200 from Citrus County Line to CR 484	Add lanes, reconstruction	PE	\$0	\$4,730	\$4,730
2386774	SR 35/Belleview Bypass, US 27 to SR 35	New road construction	PE	\$0	\$1,196	\$1,196
2386931	SR 35 Baseline Road from SE 92nd PL/Belleview Bypass to SR 464/Maricamp Road	Add lanes, reconstruction	PE	\$0	\$4,467	\$4,467
			DB	\$0	\$7,399	\$7,399
			Total:	\$0	\$11,866	\$11,866
4106742	SR 40 from End of 4 lanes to East of CR 314	Add lanes, reconstruction	ROW	\$405,312	\$789,401	\$1,194,713
			PE	\$0	\$28,846	\$28,846
			Total:	\$405,312	\$818,247	\$1,223,559
4306551	SR 492, SR 200/US 301/441 to SR 40	Resurfacing	CST	\$0	\$3,490	\$3,490
4317973	NE 25th Avenue from NE 24th St to NE 35th St	Add lanes, reconstruction	PE	\$0	\$8,063	\$8,063
4336521	SR 40 Intersections at SW 40th Ave and SW 27th Ave	Add turn lanes	PE	\$0	\$8,127	\$8,127
			ROW	\$1,186,500	\$550,582	\$1,737,082
			Total:	\$1,186,500	\$558,709	\$1,745,209
4336611	US 441 from SR 40 to SR 40A (SW Broadway)	Intersection traffic operations	PE	\$0	\$11,744	\$11,744
			ROW	\$308,157	\$51,997	\$360,154
			CST	\$2,574,683	\$338,728	\$2,913,411
			Total:	\$2,882,840	\$402,469	\$3,285,309
4350571	I-75 (SR 93) at CR 484, SR 326, CR 318	Lighting	PE	\$0	\$4,945	\$4,945
4354661	I-75 2 Locations	Landscaping	CST	\$0	\$51,689	\$51,689
4356861	SR 500/US 441 at SE 98th Lane	Add left turn lane(s)	PE	\$0	\$13,291	\$13,291
			CST	\$0	\$57,659	\$57,659
			Total:	\$0	\$70,950	\$70,950
4368791	SR 200 from S of CR 484 to S of SW 60th Avenue	Resurfacing	PE	\$0	\$7,587	\$7,587
			CST	\$0	\$18,522	\$18,522
			Total:	\$0	\$26,109	\$26,109
4373391	SR 500/US 27 from Levy County Line to CR 326	Resurfacing	PE	\$0	\$2,862	\$2,862
			CST	\$0	\$24,916	\$24,916
			Total:	\$0	\$27,778	\$27,778

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 21/2022	Amount Rolled Forward	Revised TIP FY 21/2022
4378181	I-75 at CR 318 Interchange	Landscaping	CST	\$0	\$12,971	\$12,971
4378281	I-75 at SW 20th St and I-75 at SW 43rd St	Landscaping	CST	\$0	\$15,243	\$15,243
4392381	SR 25/SR 500/US 441 from SR 25/Baseline Rd to SR 200/SW 10th Street	Resurfacing	PE	\$0	\$26,218	\$26,218
			ROW	\$0	\$8,572	\$8,572
			RRU	\$0	\$100,000	\$100,000
			CST	\$0	\$19,122	\$19,122
			Total:	\$0	\$153,912	\$153,912
4398871	Marion County Pedestrian Lighting Bundle A	Lighting	CST	\$0	\$83,869	\$83,869
4398872	Marion County Pedestrian Lighting Bundle A	Lighting	CST	\$0	\$91,701	\$91,701
4411361	SR 25/SR 200/US 301/441 from CR 25A to US 301/441 Interchange	Resurfacing	PE	\$0	\$35,447	\$35,447
			CST	\$0	\$3,364,023	\$3,364,023
			Total:	\$0	\$3,399,470	\$3,399,470
4431701	SR 93 (I-75) from Sumter County Line to SR 200	Resurfacing	PE	\$0	\$38,118	\$38,118
			CST	\$30,232,895	\$0	\$30,232,895
			Total:	\$30,232,895	\$38,118	\$30,271,013
4471371	SR 200 Bridges 360044, 360059 and SR 40 Bridge 360044 Deck Area	Bridge Repair/Rehabilitation	PE	\$0	\$2,000	\$2,000
			CST	\$1,008,681	\$0	\$1,008,681
			Total:	\$1,008,681	\$2,000	\$1,010,681
4181071	Marion County Primary In-House	Routine Maintenance	CRT MTN	\$1,831,973	\$0	\$1,831,973
4384171	Marion County Airport Runway Improvements	Aviation Preservation	CAP	\$0	\$182,000	\$182,000
4271882	SunTran/Ocala/Marion Capital and Operating	Capital for Fixed Route	CAP	\$2,994,151	\$17,472,315	\$20,466,466
4333041	Marion Block Grant Operating Assistance	Operating for Fixed Route	OPS	\$1,420,530	\$653,195	\$2,073,725
4333042	Marion Block Grant Operating Assistance	Capital for Fixed Route	CAP	\$0	\$523,310	\$523,310
4453771	Marion Ocala Section 5399 Small Urban Capital	Capital for Fixed Route	CAP	\$0	\$808,794	\$808,794
4261791	Silver Springs State Park Pedestrian Bridges	Pedestrian Bridges	PE	\$0	\$98,616	\$98,616
			ENV	\$0	\$50,000	\$50,000
			Total:	\$0	\$148,616	\$148,616
4393101	Osceola Avenue Trail from SE 3rd St to NE 5th St	Bike Path/Trail	CST	\$0	\$6	\$6
4409002	I-75 FRAME Arterials	ITS Communication System	PE	\$0	\$9,262	\$9,262
			CST	\$0	\$20,923	\$20,923
			Total:	\$0	\$30,185	\$30,185

Roll Forward Grand Totals: \$41,962,882 \$25,605,946 \$67,568,828

Project Phase Acronym Description

CAP	Capital
CRT MTN	Contract Routine Maintenance
CST	Construction
DB	Design Build
ENV	Environmental
OPS	Operations
PE	Preliminary Engineering
ROW	Right of Way
RRU	Railroad and Utilities

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
HIGHWAYS
 =====

Ocala-Marion TPO

PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
FUND CODE	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS		
DDR	65,483	0	0	0	0	0	0	0	65,483
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	147,787	0	0	0	0	0	0	0	147,787
DIH	69,397	3,490	0	0	0	0	0	0	72,887
DS	302,671	0	0	0	0	0	0	0	302,671
NHRE	4,159,940	0	0	0	0	0	0	0	4,159,940
SA	50,000	0	0	0	0	0	0	0	50,000
TOTAL 430655 1	4,938,800	3,490	0	0	0	0	0	0	4,942,290
TOTAL PROJECT:	4,938,800	3,490	0	0	0	0	0	0	4,942,290

ITEM NUMBER:431797 3 PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 24TH STREET TO NE 35TH STREET *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:36000041 PROJECT LENGTH: .817MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	1,937	8,063	0	0	0	0	0	10,000
TOTAL 431797 3	1,937	8,063	0	0	0	0	0	10,000
TOTAL PROJECT:	1,937	8,063	0	0	0	0	0	10,000

ITEM NUMBER:433652 1 PROJECT DESCRIPTION:SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)
 ROADWAY ID:36110000 PROJECT LENGTH: 1.309MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	145,138	0	0	0	0	0	0	145,138
DIH	157,758	8,127	0	0	0	0	0	165,885
DS	1,682,854	0	0	0	0	0	0	1,682,854
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	30,572	37,428	32,000	0	0	0	0	100,000
SL	302,846	1,699,654	1,650,000	600,000	253,000	0	0	4,505,500
TOTAL 433652 1	2,319,168	1,745,209	1,682,000	600,000	253,000	0	0	6,599,377
TOTAL PROJECT:	2,319,168	1,745,209	1,682,000	600,000	253,000	0	0	6,599,377

ITEM NUMBER:433661 1 PROJECT DESCRIPTION:US 441 FROM SR 40 TO SR 40A (SW BROADWAY) *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
 ROADWAY ID:36030000 PROJECT LENGTH: .384MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	234,257	0	0	0	0	0	0	234,257
DIH	66,232	11,744	0	0	0	0	0	77,976
DS	624,903	0	0	0	0	0	0	624,903
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	251,782	328,639	197,000	106,879	0	0	0	884,300
DIH	70,974	28,714	0	0	0	0	0	99,688
DS	267,199	2,801	0	0	0	0	0	270,000

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
HIGHWAYS
 =====

Ocala-Marion TPO

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:439887 2 PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A TYPE OF WORK:LIGHTING *SIS*								
DISTRICT:05 COUNTY:MARION LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0								
ROADWAY ID:36004000 PROJECT LENGTH: 1.234MI								
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY DUKE ENERGY FLORIDA, LLC								
	ACSS	73,299	91,701	0	0	0	0	165,000
TOTAL 439887 2		73,299	91,701	0	0	0	0	165,000
TOTAL PROJECT:		256,890	175,570	0	0	0	0	432,460

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:441136 1 PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE TYPE OF WORK:RESURFACING *SIS*								
DISTRICT:05 COUNTY:MARION LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0								
ROADWAY ID:36001000 PROJECT LENGTH: 8.846MI								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	DDR	1,647,005	0	0	0	0	0	1,647,005
	DIH	80,872	35,447	0	0	0	0	116,319
	DS	90,455	0	0	0	0	0	90,455
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	DDR	713,651	50,000	0	0	0	0	763,651
	DS	150,716	48,801	0	0	0	0	199,517
	GFSL	4,198	0	0	0	0	0	4,198
	SA	15,062,618	2,511,253	0	0	0	0	17,573,871
	SL	679,486	753,969	0	0	0	0	1,433,455
TOTAL 441136 1		18,429,001	3,399,470	0	0	0	0	21,828,471
TOTAL PROJECT:		18,429,001	3,399,470	0	0	0	0	21,828,471

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:443170 1 PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 TYPE OF WORK:RESURFACING *SIS*								
DISTRICT:05 COUNTY:MARION LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0								
ROADWAY ID:36210000 PROJECT LENGTH: 13.993MI								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	ACNP	574,409	26,881	0	0	0	0	601,290
	DDR	317,389	0	0	0	0	0	317,389
	DIH	20,084	9,958	0	0	0	0	30,042
	DS	44,244	0	0	0	0	0	44,244
	NHPP	698,631	1,279	0	0	0	0	699,910
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	ACNP	0	30,232,895	0	0	0	0	30,232,895
	DS	24,706	0	0	0	0	0	24,706
TOTAL 443170 1		1,679,463	30,271,013	0	0	0	0	31,950,476
TOTAL PROJECT:		1,679,463	30,271,013	0	0	0	0	31,950,476

FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
HIGHWAYS
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Ocala-Marion TPO

ITEM NUMBER:447137 1
 DISTRICT:05
 ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 200 BRIDGES 360044 & 360059 AND SR 40 BRIDGE 360044 DECK REHAB
 COUNTY:MARION
 PROJECT LENGTH: .543MI

SIS
 TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	57,368	0	0	0	0	0	0	57,368
DIH	0	2,000	0	0	0	0	0	2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	0	1,006,629	0	0	0	0	0	1,006,629
DIH	0	2,052	0	0	0	0	0	2,052
TOTAL 447137 1	57,368	1,010,681	0	0	0	0	0	1,068,049
TOTAL PROJECT:	57,368	1,010,681	0	0	0	0	0	1,068,049
TOTAL DIST: 05	128,217,998	41,503,753	1,897,234	706,879	253,000	0	146,552,836	319,131,700
TOTAL HIGHWAYS	128,217,998	41,503,753	1,897,234	706,879	253,000	0	146,552,836	319,131,700

FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
MAINTENANCE
 =====

Ocala-Marion TPO

ITEM NUMBER: 418107 1
 DISTRICT: 05
 ROADWAY ID:

PROJECT DESCRIPTION: MARION PRIMARY IN-HOUSE
 COUNTY: MARION
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: ROUTINE MAINTENANCE
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL 418107 1	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL PROJECT:	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL DIST: 05	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL MAINTENANCE	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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Ocala-Marion TPO

TRANSIT
=====

ITEM NUMBER:427188 2 PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT								
FTA	0	16,373,173	2,467,181	2,541,196	2,617,431	0	0	23,998,981
LF	0	4,093,293	616,795	635,299	654,398	0	0	5,999,785
TOTAL 427188 2	0	20,466,466	3,083,976	3,176,495	3,271,829	0	0	29,998,766
TOTAL PROJECT:	0	20,466,466	3,083,976	3,176,495	3,271,829	0	0	29,998,766

ITEM NUMBER:433304 1 PROJECT DESCRIPTION:MARION-BLOCK GRANT OPERATING ASSIST FOR FIXED ROUTE SERVICE *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:OPERATING FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY OCALA								
DPTO	449,380	710,265	0	0	0	0	0	1,159,645
FTA	400,000	0	0	0	0	0	0	400,000
LF	1,214,871	1,363,460	0	0	0	0	0	2,578,331
TOTAL 433304 1	2,064,251	2,073,725	0	0	0	0	0	4,137,976

ITEM NUMBER:433304 2 PROJECT DESCRIPTION:MARION-BLOCK GRANT CAPITAL ASSISTANCE FOR FIXED ROUTE SERVICE *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
DPTO	0	523,310	0	0	0	0	0	523,310
TOTAL 433304 2	0	523,310	0	0	0	0	0	523,310
TOTAL PROJECT:	2,064,251	2,597,035	0	0	0	0	0	4,661,286

ITEM NUMBER:445377 1 PROJECT DESCRIPTION:MARION OCALA SECTION 5339 SMALL URBAN CAPITAL *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	647,035	0	0	0	0	0	647,035
LF	0	161,759	0	0	0	0	0	161,759
TOTAL 445377 1	0	808,794	0	0	0	0	0	808,794
TOTAL PROJECT:	0	808,794	0	0	0	0	0	808,794
TOTAL DIST: 05	2,064,251	23,872,295	3,083,976	3,176,495	3,271,829	0	0	35,468,846
TOTAL TRANSIT	2,064,251	23,872,295	3,083,976	3,176,495	3,271,829	0	0	35,468,846

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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Ocala-MARION TPO

MISCELLANEOUS
=====

NFP	4,046,047	0	0	0	0	0	0	4,046,047
TOTAL 440900 2	5,415,773	30,185	0	0	0	0	0	5,445,958
TOTAL PROJECT:	5,415,773	30,185	0	0	0	0	0	5,445,958
TOTAL DIST: 05	7,832,848	178,807	0	2,713,934	0	0	0	10,725,589
TOTAL MISCELLANEOUS	7,832,848	178,807	0	2,713,934	0	0	0	10,725,589
GRAND TOTAL	176,577,162	67,568,828	6,813,183	8,379,281	5,306,802	1,781,973	146,552,836	412,980,065



TO: Committee Members

FROM: Rob Balmes, Director

RE: Draft Congestion Management Plan

Summary

In 2021, the TPO has been undertaking a major update to the Congestion Management Process (CMP). This includes full revisions to the current Policy and Procedures and State of System documents last completed in 2011. In addition, public outreach took place through an online survey conducted in March.

Included with the meeting packet is a draft Congestion Management Plan for your review. The TPO's consultant, Kimley-Horn, will provide an overview presentation of the draft CMP at the CAC meeting on August 10. Comments on the draft document will be accepted through September 10. A final CMP document will be provided to the CAC for review and approval at the October 12 meeting.

Attachment(s)

- Draft Congestion Management Plan

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

OCALA MARION

Congestion Management Process



Ocala Marion CMP Process

Update Every 5 Years

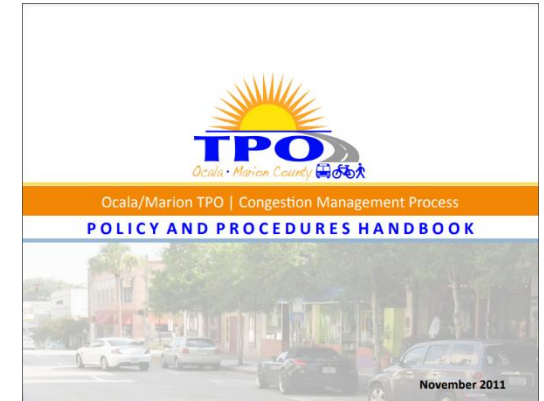
- 1 Develop Regional Objectives
- 2 Define CMP Network
- 3 Develop Multimodal Performance Measures

Frequent Updates

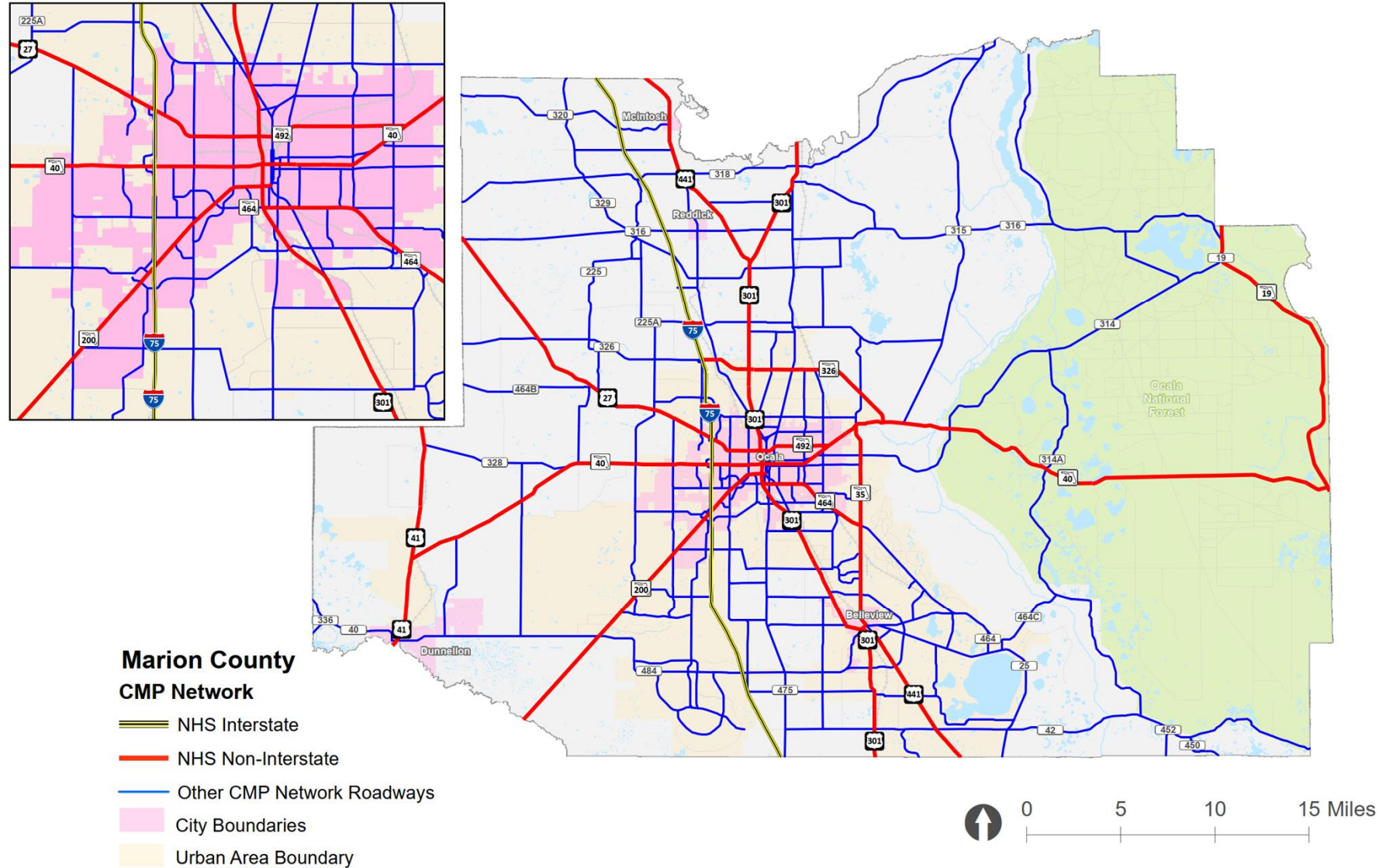
- 4 Collect Data/Monitor System Performance
- 5 Analyze Congestion Problems and Needs
- 6 Identify and Assess Strategies
- 7 Program and Implement Strategies
- 8 Evaluate Strategy Effectiveness

Step 1: Recommended CMP Goals

- Monitor System Performance
- Improve Safety
- Congestion Reduction
- Engage the Public



Step 2: Congestion Management Network



Step 3: Performance Measures

Safety Performance Measures (5-Year Rolling Average)

- Number of Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Non-Motorized Safety (Fatalities + Serious Injuries)

Roadway Capacity Performance Measures

- Percent of VMT and Roadway Miles below adopted Level of Service Standard
- V/C Ratio
- V/MSV Ratio

Reliable Travel Time Performance Measures

- Percent of Person-Miles Traveled on the Interstate that are Reliable
- Percent of Person Miles Traveled on the Non-Interstate NHS that are Reliable

Goods Movement Performance Measures

- Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes
- Truck Travel Time Reliability (TTTR) Index
- Percent of the Interstate System Mileage Uncongested
- Number of Crashes Involving Heavy Vehicles

Step 3: Performance Measures

Public Transit Performance Measures

- Percent of Congested Roadway Centerline Miles with Transit Service
- Passenger Trips per Revenue Hour
- Average Peak Service Frequency
- On-Time Performance
- Annual Ridership

Bicycle/Pedestrian/Trail Facility Performance Measures

- Percent of Congested Roadway Centerline Miles with Bicycle and/or Sidewalk Facilities
- Miles of Multi-Use Trails

TDM Performance Measures

- Number of Registered Carpools or Vanpools

System Preservation (Optional – Non-CMP)

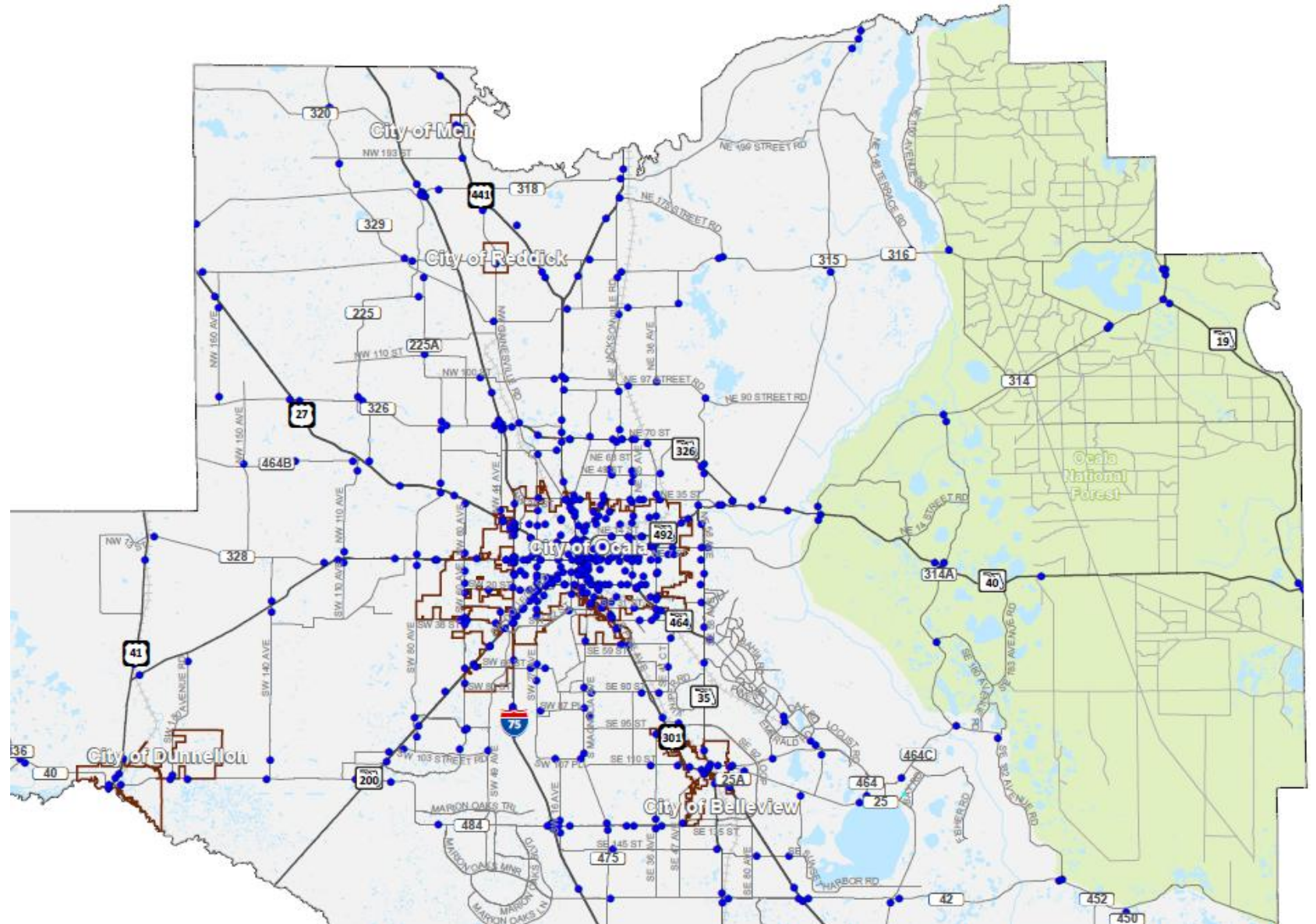
- Percent of pavements on the Interstate System in Good condition
- Percent of pavements on the non-Interstate NHS in Good condition
- Percent of pavements on the Interstate System in Poor condition
- Percent of pavements on the non-Interstate NHS in poor condition
- Percent of NHS Bridges classified as in Good condition
- Percent of NHS Bridges classified as in Poor condition

Step 3: Performance Measures

Public Engagement

- Was a survey of provided to the public to identify congestion and safety issues?
- Were CMP materials provided for review by the public?

Step 4: Collect Data /Monitor System Performance



Step 5: Analyze Congestion Problems & Needs

Phase 1

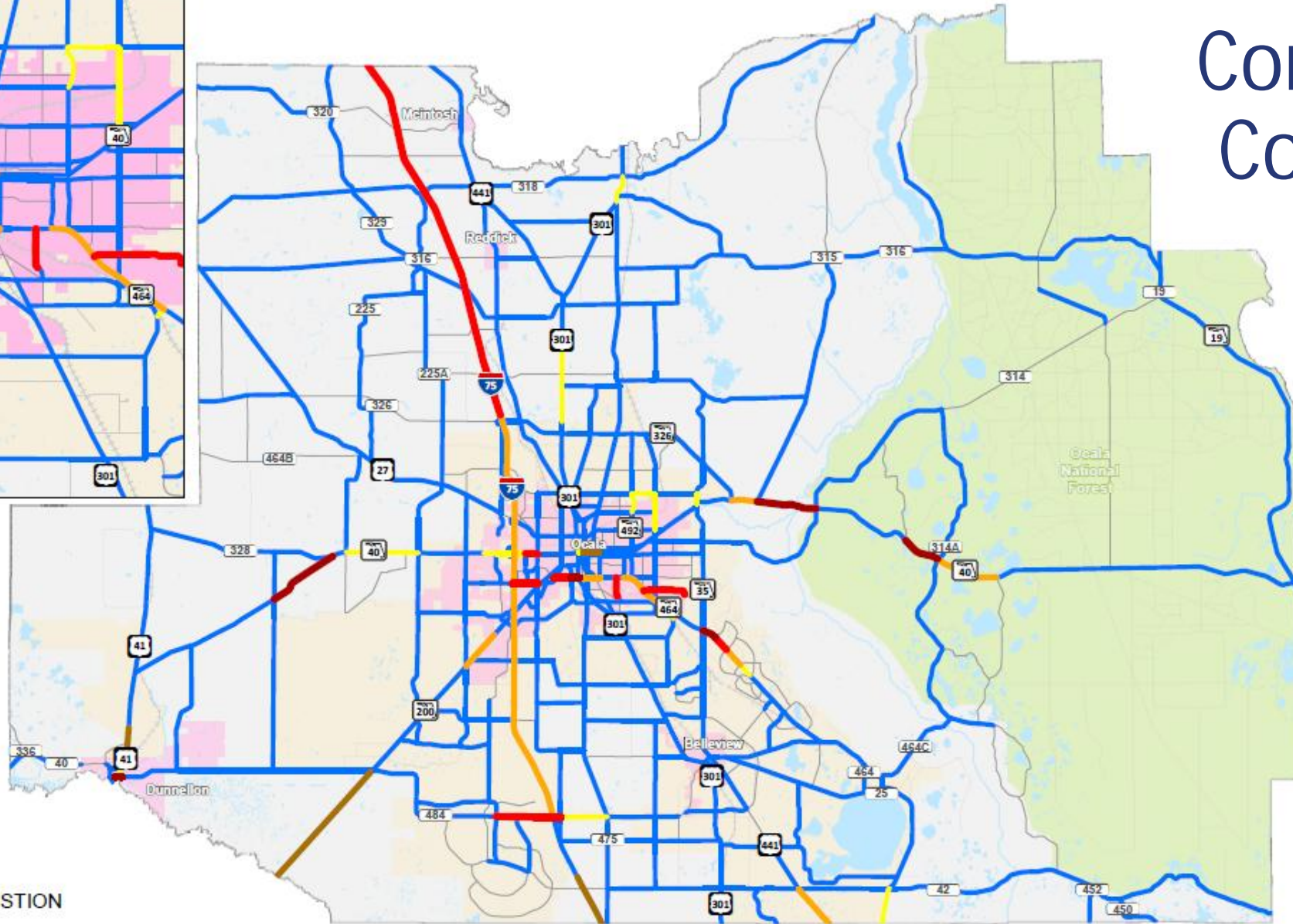
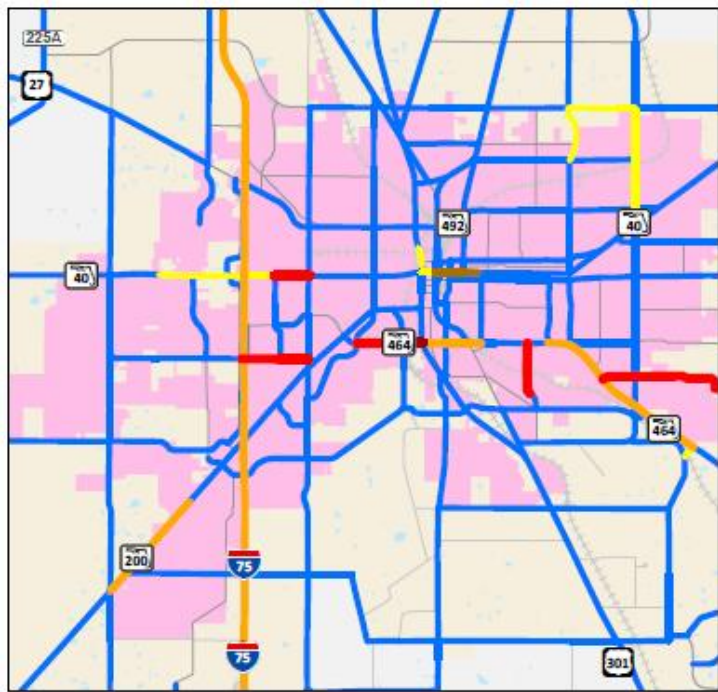
Identify Corridors and Locations for Additional Analysis (Steps 4 and 5)

Recurring Congestion Technical Analysis	Stakeholder Involvement	Non-Recurring Congestion Technical Analysis
<p>Roadway LOS Volume/ Capacity Analysis</p> <hr/> <p>Congested Roadways and Intersections</p>	<p>CMP and Goods Movement Stakeholder Review and Recommendations</p> <hr/> <p>Travel Time Reliability Data/Safety Stakeholder Review and Recommendations</p> <hr/> <p>CMP Spreadsheet</p>	<p>Crash Locations</p> <hr/> <p>Corridors and Intersections with High Crash Frequency (Safety Issues)</p>
<p>Committee Review and Recommendations (To Select Congested Corridors)</p>		

Congested Corridors Selection

- Assumes Committed Improvements
- Not Congested
 - Operating at acceptable LOS
- Approaching Congestion or Minimally Congested
 - Operating at 90% to 100% of LOS Standard
- Congested Today
 - Exceeding 100% of LOS Standard but less than 108% of Physical Capacity
- Extremely Congested
 - Exceeding 108% of Physical Capacity

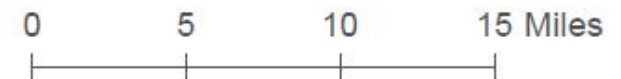
Congested Corridors



Marion County

Congested Corridors

- EXTREMELY (2021)
- EXTREMELY (2026)
- CONGESTED (2021)
- CONGESTED (2026)
- APPROACHING CONGESTION
- NOT CONGESTED
- Not Counted
- City Boundaries
- Urban Area Boundary



Roadway Congestion Summary

Existing (2021) Conditions - Miles

	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	8.53	11.22	17.73	0.00
NHS Non-Interstate	144.18	6.35	7.39	6.94
Non-NHS CMP Roadways	581.16	7.55	3.62	1.01
Countywide	733.87	25.12	28.74	7.95
% of total of centerline miles of highway	92.2%	3.2%	3.6%	1.0%

Horizon Year (2026) Conditions - Miles

	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	2.69	0.00	17.06	15.54
NHS Non-Interstate	132.25	10.44	7.36	0.48
Non-NHS CMP Roadways	573.29	7.18	4.17	7.69
Countywide	708.23	17.62	28.59	23.71
% of total of centerline miles of highway	89.0%	2.2%	3.6%	3.0%

Multi-Modal Evaluation - Sidewalks

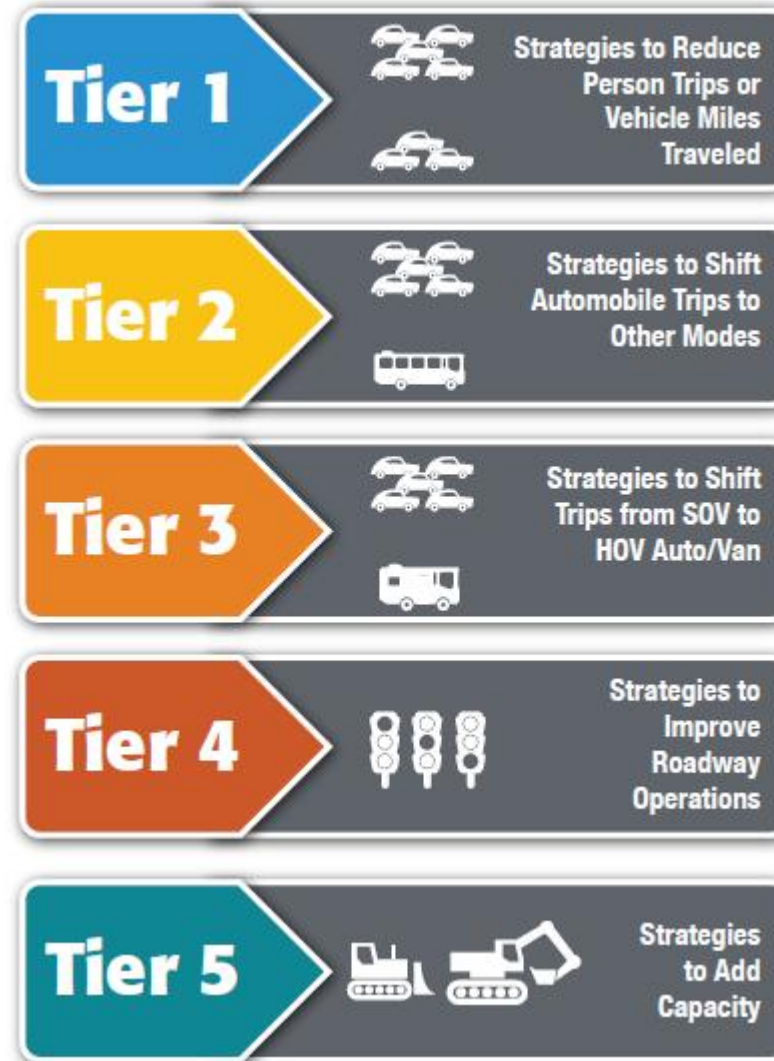
Percent of Congested Roadway Centerline Miles (within Urban Areas) with Sidewalks	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.3 miles	16.1 miles
Congested Roadways with a Sidewalk	3.7 miles	9.5 miles
Congested Roadways without a Sidewalk	2.6 miles	6.6 miles
% of Congested Roadways with a Sidewalk	58.7%	59.0%

Note: Includes where there is a sidewalk on at least one side of the roadway

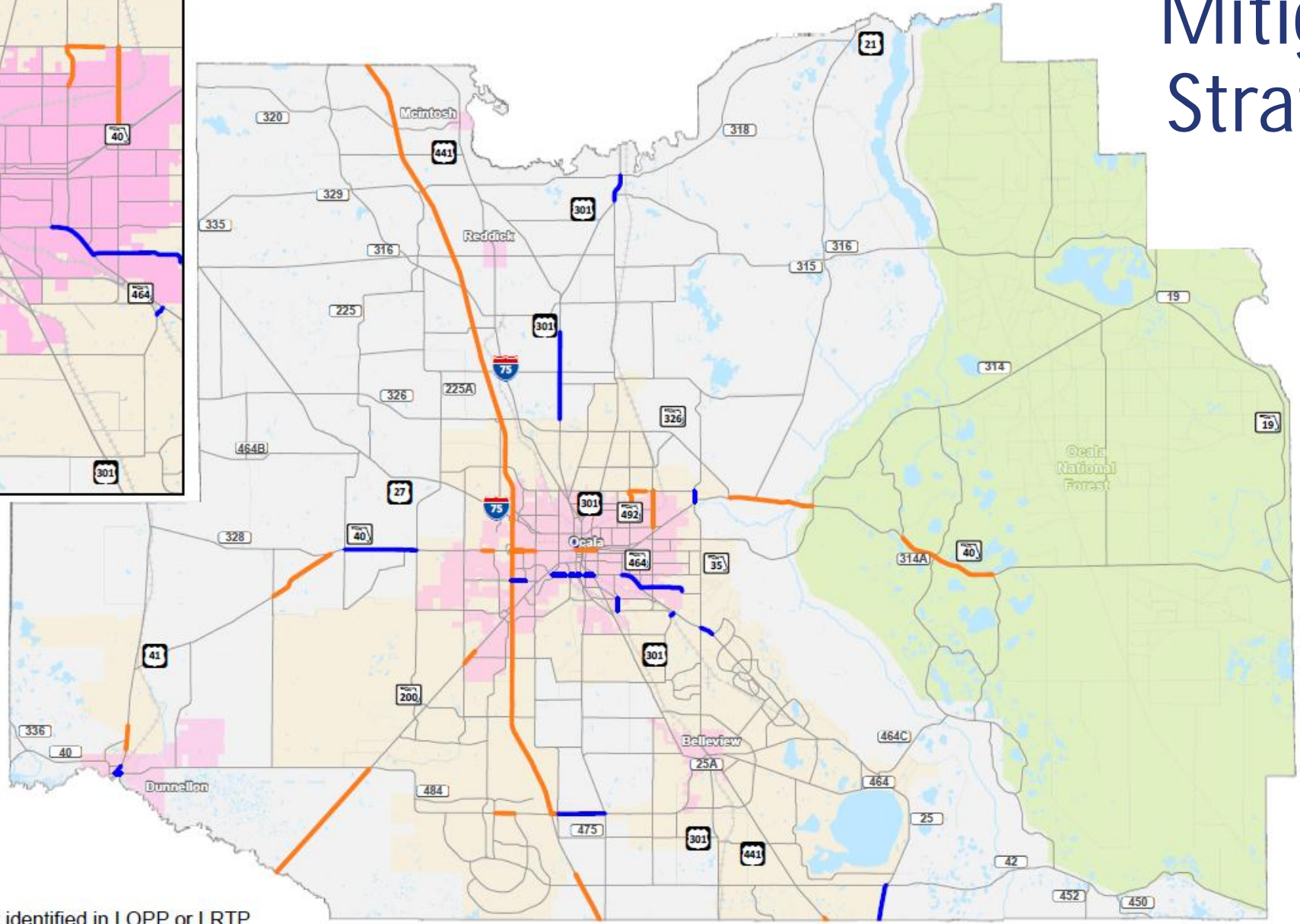
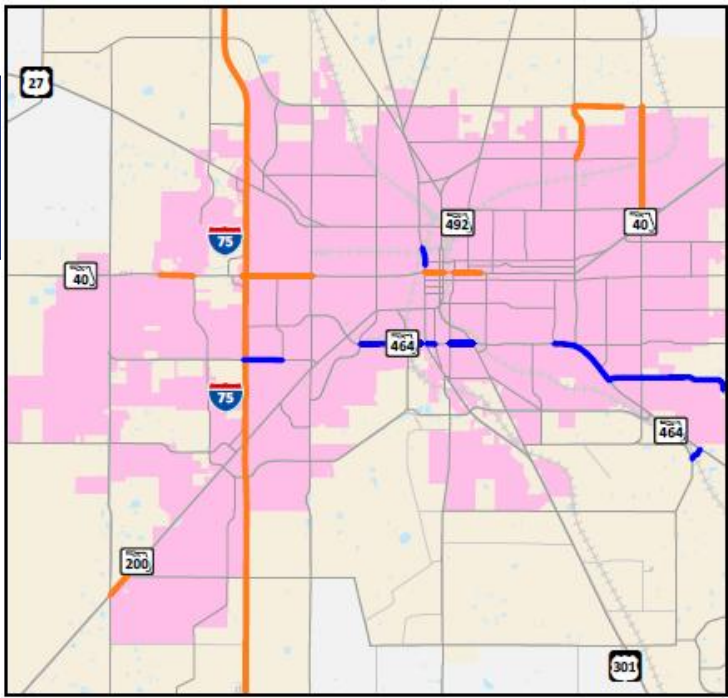
Multi-Modal Evaluation – Bicycle Facilities

Percent of Congested Roadway Centerline Miles (within Urban Areas) with Bicycle Facilities	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.3 mile	16.1 miles
Congested Roadways with a Bicycle Facility	0.4 miles	0.4 miles
Congested Roadways without a Bicycle Facility	5.9 miles	15.7 miles
% of Congested Roadways with a Bicycle Facility	6.3%	2.5%

Step 6: Identify and Assess Strategies



Mitigation Strategies



Marion County Mitigation Strategies

- Roadway with improvements identified in LOPP or LRTP
- Roadway with future study / mitigation strategy identified
- City Boundaries
- Urban Area Boundary



Roadways for Future Study / Congestion Mitigation

Roadway	Roadway
CR 464, from SR 35 to Emerald Road	US 441/US 301, from NW 2 nd Street to NW 6 th Street
CR 35, from SR 40 to NE 35 th Street	US 441/301, from NW 77 th Street to NW 117 th Street
CR 25, from Sumter County Line to CR 42	US 301, from Jacksonville Road to CR 318
CR 484, from US 41 to Lakeshore Drive	US 41, from CR 484 to Robinson Road
CR 484, from CR 475A to CR 475	SR 40, from SW 110 th Avenue to SW 80 th Avenue
SE 24 th Street, from SR 464 to SE 28 th Street	SR 464, from SW 19 th Ave Rd to SE 44 th Avenue
SE 19 th Avenue, from SE 38 th Street to SE 31 st Street	SW 20 th Street, from SW 38 th Ave to SW 27 th Ave
SE 44 th Avenue Road, from SE 44 th Ave to SR 464	

Step 7 and 8: Program Strategies and Evaluate Effectiveness

Phase 3

**Project/Program
Identification
and Implementation
(Step 7)**

Conceptual Improvement Development and Costing

Prioritize Specific Strategies and Projects

Committee Review and Recommendations

Implement Strategies (Funding and Development)

Candidate, CIP/TIP, and/or LRTP projects

Project Implementation

Summary and Next Steps

1. Ongoing monitoring of the transportation system
2. Monitor availability of traffic data and travel time reliability from FDOT
3. Monitor Federal and State requirements for CMP and setting of performance targets
4. Program 2 to 3 corridor / intersection studies per year based on the results of the congestion analysis and mitigation strategy identification
5. Perform State of the System update every two to three years to monitor system performance and effectiveness of strategy implementation
6. Publish an online interactive map and CMP resource page on the TPO's website



Questions?

OCALA MARION

Congestion Management Process



OCALA MARION TPO

Congestion Management Plan

Congestion Management Process and State of the System Report



Hold for Resolution

Hold for Resolution



Prepared For:

Prepared By:



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Chapter 1

Introduction



Introduction

The Ocala Marion Transportation Planning Organization (TPO) is a federally-mandated public agency responsible for the planning and implementation of transportation projects, 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. **Figure 1** illustrates TPO planning area which includes all of Marion County.

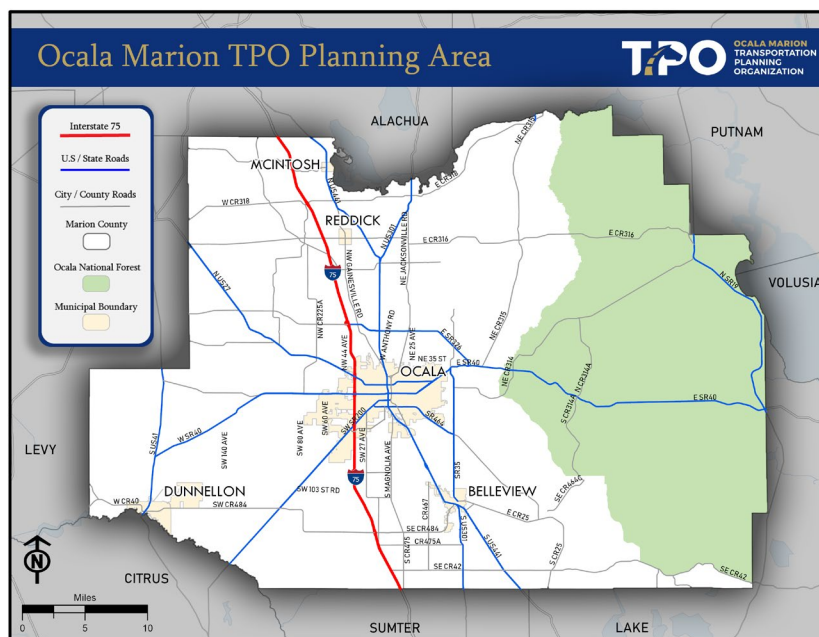


Figure 1: Ocala Marion TPO Planning Area

The Congestion Management Process (CMP) is a management system and process conducted by the Ocala Marion TPO to improve safety and reliability of traffic operations by providing strategies to reduce travel demand on the roadway network or providing improvements to the overall transportation network.

Per the Federal Highway Administration (FHWA), the CMP is, “a systematic approach collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.”

The Ocala Marion TPO is required by Florida Law (Florida Statutes 339.175) to develop a CMP as part of its routine planning efforts. This Congestion Management Plan outlines the Policies and Procedures to address federal and state requirements and documents the State of the System Report for 2021. The Plan serves as a major update to the previously adopted Policy and Procedures Handbook and State of System Report adopted by the TPO in 2011.

Federal guidance includes an Eight-Step Congestion Management Process. These eight steps guide the contents of this document and are described at length in Chapter 2. Chapter 3 summarizes the State of the System for the Congestion Management Process network. The following provides a summary of the Congestion Management Plan contents.



CHAPTER 2 - CMP POLICY AND PROCEDURES

The implementation of the Federal Eight-Step Congestion Management Process requirements is described in Chapter 2 which is broken up into the sections described below.

Goals and Objectives: A series of CMP goals are developed to guide the process of monitoring congestion and improving the mobility of persons and goods in Marion County. The CMP goals will be used as a tool for selecting strategies and performance measures for strategy monitoring and evaluation.

Network Identification: The geographic area of application and the transportation network for the Ocala Marion TPO CMP is described.

Development of Performance Measures: Identifying the performance measures to monitor the effectiveness of the transportation system in the CMP.

System Performance Monitoring Plan: The development of an ongoing system of monitoring and reporting that relies primarily on data already collected or planned to be collected.

Congested Corridor Selection and CMP Strategies: A summary of the implementation and management of the CMP strategies, including the process for selecting congested corridors for review and future projects for implementation.

Monitor Strategy Effectiveness: Describing provisions to monitor the performance of strategies implemented to address congestion to help determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area.

CHAPTER 3 - STATE OF THE SYSTEM REPORT

The purpose of State of the System Report is to report the performance of the transportation system in the TPO's planning area, and identify congested corridors. This chapter provides analysis of the major corridors within the TPO's planning area and is presented in the following sections:

System Performance and Trends: A summary of the overall system performance and trends relative to the performance measures identified in Chapter 2.

Congested Corridors: Identifies congested corridors within Marion County in 2021 and 2026.

CHAPTER 4 - CONGESTED CORRIDOR EVALUATION

The Congested Corridor Evaluation chapter provides more information on corridors identified as part of the congested corridor network identification process (Phase 1) discussed in Chapter 3. Roadways that are congested today or forecasted to be congested in five years are considered. Corridors are identified as being “not congested,” “approaching congestion or minimally congested,” or “extremely congested”.

Not Congested (currently or in five years with improvements): Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.

Approaching Congestion: Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway’s capacity at the adopted level of service standard, but less than 100%, with either the existing conditions or forecasted five-year condition without improvement.

Congested: Existing corridors or corridor forecasted in five years to have traffic volumes that exceed the adopted level of service standard (over 100% of the roadway’s capacity at the adopted level of service standard) that do not exceed the physical capacity of the roadway.

Extremely Congested: Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.

Chapter 2

CMP Policy and Procedures



CMP Policy and Procedures

CMP OVERVIEW

The CMP is intended to provide benefit to the public by improving travel conditions with approaches that often may be implemented more quickly or at a lower cost than many capacity improvements such as adding travel lanes or creating new travel corridors. Longer-term solutions are also identified in the CMP with the intention that they will be considered in the TPO's Long Range Transportation Plan (LRTP), which is a document that plans for at least 20 years in the future.

A Transportation Management Area (TMA) is required to develop and implement a CMP as a part of the metropolitan planning process. A TMA is an urbanized area (UZA) with a population that exceeds 200,000 people, or any area where designation as a TMA has been requested. The area covered by the Ocala Marion TPO does not meet the criteria but has developed this CMP "to provide the information needed to make informed decisions regarding the proper allocation of transportation resources" as required by Florida law. It is anticipated that following the designation of Metropolitan Areas using the 2020 Census that portions of the Ocala Marion TPO and Lake~Sumter MPO planning areas will receive TMA designation.

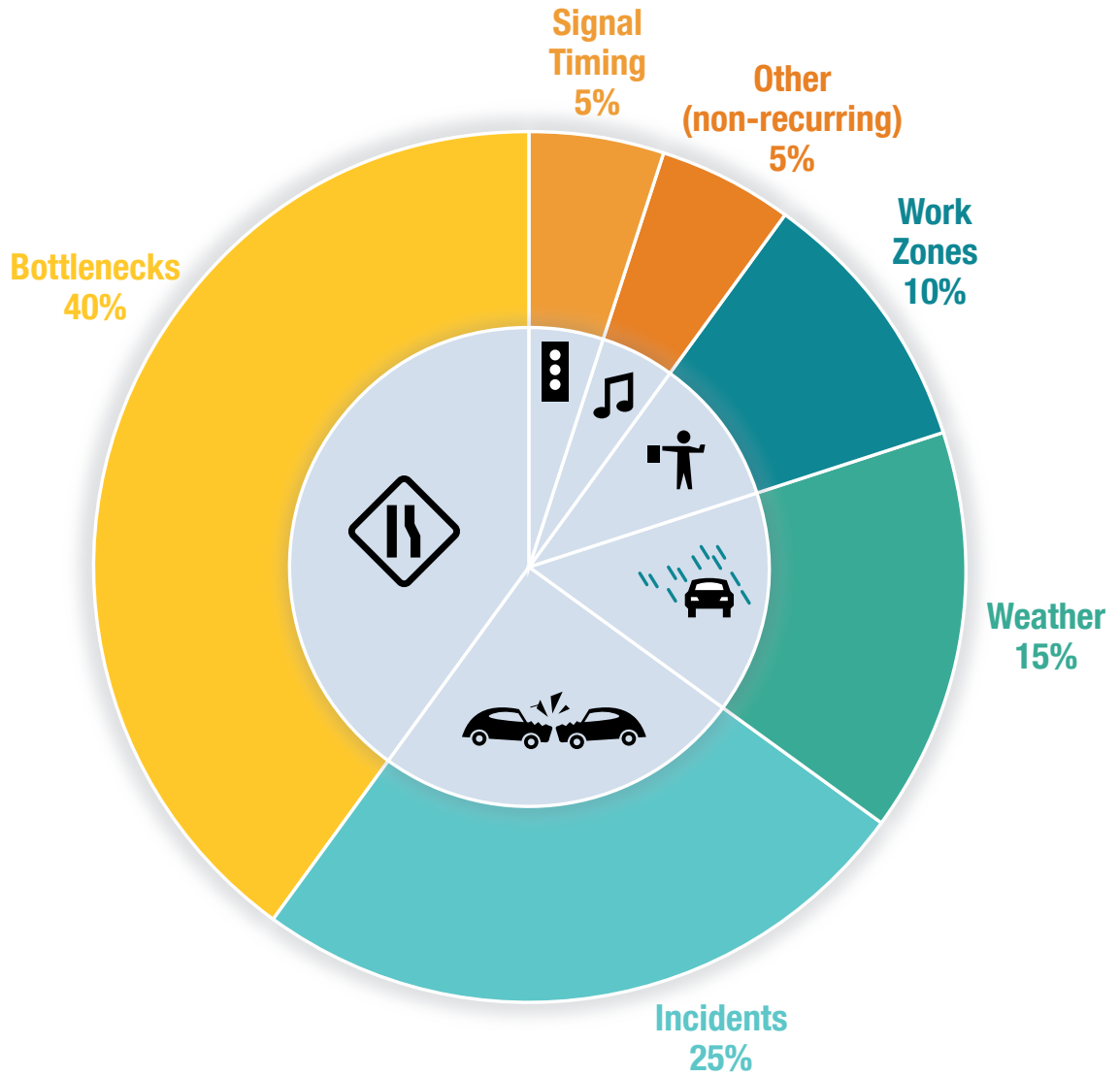
Causes of Congestion

Congestion impacts nearly all aspects of a transportation system, which affects most of a community's residents and visitors. A study by FHWA identified six primary causes of congestion as is described below and depicted in **Figure 2**. This CMP uses these national data, which suggests that local causes are likely to be similar, with bottlenecks and traffic incidents typically being the top two causes of congestion.

- **Bottlenecks** often occur where roadways narrow or where vehicles stack up (often at traffic signals). These are most frequent source of congestion and characteristically cause a roadway to operate below its adopted level of service standards.
- **Traffic incidents** includes crashes, stalled vehicles, debris on the road, etc. Comprising 25% of congestion issues.
- **Poor weather** cannot be influenced by any agency.
- **Work zones** account for 10% of congestion causes and is attributed primarily to activities involved with network construction and maintenance.
- **Signal timing** may cause congestion when the operations of the signal are not timed appropriately for the volume of traffic.
- **Nonrecurring events** are considered those events that do not occur on a regular basis such as weekday rush hour. Events such as sporting events or concerts may cause unusually high traffic volumes and changes in traffic patterns in locations that typically do not experience them.

As shown in **Figure 2**, bottlenecks are the largest cause of congestion nationally, followed by traffic incidents and bad weather. Bad weather cannot be controlled, but policies and improvements can be implemented to control traffic incidents and bottlenecks.

Figure 2: FHWA Causes of Congestion



Source: FHWA

FEDERAL REQUIREMENTS

The initial federal requirements for congestion management were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under the successor law, the Transportation Equity Act for the 21st Century (TEA-21). The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) passed into law in August 2005.

The requirements were further evolved under Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law on July 6, 2012. The Fixing America's Surface Transportation (FAST) Act of 2015 sustained these requirements and provides the guidelines and subsequent rule-making for this document. Additional information related to federal regulations related to congestion management can be found in Appendix E.

National Goals

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Federal Eight-Step Process

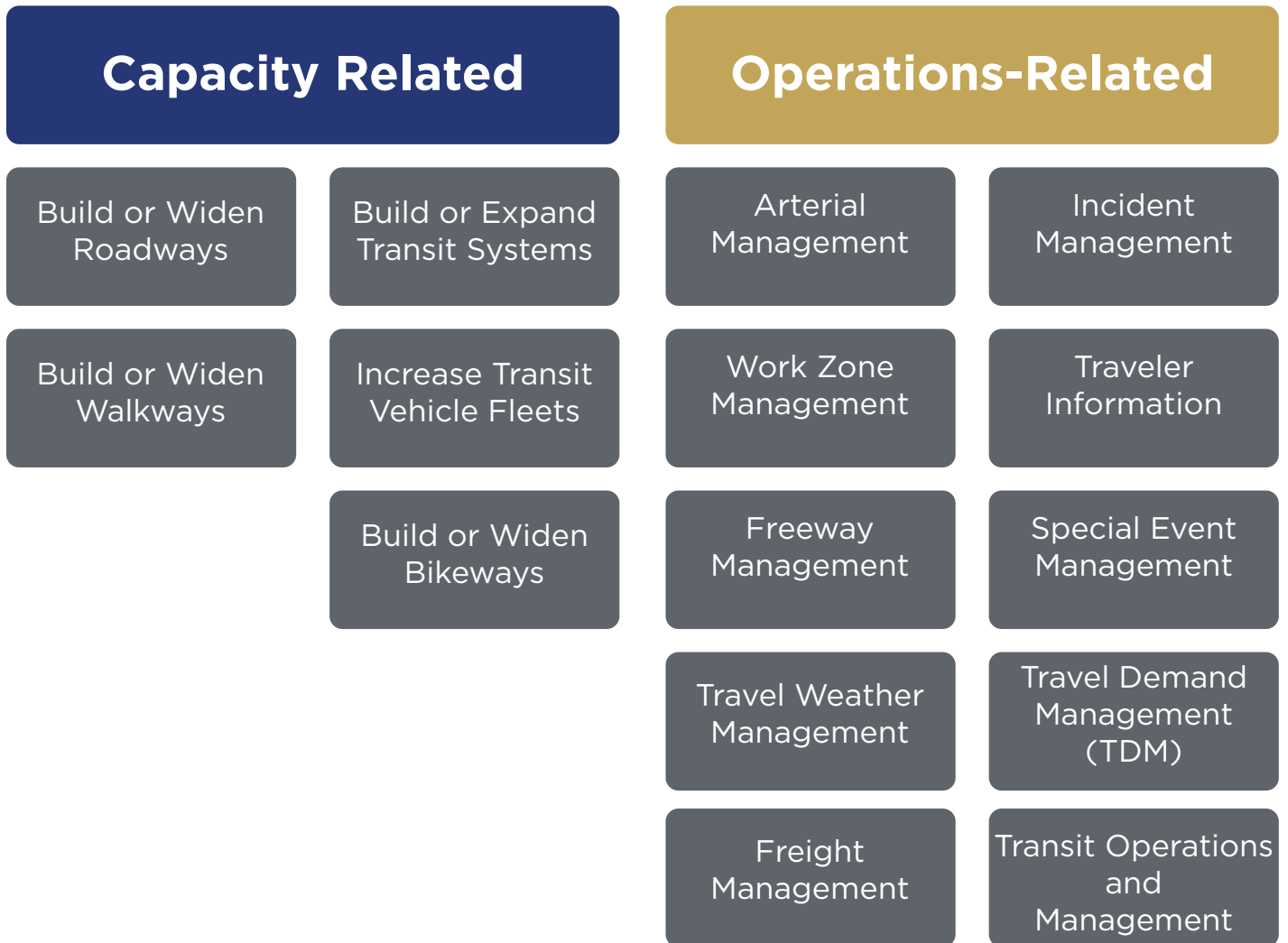
Eight distinct actions are identified by the Federal Highway Administration as the primary elements of a successful CMP. These actions provide a clear sequence of activities to provide a robust and thorough CMP. **Figure 3** illustrates the Federal Eight-Step Congestion Management Process.

Figure 3: Federal Eight-Step Congestion Management Process



Figure 4 lists strategies for travel time reliability which relate to and may be used in addressing congestion management.

Figure 4: Capacity and Operations Strategies for Travel Time Reliability

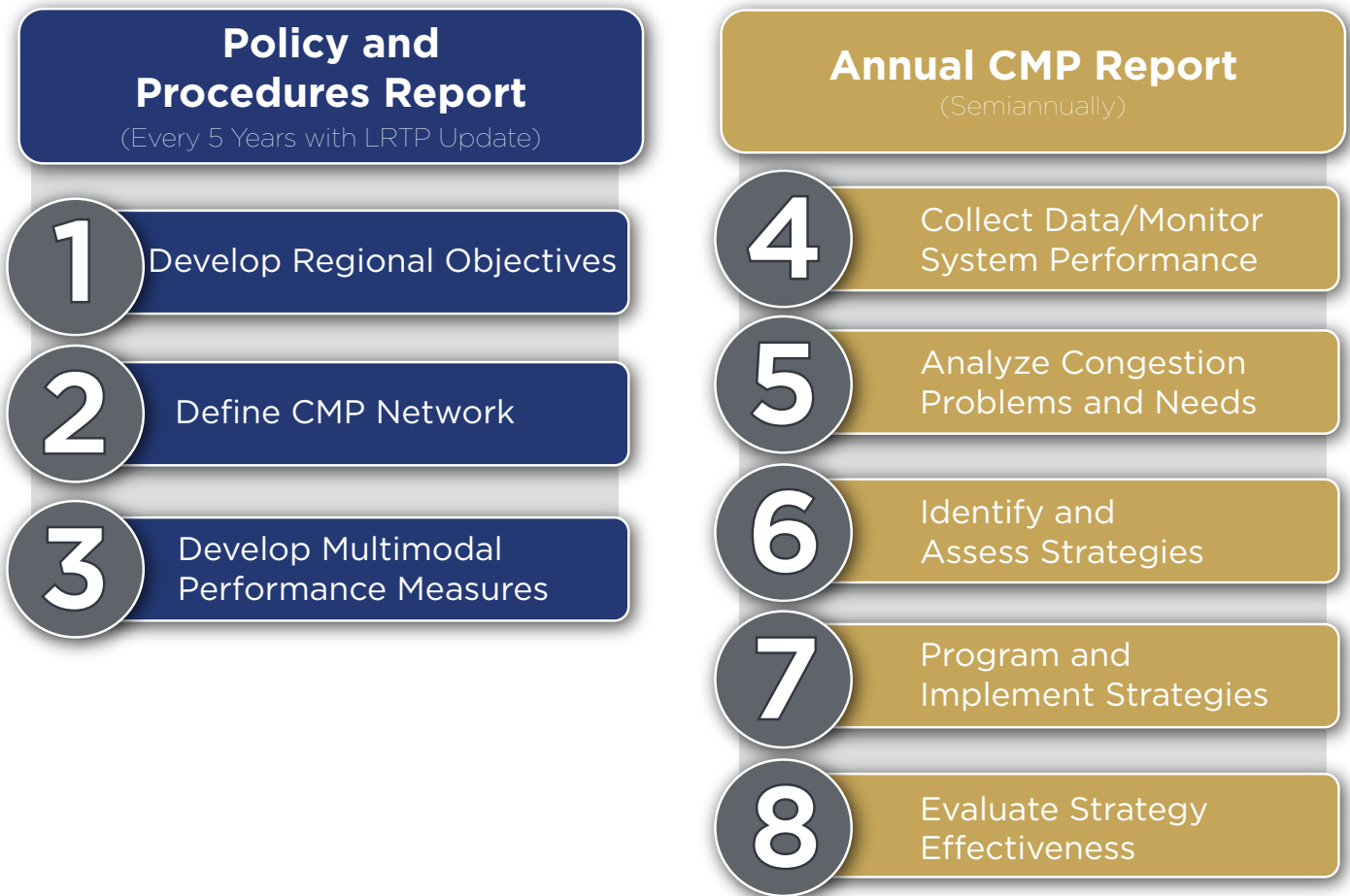


Ocala Marion TPO Eight-Step Congestion Management Process

This section documents the revised Congestion Management Process for the Ocala Marion TPO that will be used to address the Federal requirements and unique local needs and opportunities of the communities in Marion County. This process closely matches the Federal Eight-Step Process and includes additional detail in specific sections where appropriate.

Figure 5 demonstrates the Eight-Step Process that will be used by the TPO. As noted, the first three steps will typically be updated concurrent with each update of the LRTP which takes place every five years along with guidance on how Steps 4 to 8 will be implemented. Steps 4 to 8 will potentially be updated every two to three years. The remainder of this section details the eight steps and how they will be implemented.

Figure 5: Ocala Marion TPO's Approach to the Federal Eight-Step Process



CMP In the Metropolitan Planning Process

The CMP is a dynamic tool integrated into the steps the TPO will take when prioritizing projects in general and in the LRTP and TIP. The plan is objective-driven and performance-based, generating a strong evaluation process that leads to implementing appropriate and effective strategies.

Potential mitigation efforts, as identified in the CMP move into project development and into TIP programming for funding and implementation. Those projects that are executed are closely monitored to evaluate the effectiveness locally and regionally. In Marion County, CMP projects could be funded using boxed funds identified in the LRTP along with other local revenues. Funding the projects in this manner would enable the TPO to regularly add those of the highest priority and to expand funding levels as necessary to address local needs.

CMP Coordination with List of Priority Projects (LOPP) Process and Local Programs

As part of the CMP, the Ocala Marion TPO will identify and use information about congested corridors to support the annual List of Priority Projects (LOPP) process, which is done annually by the TPO in collaboration with local governments in Marion County. Additionally, the CMP information will help support programming of local capital projects. By coordinating the identification of congested corridors with the programming of capital spending, it is anticipated that operational and system improvements will address congestion in the near-term, delaying the need for additional travel lanes. This will decrease the overall cost of implementing transportation solutions included later in this report.

Coordination with local government may also occur during the development of the initial Level of Service (LOS) evaluations. Coordination occurs again when the final LOS evaluations are produced, to identify longer-term congestion mitigation projects via Capital Improvements Plan (CIP) update. Action 6 of the CMP process will identify long-term recommendations would be made available for local government use.

Public Involvement Process

The purpose of CMP public involvement activities is to provide the public with information about congestion monitoring activities in place in Marion County and planned congestion-mitigation strategies. The continuing goal is to develop congested corridors and alternative transportation improvement strategies to alleviate congestion and enhance the mobility of persons and goods.

Federal regulations warrant involvement of the public during key stages of transportation projects. As such, the Ocala Marion TPO will involve the public in key stages of transportation improvement projects within and beyond the CMP. Without the actively engaging the community, lack of public support and awareness may adversely impact the success of any potential transportation project. This outreach to the public includes developing and implementing a survey to gather congestion and safety related concerns from the public.

Proposed CMP improvement projects/strategies will be presented to the citizens of Marion County through the TPO's regular planning process. The CMP public involvement process includes various activities to inform the public and gather input and is integrated with activities conducted throughout the LRTP planning process.

Key elements of the CMP public involvement process include the following:

- Meetings with the Technical Advisory Committee (TAC)
- Meetings with the Citizens Advisory Committee (CAC)
- Presentations to TPO Board
- Information dissemination through various TPO public involvement opportunities such as postings to the website and newsletters

Other stakeholders may be included with the TAC as warranted. These stakeholders may include and are not limited to local law enforcement agencies, goods movement representatives, community traffic safety teams (CTST), etc. These additional members would generally serve on an ad hoc basis to address specific issues.

CMP Actions/Recommendations

A set of CMP Actions/Recommendations to enhance the TPO planning process are in Appendix E.

STEP 1: CMP GOALS AND OBJECTIVES

A series of CMP goals are developed to guide the process of monitoring congestion and improving the mobility of persons and goods in Marion County. These were compiled based on the relevant goals and objectives established in the Ocala Marion TPO 2045 LRTP as well as CMP goals used by other communities in Florida and other states that would also be appropriate for Marion County.

The goals and objectives as established by the 2045 LRTP are presented below and were used as Guiding Principles for the development of the CMP Goals.

Ocala Marion TPO 2045 LRTP Goals and Objectives

Goal 1: Promote Travel Choices that are Multimodal and Accessible

Objective 1.1: Increase transit ridership by providing more frequent and convenient service

Objective 1.2: Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multi-use trails throughout the county

Objective 1.3: Provide safe and reasonable access to transportation services and facilities for use by the transportation disadvantaged (TD) population

Objective 1.4: Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability

Goal 2: Provide Efficient Transportation that Promotes Economic Development

Objective 2.1: Improve access to and from areas identified for employment development and growth

Objective 2.2: Foster greater economic competitiveness through enhanced, efficient movement of freight

Objective 2.3: Address mobility needs and reduce the roadway congestion impacts of economic growth

Goal 3: Focus on Improving Safety and Security of the Transportation System

Objective 3.1: Provide safe access to and from schools

Objective 3.2: Increase the accessibility and mobility of people and freight within the region and to other areas

Objective 3.3: Improve security by enhancing the evacuation route network for natural events and protecting access to military asset

Objective 3.4: Reduce the number of fatal and severe injury crashes for all users

Goal 4: Ensure the Transportation System Meets the Needs of the Community

Objective 4.1: Provide opportunities to engage citizens, particularly traditionally underserved populations, and other public and private groups and organizations

Objective 4.2: Support community education and involvement in transportation planning

Objective 4.3: Coordinate with local government to consider local land use plans when identifying future transportation projects

Objective 4.4: Collaborate with various agencies including FDOT, Marion County School District, Marion County and its municipalities, SunTran, and providers of freight and rail travel to create strategies for developing a multimodal transportation system

Goal 5: Protect Natural Resources and Create Quality Places

Objective 5.1: Limit impacts to existing natural resources, such as parks, preserves, and protected lands

Objective 5.2: Avoid or minimize negative impacts of projects and disruption to residential neighborhoods

Objective 5.3: Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events

Objective 5.4: Enhance access to tourist destinations, such as trails, parks and downtowns

Goal 6: Optimize and Preserve Existing Infrastructure

Objective 6.1: Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other emerging technologies

Objective 6.2: Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use

Objective 6.3: Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades

Objective 6.4: Plan for the future of Automated, Connected, Electric and Shared (ACES) vehicles and other emerging technologies into the transportation network

Objective 6.5: Improve the reliability of the transportation system through operational and incident management strategies

CMP GOALS

The following CMP goals will be used as a tool for selecting strategies and performance measures for strategy monitoring and evaluation. The CMP goals are consistent with the LRTP goals and will be evaluated with each update to the CMP.

Goal 1: Monitor System Performance

Goal 2: Improve Safety

Goal 3: Congestion Reduction

Goal 4: Engage the Public

Goal 5: System Preservation

STEP 2: NETWORK IDENTIFICATION

This section of the CMP presents an overview of the geographic area of application and the transportation network.

Area of Application

The CMP application area is inclusive of the Ocala Marion TPO metropolitan planning area and includes the multimodal transportation system being evaluated and monitored to identify congestion management policies and strategies.

Transportation Network

Consistent with federal guidelines, the Ocala Marion CMP covers a multimodal transportation network. In addition to evaluating congestion on the roadway network, the Ocala Marion CMP evaluates appropriate transit, bicycle/pedestrian/multiuse path and freight movement networks within its designated area of application. The CMP roadway network is described below.

Roadway CMP Network

The Ocala Marion TPO roadway network includes all existing functionally classified roadways and roads with construction funded in the next five years, known as the existing-plus-committed (E+C) network. **Figure 6** illustrates the existing plus five-year committed roadway network and includes roadway projects through 2026. This map represents the study area and network for the CMP.

CMP Network - Introduction

The Ocala Marion TPO CMP roadway network includes three tiers of roadways:

Tier 1 - Interstate National Highway System (NHS) Roadways

Tier 2 - Non-Interstate NHS Roadways

Tier 3 - Non-NHS Roadways

The map in **Figure 6** illustrates the Ocala Marion TPO CMP Network. This represents the study area and network for the Ocala Marion TPO CMP.

Interstate NHS Roadways (Tier 1 CMP Network)

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). The NHS serves as the backbone of our nation's surface transportation system. Our regional, state, and national population has and will continue to grow. The intent of the NHS is to mirror the benefits that resulted from the Interstate Highway System to areas that are not served directly by it.

The Federal Highway Administration responded to the mandate of Congress and developed the concept of a national highway system as a way of focusing federal resources on the nation's most important roads. All of the roadways on the NHS are included in the Ocala Marion TPO's CMP Network. The TPO will be required to frequently report performance statistics on the NHS routes and were separated into the first tier of CMP network roadways to facilitate the update of these statistics. Within the Ocala Marion TPO, the only NHS Interstate Roadway is Interstate-75 (I-75).

Non-Interstate NHS Roadways (Tier 2 CMP Network)

Tier 2 of the CMP network includes other NHS regional/major roadways: This represent other major regional roadways on the State Highway System and non-State Highway System roadways. The following roadway corridors represent the NHS Non-Interstate Tier 2 CMP Network roadways:

- US 27
- US 41
- US 301
- US 441
- SR 40
- SR 200
- SR 326
- SR 492

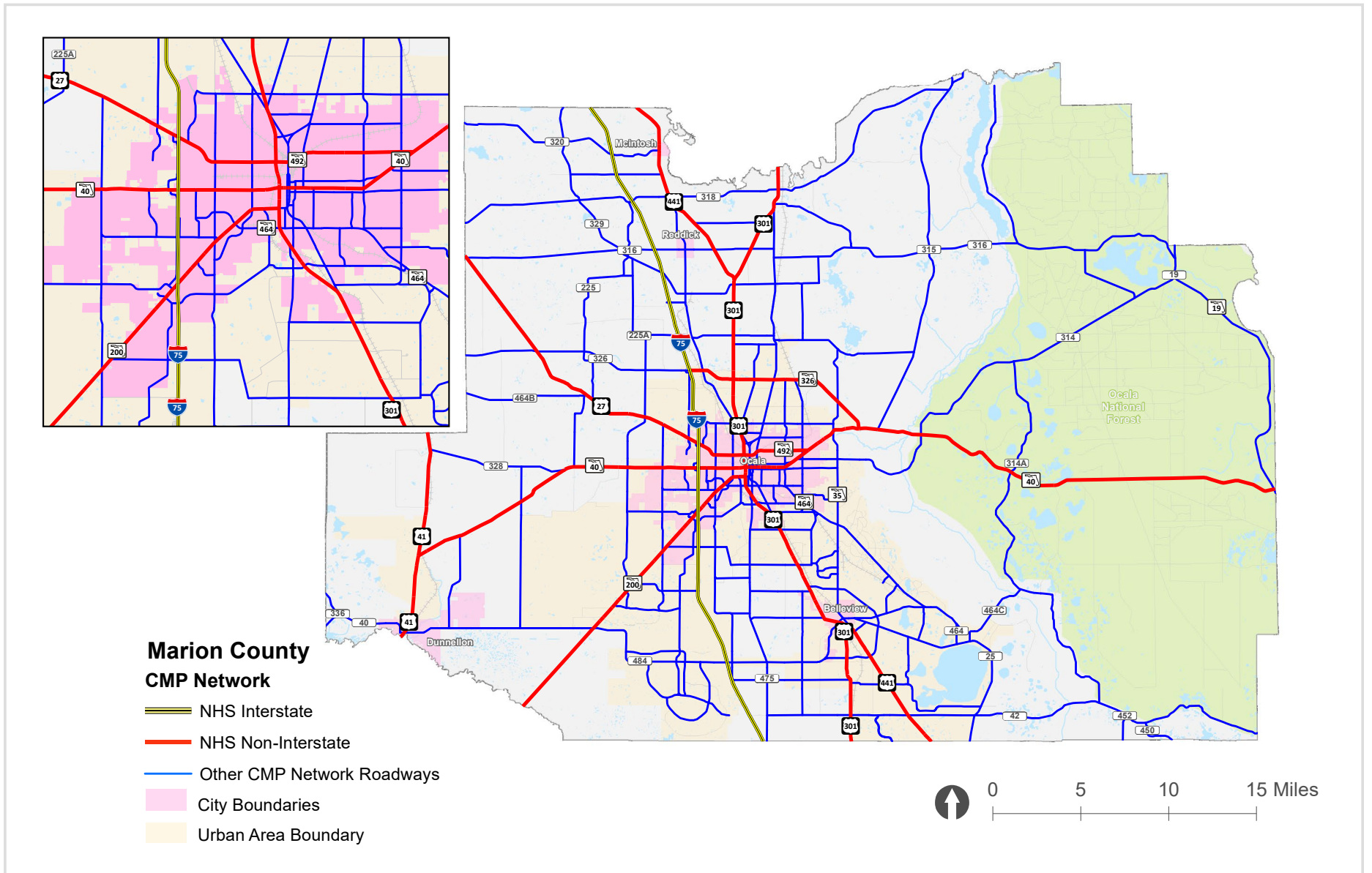
Non-NHS Roadways (Tier 3 CMP Network)

Tier 3 of the CMP network includes other regional/major roadways: on the State Highway System and non-State Highway System roadways. The following roadway corridors represent some of the non-NHS Tier 3 CMP Network roadways:

- SR 19
- SR 25
- SR 35
- SR 464
- CR 21
- CR 25
- CR 25A
- CR 35
- CR 40
- CR 42
- CR 200A / JACKSONVILLE RD
- CR 225
- CR 225A
- CR 312
- CR 314
- CR 314A
- CR 315
- CR 316
- CR 318
- CR 320
- CR 326
- CR 328
- CR 329
- CR 336
- CR 450
- CR 452
- CR 464
- CR 464A
- CR 464B
- CR 464C
- CR 467
- CR 475
- CR 475A
- CR 475B
- CR 484
- BAHIA RD
- BASELINE RD EXT
- BUENA VISTA BLVD
- CHESNUT RD
- E FORT KING ST
- EMERALD RD
- EMERALD RD EXT
- JUNIPER RD
- MAGNOLIA AV N
- MAGNOLIA AV S
- MARION OAKS
- MARION OAKS BLVD
- MARION OAKS CRSE
- MARION OAKS LN
- MARION OAKS MANOR EXT
- MARION OAKS MNR
- MARION OAKS TRL
- MIDWAY RD
- N BAHIA RD
- NE 1 AV
- NE 12 AV
- NE 127 ST RD
- NE 160 AV RD
- NE 17 AV
- NE 175 ST
- NE 19 AV
- NE 2 ST
- NE 203 AV
- NE 24 ST
- NE 25 AV
- NE 28 ST
- NE 3 ST
- NE 35 ST
- NE 36 AV
- NE 40 AV
- NE 44 AV
- NE 47 AV
- NE 49 ST
- NE 70 AV
- NE 8 AV
- NE 90 ST
- NE 95 ST
- NE 97 ST
- NE JACKSONVILLE RD
- NE WATULA AVE
- NW 100 ST
- NW 110 AV
- NW 110 ST
- NW 118 ST
- NW 120 ST
- NW 135 ST
- NW 150 AV
- NW 160 AV
- NW 165 ST
- NW 193 ST
- NW 21 ST
- NW 27 AV
- NW 3 ST
- NW 35 AV

- NW 35 ST
- NW 38 AV
- NW 40 AV
- NW 44 AV
- NW 44TH AVE
- NW 49 ST
- NW 60 AV
- NW 95 ST
- NW MARTIN L KING AV
- OAK RD
- PINE RD
- POWELL RD
- SE 1 AV
- SE 100 AV
- SE 108 TER RD
- SE 11 AV
- SE 110 ST
- SE 110 ST RD
- SE 114TH ST RD
- SE 132 ST RD
- SE 147 PL
- SE 17 ST
- SE 19 AV
- SE 22 AV
- SE 23 PL
- SE 24 RD
- SE 24 ST
- SE 25 AV
- SE 28 ST
- SE 3 AV
- SE 30 AV
- SE 31 ST
- SE 36 AV
- SE 38 ST
- SE 41 CT
- SE 44 AV
- SE 44 AV RD
- SE 47 AV
- SE 52 CT
- SE 52 ST
- SE 64 AVE RD
- SE 8 ST
- SE 80 ST
- SE 92 PL RD
- SE 92 PLACE LOOP
- SE 95 ST
- SE JUNIPER CIR
- SE MAGNOLIA EXT
- SE SUNSET HARBOR RD
- SE WATULA AVE
- SILVER RD
- SPRING RD
- SW 1 AV
- SW 10 ST
- SW 103 ST RD
- SW 13 ST
- SW 140 AV
- SW 17 ST
- SW 180 AV RD
- SW 19 AV
- SW 19 AV RD
- SW 20 ST
- SW 27 AV
- SW 3 ST
- SW 31 AV
- SW 32 AV/SW 34 ST
- SW 33 AV
- SW 37 AV
- SW 38 AV
- SW 38 ST
- SW 40 AV
- SW 40 ST
- SW 42 ST
- SW 44 AV
- SW 46 AV
- SW 49 AV
- SW 49TH AVENUE
- SW 5 ST
- SW 60 AV
- SW 66 ST
- SW 67 AV RD
- SW 7 AV
- SW 7 RD
- SW 80 AV
- SW 80 ST
- SW 95 ST
- SW MARTIN L KING AVE
- W ANTHONY RD
- W FORT KING ST

Figure 6: Ocala Marion TPO CMP Network



STEP 3: DEVELOPMENT OF PERFORMANCE MEASURES

Performance measures are used as tools to measure and monitor the effectiveness of the transportation system in the CMP. They assist in identifying, tracking and monitoring congestion. However, these measures are dependent upon the transportation network and the availability of data. They are typically used to measure the extent and severity of congestion and for the evaluation of the effectiveness of the implemented strategies.

As identified by FHWA, a set of good performance measures:

- Includes quantifiable data that is simple to present and interpret and has professional credibility;
- Describes existing conditions, can be used to identify problems and to predict changes;
- Can be calculated easily and with existing field data, techniques available for estimating the measure, achieves consistent results; and
- Applies to multiple modes, meaningful at varying scales and settings.

Performance Measures

The performance measures for the CMP were selected to address the existing conditions for multi-modal transportation network in the area. The measures are also in compliance with the federal direction of using measures that cover multimodal networks. The measures are organized into seven major categories. These seven categories are:

1. Safety
2. Roadway Capacity
3. Roadway Reliability
4. Public Transit
5. Bicycle/Pedestrian/Multiuse Trail Facilities
6. Goods Movement
7. Transportation Demand Management.

Relationship of Performance Measures to the Goals and Objectives

Table 1 illustrates an example of the relationship between the performance measures identified above and the Goals for the Congestion Management Process.

Table 1. Relationship of Goals to Performance Measures

● Primary Relationship ○ Secondary Relationship

Performance Measure		GOAL 1: MONITOR SYSTEM PERFORMANCE	GOAL 2: IMPROVE SAFETY	GOAL 3: CONGESTION REDUCTION	GOAL 4: ENGAGE THE PUBLIC	GOAL 5: SYSTEM PRESERVATION
Safety Performance Measures (% Year Rolling Average)	Number of Fatalities					
	Fatality Rate					
	Serious Injuries	○	●	○	○	
	Serious Injury Rate					
	Non-Motorized Safety (Fatalities + Serious Injuries)					
Roadway Capacity Performance Measures	Percent of VMT and Roadway Miles below adopted Level of Service Standard	○	○	●		
	V/C Ratio					
	V/MSV Ratio					
Travel Time Reliability Performance Measures	Percent of the Interstate System providing for Reliable Travel Times					
	Percent of the Non-Interstate NHS providing for Reliable Travel Times					
	Percent of the Interstate System where Peak Hour Travel Times meet expectations (Optional)	○	○	●		
	Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations (Optional)					
Goods Movement Performance Measures	Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes					
	Percent of the Interstate System Mileage Providing for Reliable Truck Travel Times	○	○	●		
	Percent of the Interstate System Mileage Uncongested					
	Number of Crashes Involving Heavy Vehicles					
Public Transit Performance Measures	Percent of Congested Roadway Centerline Miles with Transit Service					
	Passenger Trips per Revenue Hour	○	○	●		
	Average Peak Service Frequency					
	On-Time Performance					
Bike/ Pedestrian/ Trail Facility Performance Measures	Annual Ridership					
	Percent of Congested Roadway Centerline Miles with Bicycle and/or Sidewalk Facilities	○	○	●		
TDM	Miles of Multi-Use Trails					
	Number of Registered Carpools or Vanpools	○	○	●		
System Preservation (Optional - Non- CMP)	Percent of Interstate & Non-Interstate NHS Pavement in Good/Poor Condition	●				●
	Percent of NHS Bridges in Good/Poor Condition					

Safety Performance Measures (Based on 5-Year Rolling Average)

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Non-motorized safety (number of non-motorized fatalities + serious injuries)

Roadway Capacity Performance Measures

- Percent of Roadway Miles by LOS Type
- Percent of Vehicle Miles Traveled by LOS Type
- V/C ratio
- V/MSV ratio

Reliable Travel Time Performance Measures

- Percent of the Interstate System providing for Reliable Travel Times
- Percent of the non-Interstate NHS providing for Reliable Travel Times
- Percent of the Interstate System where Peak Hour Travel Times meet expectations (Optional)
- Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations (Optional)

Public Transit Performance Measures

- Percent of congested roadway centerline miles with transit service
- Average peak service frequency
- On-time performance
- Transit Ridership

Bicycle/Pedestrian/Multiuse Path Facility Performance Measures

- Percent of Congested Roadway Centerline Miles with Bicycle Facilities
- Percent of Congested Roadway Centerline Miles with Sidewalk Facilities
- Miles of existing Multiuse Paths

Goods Movement Performance Measures

- Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes
- Number of Crashes Involving Heavy Vehicles

Transportation Demand Management Performance Measures

- Available information on registered vanpools/carpools and riders.

System Preservation (Optional - Non-CMP)

- Percent of pavements of the Interstate System in Good condition
- Percent of pavements of the non-Interstate NHS in Good condition
- Percent of pavements of the Interstate System in Poor condition
- Percent of pavements of the non-Interstate NHS in Poor condition
- Percent of NHS Bridges Classified as in “Good” Condition
- Percent of NHS Bridges Classified as in “Poor” Condition

These performance measures were identified based on numerous monitoring activities currently conducted and/ or planned by various local and state agencies for Marion County. Detailed descriptions of each of these measures, together with an explanation of how the required data are or will be collected, are presented below. Developing additional performance measures resulting from implementation of MAP-21 and the FAST Act.

Safety Performance Measures (5 Year Rolling Average)

Crashes at intersections and roadway segments are used as an indicator of congestion. Considered a measure of non-recurring congestion, this measure uses data that are widely available through the many local and state agencies that track them on an ongoing basis throughout the CMP application area. All data is collected and summarized in the form of a 5 year rolling average.

Number of Fatalities

This is a summary of the number of fatalities from motor vehicle crashes. This is measured by the number of fatalities and not the number of fatality crashes.

Fatality Rate

This is a summary of the number of fatalities from motor vehicle crashes normalized by exposure in the form of vehicle miles of travel (100 million). This is measured by the number of fatalities and not the number of fatality crashes.

Serious Injuries

This is a summary of the number of incapacitating injuries from motor vehicle crashes. This is measured by the number of persons receiving incapacitating injuries and not the number of incapacitating injury crashes.

Serious Injury Rate

This is a summary of the number of incapacitating injuries from motor vehicle crashes normalized by exposure in the form of vehicle miles of travel (100 million). This is measured by the number of persons receiving incapacitating injuries and not the number of incapacitating injury crashes.

Non-Motorized Safety (Fatalities + Serious Injuries)

This is a summary of the number of fatalities and incapacitating injuries from motor vehicle crashes that involve pedestrians or bicyclists. This is measured by the sum of the number of fatalities and incapacitating injuries and not the number of fatality or incapacitating injury crashes.

Data Collection/Availability – Crash data in Marion County is collected by the TPO from the University of Florida Signal Four Analytics database and also received from FDOT on an annual basis.

Additional Resources

In March 2021 FDOT published an updated Strategic Highway Safety Plan (SHSP). This newest plan establishes a focus toward achieving “Vision Zero”, a goal of zero traffic fatalities. The plan identifies four approaches to improve safety:

- Engineering
- Enforcement
- Education
- Emergency Response

The plan also identifies the need for quality Information Intelligence, Innovation, Insight Into Communities, and Investments and Policies to achieve Vision Zero.

These overarching approaches address the following 11 SHSP Emphasis Areas within the Roadways, Road Users, and User Behavior categories:

Each year the TPO is required to update safety targets for five safety performance measures established by MAP-21. The TPO Governing Board decides annually if these targets may differ from the statewide targets established by FDOT.

Roadway Performance Measures

Percent of Vehicle Miles of Travel (VMT) and Roadway Miles Below the Adopted Level of Service (LOS) Standard. This measure summarizes the proportion of vehicle miles of travel and roadway miles below the adopted level of service standard to help quantify the level of congestion within the County.

Data Collection/Availability – The City of Ocala, Marion County, and FDOT collect traffic data annually. FDOT updates capacity data and performs LOS analysis on an annual basis for various planning purposes. The Maximum Service Volume (MSV) and LOS are generally based on FDOT Quality/Level of Service (Q/LOS) methodology.

V/C Ratio and V/MSV Ratio

The volume-to-capacity (V/C) ratio is used as the major tool in measuring roadway conditions and is a measure of the amount of traffic on a given roadway in relation to the amount of traffic the roadway was designed to handle. The volume to maximum service volume (V/MSV) is used to measure the amount of traffic on a roadway in relation to the adopted acceptable amount of traffic the roadway should be able to handle.

The City of Ocala, Marion County, and FDOT collect traffic volume data annually. The Ocala Marion TPO publishes the traffic counts in a Geographic Information System (GIS) platform and published report. FDOT updates capacity data and performs LOS analysis on an annual basis for various planning purposes.

Reliable Travel Time Performance Measures

FDOT has an established a Mobility Performance Measures Program based on a benchmarking technique and is referred to as the Florida Reliability Method. The Florida Reliability Method was derived from the Department’s definition of reliability of a highway system as the percent of travel on a corridor that takes no longer than the expected travel time plus a certain acceptable additional time. In this context, it is necessary to define the three major components of reliability:

1. **Travel time** – The time it takes a typical commuter to move from the beginning to the end of a corridor. Since speed is determined along each segment as the traveler moves through the corridor, this travel time is a function of both time and distance. This is representative of the typical commuter’s experience in the corridor.
2. **Expected travel time** – The median travel time across the corridor during the time-period being analyzed. The median is used rather than the mean so that the value of the expected travel time is not influenced by any unusual major incidents that may have occurred during the sampling period. These major incidents will be accounted for in the percentage of how often the travel takes longer than expected but will not change the baseline to which that unusually high travel time is being compared.
3. **Acceptable additional time** – The amount of additional time, beyond the expected travel time, that a commuter would find acceptable during a commute. The acceptable additional time is expressed as a percentage of the expected travel time during the period being analyzed.

Percent of the Interstate System providing for Reliable Travel Times

Percent of the Interstate System providing reliable travel times.

Percent of the non-Interstate NHS providing for Reliable Travel Times

Percent of the non-Interstate NHS System providing reliable travel times. This will typically only be measured on the State Highway system and a limited number of non-State Highway System facilities.

Public Transit Performance Measures

Average Service Frequency and Number of Routes

This measure summarizes the number of routes in Marion County (fixed-route local bus service), including the average service frequency.

Data Collection/Availability – Ocala and Marion County’s transit system, SunTran, maintains databases of various transit service and operational data including route networks. This data is typically available in GIS or spreadsheet formats and used regularly by SunTran for service planning purposes.

Passenger Trips (Annual Ridership)

Annual ridership summarizes the total number of un-linked passenger trips from all transit routes that operates in the CMP application area in Marion County. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Data Collection/Availability – The ridership data is considered one of the key performance indicators for any transit systems and are collected regularly. Transit ridership data is maintained and summarized by SunTran in various transit and related documents.

Passenger Trips per Revenue Hour

Passenger Trips per Revenue Hour summarizes the total number of un-linked passenger trips from all transit routes that operates in the CMP application area in Marion County divided by the total revenue hours. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. The total revenue hours are provided by SunTran.

Data Collection/Availability – SunTran regularly collects this data, which are reported in various day- to-day operations reports and annual reports such as the National Transit Database (NTD).

Bicycle/Pedestrian/Multiuse Path Facility Performance Measures

Percent of Congested CMP Roadway Centerline Miles with Bicycle Facilities

This measure identifies the proportion of congested CMP centerline miles, where some type of bicycle facility exists, as defined by the respective planning agencies. Some communities consider paved shoulders and wide curb lanes to be bicycle facilities, excepting interstates and toll facilities.

Data Collection/Availability – The data are regularly collected and maintained by Ocala Marion TPO and summarized in various local plans.

Percent of Congested CMP Roadway Centerline Miles with Sidewalk Facilities

The proportion of congested CMP roadway network centerline miles on which a sidewalk is available is measured.

Data Collection/Availability – The data are regularly collected and maintained by the TPO and summarized in various local plans.

Miles of Multiuse Paths

This measure summarizes the total number of miles of multiuse path facilities in Marion County. Multiuse path facilities usually are off-street facilities designated for the exclusive use of nonmotorized travel. They may be used by pedestrians, cyclists, wheelchair users, joggers, and other non-motorized users.

Data Collection/Availability – The data are regularly collected and maintained by the TPO and summarized in various local plans.

Goods Movement Performance Measures

Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes

Measures the total vehicle miles of travel below the adopted LOS standard in Marion County on the NHS. The VMT for a roadway segment is calculated by multiplying the Annual Average Daily Traffic (AADT) of that segment by the length of the segment in miles.

Data Collection/Availability – The VMT performance data is calculated with the update of the State of the System Report.

Percent of the Interstate System Mileage providing for Reliable Truck Travel Times

Percent of the Interstate System providing reliable truck travel times.

Data Collection/Availability – Truck Travel Time Reliability Data will be summarized by FDOT for the Interstate System.

Percent of the Interstate System Mileage Uncongested

This measures the total vehicle miles of travel below the adopted LOS standard in Marion County on Interstate 75.

Data Collection/Availability – Level of service performance data is calculated with the update of the State of the System Report.

Number of Crashes Involving Heavy Vehicles

These crashes involve heavy vehicles. It is considered a measure of nonrecurring congestion that is often more significant when it involves heavy vehicles. This measure uses data that are widely available through the many local and state agencies that track these data on an ongoing basis throughout the CMP application area.

Data Collection/Availability – Crash data is derived from the University of Florida Signal Four Analytics database.

TDM Performance Measures

Number of Registered Carpools or Vanpools

TDM Performance Measures could include the annual number of registered carpools and vanpools in CMP application area. A carpool is defined as a group of two or more people who commute to work or other destinations together in a private vehicle, while a vanpool is typically a prearranged group of 5 to 15 people who share their commute to work.

Data Collection/Availability – FDOT’s reThink Your Commute, through a contracted operator, provides carpool/ vanpool services in Marion County and neighboring areas. reThink Your Commute maintains data on the number of carpools and vanpools operating in Marion County on an annual basis. The organization also maintains a list of registered carpool/vanpool users to match to carpools and vanpools.

System Preservation (Optional – Non-CMP)

Federal legislation (MAP-21 & FAST Act) requires the reporting of pavement conditions and bridge conditions on the National Highway System. While this is not a CMP related performance measure, it is appropriate to include these performance measures in the CMP Annual State of the System report.

- Percent of pavements of the Interstate System in Good condition
- Percent of pavements of the non-Interstate NHS in Good condition
- Percent of pavements of the Interstate System in Poor condition
- Percent of pavements of the non-Interstate NHS in Poor condition
- Percent of NHS Bridges Classified as in “Good” Condition
- Percent of NHS Bridges Classified as in “Poor” Condition

Data Collection/Availability – Pavement condition data for the Interstate and Non-Interstate National Highway System roadways will be provided by FDOT. Non-State NHS pavement condition data will need to be provided by the appropriate jurisdiction and data availability may be limited. Bridge condition information will be provided by the FDOT for all NHS bridges.

SYSTEM PERFORMANCE MONITORING PLAN

The FHWA identifies congestion monitoring as just one of several aspects of transportation system performance that leads to more effective investment decisions for transportation improvements. Safety, physical condition, environmental quality, economic development, travel time reliability, quality of life, and customer satisfaction are among the aspects of performance that also require monitoring.

The goal of the Ocala Marion TPO CMP system monitoring plan, as presented in **Table 2**, is to develop an ongoing system of monitoring and reporting that relies primarily on data already collected or planned to be collected.

The components of the monitoring plan include roadways, public transit/rideshare, bicycle/pedestrian/multiuse path, transportation demand management (TDM), and goods movement where:

- Roadways are monitored through annual LOS analysis using traffic counts and other related data constantly collected throughout the region;
- Crashes are monitored to help measure safety and nonrecurring congestion;
- Transit performance is monitored continuously through various operating and capital plans;
- Bicycle/pedestrian/multiuse path inventory data are monitored and updated in various city and county databases;
- TDM-related data monitoring is done primarily by the reThink Your Commute Commuter Assistance Program, which maintains an array of databases and coordinates programs to find alternatives for single occupant vehicle (SOV) trips in Marion County and other counties in Central Florida;
- Significant goods movement corridors are evaluated to address mobility needs of the goods movement providers.

Table 2. System Performance Monitoring Plan

CATEGORY	PERFORMANCE MEASURES	MONITORING ACTIVITY	RESPONSIBLE AGENCY	CURRENT STATUS	GEOGRAPHIC AREA COVERED
Level of Service	Percent of Miles/VMT by LOS Type	Level of Service Analysis	Ocala Marion TPO	Ongoing	Ocala Marion TPO Roadway Network
	V/C Ratio				
	V/MSV Ratio				
Safety	Total Crashes	Crash Data Analysis	Ocala Marion TPO	Ongoing	FDOT, Marion County
	Crash Frequency				
	Crashes involving heavy vehicles				
Transit	Passenger Trips	National transportation Database Report/ Transit Development Plan	Ocala Marion TPO/ Cities/FDOT	Ongoing	Ocala Marion TPO Roadway Network
	Passenger Trips per Revenue Hour				
	Number of Routes & Service				
Bicycle and Pedestrian	Miles of Multiuse Path Facilities	Bicycle/ Pedestrian/ Multiuse Path Plans, LRTP and Databases	Ocala Marion TPO	Ongoing	Marion County
	Percent Congested Miles on Ped. and Bike facilities				
Carpooling	Number of Registered Carpools or Vanpools	Annual Reports and Interim Summaries by reThink Your Commute	reThink Your Commute	Ongoing	Marion County
Truck Traffic	Percent of VMT on Designated Truck Route Corridors on congested roadways	Roadway Databases and LRTP	Ocala Marion TPO / FDOT	Ongoing	Marion County

The TPO, as part of the system monitoring plan, will update the State of the System Report to coordinate with the LRTP, the Marion County Comprehensive Plans and Mobility Fee Update. Since traffic conditions typically do not change drastically from one year to the next, the TPO will update the policies and process of the CMP to coincide with the adoption of the LRTP. It is anticipated that the State of the System Report would then be updated every two years.

CONGESTED CORRIDOR SELECTION AND CMP STRATEGIES

Introduction

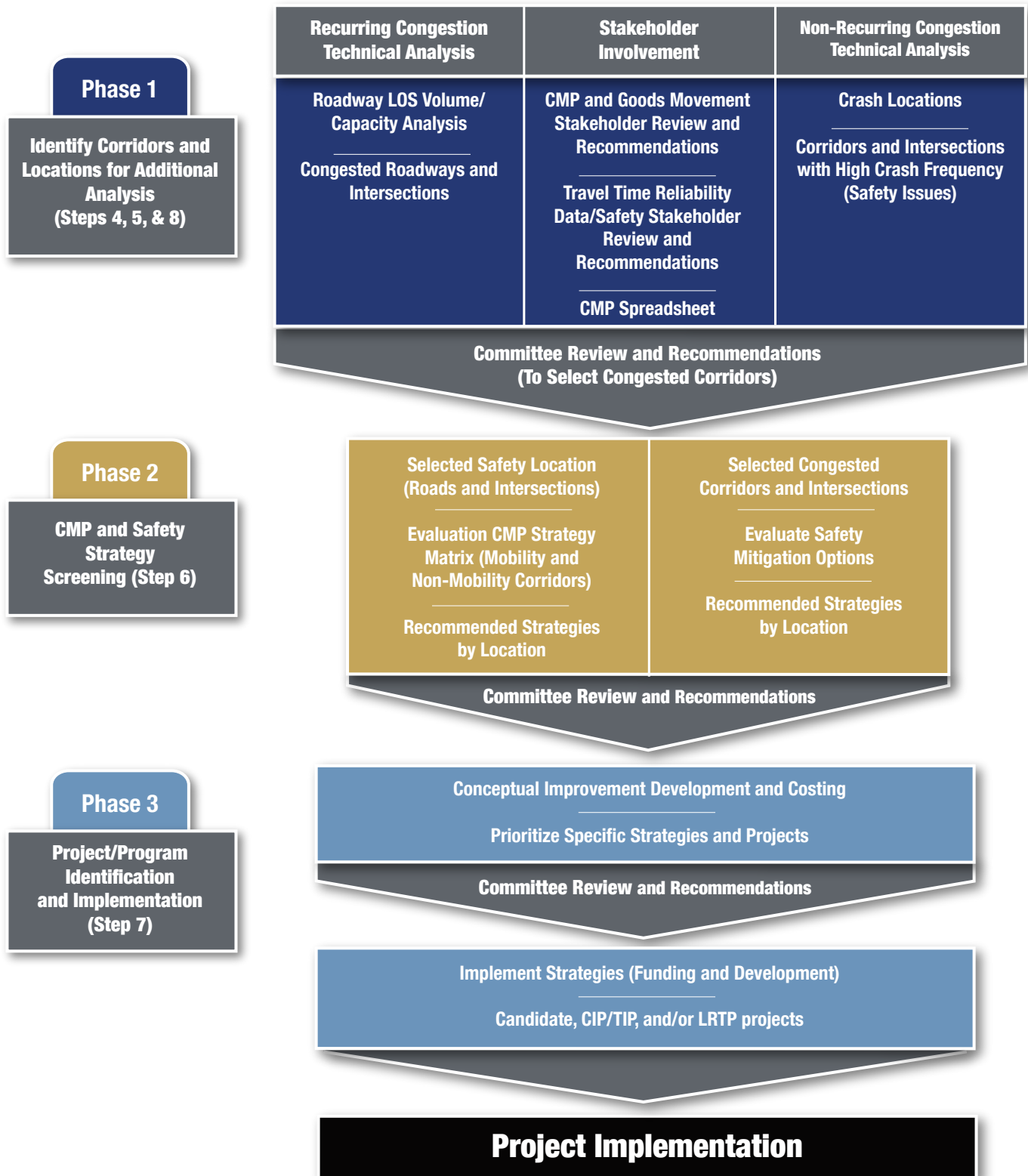
The process of completing CMP Steps 4 to 8 are focused on the identification of congestion, potential strategies to address congestion that lead to implementation, and evaluating the impact of implemented congestion strategies on the transportation system. This section summarizes the identification of potential CMP strategies. This includes the process for selecting new corridors and future projects for implementation and may also include an implementation schedule, responsibilities, costs, and possible funding sources for each strategy currently proposed for implementation.

Congested Corridor Selection and Project Selection Process

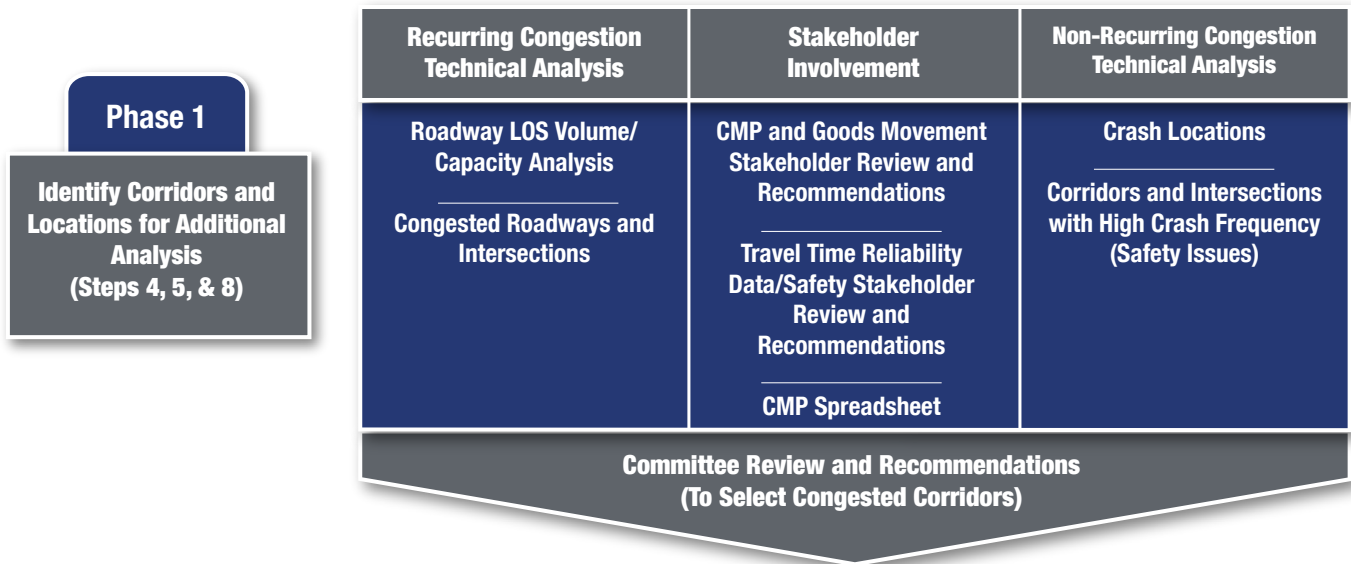
The purpose of the CMP is to identify implementable projects. The list of known congestion issues maintained by the TPO should continue to be used as a primary source in identifying opportunities. However, continued monitoring of the transportation system will provide additional information regarding new congestion where solutions will be needed. The 3-phase CMP process outlined in **Figure 7** involves identifying and screening congested corridors to identify potential projects/programs that may be implemented.

The process follows three phases and complements the federal eight-step process described in Chapter 2. Corridors to be evaluated are selected by coordinated efforts of TPO committees.

Figure 7: Corridor/Strategy Selection Process



The following pages provide additional details on each phase of the corridor and strategy selection process.



Identify Congested Corridors and Locations for Additional Analysis (Phase 1) - Steps 4, 5, & 8

Monitoring efforts are used to review the level of service on the roadway network to identify recurring congestion. Roadways that are congested today or forecasted to be congested in five years are considered for review through the CMP screening process. The TPO uses a tiered approach in identifying potential projects for implementation in the CMP. This approach includes a series of conditions or criteria for evaluating congestion and identifying the appropriate solution.

- **Not Congested (currently or in five years without improvements):** Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.
- **Approaching Congestion or Minimally Congested:** Corridors that are approaching congestion or are minimally congested based on one of the following three criteria (projects on these corridors may have the greatest impact):
 - » **Approaching Congestion** – Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway’s capacity at the adopted level of service standard with either the existing conditions or forecasted five-year condition without improvement.
 - » **Congested Today** – Existing corridors with traffic volumes that exceed the adopted level of service standard that do not exceed the physical capacity of the roadway.
 - » **Congestion in 5 Years** – Corridors forecasted in five years to have traffic volumes that exceed the adopted level of service standard that do not exceed the physical capacity of the roadway.
- **Extremely Congested:** Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.

Crash data management procedures also are used to identify corridors or intersections with a high frequency of crashes that result in non-recurring congestion. Safety improvements not only reduce the potential harm to persons in our communities but also can reduce congestion.

Generally, non-congested corridors do not need to be addressed by the CMP; however, the other two categories may require one or more congestion-relieving strategies. Extremely congested corridors typically will require either capacity improvements or a shift to other mobility strategies that rely significantly on public transportation or reductions in travel demand. In some cases, extremely congested corridors may respond favorably to the implementation of operational improvements; these would be considered on a case-by-case basis where appropriate. The corridors approaching congested or minimally congested will generally be the most responsive to CMP improvement strategies.

After the congested network and corridors have been identified, two to three corridors are selected for detailed analysis and identification of recommended strategies. The TPO's committees review the selection of corridors.

Once corridors are selected and evaluated, they typically will not be reevaluated for three to five years. Corridors are selected based on the following:

1. If they are not in the 5-year work program or identified as projects in the 10-year plan and the corridors are forecasted to operate below their adopted level of service standard.
2. Corridors that would receive the greatest mobility or operational benefit from the CMP process.

The evaluation of the 5 year systemwide level of service analysis with programmed improvements addresses the requirement to evaluate strategy effectiveness (Step 8).



CMP and Safety Strategy Screening (Phase 2) - Step 6

Once congested corridors are selected for review, they are screened to identify mitigation strategies to reduce congestion or improve safety and reduce crashes. The Congestion Mitigation Process Strategy Matrix (found in Appendix B) is used to address recurring congestion, and the Safety Mitigation Strategy Matrix (found in Appendix C) is used to address nonrecurring congestion. The matrix includes strategies in five tiers as identified in the Ocala Marion CMP Strategy Toolbox, as illustrated later in this section. The CMP Strategy Matrix typically is used in a workshop setting to quickly review a corridor, and the Safety Mitigation Strategy Matrix is applied based on a review of crash data.

Because this phase is typically the most time-consuming and data-intensive, it is not always necessary to screen the congested corridors if previous analysis or evaluation has been conducted. In the case of the list maintained by the TPO, congestion issues may have already been identified or documented through citizen comment and observation making it simpler to identify the appropriate strategy to address the congestion issue.



Evaluate Project or Program for Implementation (Phase 3) - Step 7

The congestion or safety mitigation strategies that are identified as having the greatest potential benefit are then evaluated in greater detail based on committee and/or technical recommendations. During this phase, additional analysis is performed on potential projects and programs to identify the specific improvement, implementation issues, and costs. Recommendations for implementation are then made for approved projects or programs. This may result in a need to refocus existing resources, such as existing rideshare programs or local maintenance crews where possible, programming improvements in the local agency capital improvement programs or transportation improvement program, or using boxed-funds controlled by the TPO, and finally may be identified as candidate projects for implementation in future LRTPs. This identification of projects and programs is coordinated with the TPO committees, and information is provided to the local government staff for future consideration during the capital budgeting process.

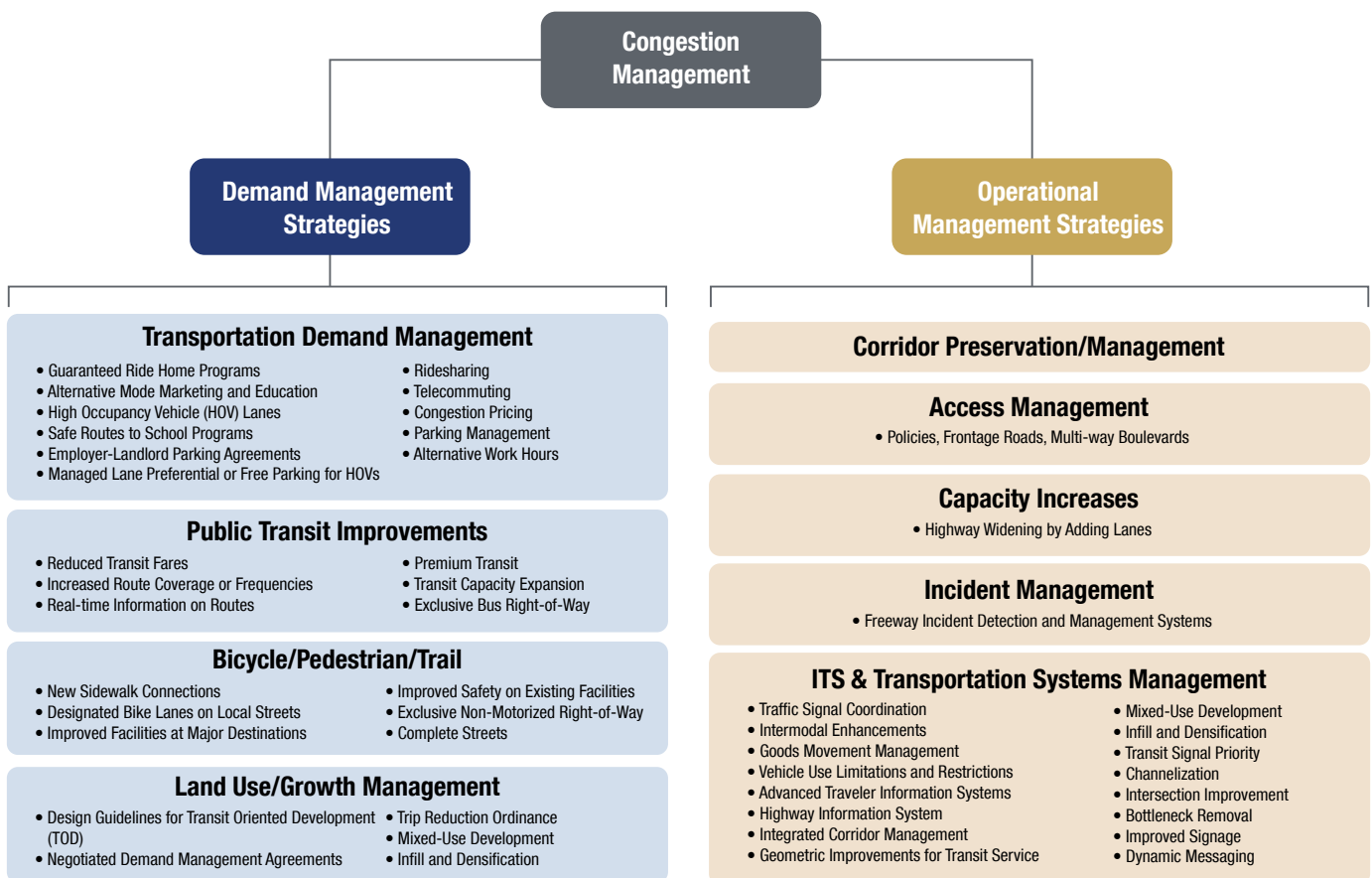
CONGESTION MANAGEMENT STRATEGIES

This section of the CMP Update identifies and evaluates the strategies intended for mitigating existing and future congestion in the CMP roadway network. A Toolbox of Strategies is presented to help decision makers and planners in effectively using these congestion reduction strategies. The Final Rule on Statewide and Metropolitan Transportation Planning published on February 14, 2007, states that, “development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the Transportation Improvement Program (TIP).”

A full range of potential strategies has been identified for the multimodal CMP network. These strategies are included in the full CMP Toolbox of Strategies found in Appendix E.

Figure 8 summarizes the demand and operational management strategies included in the Ocala Marion TPO CMP Toolbox of Strategies. A full range of demand and operational management strategies are identified for the TPO to assist in efforts to mitigating existing and future congestion.

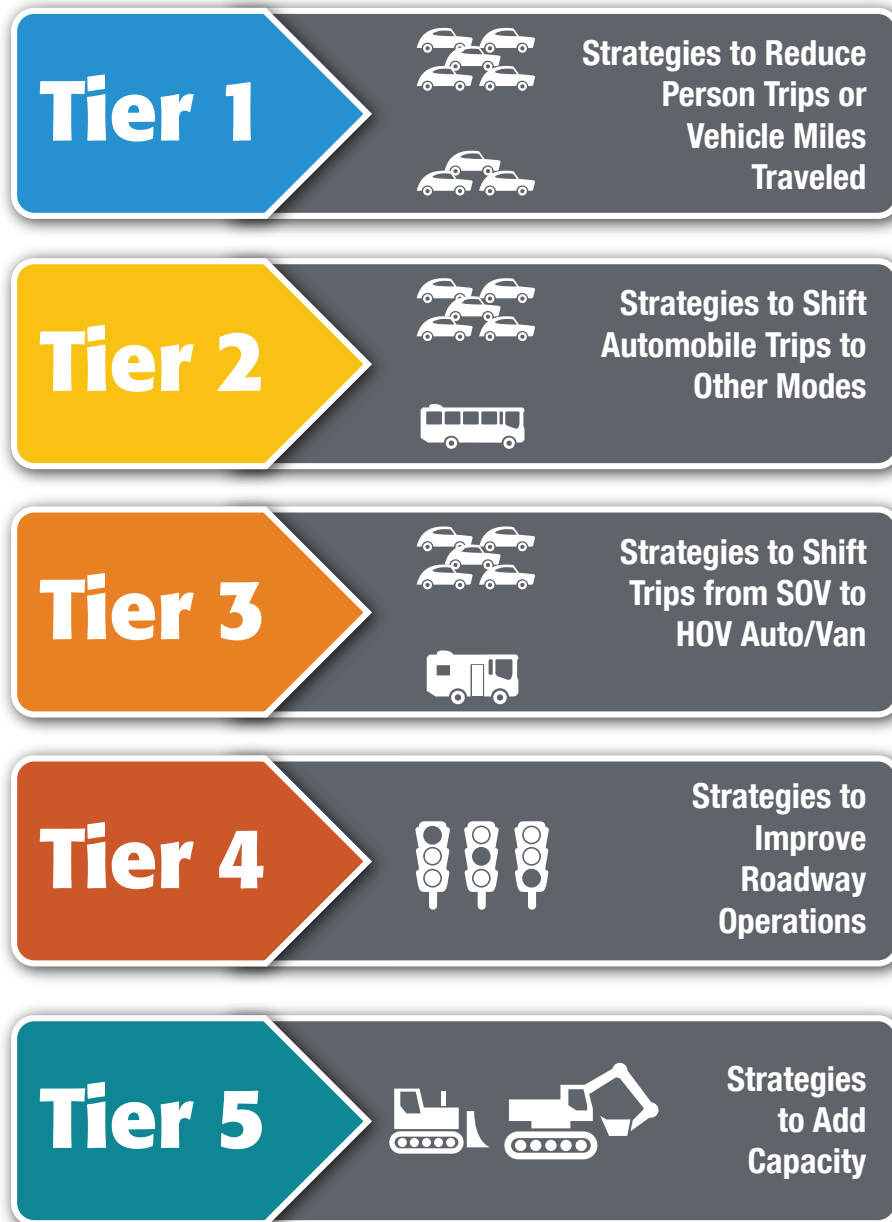
Figure 8: Congestion Management Strategies



CMP TOOLBOX OF STRATEGIES

The CMP uses a strategy toolbox with multiple tiers of strategies to support the congestion strategy or strategies for congested corridors. Following an approach used by other TPOs and promoted by FHWA, the toolbox of congestion mitigation strategies is arranged so that the measures at the top take precedence over those at the bottom. The toolbox is presented below in **Figure 9**.

Figure 9: Ocala Marion TPO CMP Toolbox of Strategies



The “top-down” approach promotes the growing sentiment in today’s transportation planning arena and follows FHWA’s clear direction to consider all available solutions before recommending additional roadway capacity. is divided by tiers, strategies, and specific examples. Appendix C includes specific examples, while Appendix E includes outlines the tiers and strategies in the toolbox.

CONGESTION MITIGATION MATRIX

The CMP Strategy Matrix is used to address recurring congestion. The matrix is included in Appendix B. The matrix includes strategies in five tiers as identified in the CMP Strategy Toolbox. The CMP Strategy Matrix typically is used in a workshop setting with agency stakeholders to quickly screen through the strategies to identify appropriate strategies that may provide a benefit within the corridor. Following the screening of a corridor using the matrix, strategies which were identified as having a high level of potential benefit or medium level of potential benefit are considered for additional analysis where appropriate. The CMP Strategy Matrix identifies the general level of applicability by mode given the different trip types as follows:

- **Regional Trips:** Long distance trips and/or pass-through trips through the county. Typically these trips are auto dependent unless served by premium transit modes.
- **Regional Access Trips:** Moderate distance trips that have at least one trip end (origin or destination) within the corridor. Typically, these trips are auto dependent unless served by a mix of premium or fixed route transit.
- **Local Access Trips:** These are shorter trips with at least one trip end within the corridor. Typically transit and bicycle modes can compete favorably with the auto modes of travel relative to travel time.
- **Local Circulation Trips:** These are very short trips where both trip ends likely occur within close proximity to the corridor. Typically, walking and bicycling have travel times comparable to auto usage. Public transportation is typically not viable in the absence of frequent local circulator transit service since walking times are of relatively short duration.

CMP SAFETY MITIGATION MATRIX

The Ocala Marion TPO CMP process also includes a “CMP Safety Mitigation Matrix” for use in streamlining the identification of potential safety issues identified in the identification of congested corridors by making use of crash data produced by FDOT. FDOT produces maps and reports by crash type or cause which can be used to identify safety issues on the major roadway network for both congested and non-congested roadways. Reducing the number of crashes that occur on major roadways can reduce nonrecurring congestion. While the delay incurred resulting from crashes cannot be determined easily, it is a significant contribution of delay on major roadways. To support the integration of crash reduction as a means to reduce non-reoccurring congestion, a CMP Safety Mitigation Matrix was developed.

The CMP Safety Migration Matrix is provided in Appendix C. This Matrix is similar to the CMP Strategy Matrix in that it should be used to screen and identify potential strategies that would reduce congestion caused by specific crash types. The Matrix identifies crash types and the typical strategies that could be implemented to improve safety and reduce these crashes for the Safety Emphasis Areas identified in the State of Florida Strategic Highway Safety Plan. In most cases, additional detailed study will be required to identify the specific safety strategy or strategies to be implemented for a specific location.

MONITOR STRATEGY EFFECTIVENESS

The FHWA guidelines call for CMPs to include provisions to monitor the performance of strategies implemented to address congestion. Regulations require, “a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area’s established performance measures.” This step of the process helps determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area.

Chapter 3

State of the System Report



State of the System Report

INTRODUCTION

As a key tool in the Ocala Marion TPO CMP, a State of the System Report will be developed to track the effectiveness of the implemented strategies, to the extent possible with the available project level data, and conditions of the multimodal transportation system as a whole. The same set of quantifiable performance measures established for the CMP will be used to measure system performance at corridor and system levels. The measures that will be utilized in the State of the System Report include:

- **Roadway Performance Measures** including percent of roadway miles and VMT by LOS Type as well as roadway traffic volume to capacity and volume to maximum service volume ratios.
- **Transit Performance Measures**, including passenger trips per revenue hour, passenger trips, and the number of routes.
- **Bicycle/Pedestrian/Multiuse Path Performance Measures**, including percent of congested CMP roadway centerline miles with bicycle facilities, percent of congested CMP roadway centerline miles with sidewalk facilities, and miles of multiuse paths.
- **TDM Performance Measures**, including the number of registered carpools or vanpools in the CMP study area
- **Goods Movement Performance Measures**, including the % of total VMT on truck routes on congested roadways.

ORGANIZATION OF THE CHAPTER

This chapter provides an updated analysis of the major corridors within the TPO's planning area and is presented in the following sections:

- Summary of **system performance and trends** relative to the performance measures identified in Chapter 2
- Identification of the **congested corridors** in Marion County in 2021 and 2026
- Summary

SYSTEM PERFORMANCE TRENDS

This section examines the performance of the system, first in a summary format and then in a more detailed form based on the specific performance measures for the CMP. This evaluation, together with the other components of the CMP, is intended to provide a better understanding of the performance of the transportation system in order to select and implement congestion mitigation and mobility strategies.

Safety Performance Measures

- The number of fatal crashes over the last five years has steadily increased from 70 crashes in 2016 to 108 crashes in 2020.
- The number of severe injury crashes has decreased significantly from 372 crashes in 2016 down to 304 crashes in 2020.
- Non-motorized fatalities and serious injuries have remained relatively steady since 2016, except for a peak of 62 in 2019.

Roadway Capacity Performance Measures

- Less than 5% of centerline miles on the CMP network are congested today (2021), and less than 7% are expected to be congested with the existing plus committed network by 2026.
- Approximately 16% of vehicle-miles of travel on the CMP network are considered congested today (2021), and approximately 38% are expected to be congested with the existing plus committed network by 2026. More than 85% of the congested vehicle-miles of travel in horizon year 2026 are expected to be on I-75.

Goods Movement Performance Measures

- More than 12% of the centerline miles for truck routes (which make up the CMP network) are considered congested.
- More than 23% of the vehicle miles of travel are considered congested.

Transit Performance Measures

- Based on the latest roadway capacity performance measures and the existing SunTran routes within Marion County, transit service is provided on just 2.8% of (non-Interstate) roadways identified as Congested or Extremely Congested.
- The peak service frequency along existing SunTran routes within Marion County is 70 min, or approximately 0.86 buses per hour, according to the latest available data (Fiscal Year 2020) from SunTran.
- In Fiscal Year 2020, SunTran reported that 76% of transit service provided within Marion County was deemed on-time.
- SunTran reports that annual ridership in the latest available data (Fiscal Year 2020) was 256,510 passengers and the service overall provided 8.84 passenger trips per revenue hour.

Bicycle/Pedestrian/Trail Facility Performance Measures

- There are currently at least 39 miles of multi-use trails within Marion County with plans to expand and provide additional connections within the network.
- Approximately 59% of non-Interstate congested roadways have sidewalk on at least one side of the roadway, but just 6.3% have bicycle facilities.

TDM Performance Measures

- Currently there are only 2 registered carpools and 12 registered vanpools in the region.

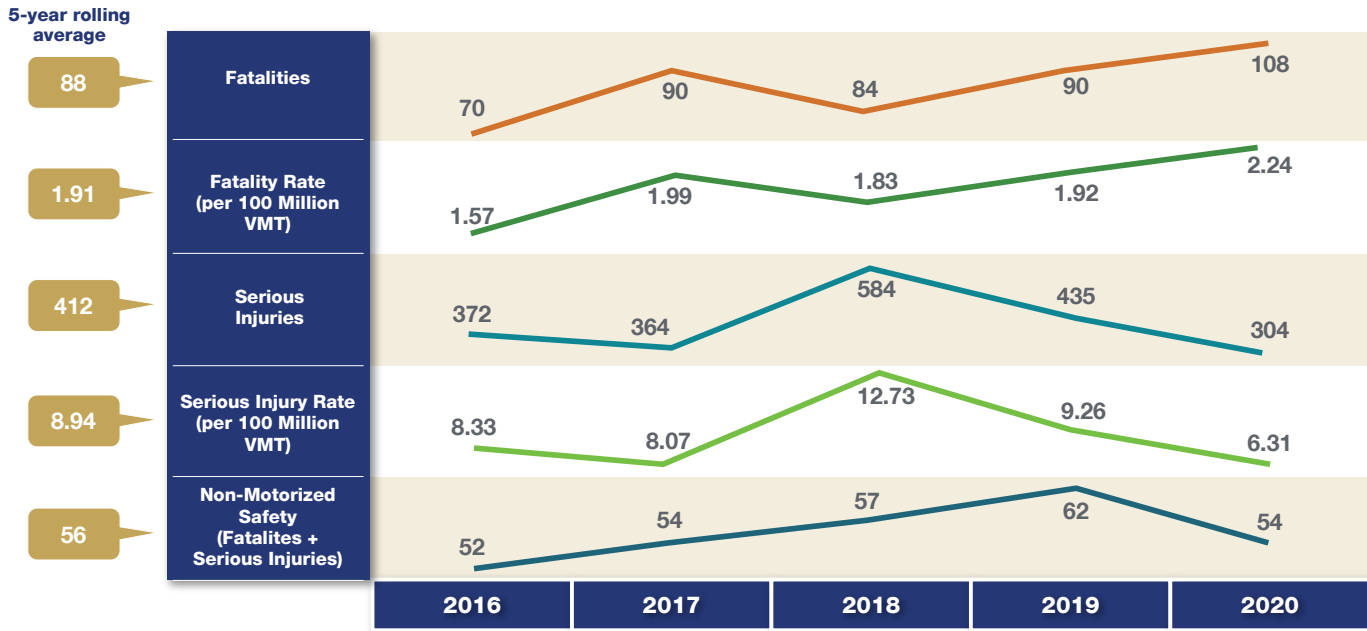
Public Involvement Performance Measures

- Stakeholders were involved throughout the CMP process. Five (5) Technical Advisory Committee (TAC) meetings, five (5) Citizens Advisory Committee (CAC), and four (4) Ocala Marion TPO Board meetings were held during development and adoption of the CMP. A public survey was conducted in March 2021 to identify public concerns about congestion in the County.

SAFETY PERFORMANCE MEASURES

The most recent five years of complete available crash data (2016 – 2020) indicate a downward trend in overall crashes, but an upward trend in fatal crashes. Crashes resulting in serious injury peaked in 2018, with 584, and have since decreased. The following includes information on crash severity by year within Marion County. Figure 10 depicts trend lines over the last five years related to fatalities, fatality rates, severe injuries, serious injury rate, and non-motorized safety.

Figure 10: Ocala Marion Region - Five-Year Safety Performance Summary



There are two primary safety statistics: total fatalities and fatality rate. Total fatalities is the sum of traffic-related deaths in the region without any adjustment. From 2016 to 2020 total fatalities in the region increased by more than 50 percent. A standard safety measure is to calculate a crash rate since it considers the increased opportunities for crashes to occur resulting from the increase in travel in an area. Crash rates are calculated by taking the number of fatal crashes and dividing by the vehicle-miles of travel (VMT) and are reported as fatalities per 100 million VMT. The fatality crash rate in the Ocala Marion region has increased from 1.57 in 2016 to 2.24 in 2020. Together both the total fatalities and fatality crash rate represent a troubling trend.

Marion County is experiencing a troubling trend of increased fatalities, but serious injury crashes and the associated serious injury crash rate have decreased significantly since peaking in 2018. As travel increases in an area due to population growth or increased economic activity, it is not uncommon for the frequency of traffic crashes to increase. The rate of non-motorized (bicycle and pedestrian) fatal and serious injury crashes had steadily increased between 2016 and 2019 before decreasing in 2020.

ROADWAY CAPACITY PERFORMANCE MEASURES

As part of the State of the System Report, the roadway performance was analyzed for the three tiers of the CMP network, including NHS roadways and major non-NHS roadways. Monitoring the overall roadway performance each year provides an illustration of the general level of congestion. Below are the findings for existing (2021) conditions and for the five-year horizon year (2026) summarized both by centerline miles and by annual vehicle-miles of travel.

Table 3: Congested Centerline Miles - Ocala Marion TPO CMP Network

Existing (2021) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	8.53	11.22	17.73	0.00
NHS Non-Interstate	144.18	6.35	7.39	6.94
Non-NHS CMP Roadways	581.16	7.55	3.62	1.01
Countywide	733.87	25.12	28.74	7.95
% of total of centerline miles of highway	92.2%	3.2%	3.6%	1.0%

Horizon Year (2026) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	2.69	0.00	17.06	15.54
NHS Non-Interstate	132.25	10.44	7.36	0.48
Non-NHS CMP Roadways	573.29	7.18	4.17	7.69
Countywide	708.23	17.62	28.59	23.71
% of total of centerline miles of highway	89.0%	2.2%	3.6%	3.0%

Table 4: Congested Vehicle Miles of Travel- Ocala Marion TPO CMP Network

Existing (2021) Conditions - Million Vehicle-Miles Traveled (MVMT)				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	243	399	442	0
NHS Non-Interstate	903	51	49	38
Non-NHS CMP Roadways	1,213	82	23	12
Countywide	2,359	532	515	50
% of total congested miles of travel	68.2%	15.4%	14.9%	1.4%

Horizon Year (2026) Conditions - Million Vehicle- Miles Traveled (MVMT)				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	90	0	743	647
NHS Non-Interstate	881	127	88	8
Non-NHS CMP Roadways	1,380	49	60	80
Countywide	2,351	176	891	735
% of total congested miles of travel	54.0%	4.0%	20.5%	16.9%

Additional details are provided in the following pages that include maps showing specific congested areas under existing (2021) conditions as compared to the existing plus committed network in horizon year (2026). The existing plus committed includes funded roadway construction projects. The maps display Level of Service, Volume to Maximum Service Volumes Ratios (V/MSV at LOS Standard) as well as Volume to Physical Capacities (V/C). The V/MSV ratios indicate the amount of capacity using the adopted LOS standard whereas the V/C ratios indicate conditions where a greater level of congestion is tolerated, in many cases a LOS E condition.

Figure 11: Existing (2021) Daily Level of Service

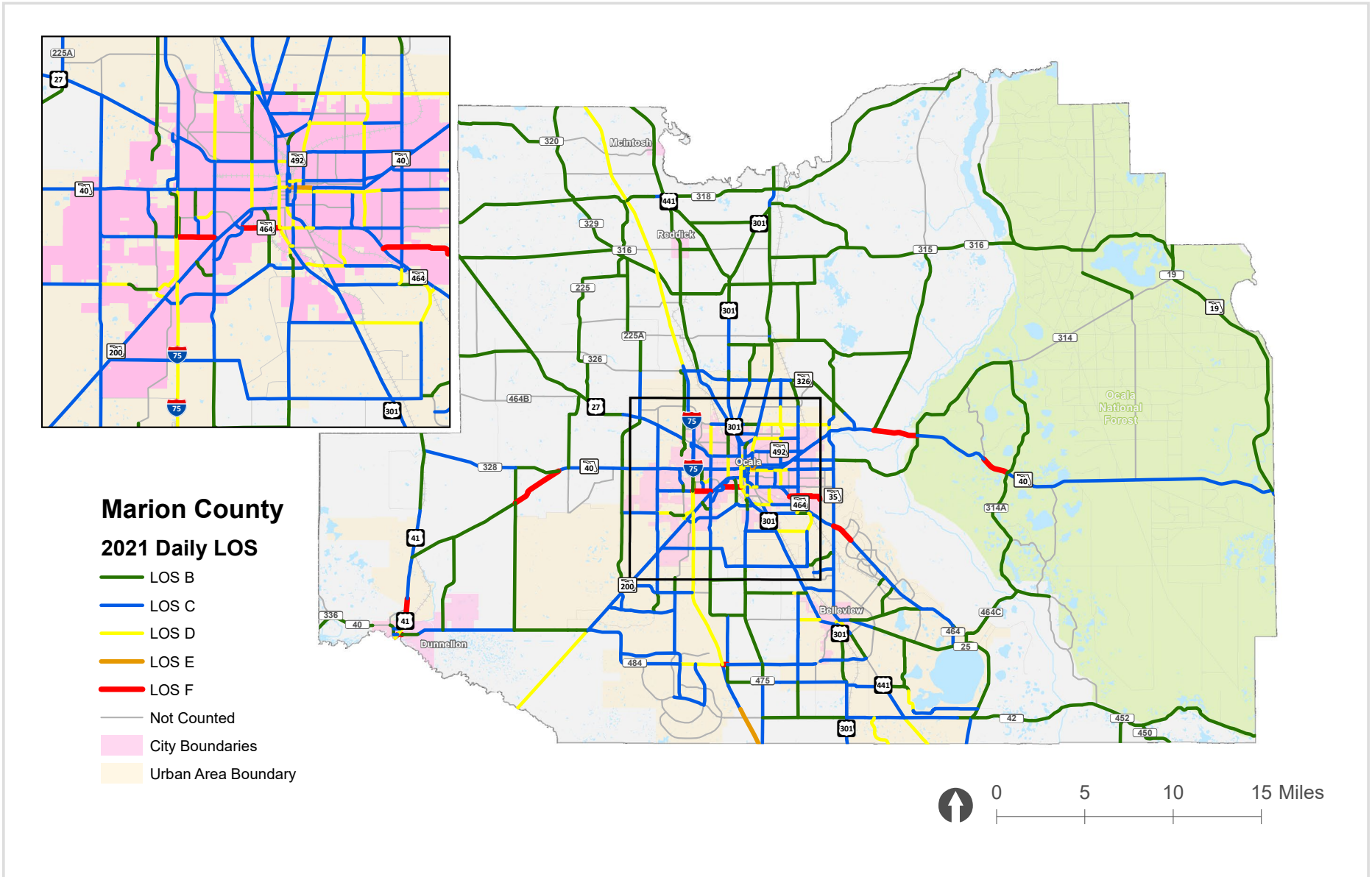


Figure 12: Existing + Committed (2026) Daily Level Of Service

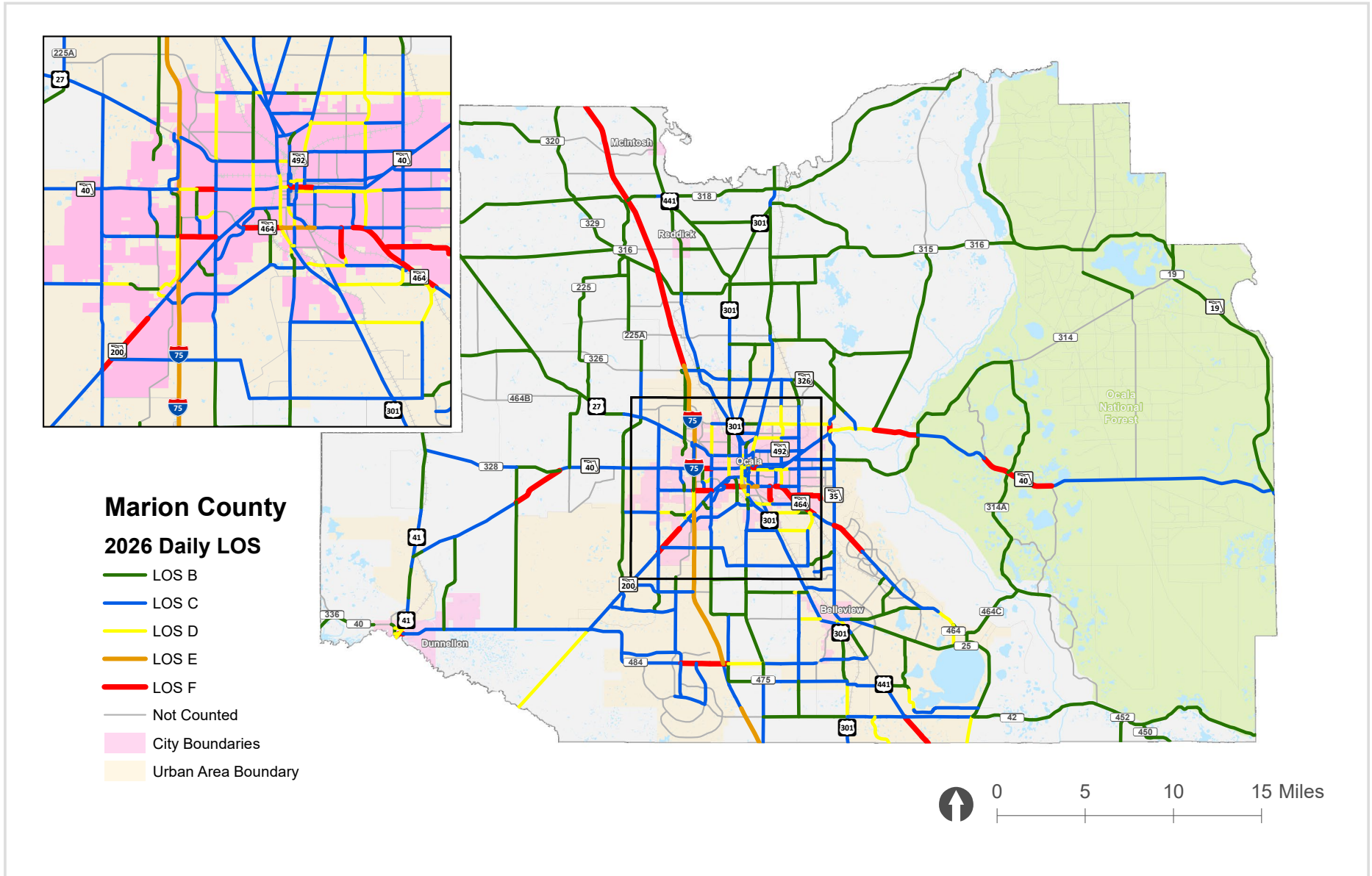
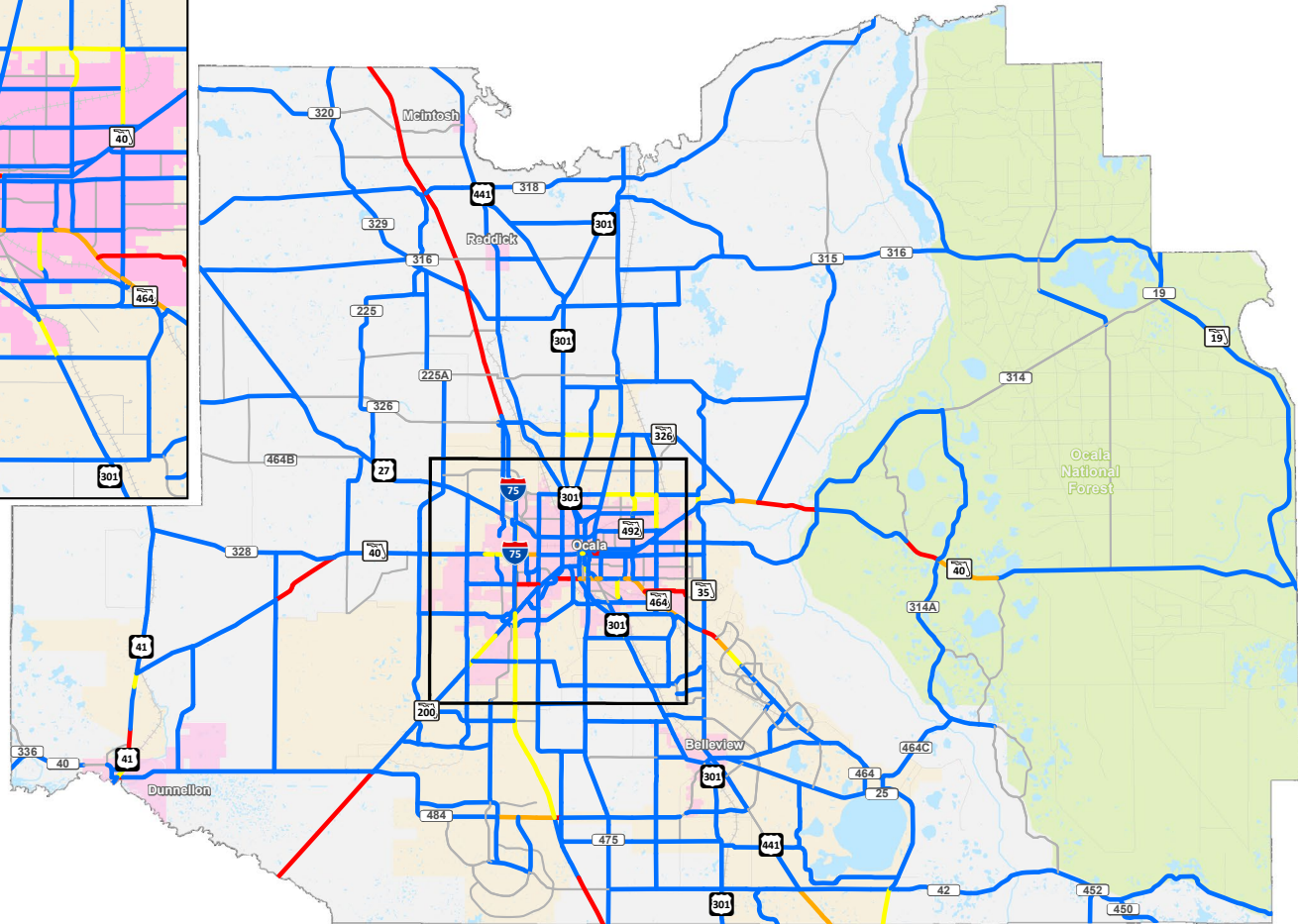
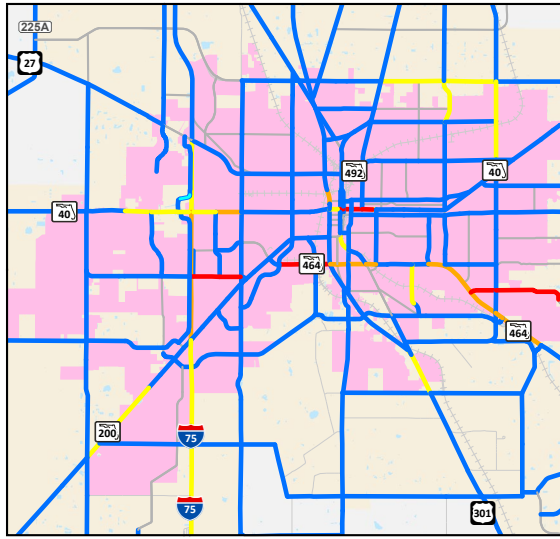


Figure 13: Existing (2021) Volume Maximum Service Volume (V/MSV)



Marion County

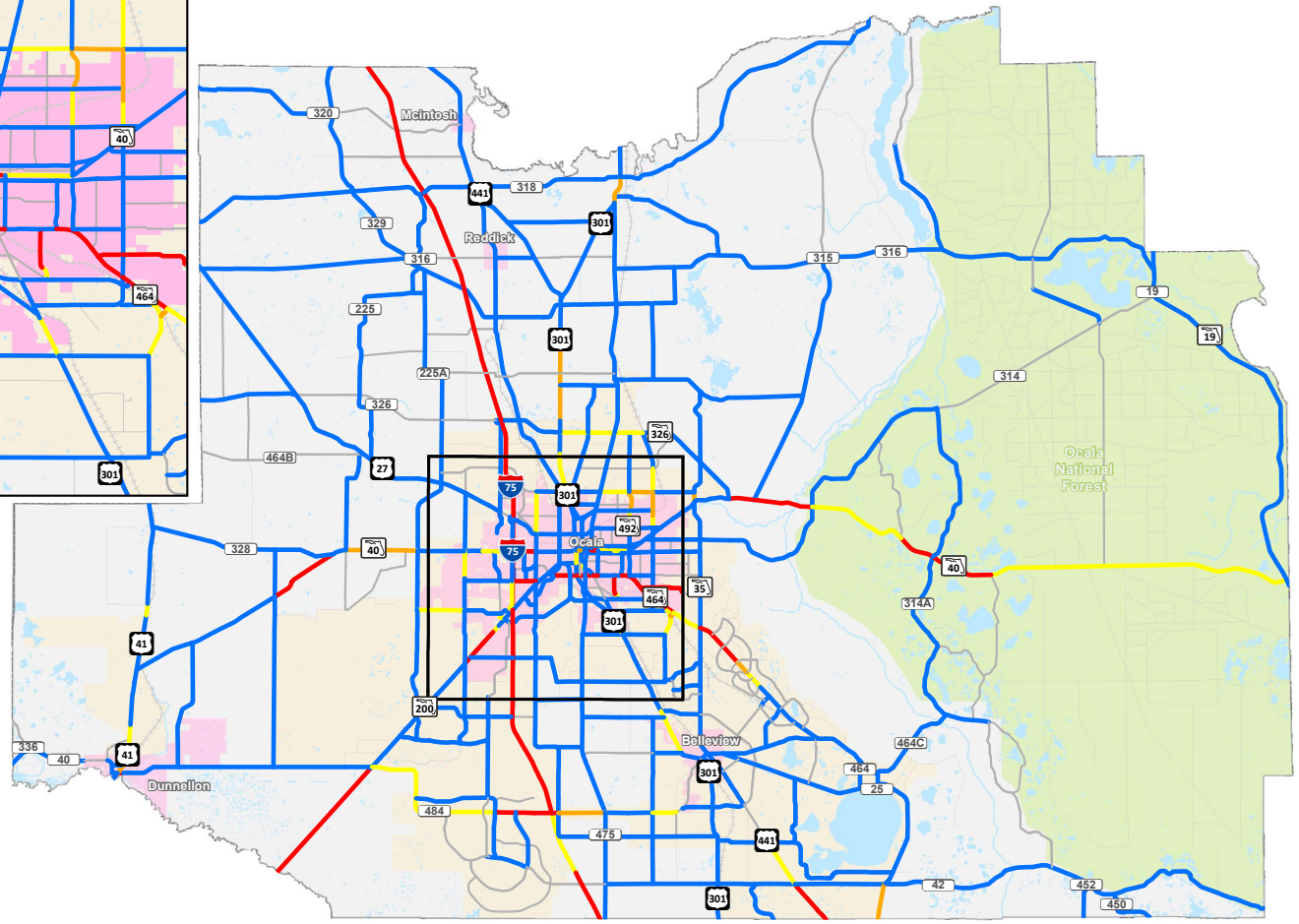
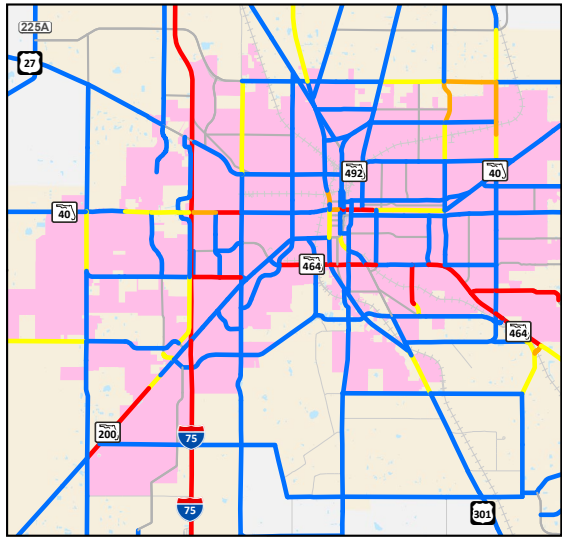
2021 Daily V/MSV

- V/MSV < 0.80
- 0.80 < V/MSV < 0.90
- 0.90 < V/MSV < 1.00
- 1.00 < V/MSV
- Not Counted
- City Boundaries
- Urban Area Boundary

Volume-to-MSV ratios are calculated as the peak hour directional volume divided by the maximum service volume of the roadway segment based on its adopted level of service standard.



Figure 14: Existing + Committed (2026) Volume Maximum Service Volume (V/MSV)



**Marion County
2026 Daily V/MSV**

- V/MSV < 0.80
- 0.80 < V/MSV < 0.90
- 0.90 < V/MSV < 1.00
- 1.00 < V/MSV
- Not Counted
- City Boundaries
- Urban Area Boundary

Volume-to-MSV ratios are calculated as the peak hour directional volume divided by the maximum service volume of the roadway segment based on its adopted level of service standard.



Figure 15: Existing (2021) Volume to Physical Capacity (V/C)

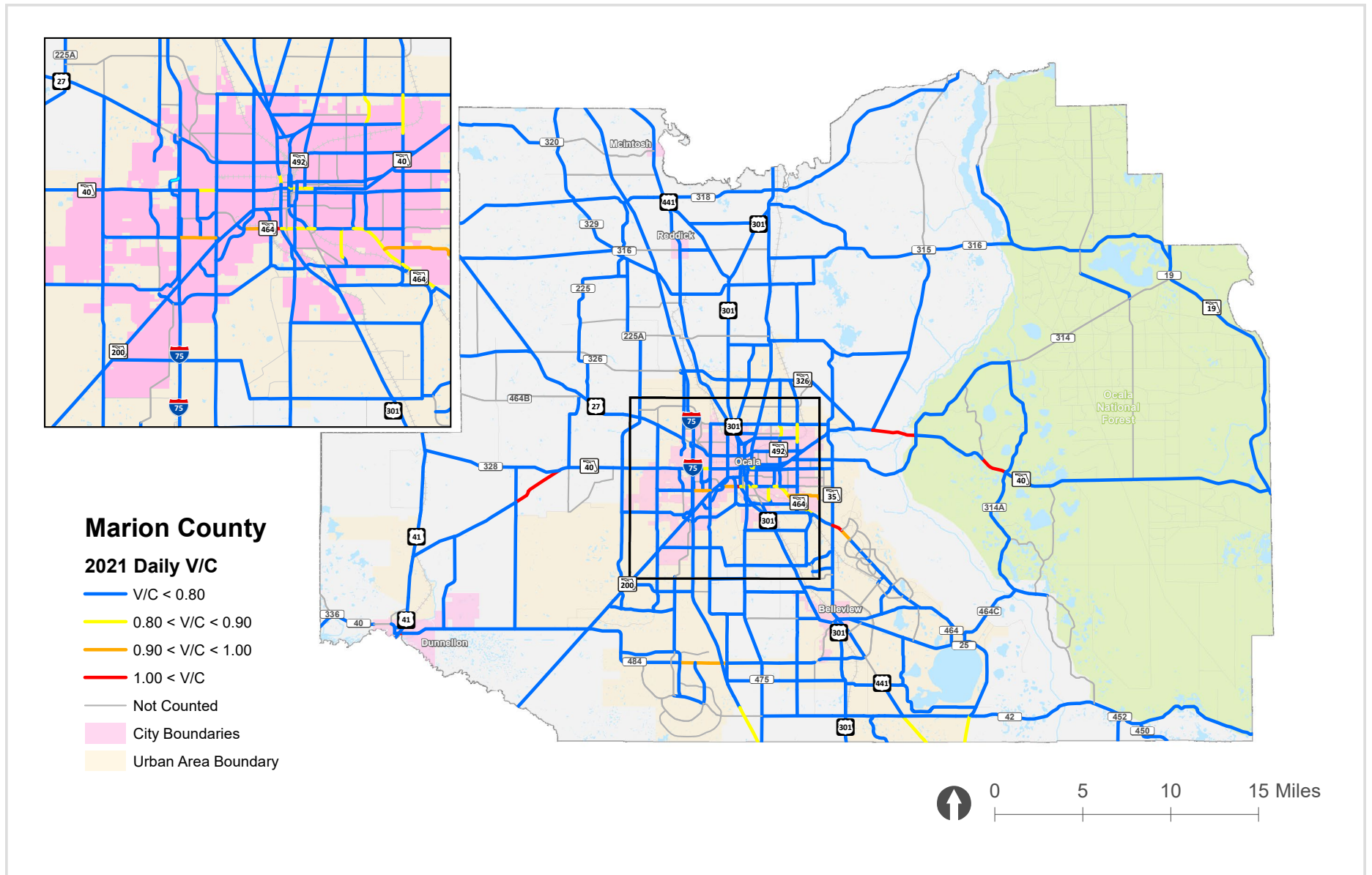
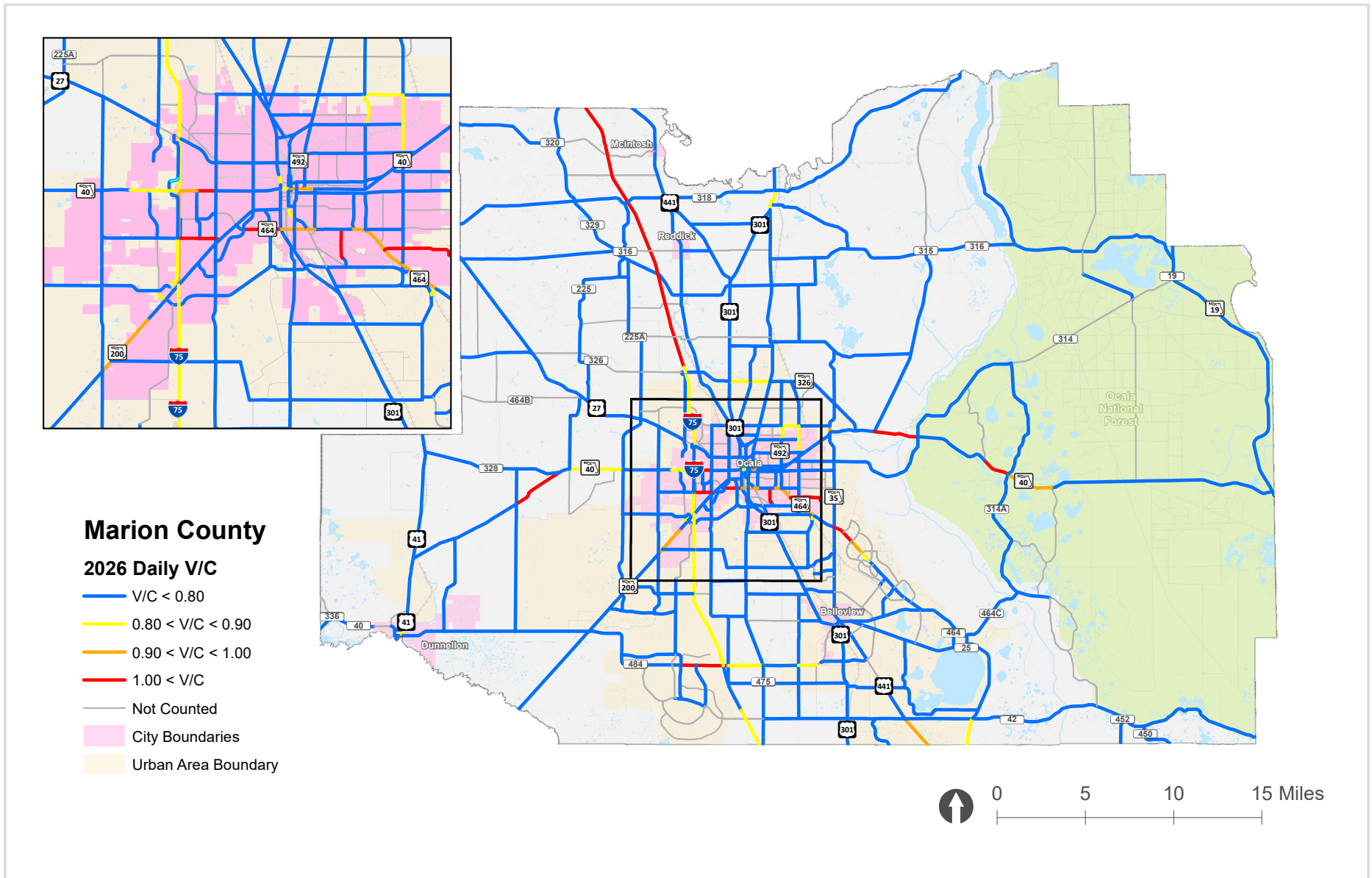


Figure 16: Existing + Committed (2026) Volume to Physical Capacity (V/C)



RELIABLE TRAVEL TIME PERFORMANCE MEASURES

Travel-time reliability is defined as the consistency and dependability in travel times that are measured from day-to-day and/or across different times of the day. Travel-time reliability is significant to the CMP because it incorporates a systematic method to address the issue of traffic congestion caused by non-recurring events. Examples of non-recurring events are depicted below:



Non-recurring congestion can account for more delay than recurring congestion. Non-recurring congestion caused by incidents is especially problematic for the traveling public. It is possible for a commuter to factor in additional travel time to address routine congestion and they may be willing to accept that additional travel time as part of their normal commute. However, it is difficult to plan ahead for significant incidents, such as vehicle crashes to ensure on-time arrival.

Only recently were cost-effective data collection opportunities identified. In addition to more inexpensive travel-time monitoring technologies, there are three factors that have contributed to a greater focus on travel-time reliability. These factors include:

- **Constraints on Expansion of the Transportation System** – New roadway construction and roadway expansion has largely ended in the United States due to high costs, the built-out nature of urbanized areas, and the community desire for multimodal streets.
- **Expectations of the Traveling Public** – Surveys have shown that the traveling public often values travel-time reliability more than speed.
- **Federal Surface transportation Reauthorization Law** – When MAP-21 was signed into law, a process that involved performance measurement, target setting, and transportation investment reporting was established and seven national goals were set. Three years later, the FAST Act was signed into law and included the same national goals. One of the seven goals is System reliability – to improve the efficiency of the surface transportation system

The Federal Highway Administration (FHWA) finalized the identification of the required performance measures in January 2017 with the requirement to include the following measures:

- Percent of Person-Miles Traveled on the Interstate That Are Reliable
- Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
- Truck Travel Time Reliability (TTTR) Index (Goods Movement Performance Measure)

FDOT reports travel time reliability for Interstate, Non-Interstate NHS, and Goods movement. The latest information reported by FDOT is provided in Table 5.

Table 5: Travel Time Reliability

Performance of NHS			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
Interstate Reliability	75%	70%	100%
Non-Interstate Reliability	Not Required	50%	96%

Freight Movement			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2018 Existing Conditions Ocala/ Marion County TPO
Truck Travel Time Reliability Index	1.75	2.00	1.42



Goods Movement Performance Measures

Performance measures that have been identified to monitor Goods Movement are listed below. Existing performance information is also provided below.

- Amount of centerline miles for truck routes that are considered congested (the truck routes are comprised of the NHS roadways within the CMP network).
- Amount of vehicle miles of travel that are considered congested.

Table 6: Goods Movement Performance Measures

Freight Movement			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2018 Existing Conditions Ocala/Marion County TPO
Truck Travel Time Reliability Index	1.75	2.00	1.42

Table 7: Goods Movement - Congested Centerline Miles (2015 to 2021 Performance)

NHS Network				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
Ocala Marion Region	152.71	17.57	25.12	6.94
% of total goods movement on congested centerline miles of highway	75.5%	8.7%	12.4%	3.4%

Table 8: Goods Movement - Congested Vehicle Miles of Travel (2021 Performance)

NHS Network				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
Ocala Marion Region	1,145.84	450.26	491.77	37.91
% of total goods movement on congested centerline miles of highway	53.9%	21.2%	23.1%	1.8%

PUBLIC TRANSIT PERFORMANCE MEASURES

Ocala and Marion County's transit system, SunTran, regularly collects and maintains information related to various transit service and operational data, including route networks. The following represents the latest available public transit performance measure data as provided by SunTran.

Table 9: Public Transit Performance Measures

Transit Performance Measure	FY 2020 Data
Average Peak Service Frequency	70 minutes / 0.86 buses per hour
On-Time Performance	76%
Annual Ridership	256,510
Passenger Trips Per Revenue Hour	8.84

BICYCLE/PEDESTRIAN/TRAIL FACILITY PERFORMANCE MEASURES

There are several performance measures that have been identified to monitor the bicycle and pedestrian mode of travel which are listed below. Existing performance information is also provided below.

- Percentage of congested roadways within urban or transitioning areas that have a bicycle facility on at least one side of the roadway.
- Percentage of congested roadways within urban or transitioning areas that have a sidewalk on at least one side of the roadway

Within Marion County miles of multi-use trails are also reviewed. Currently, there are at least 15 miles of multi-use trails with plans to expand and provide further connections. The expansion of the vast trail system within Marion County will continue to be reviewed as part of the State of the System Report.

Table 10: Congested Roadway Centerline Miles with Bicycle Facilities

Percent of Congested Roadway Centerline Miles (within Urban Areas) with Bicycle Facilities	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.3 mile	16.1 miles
Congested Roadways with a Bicycle Facility	0.4 miles	0.4 miles
Congested Roadways without a Bicycle Facility	5.9 miles	15.7 miles
% of Congested Roadways with a Bicycle Facility	6.3%	2.5%

Table 11: Congested Roadway Centerline Miles with Sidewalks

Percent of Congested Roadway Centerline Miles (within Urban Areas) with Sidewalks	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.3 miles	16.1 miles
Congested Roadways with a Sidewalk	3.7 miles	9.5 miles
Congested Roadways without a Sidewalk	2.6 miles	6.6 miles
% of Congested Roadways with a Sidewalk	58.7%	59.0%

Note: Includes where there is a sidewalk on at least one side of the roadway

TDM PERFORMANCE MEASURES

Strategies that reduce travel demand can be a cost-effective solution to reduce congestion and provide expanded mobility options. Since 2010, the FDOT, District Five has provided commuter assistance programs through the reThink Your Commute. The program promotes transportation solutions such as carpools, vanpools, public transit, walking, and telecommuting to limit the number of single-occupant commuter trips that contribute to peak hour congestion on highways throughout District Five, which includes Marion County.

Both carpooling and vanpooling can be effective congestion mitigation strategies when they target consolidating trips to downtown areas, activity centers, and other major employers. The number of registered carpools and vanpools in the County is one of the CMP Performance measures. Attention is directed to the fact that these are "registered" carpools and vanpools that are reported by reThink Your Commute. Users are not required to register, and the number of persons participating in carpools and vanpools is likely to be much higher.

Table 12: 2021 Registered Carpools and Vanpools

	Carpool	Vanpool
Ocala Marion Region	2	12

Source: FDOT

BRIDGE AND PAVEMENT PERFORMANCE MEASURES

FHWA has established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The 2019 pavement and bridge conditions within the TPO planning area based on data provided by FDOT and their relation to established FDOT targets are found in Table 13 and Table 14.

Table 13: Pavement Condition (2019)

Pavement Condition			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
% of Interstate pavements in GOOD condition	Not Required	≥60%	66.4%
% of Interstate pavements in POOR condition	Not Required	≤5%	0.0%
% of non-Interstate NHS pavements in GOOD condition	≥40%	≥40%	37.8%
% of non-Interstate NHS pavements in POOR condition	≤5%	≤5%	0.0%

Table 14: Bridge Condition (2019)

Bridge Condition			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
% of NHS bridges classified as in GOOD condition	≥50%	≥50%	59.1%
% of NHS bridges classified as in POOR condition	≤10%	≤10%	0%

PUBLIC INVOLVEMENT PERFORMANCE MEASURES

Public involvement is a critical element to the success of the CMP development and implementation and the involvement of local technical experts (engineering, planning, public works, etc.) is especially important. Stakeholders were involved throughout the development of the CMP including the Ocala Marion TPO Citizen’s Advisory Committee (CAC) and Technical Advisory Committee (TAC). The public was also involved in the development of the CMP through the Ocala Marion TPO Board Meetings. Collectively, both Committees and TPO Board were involved in key elements of the decision making process, including the selection of CMP Goals, Performance Measures, and the CMP Network.

Table 15: CMP-Related Meetings with Outreach Groups

Outreach Group	2021 CMP-Related Meetings
Technical Advisory Committee (TAC)	5
Citizens Advisory Committee (CAC)	5
Ocala Marion TPO Board	4

The TPO's committees were actively involved in the developing the process for the CMP. As elements of the CMP are implemented, it is anticipated that an increasing number of groups such as Freight/Goods Movement Stakeholders and Community Traffic Safety Teams will become actively involved to support the identification of congestion related issues and how to mitigate them.

CMP Public Survey

The TPO conducted an online public survey from March 1 to March 31, 2021 to gather input from the public in support of the update to the Congestion Management Plan. The survey results are used to supplement and inform the technical analysis and improvement strategies. A total of 255 responses were submitted via the survey instrument on the TPO website. Additionally, three (3) responses were sent to the TPO by email for a total of 258 survey participants.

The survey responses indicated primary congestion concerns from poorly timed traffic signals, capacity constrained roadways, short turn lanes, and lack of alternative travel routes. The respondents’ top ranked congestion mitigation measures were improving traffic signals, adding or lengthening turn lanes, and having an alternative travel route. The most mentioned congested corridors were SR 200, US 301/441, SR 40, SR 464/Maricamp Road, CR 484, U.S. 27, CR 475 and I-75. **Appendix F** contains a complete summary of the survey results.

CONGESTED CORRIDOR NETWORK SELECTION

Using the elements of the CMP evaluation process discussed on the previous page, congested corridors were identified. These corridors have a Volume to Maximum Service Volume (V/MSV) greater than 1.0 either today or projected within the next five years.

Using the Corridor Selection process described previously, the following corridors were selected as appropriate for a more detailed analysis. The specific corridors are:

- CR 464 (SR 35 to Emerald Rd)
- SE 24th Street (SR 464 to SE 28th St)
- SW 20th St (SW 38th Ave to SW 27th Ave)
- CR 484 (US 41 to Lakeshore Dr)
- CR 484 (CR 475A to CR 475)
- SR 464 (SW 19th Ave Rd to SE 44th Ave)
- SE 19th Avenue (SE 38th St to SE 31st St)
- CR 35 (SR 40 to NE 35th St)
- SE 44th Avenue Road (SE 44th Ave to SR 464)
- CR 25 (Sumter C/L to CR 42)
- US 441 (NW 2nd St to NW 6th St)
- US 441 (NW 77th St to NW 117th St)
- SR 40 (SW 110th Ave to SW 80th Ave)
- US 41 (CR 484 to SW Robinson Rd)
- US 301 (NE Jacksonville Rd to CR 318)

More information on these corridors is provided in Chapter 4 - Congested Corridor Evaluation.

Chapter 4

Congested Corridor Evaluation



Congested Corridor Evaluation

CORRIDOR SELECTION PROCESS

This chapter provides more information on corridors identified as part of the congested corridor network identification process (Phase 1) discussed earlier in Chapter 3. Roadways that are congested today or forecasted to be congested in five years are considered.

Corridors are identified as being “not congested,” “approaching congestion or minimally congested,” or “extremely congested,” as summarized below:

Not Congested (currently or in five years with improvements): Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.

Approaching Congestion: Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway’s capacity at the adopted level of service standard, but less than 100%, with either the existing conditions or forecasted five-year condition without improvement.

Congested: Existing corridors or corridor forecasted in five years to have traffic volumes that exceed the adopted level of service standard (over 100% of the roadway’s capacity at the adopted level of service standard) that do not exceed the physical capacity of the roadway.

Extremely Congested: Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.



Figure 17 and Table 16 identify locations that are Approaching Congestion, Congested, or Extremely Congested in Existing Year 2021 or Horizon Year 2026. The table also includes volume-to-maximum service volume (V/MSV) ratios and volume-to-capacity (V/C) ratios for these corridors.

The table identifies corridors for which a funded or unfunded project has been identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO and additional study is recommended for short-term congestion mitigation. The following segments represent those for which no such project has been identified to date:

- CR 464 (SR 35 to Emerald Rd)
- SE 24th Street (SR 464 to SE 28th St)
- SW 20th St (SW 38th Ave to SW 27th Ave)
- CR 484 (US 41 to Lakeshore Dr)
- CR 484 (CR 475A to CR 475)
- SR 464 (SW 19th Ave Rd to SE 44th Ave)
- SE 19th Avenue (SE 38th St to SE 31st St)
- CR 35 (SR 40 to NE 35th St)
- SE 44th Avenue Road (SE 44th Ave to SR 464)
- CR 25 (Sumter C/L to CR 42)
- US 441 (NW 2nd St to NW 6th St)
- US 441 (NW 77th St to NW 117th St)
- SR 40 (SW 110th Ave to SW 80th Ave)
- US 41 (CR 484 to SW Robinson Rd)
- US 301 (NE Jacksonville Rd to CR 318)

Figure 18 illustrates roadway segments that have been identified to be approaching congestion, congested, or extremely congested. The roadways are delineated in orange if one of the following is true:

- The roadway segment has a capacity project identified in the five-year work program or TIP but the construction phase is not yet funded within the current five year plan
- The roadway segment has been identified within the LOPP for a capacity improvement
- The roadway segment has been identified within the LRTP for a capacity improvement

The roadways delineated in blue are those for which no such project has been identified to date, and are listed above. Preliminary recommendations and areas for additional study are provided for the roadways shown in blue in Figure 18, as described in the next paragraph and outlined in Table 16.

Next steps include screening to identify mitigation strategies as part of Phase 2 of the Congested Corridor Selection and Project Selection Process discussed in Chapter 3. These strategies are also documented as part of the CMP Policy and Procedures in Chapter 1 and include strategies in five tiers that range from strategies to reduce person trips, strategies to shift trips to other modes, as well as operations and capacity strategies. From these strategies that have the greatest benefit and potential are selected and specific projects are identified and implemented as part of Phase 3. During this phase, additional analysis of potential projects is undertaken to identify the specific improvement, implementation issues, and costs that feed into the TIP and/or LRTP. Preliminary recommendations and areas for additional study are provided in Table 16.

Figure 17: Overall Congestion (2021 to 2026 Performance)

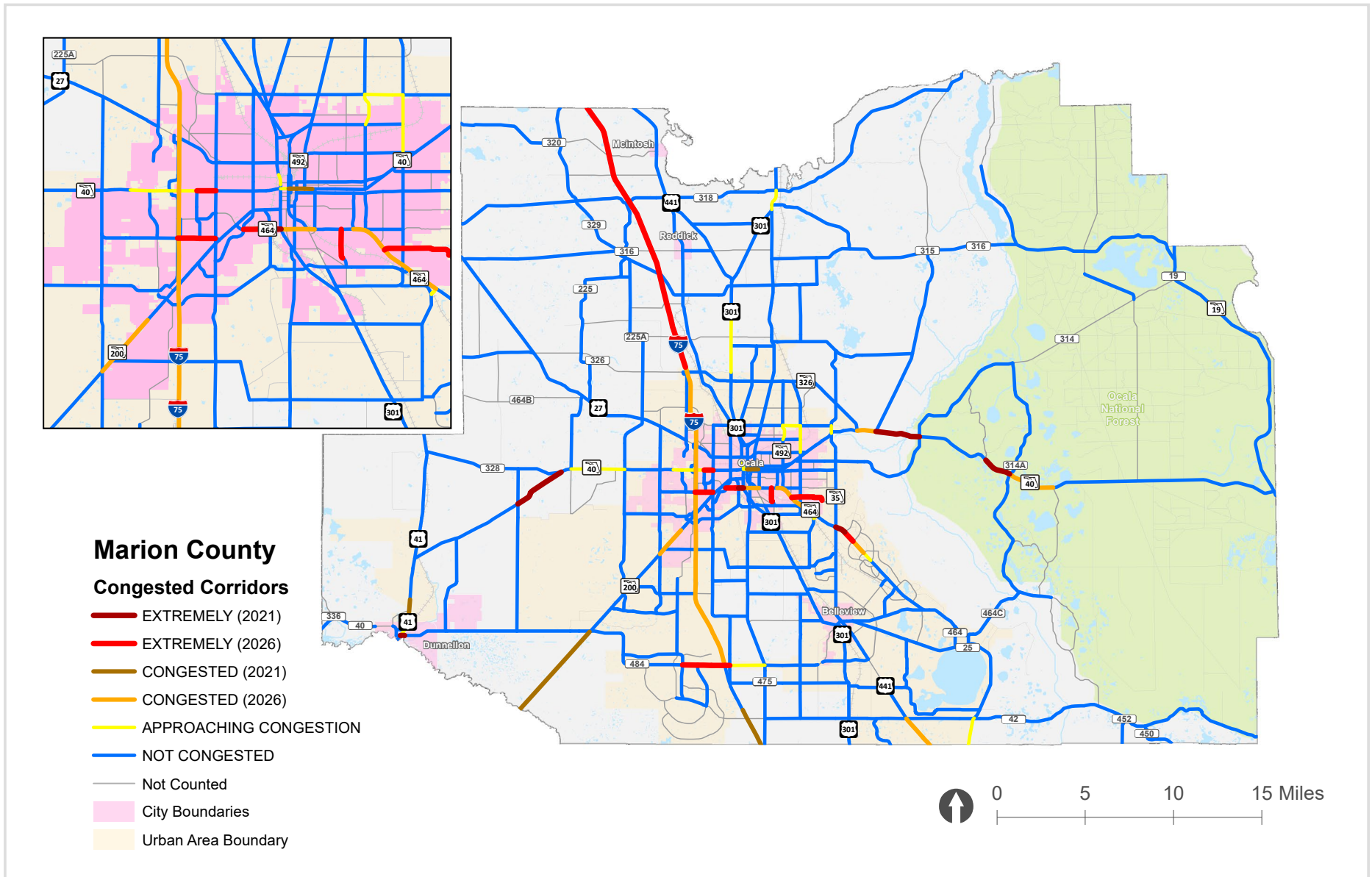


Table 16: Summary of Congested Corridors

Congestion Levels								
Name	From	To	LOS Std	2021 V/MSV	2021 LOS	2026 V/MSV	2026 LOS	2026 V/E+8%
CR 25	COUNTY LINE	CR 42	E	0.9	C	0.95	D	0.88
CR 35	SR 40	NE 35 ST	D	0.85	D	1	F	0.93
SR 464	SE 25 AV	SE 44 AV	D	0.95	C	1.06	F	0.98
CR 464	SR 35	EMERALD RD (N)	D	1.19	F	1.42	F	1.31
CR 484	SW 45 AV	I-75 RAMP (W)	E	0.98	D	1.19	F	1.1
CR 484	I-75 RAMP (E)	CR 475A	D	1.01	F	1.38	F	1.27
CR 484	CR 475A	CR 475	D	0.78	C	0.96	D	0.89
CR 484	US 41	LAKESHORE DR	D	1.14	F	1.24	F	1.15
I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	C	1.22	E	1.33	E	0.89
I-75	CR 484	SR 200	D	0.9	D	1.04	E	0.85
I-75	SR 200	SR 40	D	0.93	D	1.13	E	0.92
I-75	SR 40	US 27	D	0.81	C	1.03	E	0.84
I-75	US 27	SR 326	D	0.75	C	1.04	E	0.85
I-75	SR 326	URBAN AREA BOUNDARY	D	0.68	C	1.03	E	0.85
I-75	URBAN AREA BOUNDARY	CR 318	C	1.13	D	1.7	F	1.15
I-75	CR 318	COUNTY LINE (N)	C	1.12	D	1.57	F	1.06
NE 25 AV	NE 24 ST	NE 35 ST	E	0.88	D	0.93	D	0.86
NE 35 ST	NE 25 AV	NE 36 AV	E	0.82	D	0.95	D	0.88
NE 36 AV	NE 14 ST	NE 21 ST	E	0.86	C	0.9	C	0.84
NE 36 AV	NE 21 ST	NE 35 ST	E	0.89	C	0.93	C	0.86
SR 464	SE 3 AV	SE 11 AV	D	0.98	D	1.02	E	0.91
SR 464	SE 22 AV	SE 25 AV	D	0.95	C	1.06	F	0.98
SE 19 AV	SE 38 ST	SE 31 ST	E	0.89	D	1.13	F	1.04
SE 24 ST	SR 464	SE 36 AV	E	1.01	F	1.38	F	1.28
SE 24 ST	SE 36 AV	SE 28 ST	E	1.01	F	1.38	F	1.28
SE 44 AV RD	SE 44 AV	SR 464	E	0.76	D	0.96	D	0.89

Level of Congestion	Mitigation Strategy
Approaching	Add left-turn lanes at SE 175th Street, evaluate turn lane and signalization improvements at CR 42.
Approaching	Turn lanes at NE 35th Street, operational and safety improvements at SR 40, sidewalk extensions. Right-of-way would be needed for improvements along the corridor.
Congested (2026)	Bike lane improvements planned with resurfacing project (FDOT FM#4411411). Westbound right-turn lane at SE 25th Avenue. Signal timing/coordination between SE 36th Ave and SE 44th Ave Rd.
Extremely (2021)	Evaluate for intersection geometry / signal timing improvements. OPS37 in LRTP (ITS/Corridor Management).
Extremely (2026)	FDOT FM#433651-1 intersection improvements CST 2021. LRTP shows need to widen to 6L (unfunded need).
Extremely (2026)	FDOT FM#433651-1 intersection improvements CST 2021. LRTP shows need to widen to 6L (unfunded need).
Approaching	Monitor for growth patterns.
Extremely (2021)	Downtown Dunnellon - Capacity Constrained. Evaluate effect of railroad crossing in proximity to the traffic signal at US 41 for improvements and/or alternative roadway connections to US 41.
Congested (2021)	FDOT FM#443623-1 PD&E ongoing.
Congested (2026)	FDOT FM#443623-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Extremely (2026)	FDOT FM#443624-1 PD&E ongoing.
Extremely (2026)	FDOT FM#443624-1 PD&E ongoing.
Approaching	FDOT FM#431797-2. Project placed on hold. LOPP Project 52.
Approaching	Marion County Project #70, 100D planned for widening to 4 lanes.
Approaching	FDOT FM#431798-2 to widen to 4 lanes. LOPP Project 51.
Approaching	FDOT FM#431798-4 to widen to 4 lanes. LOPP Project 51.
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Extremely (2026)	Evaluate for intersection geometry / signal timing improvements at SR 464 and SE 31st Street. Evaluate sidewalk gaps.
Extremely (2026)	Evaluate for intersection geometry / signal timing improvements at the intersection with SR 464.
Extremely (2026)	ARTPLAN / Corridor analysis to evaluate actual operating conditions of the roadway.
Approaching	Evaluate for intersection improvements / potential roundabout at SE 44th Ave Rd and SE 52nd St.

Identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO.

Congestion Levels (Continued)

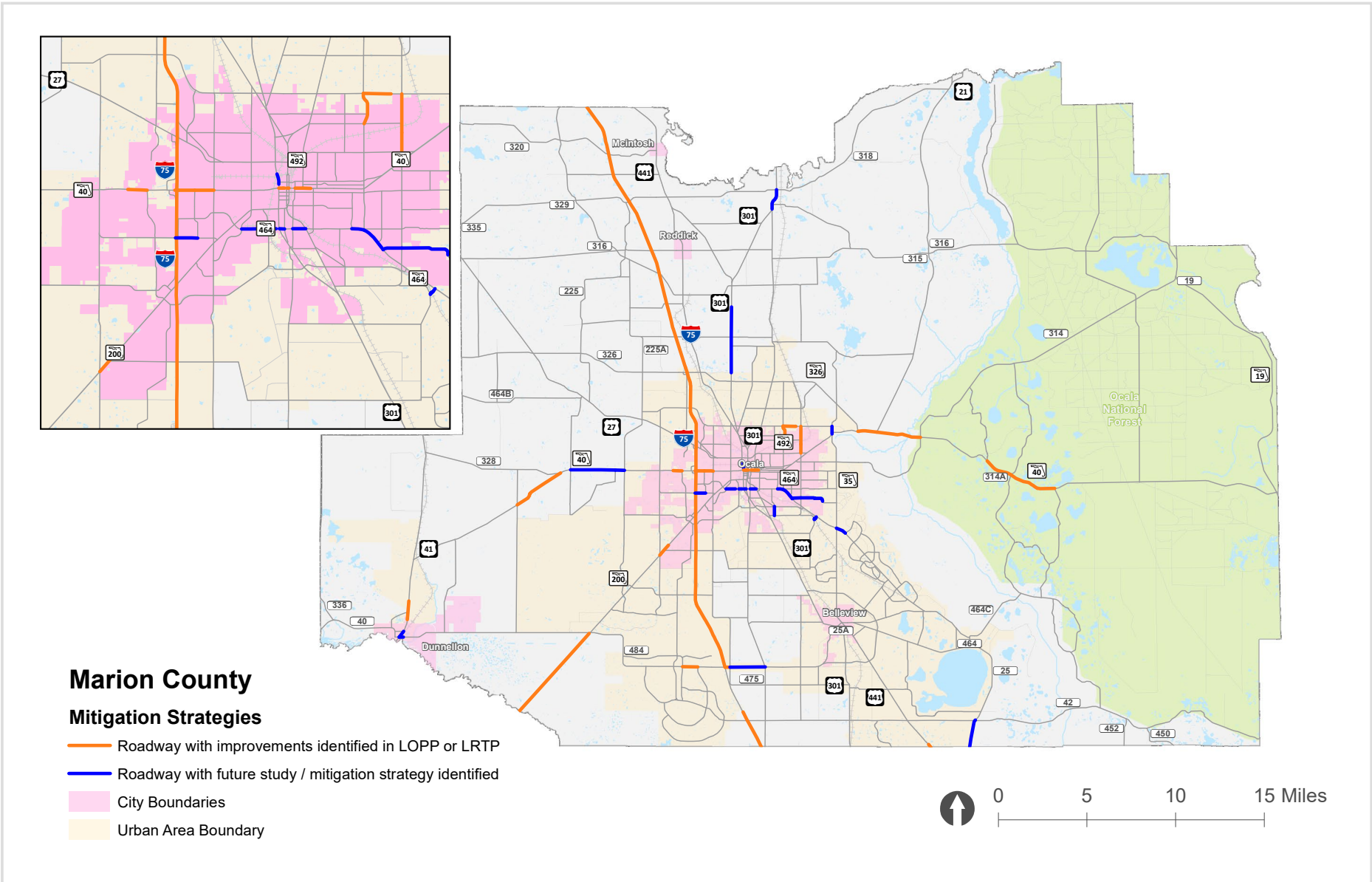
Name	From	To	LOS Std	2021 V/MSV	2021 LOS	2026 V/MSV	2026 LOS	2026 V/E+8%
SR 200	COUNTY LINE	1/4 MI SW OF CR 484	C	1.12	D	1.34	D	0.69
SR 200	SW 60 AV	SW 48TH AVE	D	0.86	C	1.03	F	0.96
SR 40	SW 140 AV	CR 328	C	1.71	F	2.04	F	1.72
SR 40	SW 110 AV	SW 85 AV	C	0.76	C	0.92	C	0.82
SR 40	SW 85 AV	SW 80 AV	C	0.76	C	0.92	C	0.82
SR 40	SW 52 AV	I-75 RAMP (WEST)	D	0.81	C	0.9	C	0.84
SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	D	0.82	C	0.95	C	0.88
SR 40	I-75 RAMP (EAST)	SW 33 AV	D	0.86	C	1	D	0.92
SR 40	SW 33 AV	SW 27 AV	D	0.92	C	1.1	F	1.01
SR 40	US 441	NW 2 AV	D	0.89	D	0.94	D	0.83
SR 40	NW 2 AV	N MAGNOLIA AV	D	0.89	D	0.94	D	0.83
SR 40	N MAGNOLIA AV	NE WATULA AV	D	1.01	E	1.06	F	0.94
SR 40	NE WATULA AV	NE 8 AV	D	1.01	E	1.06	F	0.94
SR 40	NE 8 AV	NE 10TH ST	D	1.01	E	1.06	F	0.94
SR 40	SR 326	CR 315	C	0.97	C	1.11	D	0.57
SR 40	CR 315	CR 314	C	1.44	F	1.63	F	1.37
SR 40	NE 145 AV	CR 314A	C	1.42	F	1.8	F	1.52
SR 40	CR 314A	SE 183 AV	C	0.92	C	1.16	F	0.98
SR 464	SW 19 AV RD	SW 7 AV	D	1.02	F	1.1	F	1.02
SR 464	SW 7 AV	US 441	D	1.19	F	1.28	F	1.14
SR 464	US 441	SE 3 AV	D	0.98	D	1.02	E	0.91
SW 20 ST	SW 38 AV	SW 27 AV	E	1.03	F	1.26	F	1.17
US 301	NE JACKSONVILLE RD	CR 318	C	0.63	C	0.91	C	0.81
US 41	CR 484	SW ROBINSON RD	D	0.84	D	0.92	D	0.82
US 41	SW 110 ST	SW 99 PL	D	1.57	F	0.84	C	0.78
US 441	COUNTY LINE (S)	CR 42	D	0.96	D	1.01	F	0.94
US 441	NW 2 ST	NW 6TH ST	D	0.93	D	0.98	D	0.87
US 441	NW 77 ST	NW 117 ST	C	0.79	C	0.94	C	0.6

Mitigation Strategies

Level of Congestion	Mitigation Strategy
Congested (2021)	FDOT FM# 238651-1 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 19.
Congested (2026)	SW 49th Avenue and SW 44th Avenue projects will alleviate traffic on this section of roadway. Monitor.
Extremely (2021)	FDOT FM# 238720-1. Project in design. ROW and CST not funded.
Approaching	Monitor for growth patterns.
Approaching	Monitor for growth patterns.
Approaching	LRTP Project R13 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R13 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R14 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Extremely (2026)	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R14 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Approaching	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2026)	FM# 410674-2 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 15.
Extremely (2021)	FM# 410674-2 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 15.
Extremely (2021)	FM# 410674-3 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 38.
Congested (2026)	FM# 410674-4 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 39.
Extremely (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Extremely (2021)	Access management, ITS, signal corridor timing. LRTP Project OPS17. Evaluate intersection improvements at SR 464/US 441. Evaluate alternate north-south corridors (SE 3rd, Magnolia Extension).
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17. Evaluate intersection improvements at SR 464/US 441.
Extremely (2026)	Evaluate for improvements at the intersections of SW 20th Street with SW 38th Avenue, SW 31st Avenue and SW 27th Avenue. Listed as an unfunded need in the LRTP to widen to 4 lanes.
Approaching	Monitor for growth patterns. High 5-year growth rate that may be stabilizing.
Approaching	Traffic signal timing / coordination. Four traffic signals within 1 mile. Listed as an OPS18 in the LRTP.
Congested (2021)	FDOT FM# 238648-1 construction funding in 2024 to widen to 4 lanes. Not congested in 2026 with the widening.
Congested (2026)	LRTP Project R5 Widening to 6 lanes in Cost Feasible Plan (2031-2035).
Approaching	Monitor for growth patterns. Stabilized traffic volume over past 5 years.
Approaching	Monitor for growth patterns. Potential signal improvements at NW 77th Street.

Identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO.

Figure 18: Mitigation Strategy Segments



SUMMARY

The Ocala Marion TPO State of the System Report was created to identify potentially congested corridors and to provide information on methods that could be applied to reduce congestion in the region as part of the Congestion Management Process (CMP). Future Action items for the Congestion Management Process may include, but are not limited to:

1. Integrate the recommendations of the Ocala Marion TPO Congestion Management Process for the ongoing monitoring of the transportation system by key stakeholders including the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC)
2. Monitor the availability of data from the Florida Department of Transportation, especially as it relates to travel time reliability measures
3. Monitoring Federal and state requirements pertaining to performance evaluation and Congestion Management Process requirements including the setting of performance targets
4. Program two to three corridor / intersection studies per year based on the mitigation strategies identified in Table 16
5. Perform a State of the System update in two to three years to monitor system performance and effectiveness of congestion management strategy implementation
6. Publish an online interactive map and CMP resource page on the TPO's website with updates to coincide with the State of the System report

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OCALA MARION TPO

Congestion Management Plan Appendix



Appendix A

Identifying Congested Corridors and Hot Spots



CONGESTED CORRIDORS AND HOT SPOTS

Various criteria that primarily use traffic volume and capacity are used to select and categorize the congested corridors in Marion County. The methodology using these criteria to select congested corridors within the CMP application area is presented below. Thereafter, criteria used to identify congestion hot spots, i.e. intersections with recurring or non-recurring congestion, are also summarized.

Selection Methodology

This methodology summarizes the steps used to identify the congested roadways for the Ocala Marion CMP. As indicated earlier, the CMP road network includes all existing and committed roadway segments as identified by the 2045 LRTP.

The selection methodology consists of two main steps. First, five criteria are used to categorize the roadways into three sub-categories. The sub-categories and corresponding criteria are presented below.

Not Congested (currently or in five years without improvements) - The corridors in this category are selected based on applying the following criteria at road segment level:

$$\begin{array}{l} \text{Not} \\ \text{Congested} \\ \text{Corridors} \end{array} = \begin{array}{l} \text{Existing or} \\ \text{Existing + 5 Years} \\ \text{Segments with} \end{array} \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) < \text{Segment}^i \text{ maximum service volume} \times 0.90$$

(i = 1, 2, 3, ... n)

Approaching Congestion or Minimally Congested – The corridors that are approaching congestion are analyzed at three levels. The criteria in each level of analysis are summarized below.

- **Approaching Congestion:** This includes corridors with segments that meet the following criteria, which are currently congested or congested in five years without improvements.

$$\begin{array}{l} \text{Corridors} \\ \text{Approaching} \\ \text{Congestions} \end{array} = \begin{array}{l} \text{Existing or} \\ \text{Existing + 5 Years} \\ \text{Segments with} \end{array} 1.00 > \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) > 0.90$$

(i = 1, 2, 3, ... n)

- **Congested Today:** As summarized below, this category uses two criteria to identify the corridors that are congested today.

$$\begin{array}{l} \text{Corridors} \\ \text{Congested} \\ \text{Today} \end{array} = \begin{array}{l} \text{Existing Segments} \\ \text{with} \end{array} 1.08 > \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ capacity}} \right) \& \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) > 1.00$$

(i = 1, 2, 3, ... n)

- **Extremely Congested:** This category includes roadways in the 2014 E+C network that meets the following criteria are considered severely congested.

$$\begin{array}{l} \text{Extremely} \\ \text{Congested} \\ \text{Corridors} \end{array} = \begin{array}{l} \text{Existing or} \\ \text{Existing + 5 Years} \\ \text{Segments with} \end{array} \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ capacity}} \right) > 1.08$$

(i = 1, 2, 3, ... n)

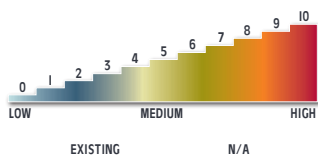
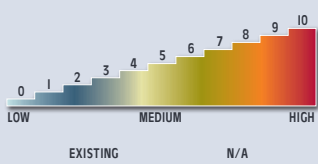
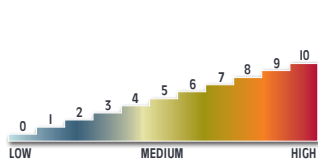
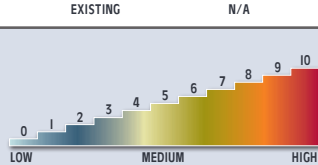
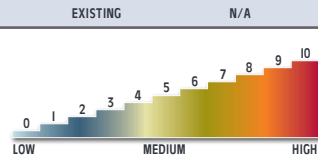
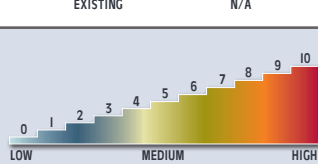
In addition to the congested roadways selected using the criteria presented above, high crash locations identified in crash data analysis reports and Mobility Management Systems Task Force recommendations of congested intersections are used to identify the congestion “Hot Spots.”

Appendix B

Congestion Mitigation Strategies Matrix



Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments	
				Regional Traffic	Regional Access	Local Access	Local Circulation			
Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled	LT	1.01 Congestion Pricing: Congestion pricing can be implemented statically or dynamically. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, the higher the cost to travel on the road. Dynamic congestion pricing works best when coupled with real-time information on the availability of other routes.	Low							
	ST/LT	1.02 Alternative Work Hours: There are three main variations: staggered hours, flex-time, and compressed work weeks. Staggered hours require employees in different work groups to start at different times to spread out their arrival/departure times. Flex-time allows employees to arrive and leave outside of the traditional commute period. Compressed work weeks involve reducing the number of days per week worked while increasing the number of hours worked per day.	Low							
	ST/LT	1.03 Telecommuting: Telecommuting policies allow employees to work at home or a regional telecommute center instead of going into the office, all the time or only one or more days per week.	Med							
	ST/LT	1.04 Emergency Ride Home Programs: These programs provide a safety net to those people who carpool or use transit to work so that they can get to their destination if unexpected work demands or an emergency arises.	Med							
	ST/LT	1.05 Alternative Mode Marketing and Education: Providing education on alternative modes of transportation can be an effective way of increasing demand for alternative modes. This strategy can include mapping websites that compute directions and travel times for multiple modes of travel.	Med							

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled	ST/LT	1.06 Safe Routes to Schools Program: This program provides funding to communities to invest in pedestrian and bicycle infrastructure surrounding schools.	High	🚗 🚗	🚗 🚗 🚗	🚗 🚗 🚗	🚗 🚗 🚗		
	ST/LT	1.07 Preferential for Free Parking for HOVs: This program provides an incentive for employees to carpool with preferred of free-of-charge parking for HOVs.	Low	🚗 🚗	🚗 🚗	🚗 🚗	🚗 🚗		
	ST/LT	1.08 Negotiated Demand Management Agreements: As a condition of development approval, local governments require the private sector to contribute to traffic mitigation agreements. The agreements typically set a traffic reduction goal (often expressed as a minimum level of ridesharing participation or a stipulated reduction in the number of automobile trips).	Low	🚗 🚗	🚌 🚌 🚌	🚌 🚌 🚌	🚌 🚌 🚌		
	ST/LT	1.09 Trip Reduction Ordinance: These ordinances use a locality's regulatory authority to limit trip generation from a development. They spread the burden of reducing trip generation among existing and future developments better than Negotiated Demand Management Agreements.	Low	🚗 🚗	🚌 🚌 🚌	🚌 🚌 🚌	🚌 🚌 🚌		
	ST	1.10 Infill developments: This strategy takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of the urban area.	High	🚗 🚌 🚌	🚌 🚌 🚌	🚌 🚌 🚌	🚌 🚌 🚌		
	ST/LT	1.11 Design Guidelines for Pedestrian-Oriented Development: Maximum block lengths, building setback restrictions, and streetscape enhancements are examples of design guidelines that can be codified in zoning ordinances to encourage pedestrian activity.	High		🚌 🚌 🚌	🚌 🚌 🚌	🚌 🚌 🚌		

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments			
				Regional Traffic	Regional Access	Local Access	Local Circulation					
Tier One	ST/LT	1.12 Mixed-Use Development: This strategy allows many trips to be made without automobiles. People can walk to restaurants and services rather than use their vehicles.	High									
Tier 2: Strategies to Shift Automobile Trips to Other Modes	ST/LT	2.01 Transit Capacity Expansion: This strategy adds new vehicles to expand transit services.	Med									
	ST/LT	2.02 Increasing Bus Route Coverage or Frequencies: This strategy provides better accessibility to transit to a greater share of the population. Increasing frequency makes transit more attractive to use.	Med									
	LT	2.03 Implementing Regional Premium Transit: Premium transit such as Bus Rapid Transit (BRT) best serves dense urban centers where travelers can walk to their destinations. Premium transit from suburban areas can sometimes be enhanced by providing park-and-ride lots.	Low									
	ST/LT	2.04 Providing Real-Time Information on Transit Routes: Providing real-time information on bus progress either at bus stops, terminals, and/or personal wireless devices makes bus travel more attractive.	Low									
	ST	2.05 Reducing Transit Fares: This relatively easy-to-implement strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, reductions in selected fare categories may be a more feasible strategy to implement.	Low									

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 2: Strategies to Shift Automobile Trips to Other Modes	LT	2.06 Provide Exclusive Bus Right-Of-Way: Exclusive right-of-way includes bus ways, bus-only lanes, and bus bypass ramps. This strategy is applied to freeways and major highways that have routes with high ridership.	Low						
	ST/LT	2.07 New Sidewalk Connections: Increasing sidewalk connectivity encourages pedestrian traffic for short trips.	Med						
	ST/LT	2.08 Designated Bicycle Lanes on Facilities or Routes: Enhancing the visibility of bicycle facilities increases the perception of safety. In many cases, bicycle lanes can be added to existing roadways through restriping.	Med						
	ST	2.09 Improved Bicycle Facilities at Transit Stations and Other Trip Destinations: Bicycle racks and bicycle lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.	Low						
	ST	2.10 Improved Safety of Existing Bicycle and Pedestrian Facilities: Maintaining lighting, signage, striping, traffic control devices, and pavement quality and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety.	High						
	LT	2.11 Exclusive Non-Motorized ROW: Abandoned rail rights-of-way and existing parkland can be used for medium- to long-distance bicycle trails, improving safety and reducing travel times.	Med						

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 2	ST/LT	2.12 Intermodal Enhancements: Coordinating modes makes movement from one mode to the other easier. These enhancements typically includes schedule modification to reduce layover time or increase the opportunity for transfers, creation of multi-modal facilities, informational kiosks, and improved amenities at transfer locations.	Med						
Tier 3: Strategies to Increase Vehicle Occupancy	LT	3.01 Ridesharing (Carpools, Vanpools, Lyft, Uber): In ridesharing programs, participants are matched with potential candidates for sharing rides. This is typically arranged/encouraged through employers or transportation management agencies, which provide ride-matching services. These programs are more effective if combined with HOV lanes, parking management, guaranteed ride home policies, and employer-based incentive programs.	Med						
	ST/LT	3.02 High Occupancy Vehicle Lanes: This increases corridor capacity while at the same time providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.	Low						
	ST/LT	3.03 Park-and-Ride Lots: These lots can be used in conjunction with HOV lanes and/or express bus services. They are particularly helpful when coupled with other commute alternatives such as carpool/vanpool programs, transit, and/or HOV lanes.	Low						
	ST/LT	3.04 Employer-Landlord Parking Agreements: Employers can negotiate leases so that they pay only for parking spaces used by employees. In turn, employers can pass along parking savings by purchasing transit passes or reimbursing non-driving employees with the cash equivalent of a parking space.	Low						
	ST/LT	3.05 Parking Management: This strategy reduces the instance of free parking to encourage other modes of transportation. Options include reducing the minimum number of parking spaces required per development, increasing the share of parking spaces for HOVs, introducing or raising parking fees, providing cash-out options for employees not using subsidized parking spaces, and expanding parking at transit stations or park-and-ride lots.	Low						

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 3	LT	3.06 Managed Lanes: The Federal Highway Administration (FHWA) defines managed lanes as highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions. Examples of managed lanes may include the following: high-occupancy toll (HOT) lanes with tolls that vary based on demand; exclusive bus-only lanes; HOV and clean air and/or energy-efficient vehicle lanes; and HOV lanes that could be changed into HOT lanes in response to changing levels of traffic and roadway conditions.	Low						
Tier 4: Strategies to Improve Roadway Operations	ST/LT	4.01 Dynamic Messaging: Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.	High						
	ST/LT	4.02 Advanced Traveler Information Systems (ATIS): ATIS provide an extensive amount of data to travelers, such as real-time speed estimates on the web or over wireless devices and transit vehicle schedule progress. It also provides information on alternative route options.	High						
	ST/LT	4.03 Integrated Corridor Management (ICM): This strategy, built on an ITS platform, provides for the coordination of the individual network operations between parallel facilities creating an interconnected system. A coordinated effort between networks along a corridor can effectively manage the total capacity in a way that will result in reduced congestion.	High						
	ST	4.04 Transit Signal Priority (TSP): This strategy uses technology located onboard transit vehicles or at signalized intersections to temporarily extend green time, allowing the transit vehicle to proceed without stopping at a red light.	Low						
	ST	4.05 Truck Signal Priority: This strategy gives priority to a traffic signal approach when trucks are detected. This can reduce truck travel times and potentially increases safety by reducing the number of trucks arriving at the end of the green phase, which may reduce red light running.	Med						
	ST	4.06 Traffic Signal Coordination: Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.	High						

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments						
				Regional Traffic	Regional Access	Local Access	Local Circulation								
Tier 4: Strategies to Improve Roadway Operations	ST/LT	4.07 Channelization: This strategy is used to optimize the flow of traffic for making left or right turns usually using concrete islands or pavement markings.	High												
	ST/LT	4.08 Intersection Improvements: Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes (right or left) and widened shoulders.	High												
	ST/LT	4.09 Bottleneck Removal: This strategy removes or corrects short, isolated, and temporary lane reductions, substandard design elements, and other physical limitations that form a capacity constraint that results in a traffic bottleneck.	High												
	LT	4.10 Vehicle Use Limitations and Restrictions: This strategy includes all-day or selected time-of-day restrictions of vehicles, typically trucks, to increase roadway capacity.	Low												
	ST	4.11 Improved Signage: Improving or removing signage to clearly communicate location and direction information can improve traffic flow.	Med												
	ST/LT	4.12 Geometric Improvements for Transit: This strategy includes providing for transit stop locations that do not affect the flow of traffic, improve sight lines, and improve merging and diverging of buses and cars.	Low												
	ST/LT	4.13 Goods Movement Management: This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.	Low												

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 4: Strategies to Improve Roadway Operations	ST/LT	4.14 Freeway Incident Detection and Management Systems: This strategy addresses primarily non-recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.	N/A						
	ST/LT	4.15 Access Management Policies: This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of sidewalk, bicycle, and trail networks.	High						
	ST/LT	4.16 Corridor Preservation: This strategy includes implementing, where applicable, land acquisition techniques such as full title purchases of future rights-of-way and purchase of easements to plan proactively in anticipation of future roadway capacity demands.	Med						
	ST/LT	4.17 Corridor Management: This strategy is applicable primarily in moderate- to high-density areas and includes strategies to manage corridor rights-of-way. The strategies range from land-use regulations to landowner agreements such as subdivision reservations, which are mandatory dedications of portions of subdivided lots that lie in the future right-of-way.	Med						
	ST/LT	4.18 Complete Streets: Routinely design and operate the entire right of way to enable safe access for all users including pedestrians, bicyclists, motorists, and transit Element that may be found on a complete street include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.	High						
Tier 5: Strategies to Add Capacity	LT	5.01 Add General Purpose Travel Lanes: Increase the capacity of congested roadways through additional general purpose travel lanes (or passing lanes on rural two-lane facilities).	High						

Appendix C

Safety Mitigation Matrix



KEY SAFETY EMPHASIS AREAS FOR CMP INTEGRATION

Community Traffic Safety Program	Comprehensive Traffic Enforcement and Education Program	Motorcycle Safety Program
<p>Community Traffic Safety teams are multidisciplinary efforts (engineering, law enforcement, education, etc.) who work together to target community specific traffic safety issues.</p>	<p>The Comprehensive Traffic Enforcement and Education Program involves the aggressive enforcement of traffic laws in the following priority areas: Distracted Driving, Impaired Driving, Motorcycle Safety, Occupant Protection and Child Passenger Safety, Pedestrian and Bicycle Safety, Speed/Aggressive Driving, and Teen Driving. Comprehensive projects are funded in communities with a significant number of serious injuries and fatalities that are linked to priority traffic safety areas. Focusing on enhanced enforcement and educational efforts that support critical traffic laws, these efforts will reduce crashes and save lives. Goals of the program are to increase awareness, education, and enforcement of key traffic safety laws that will contribute to a minimum 5 percent annual reduction in fatalities.</p>	<p>This program area addresses crashes involving motorcyclists which is a significant cause of traffic fatalities in Florida.</p>
Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> • Increase public awareness and highway traffic safety programs • Expand the network of concerned individuals to build recognition and awareness about traffic safety • Support initiatives that enhance traffic laws and regulations related to safe driving 	<ul style="list-style-type: none"> • Increase public awareness of highway traffic safety programs • Expand the network of concerned stakeholders to build recognition and awareness of traffic safety • Support initiatives that enhance traffic safety laws and regulations related to safe driving • Support and promote effective law enforcement efforts related to safe driving 	<ul style="list-style-type: none"> • Collect and analyze data on motorcycle crashes, injuries, and fatalities to provide local and state agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida • Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs and reduce duplication of effort • Promote personal protective gear and its value in reducing motorcyclist injury levels and increasing rider conspicuity • Ensure persons operating a motorcycle on public roadways hold an endorsement specifically authorizing motorcycle operation • Promote adequate rider training and preparation to new and experienced motorcycle riders by qualified instructors at State-approved training centers • Reduce the number of alcohol, drug, and speed-related motorcycle crashes in Florida • Support legislative initiatives that promote motorcycle safety-related traffic laws and regulations • Ensure State and local motorcycle safety programs include law enforcement and emergency services components • Incorporate motorcycle-friendly policies and practices into roadway design, traffic control, construction, operation, and maintenance • Increase the visibility of motorcyclists by emphasizing rider conspicuity and motorist awareness of motorcycles • Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems and programs

KEY SAFETY EMPHASIS AREAS FOR CMP INTEGRATION (CONTINUED)

Pedestrian and Bicycle Safety Program	Public Traffic Safety Professionals Training	Speed/Aggressive Driving Program
<p>This program area addresses bicycle and pedestrian crashes which represent a disproportionate share of fatal crashes.</p>	<p>This program area seeks to improve the ability of law enforcement to implement effective traffic enforcement and accident investigation techniques.</p>	<p>Aggressive driving, as defined by State Statute, requires inclusion of at least two of the following contributing causes: speeding, unsafe or improper lane change, following too closely, failure to yield right-of-way, improper passing, and failure to obey traffic control devices.</p>
Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> • Increase awareness and understanding of safety issues related to vulnerable road users • Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement • Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures • Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking • Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety 	<ul style="list-style-type: none"> • Increase traffic safety professionals' awareness of highway safety issues • Improve traffic enforcement and detection skills • Improve crash investigation and prosecution skills • Improve detection, prosecution, and adjudication of impaired driving cases • Increase understanding of the importance of accurate data collection and analysis 	<ul style="list-style-type: none"> • Support and promote effective law enforcement efforts to reduce aggressive driving • Support and promote effective law enforcement efforts to reduce speed-related crashes • Increase training and education on the problems of speed/aggressive driving • Identify and support initiatives that reduce instances of speeding and aggressive driving

OTHER SAFETY EMPHASIS AREAS FOR CMP INTEGRATION

Aging Road Users Program	Distracted Driving Program	Impaired Driving Program	Occupant Protection and Child Passenger Safety Program
<p>At-risk aging road users addresses all modes of transportation. For data purposes in this emphasis area, aging road users are defined as 65-year-olds and older.</p>	<p>Distracted driving occurs when a driver allows any mental or physical activity to take the driver's focus off the task of driving. There are three main types of distraction: manual – taking your hands off the wheel; visual – taking your eyes off the road; and cognitive – taking your mind off driving.</p>	<p>Originally focused on alcohol impaired driving only, the state has expanded the focus to include drug impaired driving due to its prevalence and close association to alcohol impairment.</p>	<p>The goal of Florida's Occupant Protection and Child Passenger Safety Program is to improve the use of age-appropriate safety restraints to reduce traffic fatalities and serious injuries.</p>
Potential Strategies	Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> • Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources • Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility • Provide information and resources regarding aging road user safety, access, and mobility • Inform public officials about the importance and need to support national, State, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility • Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users) • Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation • Promote safe driving and mobility for aging road users through licensing and enforcement • Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non-motorized vehicles) • Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders • Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia-friendly transportation) 	<ul style="list-style-type: none"> • Increase public awareness and outreach programs on distracted driving • Encourage companies, state agencies, and local governments to adopt and enforce policies to reduce distracted driving in company and government vehicles • Support legislative initiatives that enhance distracted driving-related traffic laws and regulations • Support Graduated Driver's License (GDL) restrictions to reduce distracted driving behaviors in teen drivers • Increase law enforcement officer understanding of Florida traffic crash reporting and distracted driving data collection • Educate law enforcement, judges, and magistrates on the existing laws that can be applied to distracted driving • Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation 	<ul style="list-style-type: none"> • Improve DUI enforcement • Improve prosecution and adjudication of impaired driving cases • Improve the DUI administrative suspension process • Improve prevention, public education, and training • Improve the treatment system (i.e., DUI programs, treatment providers, and health care providers) • Improve data collection and analysis 	<ul style="list-style-type: none"> • Support the Occupant Protection Resource Center which provides stakeholders with occupant protection public information and education materials, information regarding child passenger safety inspection stations, and child passenger safety technician and instructor training • Promote safety belt and child restraint use to high-risk groups through the Florida Occupant Protection Task Force • Support the national Click It or Ticket mobilization through overtime enforcement efforts targeting safety belt and child restraint use during day and nighttime hours

OTHER SAFETY EMPHASIS AREAS FOR CMP INTEGRATION (CONTINUED)

Paid Media Program	Teen Driver Safety Program	Traffic Records Program
<p>Florida's paid media plan is designed to heighten traffic safety awareness and support enforcement efforts by aggressively marketing State and national traffic safety campaigns. Each media purchase is program-specific and location and medium are selected based on the number of expected impressions, geographic location of high risk, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the State.</p>	<p>At-risk drivers, comprised of teen drivers who represent a disproportionate number of traffic crashes. For data purposes in this emphasis area, teen drivers are 15- to 19-year-olds.</p>	<p>This addresses Federal requirements and funding for traffic records. This emphasis area was meant to ensure traffic records aligned with the overall SHSP where possible and appropriate.</p>
Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> • Increase public awareness of highway traffic safety programs and enforcement • Expand the network of concerned individuals to build recognition and awareness 	<ul style="list-style-type: none"> • Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and support for the Florida Teen Safe Driving Coalition • Create a safe driving culture for teen drivers through outreach and education • Support initiatives that enhance safe teen driving-related traffic laws and regulations related to safe teen driving 	<ul style="list-style-type: none"> • Develop and maintain complete, accurate, uniform, and timely traffic records data • Provide the ability to link traffic records data together • Facilitate access to traffic records data • Promote the use of traffic records data

Appendix D

CMP Database



Appendix E

Federal Regulations and CMP Resources



FEDERAL REGULATIONS

The following summarizes the requirements as per federal regulation codified as CMP in Transportation Management Areas (TMAs) (Section 450.322) - *Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule*:

- a. The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.
 - » Cooperatively developed and implemented
 - » Travel reduction strategies
 - » Operational management strategies
- b. The CMP should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the Transportation Improvement Plan (TIP).
- c. Acceptable levels of service may vary from area to area. Consider strategies that:
 - » Manage demand
 - » Reduce single occupant vehicle travel
 - » Improve transportation system management and operations
 - » Improve efficient service integration within and across the following modes:
 - i. Highway
 - ii. Transit
 - iii. Passenger and freight rail operations
 - iv. Non-motorized transport
 - » Where general purpose lanes are determined to be appropriate, must give explicit consideration to features that facilitate future demand management strategies.
- d. The CMP shall be developed, established, and implemented in coordination with Transportation Systems Management (TSM) and operations activities. The CMP shall include:
 - » Methods to monitor and evaluate the performance of the multimodal transportation system
 - i. Identify the causes of congestion
 - ii. Identify and evaluate alternative strategies
 - iii. Provide information supporting the implementation of actions
 - iv. Evaluate effectiveness of implemented actions
 - » Definitions of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of strategies. Performance measures should be tailored to the specific needs of an area.
 - » Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion. To the extent possible, this program should be coordinated with existing sources, including public transportation providers.

- » Identification and evaluation of the anticipated performance and expected benefits of congestion management strategies that will contribute to the more effective use and improved safety of the existing and future transportation system. Examples of strategies to consider include:
 - i. Demand management measures, including growth management and congestion pricing
 - ii. Traffic operational improvements
 - iii. Public transit improvements
 - iv. Intelligent Transportation Systems (ITS)
 - v. Where necessary, additional system capacity
 - » Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy
 - » Implementation of a process for periodic assessment of the effectiveness of implemented strategies. Results of this assessment shall be provided to decision makers and the public to provide guidance on the selection of effective strategies for future implementation.
- f.** A TMA designated nonattainment for ozone or carbon monoxide may not program federal funds for any project that will result in a significant increase in the carrying capacity of single occupant vehicles (SOVs), with the exception of safety improvements or the elimination of bottlenecks (within the limits of the appropriate projects that can be implemented).
- g.** In TMAs designated nonattainment for ozone or carbon monoxide, the CMP shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for a corridor in which a project with a significant increase in SOV capacity is proposed to move forward with federal funds.
- h.** State laws, rules, and regulations pertaining to congestion management systems or programs may constitute the congestion management process, if FHWA and FTA find that these are consistent with the intent of this process.
- i.** Congestion management plan. An TPO serving a TMA may develop a plan that includes projects and strategies that will be considered in the TIP of such TPO. Such plan shall:
- » Develop regional goals to reduce miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
 - » Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and
 - » Identify proposed projects and programs to reduce congestion and increase job access opportunities.

In developing the CMP, the TPO shall consult with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals.

State of the System Report Tentative Schedule

January to May

- Update of roadway inventory data to support LOS analysis.
- Calculation of Non-Highway Systemwide Performance Monitoring
 - » Public Transportation
 - » Bicycle
 - » Pedestrian
 - » TDM
- Produce growth rates on county roadways using county traffic counts to perform initial LOS analysis (existing conditions +1 year and existing + 5 years)*.
- Produce preliminary growth rates on state roadways using older state traffic counts to perform initial LOS analysis (existing conditions and existing + 5 years)* .
- Provide initial LOS analysis for identifying congested corridors used to prioritize projects for funding. This analysis includes a combination of volumes based on growth rates and scheduled improvements to the transportation system.
- Existing volumes on existing network

May

- TAC meeting to review and identify potential operational issues that would not be identified through the technical screening process.
- Coordinate with goods movement stakeholders and providers to identify related needs (Note: May occur earlier).

May to June

- Receive FDOT traffic counts.
- Produce updated growth rates on state roadways using state traffic counts and revise initial LOS analysis (produced earlier in the year) based on the results of the LOS analysis.
- Screen corridors
- Select corridors for evaluation.

July

- Report to TAC and CAC the results of the corridor screening and selection.
- Report to the TAC and CAC the results from the Non-Highway System-wide Performance Monitoring (Public Transportation, Bicycle, Pedestrian, TDM, etc.).

July to August

- Identify strategies to be considered on selected corridors.
- Evaluate strategies where appropriate and make improvement or program recommendations for implementation.
- Report to the CMP TAC and CAC the recommended strategies for implementation.
- Develop priority list of CMP recommendations for adoption by the TPO Board.

September

- Finalize technical recommendations on strategy implementation.
- Program improvement recommendations in the appropriate local government CIE and identify other priority projects or programs for the TIP.
- Finalize performance monitoring summary.
- Obtain endorsement from the CMP TAC and CAC on the programmed projects in the CIE and priority projects or programs for the TIP.
- Adopt the CMP Project Priority List for use in developing the TIP during a Public Hearing of the TPO Board.

October to November

- Finalize the CMP State of the System Report.

**Note: Since FDOT state roadway traffic counts for the prior are typically released in May or June of the following year, it is necessary to use preliminary state traffic count data that is a year older for the preliminary analysis. Once the FDOT state roadway traffic count data is provided, growth rates and their associated traffic volumes can be used to update the LOS analysis.*

CMP ACTIONS/RECOMMENDATIONS

The following represents recommendations and actions to enhance the congestion management process and become more efficient in the overall TPO planning process. The actions/recommendations presented below will be reviewed and considered by TPO staff and the TAC for implementation as necessary.

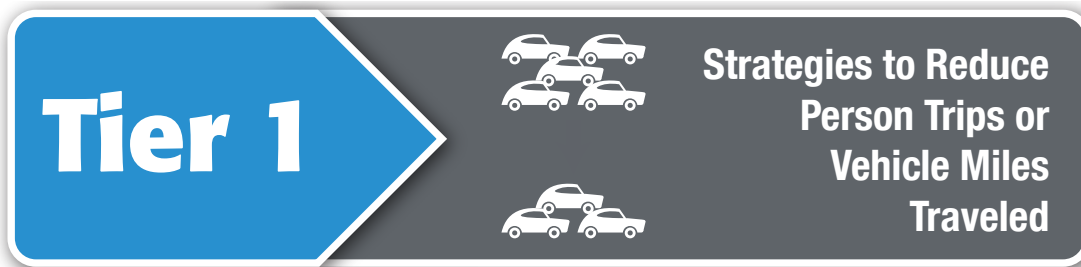
- Update the Ocala Marion TPO Congestion Management Process (CMP Steps 1 to 3) on a five-year cycle consistent with the update cycle of the LRTP. Timing of the completion of CMP updates in advance of finalizing the LRTP updates would benefit integration of CMP strategies into the LRTP. Additional updates may occur on a more frequent basis to comply with future changes in federal rules or local regulations.
- Develop a State of the System Report that documents the current conditions of the transportation system using performance measures, tracks the effectiveness of previously-implemented strategies, and evaluates trends and conditions for the multimodal transportation system in the CMP study area. The State of the System Report will include Actions 4 through 8 of the CMP which includes:
 - » **Step 4:** Collect Data/Monitor System Performance
 - » **Step 5:** Analyze Congestion Problems & Needs
 - » **Step 6:** Identify and Assess Strategies
 - » **Step 7:** Implement Selected Strategies
 - » **Step 8:** Monitor Strategy Effectiveness (combined with Step 4)
- Implementation of the selected strategies may include programming in a local government's CIP, identification of corridor studies to be done through the TPO's Unified Planning Work Program (UPWP), or longer term projects that would be included in local governments' Capital Improvements Elements (CIE) or the TPO's LRTP.
- Enhance coordination with agencies participating in the CMP by framing desirable strategy types and defining roles in implementation. This is essential, as most congestion and mobility strategies are formulated and implemented by other agencies.
- Projects from the CMP process may identify projects for inclusion in the LRTP either through the routine LRTP update cycle or through plan amendments.
- Identify and implement data collection recommendations on collecting key congestion data as well as closing any data gaps identified in this CMP.
- Perform outreach and education efforts to inform interested parties and stakeholders. These efforts may include:
 - » Maintaining CMP information on the TPO Website.
 - » Developing materials on the CMP and its benefits.
- Continue monitoring changes to federal CMP regulations and modify/update CMP to reflect new requirements.

The general schedule for the development of the CMP's State of the System Report is provided as follows. This schedule is flexible and can be changed as warranted for each update. (For example, a congested corridor identified during a CMP update, may not be warrant further evaluation if improvements are already included in the TIP.) This schedule includes opportunities for coordinating the results of the federally required CMP with the local government process used in developing the annual CIP and the annual update of the CIE of the Comprehensive Plan.

CMP TOOLBOX OF STRATEGIES

The CMP uses a strategy toolbox with multiple tiers of strategies to support the congestion strategy or strategies for congested corridors. Following an approach used by other TPOs and promoted by FHWA, the toolbox of congestion mitigation strategies is arranged so that the measures at the top take precedence over those at the bottom.

The “top-down” approach promotes the growing sentiment in today’s transportation planning arena and follows FHWA’s clear direction to consider all available solutions before recommending additional roadway capacity. The Ocala Marion CMP toolbox of strategies is divided by tiers, strategies, and specific examples.



Transportation Demand Management Strategies

These strategies are used to reduce the use of single occupant motor vehicles, as the overall objective of TDM is to reduce the miles traveled by automobile. The following TDM strategies, not in any particular order, are available for consideration in the toolbox to potentially reduce travel in the peak hours.

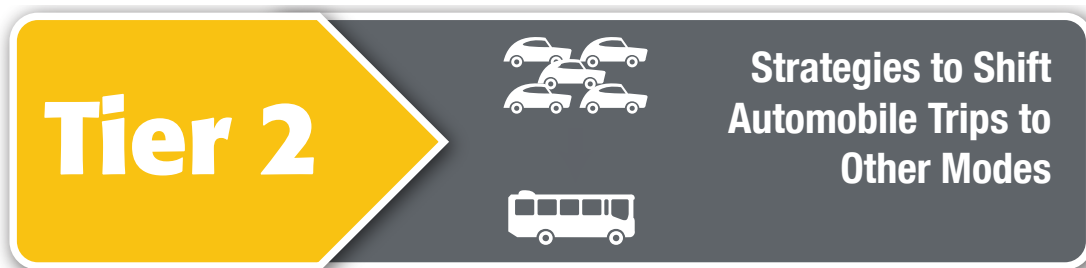
- **Congestion Pricing:** Congestion pricing can be implemented statically or dynamically. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, the higher the cost to travel on the road. Dynamic congestion pricing works best when coupled with real-time information on the availability of other routes.
- **Alternative Work Hours:** There are three main variations: staggered hours, flex-time, and compressed work weeks. Staggered hours require employees in different work groups to start at different times to spread out their arrival/departure times. Flex-time allows employees to arrive and leave outside of the traditional commute period. Compressed work weeks involve reducing the number of days per week worked while increasing the number of hours worked per day.
- **Telecommuting:** Telecommuting policies allow employees to work at home or a regional telecommute center instead of going into the office, all the time or only one or more days per week.
- **Guaranteed Ride Home Programs:** These programs provide a safety net to those people who carpool or use transit to work so that they can get to their destination if unexpected work demands or an emergency arises.
- **Alternative Mode Marketing and Education:** Providing education on alternative modes of transportation can be an effective way of increasing demand for alternative modes. This strategy can include mapping Websites that compute directions and travel times for multiple modes of travel.

- **Safe Routes to Schools Program:** This federally-funded program provides 100 percent funding to communities to invest in pedestrian and bicycle infrastructure surrounding schools.
- **Preferential or Free Parking for HOVs:** This program provides an incentive for employees to carpool with preferred of free-of-charge parking for HOVs.

Land Use/Growth Management Strategies

The strategies in this category include policies and regulations that would decrease the total number of auto trips and trip lengths while promoting transit and non-motorized transportation options.

- **Negotiated Demand Management Agreements:** As a condition of development approval, local governments require the private sector to contribute to traffic mitigation agreements. The agreements typically set a traffic reduction goal (often expressed as a minimum level of ridesharing participation or a stipulated reduction in the number of automobile trips).
- **Trip Reduction Ordinance:** These ordinances use a locality’s regulatory authority to limit trip generation from a development. They spread the burden of reducing trip generation among existing and future developments better than Negotiated Demand Management Agreements.
- **Infill Developments:** This strategy takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of the urban area.
- **Transit Oriented Developments:** This strategy clusters housing units and/or businesses near transit stations in walkable communities. By providing convenient access to alternative modes, auto dependence can be reduced.
- **Design Guidelines for Pedestrian-Oriented Development:** Maximum block lengths, building setback restrictions, and streetscape enhancements are examples of design guidelines that can be codified in zoning ordinances to encourage pedestrian activity.
- **Mixed-Use Development:** This strategy allows many trips to be made without automobiles. People can walk to restaurants and services rather than use their vehicles.



Public Transit Strategies

Two types of strategies, capital improvements and operating improvements, are used to enhance the attractiveness of public transit services to shift auto trips to transit. Transit capital improvements generally modernize the transit systems and improve their efficiency; operating improvements make transit more accessible and attractive.

- **Transit Capacity Expansion:** This strategy adds new vehicles to expand transit services.

- **Increasing Bus Route Coverage or Frequencies:** This strategy provides better accessibility to transit to a greater share of the population. Increasing frequency makes transit more attractive to use.
- **Implementing Regional Premium Transit:** Premium transit such as Bus Rapid Transit (BRT) best serves dense urban centers where travelers can walk to their destinations. Premium regional transit from suburban areas can sometimes be enhanced by providing park-and-ride lots.
- **Providing Real-Time Information on Transit Routes:** Providing real-time information on bus progress either at bus stops, terminals, and/or personal wireless devices makes bus travel more attractive.
- **Reducing Transit Fares:** This relatively easy-to-implement strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, reductions in selected fare categories may be a more feasible strategy to implement.
- **Provide Exclusive Bus Right-Of-Way (ROW) :** Exclusive right-of-way includes bus ways, bus-only lanes, and bus bypass ramps. This strategy is applied to freeways and major highways that have routes with high ridership.

Non-Motorized Transportation Strategies

Non-motorized strategies include bicycle, pedestrian, and multiuse path facility improvements that encourage non-motorized modes of transportation instead of single-occupant vehicle trips.

- **New Sidewalk Connections:** Increasing sidewalk connectivity encourages pedestrian traffic for short trips.
- **Designated Bicycle Facilities on Local Streets:** Enhancing the visibility of bicycle facilities increases the perception of safety. In many cases, bicycle lanes can be added to existing roadways through restriping.
- **Improved Bicycle Facilities at Transit Stations and Other Trip Destinations:** Bicycle racks and bicycle lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.
- **Improved Safety of Existing Bicycle and Pedestrian Facilities:** Maintaining lighting, signage, striping, traffic control devices, and pavement quality and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety.
- **Exclusive Non-Motorized Right-of-Way:** Abandoned rail rights-of-way and existing parkland can be used for medium- to long-distance bicycle trails, improving safety and reducing travel times.
- **Complete Streets:** Routinely designing and operating the entire right-of-way can enable safe access for all users including pedestrians, bicyclists, motorists, and transit. Elements that may be found on a complete street include sidewalks, bike facilities, special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, support for changing mobility technologies, and more.



Transportation Demand Management Strategies

In addition to the TDM Strategies that are included in Tier 1, additional strategies are available in Tier 3 that encourage the use of ride-sharing and other forms of HOV implementation.

- **Ridesharing (Carpools & Vanpools):** In ridesharing programs, participants are matched with potential candidates for sharing rides. This typically is arranged/encouraged through employers or transportation management agencies that provide ride-matching services. These programs are more effective if combined with HOV lanes, parking management, guaranteed ride home policies, and employer-based incentive programs.
- **High Occupancy Vehicle Lanes:** This increases corridor capacity while, at the same time, providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.
- **Park-and-Ride Lots:** These lots can be used in conjunction with HOV lanes and/or express bus services. They are particularly helpful when coupled with other commute alternatives such as carpool/ vanpool programs, transit, and/or HOV lanes.
- **Employer-Landlord Parking Agreements:** Employers can negotiate leases so that they pay for parking spaces used only by employees. In turn, employers can pass along parking savings by purchasing transit passes or reimbursing nondriving employees with the cash equivalent of a parking space.
- **Parking Management:** This strategy reduces the instance of free parking to encourage other modes of transportation. Options include reducing the minimum number of parking spaces required per development, increasing the share of parking spaces for HOVs, introducing or raising parking fees, providing cash-out options for employees not using subsidized parking spaces, and expanding parking at transit stations or park-and-ride lots.
- **Managed Lanes:** FHWA defines managed lanes as highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions. Examples of managed lanes may include high-occupancy toll (HOT) lanes with tolls that vary based on demand, exclusive bus-only lanes, HOV and clean air and/or energy-efficient vehicle lanes, and HOV lanes that could be changed into HOT lanes in response to changing levels of traffic and roadway conditions.

Tier 4



Strategies to Improve Roadway Operations

Intelligent Transportation Systems (ITS) Strategies

The strategies in ITS use new and emerging technologies to mitigate congestion while improving safety and environmental impacts. Typically, these systems are made up of many coTPOnents, including sensors, electronic signs, cameras, controls, and communication technologies. ITS strategies are sets of coTPOnents working together to provide information and allow greater control of the operation of the transportation system.

- **Dynamic Messaging:** Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.
- **Advanced Traveler Information Systems (ATIS):** ATIS provide an extensive amount of data to travelers, such as real-time speed estimates on the Web or over wireless devices and transit vehicle schedule progress. It also provides information on alternative route options.
- **Integrated Corridor Management (ICM):** This strategy, built on an ITS platform, provides for the coordination of the individual network operations between parallel facilities creating an interconnected system. A coordinated effort between networks along a corridor can effectively manage the total capacity in a way that will result in reduced congestion.
- **Transit Signal Priority (TSP):** This strategy uses technology located onboard transit vehicles or at signalized intersections to temporarily extend green time, allowing the transit vehicle to proceed without stopping at a red light.

Transportation Systems Management Strategies

Transportation Systems Management (TSM) strategies identify operational improvements to enhance the capacity of the existing system. These strategies typically are used together with ITS technologies to better manage and operate existing transportation facilities.

- **Traffic Signal Coordination:** Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.
- **Channelization:** This strategy is used to optimize the flow of traffic for making left or right turns usually using concrete islands or pavement markings.
- **Intersection Improvements:** Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes (right or left) and widened shoulders.
- **Bottleneck Removal:** This strategy removes or corrects short, isolated, and temporary lane reductions, substandard design elements, and other physical limitations that form a capacity constraint that results in a traffic bottleneck.

- **Vehicle Use Limitations and Restrictions:** This strategy includes all-day or selected time-of-day restrictions of vehicles, typically trucks, to increase roadway capacity.
- **Improved Signage:** Improving or removing signage to clearly communicate location and direction information can improve traffic flow.
- **Geometric Improvements for Transit:** This strategy includes providing for transit stop locations that do not affect the flow of traffic, improve sight lines, and improve merging and diverging of buses and cars.
- **Intermodal Enhancements:** Coordinating modes makes movement from one mode to the other easier. These enhancements typically include schedule modification to reduce layover time or increase the opportunity for transfers, creation of multimodal facilities, informational kiosks, and improved amenities at transfer locations.
- **Goods Movement Management:** This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.

Freeway Incident Detection and Management Strategy

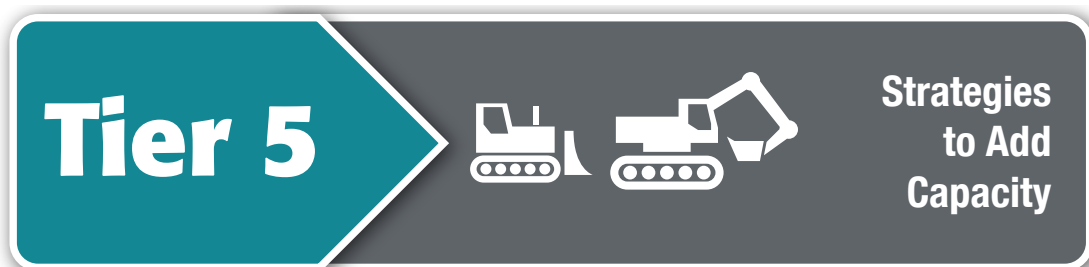
- **Freeway Incident Detection and Management Systems:** This strategy addresses primarily non-recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.

Access Management Strategy

- **Access Management Policies:** This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of pedestrian, bicycle, and trail facilities.

Corridor Preservation/Management Strategies

- **Corridor Preservation:** This strategy includes implementing, where applicable, land acquisition techniques such as full title purchases of future rights-of-way and purchase of easements to plan proactively in anticipation of future roadway capacity demands.
- **Corridor Management:** This strategy is applicable primarily in moderate- to high-density areas and includes strategies to manage corridor rights-of-way. The strategies range from land-use regulations to landowner agreements such as subdivision reservations, which are mandatory dedications of portions of subdivided lots that lie in the future right-of-way.



Strategies to add capacity are the costliest and least desirable strategies and should be considered as last resort methods for reducing congestion. Strategies of cities that attempt to “build out of congestion” have not provided intended results. As such, capacity-adding strategies should be applied after determining the demand and operational management strategies identified earlier are not feasible solutions. The key strategy is to increase the capacity of congested roadways through additional general purpose travel lanes.

- Increase the capacity of congested roadways through additional general purpose travel lanes and/or managed lanes

Appendix F

CMP Public Survey Results Summary



Congestion Management Plan (CMP) Public Survey

Results Summary

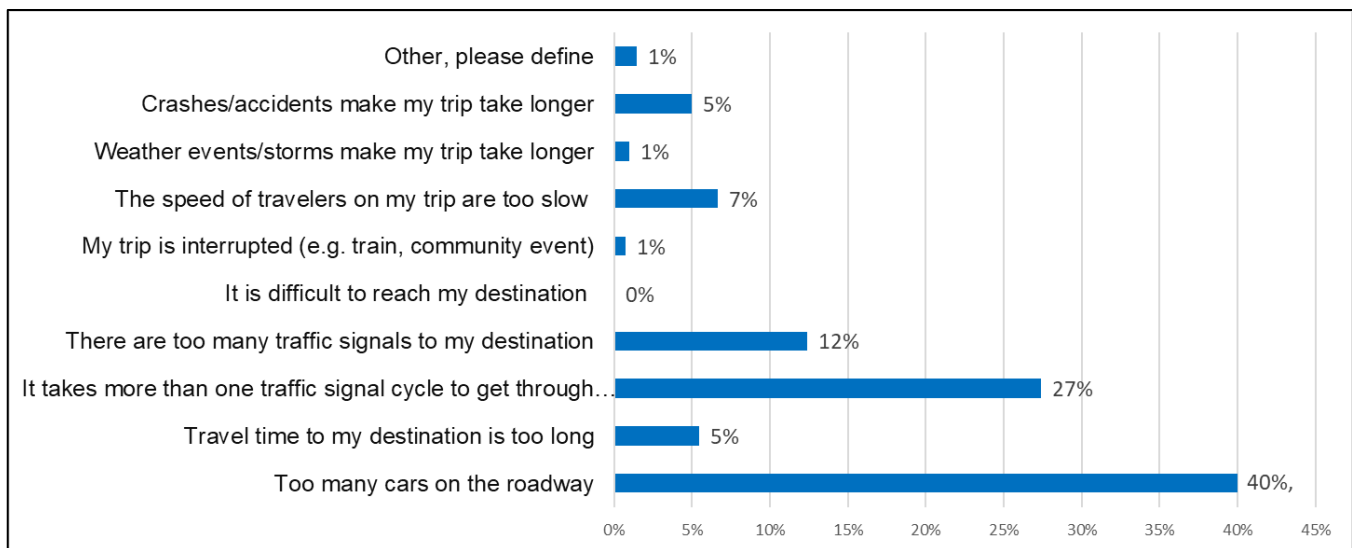
The TPO conducted an online public survey from March 1 to March 31, 2021 to gather input from the public in support of the update to the Congestion Management Plan (CMP). The survey results will be used to supplement and inform the technical analysis and improvement strategies. A total of 255 responses were submitted via the survey instrument on the TPO website. Additionally, 3 responses were sent to the TPO by email for a total of 258 survey participants. The following summarizes the results of the survey.

1. What does the term ‘congestion’ mean to you? (select up to 3)

A total of 254 responses were received. The top three most frequent selections were **‘Too many cars on the roadway’** with 168 responses or 40%; followed by **‘It takes more than one traffic signal’** with 115 responses or 27%; and **‘There are too many traffic signals to my destination’** with 52 responses or 12%.

420 selections

- 168 Too many cars on the roadway
- 23 Travel time to my destination is too long
- 115 It takes more than one traffic signal cycle to get through intersection
- 52 There are too many traffic signals to my destination
- 0 It is difficult to reach my destination
- 3 My trip is interrupted (e.g. train, community event)
- 28 The speed of travelers on my trip are too slow
- 4 Weather events/storms make my trip take longer
- 21 Crashes/accidents make my trip take longer
- 6 Other, please define

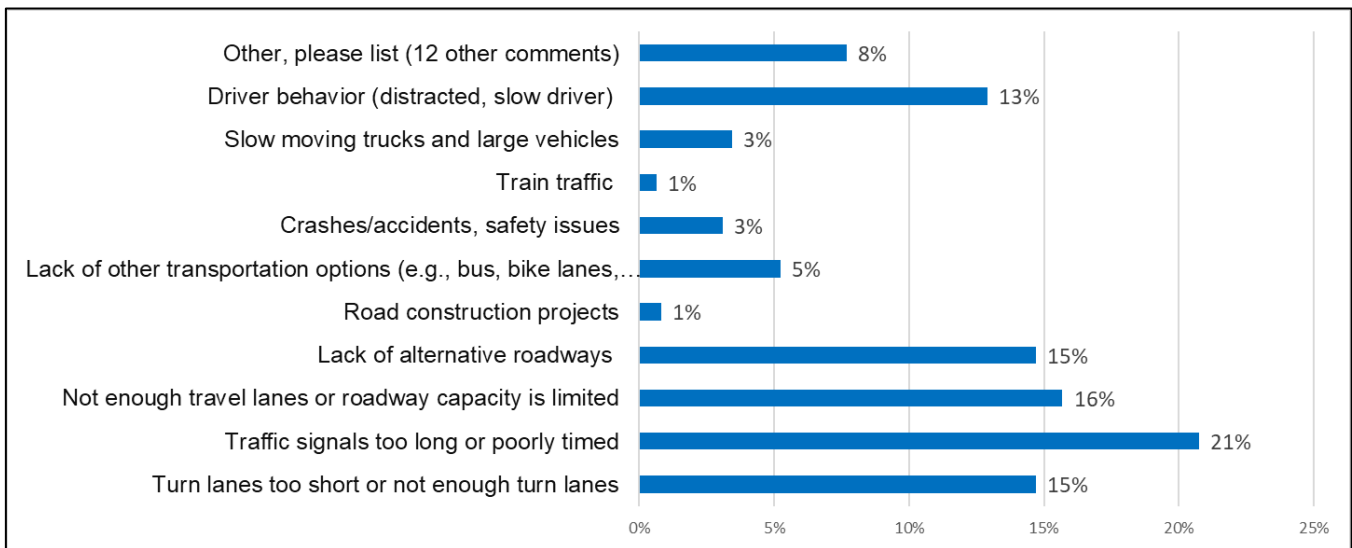


2. What do you think are the main causes of congestion in Marion County?
(select up to 3)

A total of 218 responses were received. The top three most frequent causes identified were **‘Traffic signals too long or poorly timed’** with 127 responses or 21%; followed by **‘Not enough travel lanes or roadway capacity is limited’** with 96 responses or 16%; and **‘Turn lanes too short or not enough turn lanes’** and **‘Lack of alternative roadways’** both with 90 responses or 15%.

612 selections

- 90 Turn lanes too short or not enough turn lanes
- 127 Traffic signals too long or poorly timed
- 96 Not enough travel lanes or roadway capacity is limited
- 90 Lack of alternative roadways
- 5 Road construction projects
- 32 Lack of other transportation options (e.g., bus, bike lanes, sidewalks)
- 2 School zones
- 0 Weather events/storms
- 19 Crashes/accidents, safety issues
- 4 Train traffic
- 21 Slow moving trucks and large vehicles
- 79 Driver behavior (distracted, slow driver)
- 47 Other, please list (12 comments, 35 no response provided)



Other Comments include:

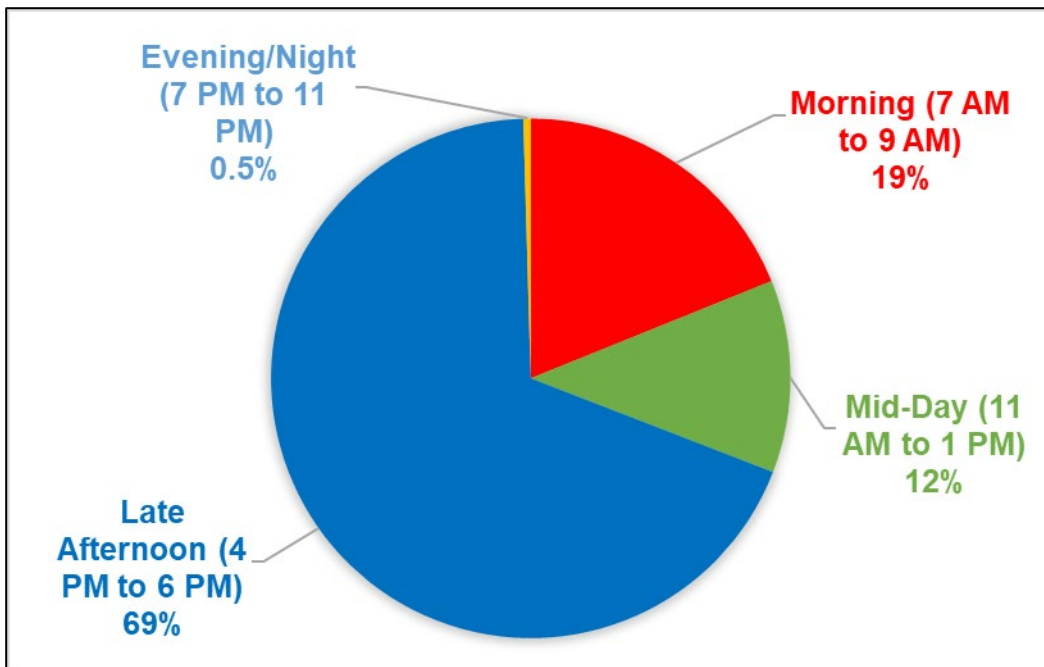
- A lot of growth in Marion County
- More people moving to the area than can be supported
- No right turn lanes or enough ROW to make a turn turn at red light
- Poorly maintained roads

- Stop permitting major housing developments
- Speed limits reassessed
- Too many cars for available roadway capacity
- Too many homes/businesses in same area
- Too many people moving to Marion County; infrastructure not kept pace
- Too many vehicles on roads
- Traffic lights not synched in Dunnellon

3. What time of day do you experience congestion the most in Marion County? (select 1)

A total of 217 responses were received. The most frequent time of day participants overwhelmingly selected was late afternoon between 4 pm to 6 pm with 149 responses or 69%.

41	Morning (7 AM to 9 AM)
26	Mid-Day (11 AM to 1 PM)
149	Late Afternoon (4 PM to 6 PM)
1	Evening/Night (7 PM to 11 PM)



4. Please list the top 3 roadway or intersection locations in Marion County where you think congestion is the worst? (list up to 3)

A total of 239 responses were received and 398 roadway or intersection/interchange locations identified. The following summarizes a list of the top 10 specific locations identified by survey participants, and the overall top 10 corridors mentioned most frequently either individually or part of an intersection or interchange.

Top 10 Locations

1. SR 200 at I-75 (34 responses)
2. SR 200 (30 responses)
3. SR 40 at U.S. 301/441/Pine Avenue (23 responses)
4. CR 484 at I-75 (17 responses)
5. SE 17th Avenue (SR 464) at U.S. 301/U.S. 441/Pine Ave (15 responses)
6. SE 17th Avenue (SR 464) at SE 25th (11 responses)
7. Maricamp Road (SR 464) at Baseline Road (SR 35) (10 responses)
8. SR 200 at 38th Court (9 responses)
9. SR 200 at SW 27th Avenue (8 responses)
10. Downtown Ocala (8 responses)

Top 10 Corridors Mentioned

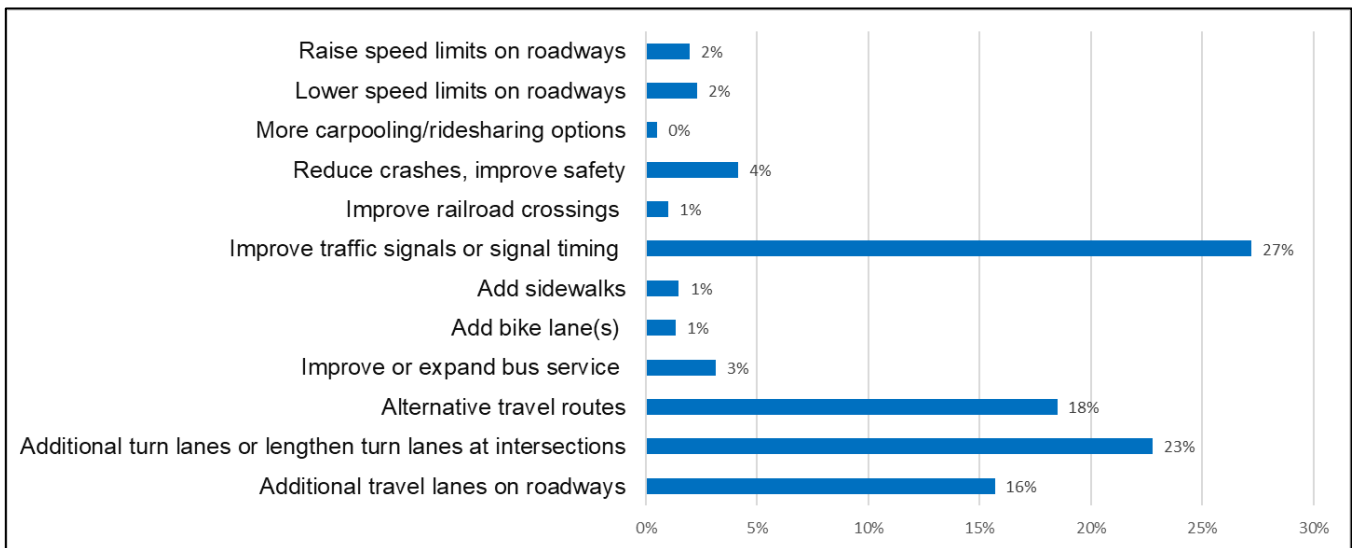
1. SR 200 (117)
2. U.S. 301/U.S. 441/Pine Avenue (61)
3. SR 40 (58)
4. SE 17th Avenue/Maricamp Road (SR 464) (47)
5. CR 484 (27)
6. U.S. 27 (23)
7. U.S. 441 (15)
8. Maricamp Road (10)
9. CR 475 (8)
10. I-75 (7)

5. What improvements should be made to improve congestion at your top 3 locations, along with other congested areas in Marion County? (select up to 3)

A total of 250 responses were received. The top three improvements recommended were ***‘Improve traffic signals or signal timing’*** with 165 responses or 27%; followed by ***‘Additional turn lanes or lengthen turn lanes at intersections’*** with 138 responses or 23%; and ***‘Alternative travel routes’*** with 112 responses or 18%.

606 selections

- 95 Additional travel lanes on roadways
- 138 Additional turn lanes or lengthen turn lanes at intersections
- 112 Alternative travel routes
- 19 Improve or expand bus service
- 8 Add bike lane(s)
- 9 Add sidewalks
- 165 Improve traffic signals or signal timing
- 6 Improve railroad crossings
- 25 Reduce crashes, improve safety
- 3 More carpooling/ridesharing options
- 14 Lower speed limits on roadways
- 12 Raise speed limits on roadways



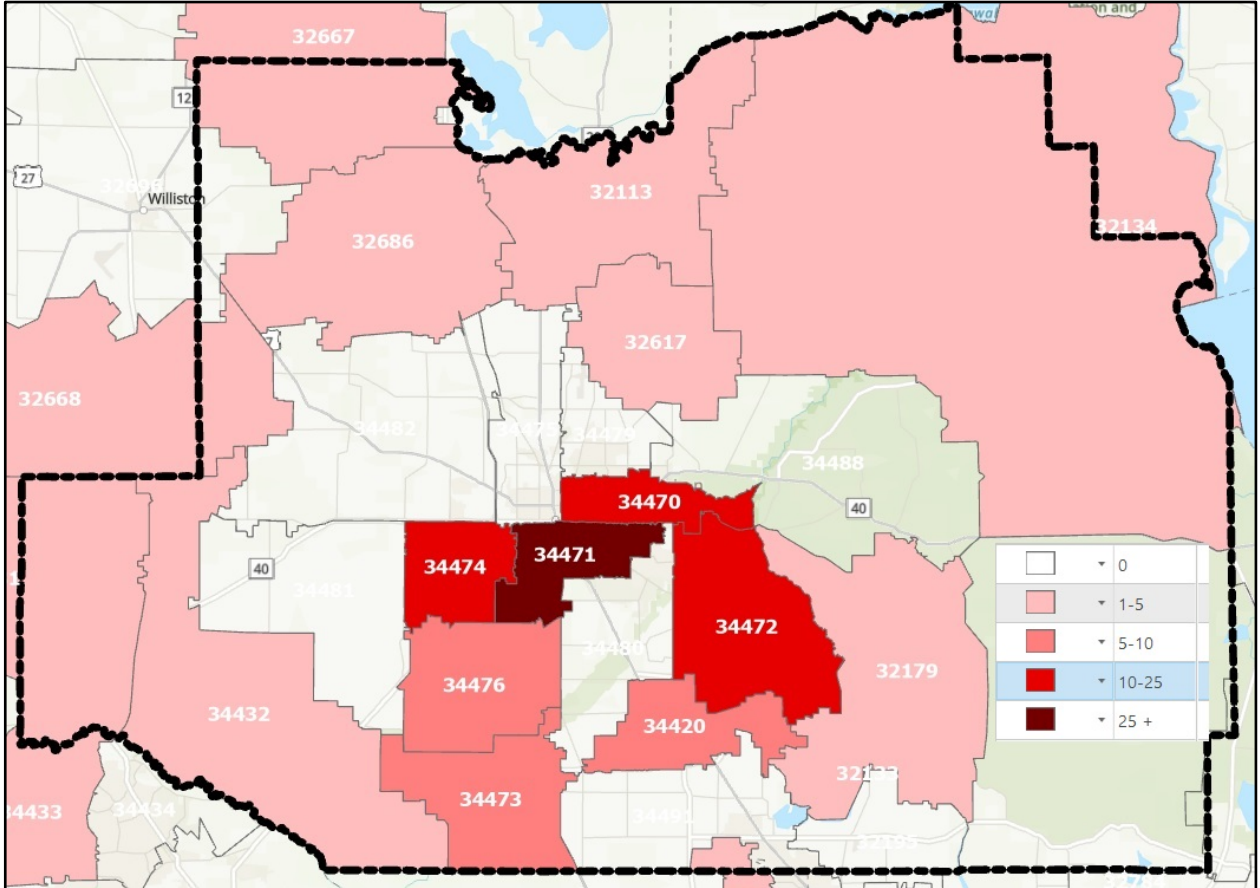
6. What mode of transportation do you use most often (select 1)

A total of 252 responses were received. The most frequent primary mode of transportation used by almost all participants is the personal automobile/truck. The three participants that selected 'other' use Marion Transit as their primary mode of transportation.

245	Personal automobile/truck
1	Bicycle
1	Walk
2	Bus
0	Wheelchair
0	Golf cart
0	Scooter
0	Electric bike/other electric transportation
0	Carpool/Rideshare
3	Other, please list
	(3) Marion Transit

7. Please provide the zip code of where you live in Marion County

A total of 158 responses were received. As displayed in the zip code map, the majority of the participants responding to this question reside in the most urbanized areas of the county, including zip codes 34471 (37), 34470 (23) and 34472 (25) and 34474 (21).

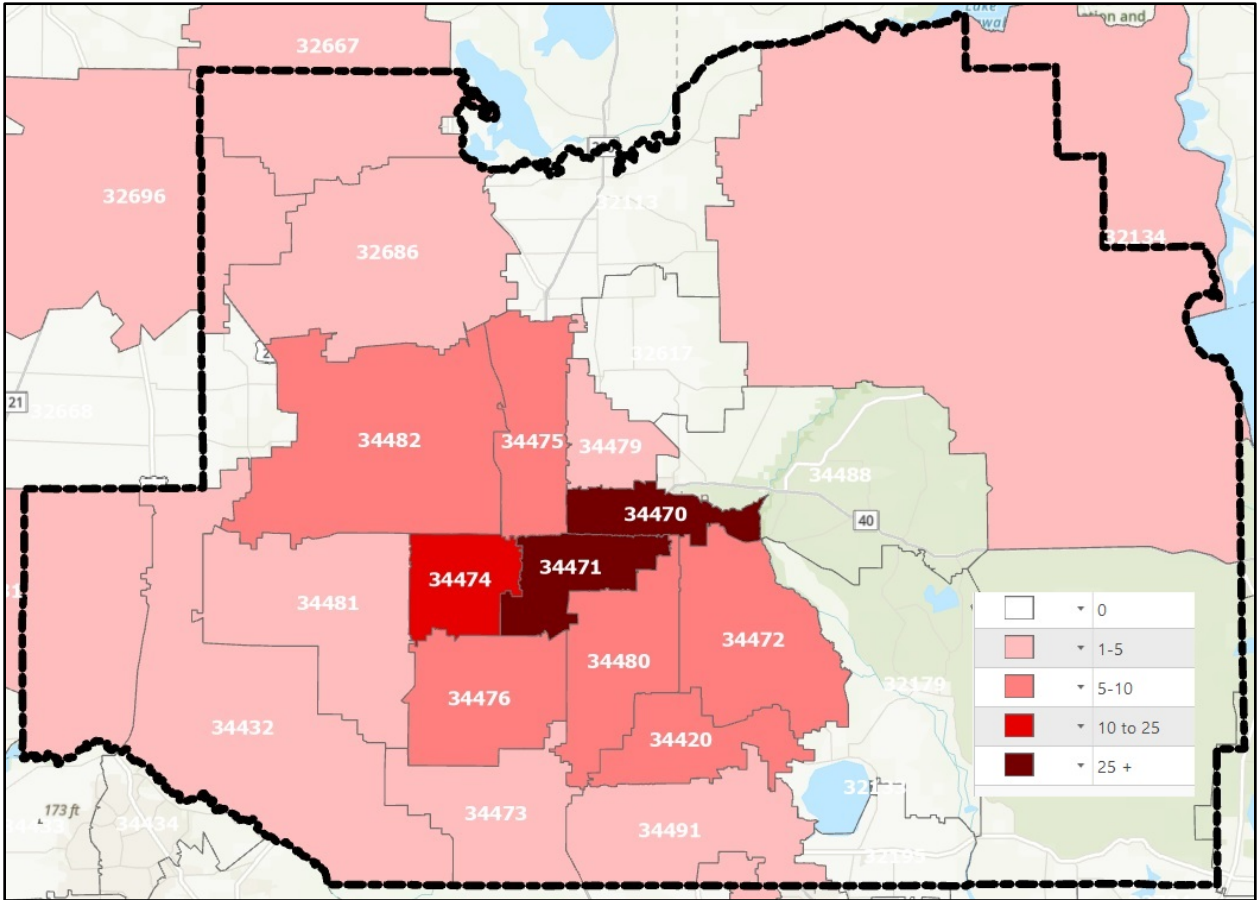


Participants by Zip Code:

2	32113	2	34431
4	32134	5	34432
1	32162	1	34433
2	32179	23	34470
1	32617	37	34471
1	32664	25	34472
1	32667	9	34473
2	32668	21	34474
5	32686	9	34476
7	34420		

8. Please provide the zip code of where you work in Marion County

A total of 213 responses were received. As displayed in the zip code map, the majority of the participants responding to this question work in the urbanized areas of the county, with the largest number in zip codes 34471 (74) and 34470 (49).



Participants by Zip Code

		49	34470
1	32134	75	34471
2	32162	6	34472
1	32611	5	34473
1	32664	11	34474
1	32667	8	34475
3	32686	10	34476
1	32696	3	34479
1	33474	6	34480
8	34420	5	34481
1	34431	7	34482
5	34432	3	34491

9. Please share any comments or opinions that were not covered in this survey

A total of 111 with additional comments were shared by the participants. The following summarizes the main topics or themes derived from the comments.

- Alternate corridors to I-75 and other major arterials
- Addition of more rail overpasses
- Addition of protected bike lanes
- Addition of turn lanes/longer turn lanes at intersections
- Back-ups on SR 200 caused by no driveways/turn lanes
- Better access management on SR 200
- Better connectivity of the roadway network
- Careless driving/speeding
- Congestion is throughout the day
- Confusing street naming
- Distracted driving
- Do not reduce travel lanes
- Driver behavior
- Growth and development in community
- Impacts of major development to roads
- Improve lighting on street network
- More golf cart access
- More law enforcement
- More maintenance of existing roads
- More sidewalks
- More transportation options
- Planned development more distributed in community
- Safety improvements at intersections
- School congestion
- Speeding and aggressive drivers
- Speed limits on major roads need to be studied
- Traffic signal timing improvements
- Widen major roadways

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<https://ocalamariontpo.org>





TO: Committee Members

FROM: Rob Balmes, Director

RE: 2021 Traffic Counts Report

Summary

The TPO published the 2021 Traffic Counts Report and Online Map in June to serve as a resource to citizens, elected leaders and professionals in Marion County. This report is a compilation of traffic counts taken and administered by professionals at Marion County, City of Ocala and the Florida Department of Transportation.

Included with the meeting packet is the 2021 Traffic Counts report. Please also find below a web-link to the companion Online Map and Story Map. The information may also be accessed at the TPO's Website Transportation Statistics Page:

<https://ocalamariontpo.org/transportation-statistics>

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=684f763711d742f893a1271ab346c28c>

Traffic Counts Online Map

<https://storymaps.arcgis.com/stories/6190ad2ad11c4e99a0d149c9dff71488>

Traffic Counts Story Map

Attachment(s)

- 2021 Traffic Counts Report

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



2021 Traffic Counts Report

Board Members

Michelle Stone, Chair
Marion County

Ire Bethea, Sr., Vice-Chair
City of Ocala

Kathy Bryant - Marion County

Craig Curry - Marion County

Jeff Gold - Marion County

Justin Grabelle - City of Ocala

Kent Guinn - City of Ocala

Valerie Hanchar - City of Dunnellon

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

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INTRODUCTION



The Ocala Marion Transportation Planning Organization (TPO) has published this report to provide the public with a comprehensive summary of traffic volumes on roadways in Marion County. Traffic counts in this report were recorded from 2016 to 2020. Each count also indicates the agency that collected the count, the span of time over which the count was taken, and the average annual percent change. Counts are listed in alphabetical order by roadway in the report tables.

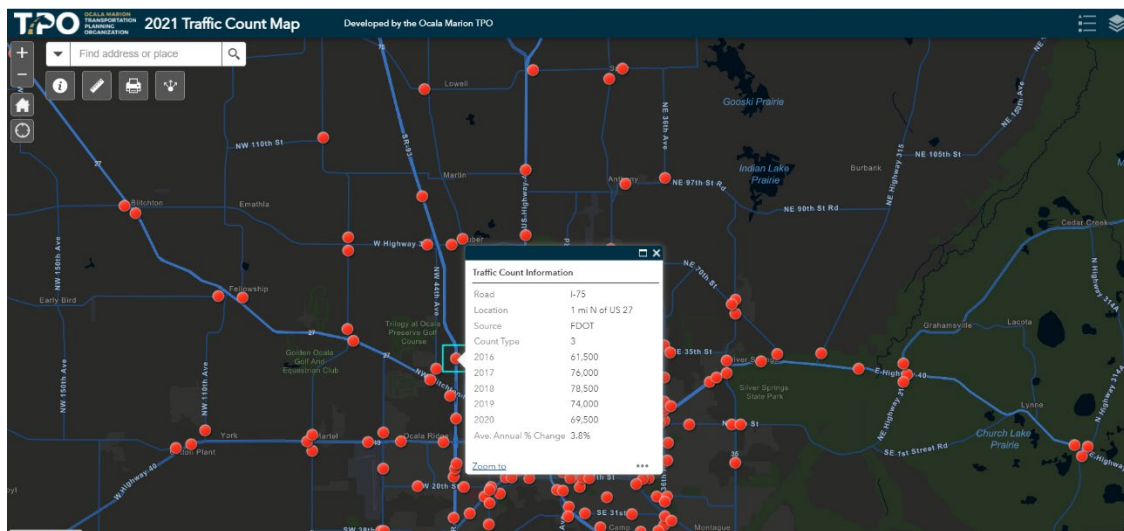
A traffic count indicates the number of vehicles that pass over a point on a particular section of road. Traffic counts taken at the same location over multiple years help provide a better understanding as to how the volume of traffic is changing along a particular roadway. This information may also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

Traffic Counts Online Map

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

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=684f763711d742f893a1271ab346c28c>

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



DATA SOURCES

The 2021 Traffic Count Report contains traffic counts for locations in the cities of Belleview, Dunnellon, Ocala and the unincorporated areas of Marion County. All traffic counts have been collected by one of three sources: the City of Ocala, Marion County or the Florida Department of Transportation (FDOT). Counts collected by Marion County are raw count data, while counts by the City

of Ocala are a combination of raw count and adjusted counts. Data collected by FDOT are all adjusted using seasonal factors and axle factors. Seasonal factors are used to adjust data so that counts taken at different times of the year can be compared accurately. Axle factors are used to adjust axle counts into vehicle counts. Overall, all traffic counts in this report were rounded to the nearest 100.

Count Station Types

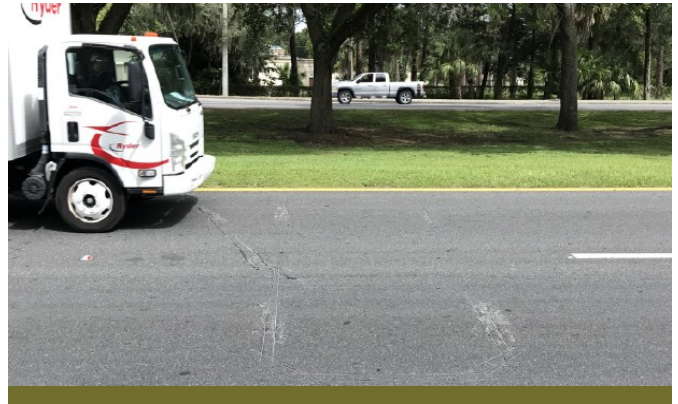
There are two main types of count station facilities that are used to record traffic volumes: 'Temporary' stations and 'Permanent' stations.

Temporary Stations



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

Permanent Stations



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

EXAMPLE TABLE

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
CR 464C								
E of SE 141st Terr	MC	2	4,300	4,400	4,600	4,700	4,900	3.3%
CR 467								
S of SE 95th St	MC	2	4,400	3,300	3,700	4,100	4,700	3.1%
N of CR 484	MC	2	4,500	4,300	4,500	4,700	5,400	4.9%

Source: Agency responsible for collecting the traffic count.

1

FDOT – Florida Department of Transportation

MC – Marion County

OCA – City of Ocala

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

2

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

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

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

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

Traffic Count: Numbers are rounded to the nearest 100.

3

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

Average Annual Growth Rate (Percent):

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

4

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

TRAFFIC COUNT LOCATIONS

The 2021 Traffic Count Report include the following roadways located in the cities of Belleview, Dunnellon, Ocala and unincorporated areas of Marion County. The roadways are listed in alphabetical order.

- Baseline Extension
- CR 200A
- CR 225
- CR 225A
- CR 25
- CR 25A
- CR 312
- CR 314
- CR 314A
- CR 315
- CR 316
- CR 318
- CR 328
- CR 329
- CR 40
- CR 42
- CR 464
- CR 464A
- CR 464B
- CR 464C
- CR467
- CR 475
- CR 475A
- CR 484
- CR/SR 326
- CR/SR 35
- Fort King Street
- I-75
- Magnolia Avenue
- Marion Oaks Avenue
- Marion Oaks Blvd
- Marion Oaks Course
- Marion Oaks Drive
- Marion Oaks Manor
- Marion Oaks Trail
- MLK Jr. Avenue
- NE 1st Avenue
- NE 8th Avenue
- NE 11th Avenue
- NE 11th Avenue
- NE 12th Avenue
- NE 16th Avenue
- NE 17th Avenue
- NE 19th Avenue
- NE 25th Avenue
- NE 2nd Street
- NE 3rd Street
- NE 7th Street
- NE 24th Street
- NE 49th Street
- NE 175th Street
- NE 8th Avenue Rd
- NE 97th Street Rd
- NE Jacksonville Road
- NE Watula Avenue
- NE/SE 25th Avenue
- NE/SE 36th Avenue
- NW 21st Avenue
- NW 22nd Avenue
- NW 30th Avenue
- NW 44th Avenue
- NW 60th Avenue
- NW 80th Avenue
- NW 110th Avenue
- NW 3rd Street
- NW/NE 28th Street
- NW/NE 35th Street
- NW/NE 27th Ave
- NW/SW 38th Ave
- Powell Road
- SE 3rd Avenue
- SE 11th Avenue
- SE 18th Avenue
- SE 22nd Avenue
- SE 30th Avenue
- SE 36th Avenue
- SE Watula Avenue
- SE 8th Street
- SE 17th Street
- SE 24th Street
- SE 31st Street
- SE 38th Street
- SE 52nd Street
- SE 80th Street
- SE 95th Street
- SE 110th Street
- SE 132nd Street
- SE 100th Avenue
- SE 147th St/147 PL
- SE 110th Street Rd
- SE 114th Street Rd
- SE Oak Road
- SE 44th Avenue Rd
- SE 92nd Place Road
- SE/SW 32nd Street
- S. Magnolia Avenue
- SR 19
- SR 35
- SR 40
- SR 200
- SR 464
- SR 492
- Sunset Harbor Road
- SW 103rd Street Rd
- SW 17th St Ext.
- SW 19th Avenue Rd
- SW 180th Ave Road
- SW 1st Avenue
- SW 20th Street
- SW 27th Avenue
- SW 33rd Avenue
- SW 37th Avenue
- SW 38th Avenue
- SW 38th Street
- SW 42nd Street
- SW 49th Avenue
- SW 60th Avenue
- SW 62nd Ave Road
- SW 66th Street
- SW 80th Avenue
- SW 90th Street
- SW 95th Street
Rd/SW 95th Street
- US 27
- US 41
- US 301
- US 441
- West Anthony Road
- West Broadway St

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
Baseline Extension								
SE 110th St to US 441	MC	2	5,700	5,500	5,600	5,700	4,700	-4.4%
CR 25								
E of SR 35	MC	2	13,600	12,200	12,000	11,700	11,000	-5.1%
W of SR 35	MC	2	12,100	11,100	10,900	10,900	10,100	-4.4%
E of SE 110th St Road	MC	2	9,600	11,100	11,600	11,900	11,400	4.6%
E of SE 108th Terrace Road	FDOT	3	7,400	7,500	7,700	5,500	NC	-8.2%
W of CR 464	MC	2	5,900	6,200	6,500	6,300	6,300	1.7%
E of CR 464	MC	2	7,400	7,400	7,900	7,900	7,900	1.7%
S of CR 42	MC	2	8,700	10,600	11,000	11,300	11,200	6.9%
CR 25A								
S of CR 316	MC	2	2,500	2,000	2,300	2,300	2,400	-0.2%
N of SR 326	MC	2	7,800	8,600	8,800	8,700	6,500	-3.5%
S of NW 63rd Street	MC	2	4,500	4,900	4,700	5,000	6,100	8.3%
CR/SR 35								
N of SR 326	MC	2	2,300	2,600	2,600	2,500	2,800	5.3%
S of SR 326	MC	2	4,700	5,000	5,300	5,100	5,800	5.6%
N of SR 40	MC	2	8,200	8,300	8,600	NC	5,600	-10%
CR 40								
E of CR 336	MC	2	9,100	8,500	9,200	NC	2,500	-23.7%
W of US 41	MC	2	3,300	3,200	3,500	3,800	5,000	11.6%
CR 42								
E of CR 475	MC	2	3,900	4,200	4,500	4,800	5,100	6.9%
E of US 301	MC	2	13,100	14,300	15,900	15,700	14,100	2.2%
W of US 441	MC	2	18,100	20,900	22,600	8,800	8,400	-10.5%
E of US 441	MC	2	8,900	9,600	10,200	10,300	10,700	4.7%
W of CR 25	FDOT	3	6,900	9,700	9,900	10,100	9,500	9.7%
W of SE 182nd Ave Rd	MC	2	6,800	7,000	7,500	7,100	10,100	11.8%
E of CR 450	MC	1	3,500	3,700	4,000	4,600	4,700	7.7%
CR 200A								
S of CR 316	MC	2	4,600	4,500	4,500	4,600	8,000	18.5%
S of CR 329	MC	2	5,600	4,800	5,400	5,500	7,100	7.3%
N of SR 326	MC	2	8,900	9,800	10,000	10,000	2,700	-15.2%
S of SR 326	MC	2	6,500	6,200	6,200	6,300	6,100	-1.5%
N of NE 49th Street	MC	2	6,900	7,700	7,900	7,500	8,300	4.9%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
CR 200A (continued)								
US 441 to Magnolia Ave	OCA	2	NC	9,600	5,900	7,700	9,200	3.8%
N of NE 35th Street	MC	2	7,800	8,700	8,800	8,800	8,300	1.8%
S of NE 35th Street	MC	2	NC	11,800	11,400	11,900	9,800	-5.6%
NE 28th Street to NE 25th	OCA	2	NC	13,100	14,300	9,100	13,200	6%
NE 8th Road to N Magnolia Avenue	OCA	1	10,300	9,600	8,300	5,200	4,300	-18.7%
CR 225								
N of US 27	MC	2	900	900	1,200	1,200	1,000	4.2%
CR 225A								
N of NW 110th Street	MC	2	1,900	2,100	2,400	2,700	2,700	9.3%
N of CR 326	MC	2	2,800	3,000	2,800	3,000	3,300	4.4%
S of CR 326	MC	2	5,200	7,100	7,300	7,400	7,900	11.9%
N of US 27	MC	2	6,800	7,100	7,100	7,400	6,700	-0.2%
CR 312								
E of CR 475A	MC	2	2,400	2,600	2,600	2,600	2,200	-1.8%
CR 314								
W of SR 19	MC	2	3,000	2,900	3,200	3,400	4,400	10.7%
N of SR 40	MC	2	2,800	2,800	2,800	2,700	2,400	-3.7%
S of SR 40	MC	2	1,500	1,600	1,700	1,800	2,400	13%
W of SR 35	MC	2	5,200	5,300	5,400	5,300	5,500	1.4%
E of SR 35	MC	3	6,200	6,100	6,300	6,300	6,500	1.2%
CR 314A								
N of SR 40	MC	2	1,700	1,900	2,200	2,300	2,300	8%
S of SR 40	MC	2	5,500	5,400	5,500	5,500	5,100	-1.8%
E of CR 464C	MC	2	3,500	3,700	3,800	3,900	3,400	-0.4%
CR 315								
S of CR 21 Putnam Co Line	MC	2	2,800	3,200	3,100	3,000	4,600	15.3%
S of CR 316	MC	2	3,800	4,100	4,300	3,900	3,900	0.9%
N of SR 40	MC	2	3,200	3,500	3,500	3,300	3,700	3.9%
CR 316								
W of US 441	MC	3	1,600	1,800	1,800	1,800	1,600	0.3%
E of CR 200A	MC	2	2,100	2,200	2,400	2,500	2,600	5.5%
W of CR 315	MC	2	2,600	2,300	2,600	2,700	2,400	-1.4%
E of CR 315	MC	2	3,200	3,000	3,200	3,300	6,700	26.6%
W of SR 19	MC	2	1,400	1,600	2,000	2,100	2,400	14.6%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
CR 318								
W of US 301	MC	2	3,000	3,200	3,600	3,700	3,700	5.5%
E of I-75	MC	2	4,000	4,100	4,500	4,400	4,000	0.2%
W of I-75	MC	2	2,900	1,500	1,500	1,400	1,100	-19.1%
E of CR 335	MC	2	1,800	1,800	2,000	1,900	2,200	5.5%
CR/SR 326								
W of US 27	MC	2	3,000	2,900	3,300	3,500	3,800	6.3%
W of I-75	MC	2	6,600	6,900	7,100	7,200	7,700	3.9%
E of I-75	FDOT	3	22,200	22,500	22,000	22,000	20,500	-1.9%
1 mi W of SR 25/US 441	FDOT	3	11,500	10,800	12,300	11,800	11,600	0.5%
E of US 441	MC	2	10,200	11,700	12,000	11,700	12,300	5.0%
E of US 441	FDOT	3	11,600	12,100	12,400	11,800	11,600	0.1%
E of CR 200A	MC	2	11,200	12,000	12,300	12,300	11,400	0.6%
W of CR 35	MC	2	7,300	7,000	7,200	7,200	9,900	9.1%
N of SR 40	MC	2	3,100	3,700	3,600	3,700	5,500	17%
CR 328								
N of SR 40	MC	2	NC	3,100	3,100	3,100	5,100	21.5%
CR 329								
W of CR 25A	MC	2	1,400	1,600	1,700	1,700	1,400	0.7%
E of US 441	MC	3	4,900	5,400	5,600	5,700	6,200	6.1%
E of CR 200A	MC	3	4,300	4,200	4,700	4,800	4,400	0.8%
CR 464								
E of SR 35	MC	2	34,200	37,800	38,600	39,800	35,900	1.5%
W of Oak Road	MC	2	13,200	13,800	14,600	15,100	12,800	-0.4%
W of SE 108th Terrace Road	MC	3	8,200	8,300	8,400	8,600	7,100	-3.2%
N of CR 25	MC	2	3,000	3,300	3,700	3,900	3,000	1.1%
CR 464A								
N of 38th Street	MC	2	6,300	6,900	6,600	6,900	6,300	0.3%
SR 464 to SE 31st St	MC	2	9,900	NC	NC	NC	NC	N/A
SW 10th to SR 464	MC	1	8,700	6,900	7,100	8,800	NC	2.1%
CR 464B								
W of NW 110th Avenue	MC	3	2,300	2,100	2,200	2,200	3,000	8.1%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
CR 464C								
E of SE 141st Terrace Road	MC	2	4,300	4,400	4,600	4,700	4,900	3.3%
CR 467								
S of SE 95th Street	MC	2	4,400	3,300	3,700	4,100	4,700	3.1%
N of CR 484	MC	2	4,500	4,300	4,500	4,700	5,400	4.9%
S of CR 484	MC	2	3,700	3,800	4,100	4,200	4,400	4.4%
CR 475								
N of SE 52nd Street	MC	2	7,200	7,600	7,800	7,800	7,900	2.4%
N of CR 328	MC	2	6,000	6,700	6,700	6,500	6,600	2.6%
N of CR 312	MC	2	6,500	6,500	6,600	6,400	7,000	2.0%
N of CR 484	MC	3	4,600	4,900	5,300	5,300	5,500	4.6%
S of CR 484	MC	2	4,700	5,100	5,400	5,600	5,500	4.1%
S of CR 475A	MC	3	6,800	7,500	8,100	8,500	8,000	4.3%
CR 475A								
N of SW 66th Street	MC	2	12,300	12,000	12,500	12,400	12,200	-0.2%
S of SW 66th Street	MC	2	9,700	9,300	9,800	9,500	7,200	-6.5%
W of CR 475B	MC	2	5,700	5,700	5,700	6,100	6,800	4.6%
N of CR 484	MC	2	6,000	6,200	6,800	6,900	6,800	3.3%
S of CR 484	MC	2	5,600	5,700	6,200	6,200	5,700	0.6%
E of CR 475	MC	2	1,500	2,100	2,500	2,700	1,600	6.6%
W of US 301/SR 35	MC	2	2,200	2,100	2,200	2,400	2,700	5.5%
CR 475B								
W of I-75	MC	2	3,100	3,400	3,300	3,700	2,600	-2.7%
CR 484								
E of US 41	MC	2	8,400	8,500	9,200	9,400	9,800	4.0%
W of SR 200	MC	2	9,500	8,900	9,400	9,700	11,300	4.7%
E of SR 200	MC	2	8,100	7,700	8,400	8,500	3,800	-12.5%
W of I-75	MC	2	28,100	29,200	30,100	32,500	30,700	2.4%
E of I-75	MC	2	26,100	27,500	30,000	32,000	31,100	4.6%
E of CR 475A	MC	2	20,600	21,500	24,100	25,600	24,000	4.1%
E of CR 475	MC	2	16,400	18,300	20,400	20,800	18,500	3.5%
E of CR 467	MC	2	16,600	18,000	20,000	20,500	18,300	2.8%
W of US 441	MC	2	8,800	9,500	10,400	11,200	10,700	5.2%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
Fort King Street								
SE 1st Ave to SE 11th Ave	OCA	2	NC	6,300	6,300	6,300	5,200	-5.8%
SE 11th Ave to SE 16th Ave	OCA	1	6,300	5,900	6,300	6,800	4,600	-6%
SE 16th Ave to SE 25th Ave	OCA	3	NC	8,400	4,200	8,900	8,700	N/A
SE 25th Ave to SE 36th Ave	OCA	1	6,800	6,400	6,500	6,700	5,500	-4.8%
SE 36th Ave to SR 35	OCA	2	NC	7,600	3,700	7,400	7,500	N/A
I-75								
0.5 mi N of CR 318	FDOT	3	54,500	57,000	64,500	67,500	56,500	1.5%
1.5 mi N of SR 326	FDOT	3	50,500	56,500	64,000	66,000	61,500	5.4%
1 mile north of US 27	FDOT	3	61,500	76,000	78,500	74,000	69,500	3.8%
0.4 mi S of US 27	FDOT	3	NC	75,000	78,500	83,000	78,000	1.5%
0.6 mi S of SR 40	FDOT	2	74,200	78,500	76,000	97,500	91,500	6.2%
0.23 mi N of SW 66th St (Telemetered)	FDOT	T	90,800	94,500	93,700	97,200	87,100	-0.9%
From SR 44 to CR 484	FDOT	3	72,500	78,000	80,000	81,000	70,500	-0.4%
Magnolia Avenue								
US 441 to CR 200A	OCA	3	NC	2,800	1,100	1,900	1,700	0.5%
CR 200A to NE 10th St	OCA	1	NC	4,100	3,000	3,500	2,800	10.1%
NE 10th St to NW 6th	OCA	2	NC	4,900	2,500	4,000	4,800	N/A
NW 3rd St to SR 40	OCA	3	4,000	5,200	2,600	2,900	2,400	-6.4%
SR 40 to SE 3rd St	OCA	3	NC	NC	NC	NC	3,800	N/A
Marion Oaks Boulevard								
S of CR 484	FDOT	3	12,900	13,300	14,300	14,500	14,300	2.7%
Marion Oaks Course								
N of CR 484	MC	3	9,100	9,300	9,900	6,900	7,500	-3.2%
S of CR 484	FDOT	3	NC	NC	6,900	NC	6,500	N/A
Marion Oaks Drive								
W of Marion Oaks Blvd	FDOT	3	4,500	4,700	4,400	4,400	4,400	-0.5%
Marion Oaks Manor								
W of Marion Oaks Drive	FDOT	3	1,700	1,800	1,800	1,800	1,800	1.5%
Marion Oaks Trail								
E of SW 73rd Ave Road	FDOT	3	1,650	1,750	1,800	1,800	1,800	2.2%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
MLK Jr. Avenue								
Ocala City Limits to NW 22nd Street	OCA	3	NC	6,500	NC	3,300	7,200	N/A
NW 21st Street to US 27	OCA	2	NC	7,200	7,200	8,300	8,600	6.3%
US 27 to SR 40	OCA	1	14,000	13,100	12,800	22,700	19,400	13.5%
SR 40 to SR 200	OCA	2	NC	12,800	NC	21,400	19,900	N/A
SR 200 to SW 17th Street	OCA	3	NC	8,900	6,200	7,300	6,800	-6.5%
NE 1st Avenue								
SR 40 to NE 3rd Street	OCA	1	2,600	2,300	NC	3,300	NC	N/A
NE 8th Avenue								
NE 14th Street to SR 40	OCA	1	8,600	7,700	6,800	11,300	9,100	6.1%
NE 11th Avenue								
NE 2nd Street to SR 40	OCA	3	NC	1,300	NC	1,500	1,300	N/A
NE 12th Avenue								
NE 14th Street to SR 40	OCA	3	NC	900	NC	NC	750	N/A
NE 16th Avenue								
NE 2nd Street to SR 40	OCA	3	NC	2,900	NC	3,400	3,400	N/A
NE 17th Avenue								
SR 492 to NE 3rd Street	OCA	2	NC	NC	1,900	2,200	2,100	N/A
NE 19th Avenue								
NE 24th Street to NE 14th	OCA	3	NC	2,600	NC	2,800	3,000	N/A
NE 25th Avenue								
N of NE 28th Street	MC	2	9,100	8,500	8,400	8,400	8,800	-0.8%
NE 28th St to NE 24th	OCA	3	NC	8,600	5,000	9,200	8,800	12.6%
NE 24th St to NE 14th	OCA	2	NC	NC	11,200	8,300	11,400	N/A
NE 14th St to SR 40	OCA	1	14,600	14,800	17,700	15,000	9,400	-7.9%
NE 2nd Street								
NE 8th Ave to NE 11th	OCA	3	NC	1,500	NC	800	1,800	N/A
NE 16th Ave to NE 25th	OCA	3	NC	2,300	NC	1,400	2,400	N/A
NE 3rd Street								
NE 16th Ave to NE 25th	OCA	1	4,200	3,100	3,500	3,500	3,100	-6.2%
NE 25th Ave to SR 40	OCA	3	NC	1,600	NC	2,100	1,700	N/A
NE 7th Street								
SR 40 to NE 36th Ave	OCA	3	NC	9,400	NC	5,200	4,600	N/A
NE 36th Ave to City Limits	OCA	3	NC	7,700	6,400	7,900	8,000	2.6%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
NE 24th Street								
NE 8th Rd to NE 19th	OCA	1	3,600	3,200	4,400	6,400	5,400	14.1%
NE 25th Ave to NE 36th	OCA	3	NC	2,800	2,300	2,800	2,600	-1.1%
NE 49th Street								
E of CR 200A	MC	2	3,400	3,400	3,500	3,400	3,800	3%
NE 175th Street Road								
E of US 301	MC	2	2,000	2,100	2,300	2,300	2,400	4.7%
NE 8th Avenue Road								
NE 24th Street to NE 14th St	OCA	3	NC	6,400	6,400	6,400	6,200	-1%
NE 97th Street Road								
E of NE 21street Ave	MC	2	2,700	2,800	2,900	3,100	3,000	2.7%
NE Jacksonville Road								
N Magnolia Ave to CR 200A	OCA	3	NC	NC	1,600	1,300	1,200	-13.2%
NE Watula Avenue								
SR 40 to NE 3rd Street	OCA	3	NC	1,100	NC	300	1,000	N/A
NE/SE 25th Avenue								
SR 40 to SE Ft King Street	OCA	2	NC	NC	24,100	14,500	9,800	N/A
SE Ft King to SR 464	OCA	2	NC	18,700	17,800	18,400	16,700	-3.6%
N of NE 49th Street	MC	2	3,400	3,600	3,800	3,700	3,300	-0.5%
S of NE 49th Street	MC	2	5,600	6,600	6,600	6,700	5,200	-0.8%
NE/SE 36th Avenue								
N of NE 97th St Rd	MC	2	1,700	1,800	1,900	2,000	1,700	0.4%
S of SR 326	MC	2	3,700	3,900	4,100	4,000	3,200	-3%
N of NE 35th Street	MC	2	9,000	9,400	9,500	9,400	8,800	-0.5%
City Limits to NE 24th	OCA	3	NC	11,400	10,500	11,100	10,000	-4%
NE 24th St to NE 14th	OCA	1	11,700	12,100	11,500	10,700	10,100	-3.5%
NE 14th St to SR 40	OCA	2	NC	14,800	8,100	15,100	15,500	14.6%
SR 40 to NE Ft King St	OCA	1	19,500	19,200	18,300	17,900	17,000	-3.4%
NW 21st Avenue								
NW 27th Ave to ML K	OCA	3	NC	1,700	NC	1,700	1,900	N/A
NW 22nd Avenue								
N MLK Ave to US 441	OCA	3	NC	2,700	NC	2,700	2,900	N/A
NW 30th Avenue								
SR 40 to US 27	OCA	3	NC	5,700	NC	1,900	3,700	N/A

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
NW 44th Avenue								
N of US 27	MC	2	7,700	8,900	8,800	8,900	8,200	1.9%
NW 60th Avenue								
N of SR 40	MC	2	8,200	9,600	9,700	9,700	10,000	5.3%
NW 80th Avenue								
N of SR 40	MC	3	4,500	5,300	5,400	5,400	4,800	2.1%
NW 110th Avenue								
N of SR 40	MC	2	3,900	4,000	4,000	3,800	7,800	25.7%
NW 3rd Street								
US 441 to Magnolia	OCA	3	NC	NC	NC	1,800	1,500	N/A
NW 21st Street								
MLK Jr. to NW 27th Ave	OCA	3	NC	1,700	NC	1,700	1,900	N/A
NW 22nd Street								
US 441 to MLK Ave	OCA	3	NC	2,700	NC	2,700	2,900	N/A
NW/NE 28th Street								
US 441 to NW 2nd Ave	OCA	3	NC	4,000	NC	3,300	3,300	N/A
NW 1st Ave to Jacksonville Road	OCA	1	4,300	4,600	5,800	NC	16,500	72.5%
NW/NE 35th Street								
W of NW 16th Ave	MC	2	5,900	6,300	6,400	6,600	6,700	3.3%
W of US 441	MC	2	11,300	12,900	13,400	13,000	14,000	5.7%
W Anthny Rd to NW 2nd	OCA	3	NC	8,800	8,300	9,800	9,300	2.4%
W of NE 25th Ave	MC	2	8,500	8,300	8,400	8,500	9,800	3.8%
E of NE 25th Ave	MC	2	8,000	8,100	8,300	8,200	7,900	-0.3%
E of NE 36th Ave	MC	2	6,100	6,400	6,500	6,500	7,100	3.9%
NW/SW 27th Avenue								
NW 21st St to US 27	OCA	3	NC	5,300	NC	6,200	5,600	N/A
US 27 to SR 40	FDOT	3	19,600	19,800	20,000	20,500	20,300	0.9%
NW/SW 38th Avenue								
S of US 27	MC	2	1,900	2,200	2,300	3,200	3,400	16.4%
Powell Road								
W of US 41	MC	2	3,700	4,000	4,100	4,200	4,000	2.1%
SE 3rd Avenue								
SE 8th St to CR 464A	OCA	2	NC	5,600	8,000	12,500	10,500	27.7%
CR 464A to SR 464	OCA	3	NC	4,900	NC	5,700	2,900	N/A
SR 464 to SE 23rd Pl	OCA	3	NC	3,600	NC	3,600	4,400	N/A

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
SE 11th Avenue								
SR 40 to SE Ft King Street	OCA	1	2,700	3,200	2,700	2,900	2,300	-2.6%
SE Ft King St to SR 464	OCA	3	NC	3,200	NC	3,700	2,700	N/A
SR 464 to CR 464A	OCA	3	NC	2,200	NC	2,400	1,400	N/A
SE 18th Avenue								
SR 464 to SE 31st Street	OCA	2	NC	8,200	8,400	8,600	6,500	-6.5%
SE 22nd Avenue								
SE Ft King St to SR 464	OCA	3	NC	1,800	NC	2,000	1,900	N/A
SE 30th Avenue								
SE Ft King St to SE 17th Street	OCA	3	NC	1,400	NC	4,200	2,800	N/A
SE 36th Avenue								
SE Ft King St to SE 17th Street	OCA	1	18,000	17,300	16,900	16,600	15,800	-3.2%
SE 17th St to SR 464	OCA	2	NC	16,000	13,000	15,500	13,900	-3.3%
SR 464 to SE 31st Street	OCA	3	NC	10,600	NC	NC	5,400	N/A
SE 31st St to SE 38th St	MC	2	6,900	7,500	7,700	7,400	8,300	4.9%
Watula Avenue								
SE Ft. King to 8th Street	OCA	3	NC	4,200	NC	4,300	4,600	N/A
SR 40 to NE 3rd Street	OCA	3	NC	1,100	NC	300	1,000	N/A
SE 8th Street								
SE 1st Ave to SE 3rd Ave	OCA	3	7,400	NC	3,000	2,800	2,400	N/A
SE 3rd Ave to SE 11th Ave	OCA	3	NC	2,800	NC	1,400	1,900	N/A
SE 36th Ave to SE 45th Ter	OCA	3	NC	2,100	NC	2,000	1,800	N/A
SE 17th Street								
SE 25th Ave to SE 30th Ave	OCA	3	NC	3,900	4,200	3,900	4,000	1%
SE 30th Ave to SE 36th Ave	OCA	3	NC	3,600	NC	3,400	4,600	N/A
SE 24th Street								
SR 464 to SE 36th Ave	OCA	3	NC	7,700	NC	9,600	8,200	N/A
SE 36th Ave to SE 44th Ct	OCA	3	NC	8,500	12,200	9,600	7,300	-0.6%
SE 31st Street								
US 441 to CR 464A	OCA	2	17,600	17,500	18,600	18,300	19,200	2.3%
CR 464A to SE 36th Ave	OCA	1	12,400	11,200	NC	14,500	11,000	-16.9%
SE 36th Ave to SR 464	OCA	3	NC	6,400	3,700	8,700	7,800	27.5%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
SE 38st Street								
CR 464A to SE 36th Ave	OCA	3	NC	7,900	NC	4,900	6,600	N/A
W of SE 36th Ave	MC	2	5,500	5,900	5,400	6,000	6,400	4.1%
SE 52nd Street								
W of US 441	MC	2	2,700	3,000	3,200	3,100	3,000	2.9%
E of US 441	MC	2	5,100	6,000	6,200	6,100	6,700	7.3%
SE 80th Street								
W of US 441	MC	2	4,500	4,900	5,200	5,000	4,800	1.8%
E of US 441	MC	2	4,000	4,300	4,400	4,400	4,300	1.9%
SE 95th Street								
W of US 441	MC	2	5,200	5,200	5,600	5,700	6,000	3.7%
SE 110th Street								
W of US 441	MC	3	5,300	5,400	5,600	5,800	5,600	1.4%
SE 132nd Street								
E of CR 484	MC	2	11,400	11,300	12,000	11,400	11,200	-0.4%
W of US 441	MC	2	9,800	9,900	10,500	11,000	10,000	0.7%
SE 100th Avenue								
S of CR 25	MC	2	4,200	4,600	5,300	5,400	5,100	5.3%
SE 147th Street/147th Place								
W of US 441	MC	2	4,300	4,000	4,300	4,400	5,500	7%
SE 110th Street Road								
E of Oak Rd	MC	2	2,400	2,600	2,800	2,900	3,300	8.3%
SE 114th Street Road								
W of CR 464C	MC	2	3,400	3,200	3,500	3,600	4,200	5.8%
SE Oak Road								
S of CR 464	MC	2	3,100	2,900	3,200	3,500	5,000	14%
SE 44th Avenue Road								
N of SE 52nd St	MC	2	6,900	7,200	7,300	7,500	7,600	2.5%
SE 92nd Place Road								
E of US 441	MC	2	5,500	5,800	7,100	7,200	7,000	6.6%
SE/SW 32nd Street								
SW 7th Ave to US 441	MC	2	19,100	21,100	NC	21,300	20,600	3.6%
South Magnolia Avenue								
SE 3rd St to SE 8th Street	OCA	1	NC	3,600	4,800	4,000	3,200	-1.1%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
SR 19								
N of CR 316	FDOT	3	2,700	2,900	3,100	3,500	3,800	8.9%
S of CR 316	FDOT	3	3,700	4,000	4,200	4,200	4,300	3.9%
SE of CR 314	FDOT	3	1,800	1,900	2,100	1,900	1,900	1.6%
N of SR 40	FDOT	3	1,700	1,500	1,700	1,700	1,900	3.3%
SR 35								
S of SR 40	FDOT	3	14,700	14,500	14,700	12,200	12,000	-4.7%
S of Fort King Street	MC	3	18,800	19,300	19,800	20,000	21,700	3.7%
N of SR 464	FDOT	3	21,200	20,500	21,000	21,000	20,400	-0.9%
1 mi S of SR 464	FDOT	3	19,800	21,500	21,500	26,000	26,000	7.4%
S of SE 97th Place	MC	3	14,800	NC	12,200	12,700	15,400	12.7%
N of SR 25	FDOT	3	16,500	NC	11,600	11,800	12,400	3.4%
SR 40								
NE of US 41	FDOT	3	8,200	8,400	8,600	8,800	8,200	0.1%
E of CR 328	FDOT	3	15,000	15,600	15,500	16,400	16,200	2%
W of CR 225A	FDOT	3	18,100	19,200	20,400	20,500	18,700	1%
W of SW 60th Ave	MC	3	21,000	21,000	21,300	21,300	23,600	3.1%
SW 52nd Ave to SW 60th Avenue	OCA	3	NC	NC	24,300	27,800	21,700	-3.8%
W of I-75	FDOT	3	28,500	28,500	31,500	31,000	30,000	1.4%
SW 27th Ave to SW 33rd Ave	FDOT	3	33,000	31,500	30,000	34,000	33,000	0.3%
ML King Ave to SW 27th Ave	FDOT	3	26,700	26,500	25,500	25,500	23,000	-3.6%
W of US 441	FDOT	3	22,500	22,000	20,000	19,300	19,200	-3.8%
E of US 441	FDOT	3	34,000	31,000	30,500	32,000	31,000	-2.2%
N Magnolia Ave to NE 8th Avenue	FDOT	1	34,700	31,000	30,500	32,000	31,000	-2.6%
NE 8th Ave to NE 11th	OCA	3	NC	30,000	32,900	35,000	28,000	-1.3%
NE 11th Ave to NE 25th	FDOT	3	31,500	29,500	30,000	30,500	27,000	-3.6%
NE 25th Ave to NE 36th	FDOT	3	27,000	25,500	25,500	24,500	24,500	-2.4%
NE 36th Ave to City Limits	FDOT	3	22,400	22,500	22,000	22,500	22,500	0.1%
E of NE 24th (Telemetered)	FDOT	T	20,900	21,000	21,000	21,700	20,200	-0.8%
0.9 mi E of SR 35	FDOT	2	13,600	13,400	14,400	14,600	12,800	-1.2%
1.2 mi E of CR 315	FDOT	3	12,700	13,600	14,000	14,200	14,000	2.5%
E of CR 314	FDOT	3	11,000	12,000	12,300	13,400	13,200	4.8%
W of CR 314A	FDOT	3	11,400	12,300	12,500	13,400	13,200	3.8%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
SR 40 (continued)								
E of CR 314A	FDOT	3	7,200	8,200	8,400	8,600	8,100	3.2%
SE 183rd to Lake County Line	FDOT	3	4,300	4,900	8,400	6,300	6,100	14.3%
SR 200								
South of CR 484	MC	3	15,100	15,700	16,400	16,900	17,900	4.3%
NE of CR 484	FDOT	3	19,900	21,500	22,000	21,000	21,000	1.5%
1 mi NE of CR 484	FDOT	3	34,100	38,000	35,000	36,000	30,000	-2.6%
S of SW 80th St	MC	3	29,200	30,400	31,800	30,700	27,600	-1.2%
S of SW 66th Street	OCA	1	NC	34,000	36,700	49,900	49,900	14.6%
2.5 mi SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	41,500	41,500	41,000	42,000	41,000	-0.3%
0.5 mi E of I-75	FDOT	2	43,500	47,500	38,000	43,500	42,500	0.3%
SW 26th St to SW 27th	FDOT	2	41,900	39,500	39,500	40,500	36,500	3.3%
SW 27th Ave to SW 17th	FDOT	2	38,300	37,500	34,500	38,500	37,500	-0.3%
SW 17th St to SW ML King Ave	FDOT	2	24,500	25,000	24,000	24,000	22,000	-2.6%
SW MLK to US 441	FDOT	2	27,700	26,500	25,500	26,500	26,000	-1.5%
SR 464								
SR 200 to SW 19th Avenue Rd	FDOT	2	24,800	25,500	25,500	25,500	25,500	0.7%
SW 19th Avenue Road to SW 7th Avenue	FDOT	2	35,900	34,000	34,500	35,500	31,000	-3.4%
US 441 to SE 11th Ave	FDOT	3	35,900	32,000	30,500	31,000	29,000	-5.1%
SE 11th Ave to SE 25th Ave	FDOT	2	32,300	32,500	33,500	29,500	29,000	-2.5%
SE 25th Ave to SE 36th Ave	FDOT	3	36,500	36,500	35,000	35,500	34,500	-1.4%
36th Ave to SR 35 (Telemetered)	FDOT	T	31,000	30,800	30,400	31,100	29,000	-1.6%
SR 492								
US 441 to N Magnolia Ave	FDOT	3	20,300	19,900	21,500	20,500	20,300	0.1%
N Magnolia Ave to NE 8th Avenue	FDOT	3	18,300	18,400	18,600	21,000	21,000	3.6%
0.5 mi W of NE 17th Ave	FDOT	3	20,000	20,500	21,000	20,500	20,300	0.4%
NE 19th Ave to NE 25th Avenue	FDOT	3	20,500	21,000	19,800	19,800	19,400	-1.3%
NE 25th Ave to NE 36th Ave	FDOT	3	16,500	17,000	17,200	16,600	16,300	-0.3%
NE 36th Ave to SR 40	FDOT	3	7,700	8,600	8,800	9,500	9,300	5%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
Sunset Harbor Road								
E of US 441	MC	2	6,000	6,100	6,300	6,600	6,300	1.3%
N of SE 155th Street	MC	2	3,900	3,500	3,700	3,800	4,900	6.8%
SW 103rd Street Road								
E of SR 200	MC	2	5,600	5,700	6,100	6,300	5,300	-0.9%
SW 17th Street Extension								
SW 33rd Ave to SW 27th Avenue	OCA	3	NC	NC	5,400	5,700	NC	N/A
SW 27th Ave to SR 200	OCA	3	NC	12,800	13,600	14,100	7,300	-12.8%
SW 19th Avenue Road								
SW 27th Ave to SW 17th Street	OCA	2	19,700	22,500	NC	14,100	15,100	N/A
SW 180th Avenue Road								
N of CR 484	MC	2	2,600	2,300	2,700	2,500	3,300	7.6%
SW 1st Avenue								
SW 5th St to SW 8th St	OCA	1	NC	5,900	7,500	8,000	NC	N/A
SR 200 to SR 464	OCA	3	NC	NC	NC	5,000	4,600	N/A
SW 20th Street								
SW 60th Ave to I-75	OCA	1	11,600	13,400	10,600	10,000	7,200	-9.8%
I-75 to SW 31st Ave (CFCC Entrance)	OCA	1	11,600	13,100	12,400	15,900	12,200	3.1%
SW 27th Ave to SR 200	OCA	3	NC	12,700	5,200	6,900	6,300	-11.7%
SW 27th Avenue								
SW 20th St to SR 200	MC	2	20,700	21,500	NC	19,200	13,100	N/A
SR 200 to SW 19th Ave Road	OCA	1	20,400	20,500	19,100	18,500	17,200	-4.1%
SW 34th St to SW 42nd	OCA	3	NC	18,400	11,800	19,900	18,800	-11.7%
SW 33rd Avenue								
SW 7th St to SW 20th St	OCA	3	NC	3,600	NC	2,600	2,000	N/A
SW 37th Avenue								
SW 20th St to SW 7th Street	OCA	3	NC	4,500	NC	3,900	3,100	N/A
SW 38th Avenue								
SR 40 to SW 20th Street	OCA	3	NC	NC	3,900	1,500	NC	N/A
SW 20th St to SR 200	OCA	3	NC	6,100	5,900	6,500	6,800	3.8%
SW 38th Street								
W of SW 60th Avenue	MC	2	8,000	9,700	9,800	9,800	6,800	-2.1%
E of SW 60th Avenue	MC	2	5,900	7,200	7,400	7,200	5,500	-0.4%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
SW 42nd Street (CR 475C)								
SW 7th Ave to SW 27th Ave	OCA	2	NC	18,800	NC	NC	NC	N/A
SW 27th Ave to SW 31st	OCA	1	17,700	18,900	17,600	15,200	11,100	-10.2%
SW 31st Ave to SR 200	OCA	1	NC	17,600	15,900	21,900	14,900	-1.3%
SW 49th Avenue								
N of SW 103rd St Rd	MC	2	8,100	7,500	7,800	10,000	10,900	8.4%
SW 60th Avenue								
SR 40 to SW 20th Street	OCA	2	NC	16,100	20,600	21,000	26,700	19%
S of SW 38th Street	MC	2	15,100	14,500	14,600	14,600	17,400	4%
N of SR 200	MC	3	14,800	14,400	14,800	14,800	19,300	7.6%
S of SR 200	MC	2	17,200	17,000	17,000	17,300	22,400	7.5%
SW 62nd Avenue Road								
S of SW 95th Street	MC	2	7,100	6,800	7,400	7,800	8,800	5.7%
N of SW 103rd St Rd	MC	2	6,100	5,900	6,400	6,900	8,300	8.3%
SW 66th Street								
E of SR 200	MC	2	4,900	5,200	5,300	5,400	4,400	-2.1%
W of CR 475A	MC	2	7,300	7,100	7,200	7,000	6,000	-4.6%
E of CR 475A	MC	2	4,100	5,200	5,300	5,400	4,900	5.3%
SW 80th Avenue								
S of SR 40	MC	2	6,700	8,100	8,400	8,200	8,400	6.2%
N of SR 200	MC	2	8,300	11,300	11,700	11,500	11,800	10.1%
S of SR 200	MC	3	2,800	3,300	3,500	3,500	3,600	6.7%
SW 90th Street								
W of SR 200	MC	2	4,600	4,500	5,100	5,300	4,900	1.9%
SW 95th Street Road/SW 95th Street								
E of SR 200	MC	2	2,800	3,200	3,500	3,900	3,700	7.5%
E of SW 62nd Ave Road	MC	2	9,000	9,600	10,700	11,000	11,100	5.5%
US 27								
W of NW 160th Ave	FDOT	3	7,400	7,100	7,500	7,600	9,300	6.3%
S of CR 326	FDOT	3	7,700	8,500	7,800	8,000	7,800	0.6%
E of CR 225A	FDOT	3	16,600	17,900	16,700	16,900	17,500	1.5%
0.6 mi NW of I-75	FDOT	3	20,200	20,700	22,000	21,000	21,000	1.1%
I-75 to NW 27th Ave	FDOT	3	21,000	21,500	22,500	22,500	21,000	0.1%
NW 27th Ave to NW MLK Jr Ave	FDOT	3	23,900	24,500	25,500	22,500	22,500	-1.3%
MLK Jr Ave to US 441	FDOT	3	27,100	25,500	28,000	28,000	25,000	-1.7%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
US 41								
0.7 mi N of SR 40	FDOT	3	11,000	11,000	10,900	11,300	11,100	0.2%
1 mile N of CR 484	FDOT	3	19,400	20,000	20,500	21,000	21,000	2%
0.5 mi N of CR 484	FDOT	3	24,000	25,000	25,500	26,000	26,000	2%
North of Citrus County Line	FDOT	3	19,800	21,500	21,500	21,500	21,500	2.1%
US 301								
0.4 mi N of CR 318	FDOT	3	13,200	13,700	14,500	15,200	14,800	3%
N of CR 316	FDOT	3	16,500	15,800	16,700	17,300	17,000	0.8%
N of CR 329	FDOT	3	13,800	13,500	13,700	14,900	14,700	1.7%
N of SE 118th PL	FDOT	3	13,800	14,000	13,700	13,500	13,300	-0.9%
N of CR 42	FDOT	3	16,700	17,900	17,100	17,300	17,100	0.7%
S of CR 42	FDOT	3	19,400	26,000	21,200	19,900	19,700	2.1%
US 441								
0.6 mi S of Alachua CL	FDOT	3	8,000	8,200	8,000	8,100	5,300	-8.3%
S of CR 320	FDOT	3	8,400	8,900	9,100	9,300	8,200	-0.4%
S of CR 318	FDOT	3	9,600	9,500	9,700	9,800	9,600	0%
SE of CR 25A	FDOT	3	7,600	7,700	7,600	7,800	7,200	-1.3%
S of CR 316	FDOT	3	8,800	8,800	9,000	8,900	8,700	-0.3%
N of NW 100th St	FDOT	3	27,500	27,500	29,000	22,500	22,500	-4.2%
0.3 mi N of SR 326 (Telemetered)	FDOT	T	28,700	30,100	30,600	31,400	29,200	0.5%
S of SR 326	FDOT	3	17,500	18,300	18,600	16,600	16,300	-1.6%
1.1 mi N of CR 25A	FDOT	3	20,500	19,700	20,500	22,000	22,000	1.9%
West Anthony Rd to CR 25A	FDOT	3	22,700	22,000	22,000	22,000	19,300	-3.8%
N of NW 10th Street	FDOT	3	27,600	27,000	27,500	27,000	27,000	-0.5%
N of SR 40	FDOT	3	28,200	26,500	29,500	29,500	28,000	0.1%
S of SR 40	FDOT	2	34,900	35,000	36,500	35,500	34,500	-0.2%
S of SR 200	FDOT	2	28,900	29,500	26,000	26,000	26,000	-2.4%
N of SR 464	FDOT	2	25,300	26,500	24,000	25,500	25,500	0.4%
SE 23rd Pl to SE 31st St	OCA	1	23,000	22,800	22,400	30,200	30,300	8.1%
S of CR 464A	FDOT	3	32,400	32,500	29,500	31,500	30,500	-1.3%
S of SE 52nd Street	MC	2	26,400	26,400	26,500	26,500	29,800	3.2%
S of SE 38th Terrace	FDOT	3	27,200	29,000	27,500	29,500	28,500	1.3%
N of 102nd Pl Rd	MC	2	26,300	26,000	27,000	27,400	29,000	2.5%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
US 441 (continued)								
0.7 mi N of US 301	FDOT	3	27,700	29,500	27,500	27,500	26,000	-1.4%
NW of US 301	FDOT	3	27,600	29,000	30,500	30,500	29,500	1.7%
0.5 mi SE of US 301	FDOT	3	15,800	16,600	13,200	16,000	15,800	1.1%
N of SE 147th Pl	MC	3	28,800	30,500	34,000	36,900	33,200	4%
0.5 mi N of CR 42	FDOT	3	29,200	29,000	31,000	31,000	30,000	0.7%
County Line to CR 42	FDOT	3	NC	39,500	39,500	39,500	37,500	-1.7%
West Anthony Road								
N of NW 35th Street	MC	2	5,400	5,200	5,300	5,200	5,500	0.5%
NW 35th St to US 441	FDOT	3	2,600	2,000	2,000	2,000	1,300	-14.5%
West Broadway Street								
US 441 to S Magnolia Avenue	OCA	3	NC	800	NC	1,000	800	N/A



TO: Committee Members

FROM: Rob Balmes, Director

RE: Citizens Advisory Committee Membership Update

Summary

The composition of the Citizens Advisory Committee (CAC) currently stands at nine members. Based on two departures in 2021, TPO staff announced a call for applications on June 28 to the general public. Applications will be accepted and reviewed as they are received. Per the CAC Bylaws, the TPO Board will review any new membership nominations submitted by staff for their consideration.

Included with this memo is the current membership roster of the CAC and CAC Bylaws.

Attachment(s)

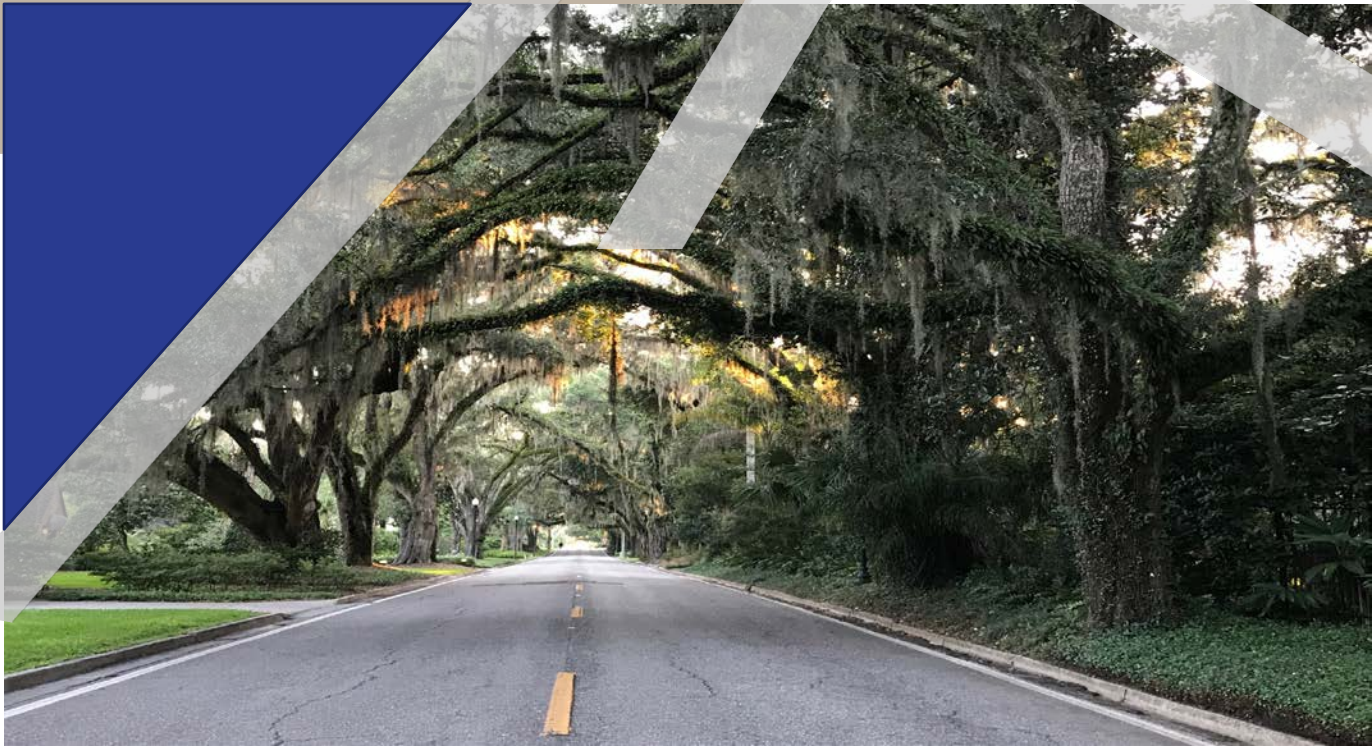
- CAC Membership, July 2021
- CAC Bylaws

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



Website: Ocalamariontpo.org

Bylaws of the Citizens Advisory Committee (CAC)



Adopted: October 29, 2019



Purpose

- ❖ The purpose of the CAC is to offer a citizen's perspective on transportation related documents, issues, and plans of the TPO. The citizen's perspective is crucial to the TPO's successful implementation of the local communities' goals and objectives, as well as meeting state and federal requirements.

Membership

- ❖ The CAC shall include local citizens involved with a variety of different interest and advocacy groups, including those from the following organizations:
 - A minimum of six (6) and a maximum of nine (9) members at-large, with preferred representation from the following types of organizations and associations, or from individuals with educational or career experience in similar fields:
 - Environmental and/or Conservation groups/associations
 - Cycling and/or Trails advocacy group/associations
 - Governor's West Ocala Neighborhood Revitalization Council or other neighborhood groups/associations
 - Business community groups/associations
 - An equine group/association
 - The transportation disadvantaged community
 - Six (6) members that are residents of the TPO area
- ❖ An emphasis of diversity will be taken to ensure broad socioeconomic, racial, ethnic and geographic representation. This includes an emphasis on minority participation as part of the total membership makeup.
- ❖ Ocala Marion TPO will provide staff support for the meetings

Appointment & Terms of Office

- ❖ Membership shall be for a two-year period with an opportunity to be reappointed for additional term(s).
- ❖ The TPO Board will review and approve all membership nominations

Officers and Duties

- ❖ At the last regular meeting for the calendar year, the CAC shall elect a chairperson and a vice-chairperson.
- ❖ Officers will be elected by a majority (based on the minimum) of the voting members. The term shall be for one (1) calendar year. An officer may be re-elected, but may not serve more than two (2) consecutive terms.
- ❖ The chairperson shall preside at all meetings. In the event of their absence or at their direction, the vice-chairperson shall assume the powers and duties of the chairperson.

- ❖ If a committee member misses three (3) consecutive absences without notifying TPO staff, they will be removed from the committee.

Meetings

- ❖ Regular meetings of the CAC shall be held at least quarterly. At the last regular meeting of each year, the CAC will approve the following year's meeting schedule.
- ❖ Regular meeting dates and times may be changed by the chairperson or vice-chairperson to accommodate special circumstances such as holidays.
- ❖ Roberts Rules of Order shall be used as a guideline to conduct all meetings
- ❖ A quorum will consist of a majority of the voting members, based on the minimum. No official action shall be taken without quorum.
- ❖ In the absence of the chairperson and vice-chairperson, the TPO staff representative will determine whether a quorum is present and in that event will call for election of a temporary chairperson. Upon the arrival of the chairperson, or vice-chairperson, the temporary chairperson will relinquish the chair upon conclusion of the business immediately before the TPO
- ❖ Agenda meeting notices and packets will be provided to CAC members and the public at least seven (7) days prior to the regularly scheduled meeting.
- ❖ TPO staff will record and summarize the minutes for all CAC meetings.
- ❖ All meetings will be open to the public.

Amendments

- ❖ These bylaws may be amended by an affirmative vote of two-thirds of the voting members or their designated alternate, provided the proposed amendment has been sent to every member at least seven (7) calendar days before voted on.

Sunshine Law and Public Records Law

- ❖ The CAC and all proceedings shall be governed by the Florida Sunshine Law, Chapter 286 and Florida Statutes, Chapter 119.



**Citizens Advisory Committee (CAC)
Members**

Steve Rudnianyn, Chair

Richard McGinley, Vice-Chair

Davis Dinkins

Richard Howard

Travis Magamoll

Paul Marraffino

Suzanne Mangram

Michelle Shearer

Clark Yandle



TO: Committee Members

FROM: Rob Balmes, Director

RE: Safety Action Plan



Summary

The TPO is investing in the development of a Safety Action Plan to serve as a resource to improving transportation safety throughout Marion County. The development of an Action Plan is envisioned to be a collaborative process involving citizens and stakeholders, private and public partners, and state agencies. The proposed title of the Action Plan is **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion**.

Nationally, safety has been a priority of federal planning and policy-making for decades. However, with the passage of the Fixing America's Surface Transportation (FAST) Act, the role of safety at MPO/TPO's has been expanded in both planning and reporting. All MPO/TPO's are required to expand upon past work performed in transportation safety, such as meeting annual performance targets and integrating safety into the project prioritization process. Additionally, the Florida Department of Transportation (FDOT) has adopted Vision Zero into their practices of advancing safety in the state of Florida. At the FDOT District 5 level, an Office of Safety was established in 2021 placing safety at the forefront of transportation activities in the central Florida region.

The purpose of Commitment to Zero is to bring together the Ocala Marion community to collaborate in the development of an Action Plan to improve safety on our transportation system. The Action Plan will serve as a guidance document to help propel community partners and stakeholders toward reaching the ultimate vision of zero fatalities and serious injuries on our streets. The Action Plan will also serve as a source of inspiration by honoring local leaders and organizations devoted to safety. Furthermore, a major theme of the Action Plan will be an emphasis on the implementation of agreed-upon specific action steps, including shared responsibility to support building a stronger safety culture in the community.

Further information, including the proposed timeline will be shared at the CAC meeting. If you have any questions, please contact me at: 438-2631.

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



Citizens Advisory Committee (CAC) Meeting

Marion County Library Headquarters – Meeting Room C

2710 E. Silver Springs Blvd., Ocala, FL 34470

May 11, 2021

1:00 PM

MINUTES

Members Present:

Davis Dinkins (*via WebEx*)

Michelle Shearer

Paul Marraffino

Richard Howard

Richard McGinley

Steve Rudnianyn

Suzanne Mangram

Travis Magamoll

Members Not Present:

Clark Yandle

Joe London

Others Present:

Rob Balmes

Liz Mitchell

Shakayla Irby

Rakinya Hinson, FDOT (*via WebEx*)

Item 1. Call to Order and Roll Call

Chairman Steve Rudnianyn called the meeting to order at 1:06pm and called the roll, there was a quorum present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on May 4, 2021. The meeting had also been published to the Star Banner news calendar, and the TPOs Facebook and Twitter pages.

Item 3A. Fiscal Years (FY) 20/21 to 24/25 Transportation Improvement Program (TIP) Amendment

Per the request of the Florida Department of Transportation (FDOT), two projects were proposed to be amended to the Fiscal Years (FY) 2020/2021 to 2024/2025 Transportation Improvement Program (TIP).

FM# 448170-1: Section 5339 Small Urban Capital Fixed Route

- Total: \$470,711
- New transit project – Capital Grant
- Funds to be added to FY 2021/22
- SunTran facility improvements

FM# 447603-1: NW 10th/NE 14th Street (SR 492) to NE 25th Avenue

- Total: \$1,258,199
- New project - Preliminary Engineering Funds (ACSL)
- Funds to be added to FY 2020/21, 2021/22, 2023/24
- Implementation of recommendations for crash reduction countermeasures

Mr. Howard made a motion to approve the Fiscal Years (FY) 20/21 to 24/25 Transportation Improvement Program (TIP) Amendment. Mr. Marraffino seconded, and the motion passed unanimously.

Item 4A. Draft Fiscal Years (FY) 21/22 to 25/26 Transportation Improvement Program (TIP)

Mr. Balmes presented a formal presentation of the draft TIP to the committee and said that the draft Fiscal Years 2021/2022 to 2025/2026 Transportation Improvement Program had been available for public review and comment. The draft TIP public involvement process would be from May 4, 2021 to June 22, 2021.

The draft would be presented again at the June 8 committee meeting to include a discussion regarding feedback and public comment.

Mr. Balmes gave an overview of some major highlights in the FY 2021/22 to 2025/26 TIP document.

- **Performance-based Planning:** Updates were provided on pages 2-2 to 2-8 on performance measure targets for the four core measures, including Safety; Bridge and Pavement Condition; System Performance; and Transit Asset Management and Transit Safety.

- **Performance Targets and Projects:** A new summary was provided on pages 5-2 to 5-4 highlighting the TIP project investments and how they support meeting federally required performance targets on the National Highway System (NHS) and local transit programs.

- **TIP Interactive Map:** A new online interactive TIP map was available to view projects with specific locations. The map could be found at:

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e2c53a700817427f82b12b9833800168>

- **TIP Projects and Funding:** A total of 71 projects with \$335,167,710 of funding were programmed in the draft TIP. That included \$147,649,148 Federal; \$153,742,613 State; and \$33,775,949 Local funding investments.

- **TIP Document Organization:** To continue the progress toward making the TIP document a more public-friendly resource while not compromising the importance of meeting federal and state requirements, the document this year once again contained summary pages for each of the 71 projects. These projects may be found on pages 5-5 to 5-82. Projects continued to be organized by the following major categories for ease of reference by the general public.

- Interstate (I-75) (6 projects)
- U.S. Routes (9 projects)
- State and Local Routes (13 projects)
- Bicycle and Pedestrian (11 projects)
- Aviation (Airport) (8 projects)
- Transit, Funding, Grants (10 projects)

Mr. Rudnianyn inquired why the local numbers in FY 22/23 and 23/24 dropped so significantly.

Mr. Balmes responded that there was about \$10.2 million in FY 22 that Marion County was providing to the 49th Street Interchange project for right-of-way acquisition. In terms of FY 24/25 it also had related to the Interchange and other projects that were local investments.

Ms. Shearer asked what would be the design of the Interchange.

Mr. Balmes responded that the FDOT had been working on the design and presented the possibility of a Diverging Diamond Interchange that would eliminate a lot of safety hazards when turning left at an interchange.

Mr. Marraffino asked when the US 41 project would begin construction.

Mr. Balmes responded that US 41 was currently in the TIP for FY 24 to begin construction.

Mr. McGinley shared concerns 475A going south at 484 because it backed up three quarters of a mile daily with no right hand turn lane.

Mr. Balmes said the point of the process was to document all comments and feedback, and place them into the TIP and inform FDOT and Federal Highway.

There was further committee discussion.

Mr. McGinley inquired if there had been discussion on adding an additional lane in each direction on I-75 from the County line to the County line.

Mr. Balmes responded that the FDOT was in the process of conducting the project development environment PD&E studies and since the pandemic there had not been any updates but the TPO had inquired on a status but had not heard anything at the time.

Mr. McGinley inquired about 40 and the construction of new bridges that had been placed on a postponement period in 2020. He also inquired about the four laning of SR 200 from 484 south to the bridge at the County line.

Mr. Balmes responded that 40 had been funded for \$405,000 of right of way and the project had been pushed out to FY 28/29.

There was further committee discussion.

Ms. Shearer mentioned that the tunnel under SR 200 was needed.

Ms. Shearer inquired about bike lanes at SR 464 from SR 500 to SR 35.

Mr. Balmes said that FDOT had planned to narrow the travel lanes possibly 1ft and there would be 11ft travel lanes and enough space for a 3 or 4ft bike lane. Also, east of 25th FDOT had plans to add paved shoulders and filled in missing sidewalk pieces.

Ms. Shearer mentioned that bike lanes were good but with the distraction of texting she wondered if FDOT had thought about having some kind of buffers in place so people could hit the buffer instead of cyclist.

Item 4B. Draft 2021 List of Priority Projects (LOPP)

On an annual basis, the TPO worked in close collaboration with the cities of Belleview, Dunnellon, Ocala, Marion County and the Florida Department of Transportation (FDOT) to develop and submit the List of Priority Projects (LOPP). The process was undertaken to identify the highest priority projects to receive consideration for federal and state funding through the FDOT Work Program. To further explain the process, there was provided a one page fact sheet on the LOPP and a three page LOPP summary document.

Mr. Balmes said that the LOPP process served as the key connection between projects identified in the 2045 Long Range Transportation Plan (LRTP) Cost Feasible Plan and the Transportation Improvement Program (TIP). Therefore, in order for a project to receive federal and state funding, it must be in the LRTP Cost Feasible Plan or Boxed Funds List and TIP.

The initial draft 2021 LOPP was included for the committee to view in the May 11, 2021 CAC Meeting Agenda Packet (reference page 329). The TPO proposed to once again adopt a Top 20 List. Additionally, a second tier of projects 21 to 41 was also proposed, along with other high priorities (Future Consideration) currently listed in the 2045 LRTP Needs Plan (unfunded needs). In 2019 the FDOT requested the TPO consolidate three separate priority lists (On-System, Off-System, Trails) into one comprehensive list.

Mr. McGinley asked if the top 20 projects on the LOPP had a higher probability of going into effect.

Mr. Balmes replied that some of the projects in the top 20 were already funded but the projects were kept on the list because of the construction dates and high emphasis on the completion of the projects.

Mr. Howard suggested a traffic study on Highway 27 at NW 27th Ave to 35th because of the highly congested traffic.

Mr. McGinley suggested 80th Avenue four lanes be extended to 484.

Mr. Balmes said that the discussion could be raised to the Marion County Engineers Office to find out any plans for four laning.

Ms. Shearer mentioned that a new Publix was being built by Cherry Wood and sometimes when you have many popular stores near communities that it could cut down trip travel.

Item 5A. National Bike Month

Shakayla Irby, Admin Specialist/ Social Media Coordinator presented and said the week of May 17 to 23, it was encouraged that everyone Bike Safe. During the week the TPO had plans to host a virtual Bicycle Safety Course taught by ReThink Your Commute, highlight some beautiful trails in Marion County, inform how to Bike on Bus with SunTran, provide information on trail enhancements and connections in the Transportation Improvement Plan (TIP), and provided information for Brick City and Santos Bicycle Shops.

Ms. Irby provided a flyer to the committee and said to follow the TPO for upcoming dates and more information @Ocalamariontpo on both Facebook and Twitter. Emails would also be sent out to the committees.

The hashtag #BikeSafeOcalaMarion would be used for participants to share photos of their solo or family rides on social media using the hashtag.

Item 6. Consent Agenda

Mr. McGinley made a motion to approve the Consent Agenda. Ms. Mangram seconded, and the motion passed unanimously.

Item 7. Comments by FDOT

Ms. Rakinya Hinson with FDOT stated the Construction Report was included in the meeting packet for the committee. There were no further comments.

Item 8. Comments by TPO Staff

Mr. Balmes provided the committee with the Florida Transportation Legislative Newsletter and mentioned the Senate Bill 100 that had passed April 26, 2021.

SB 100: Highway Projects – (General Bill by Appropriations - Harrell) – Repealing provisions relating to applications for funding for technical assistance relating to areas in and around a proposed multiuse corridor interchange; requiring that \$35 million transferred to Florida’s Turnpike Enterprise be used for a specified purpose beginning in a specified fiscal year and annually for up to 30 years thereafter; requiring that certain increased revenues be used to fund specified projects beginning in a specified fiscal year and annually thereafter; requiring the department, in coordination with the Florida Turnpike Enterprise, to evaluate certain roadways for development of specific controlled access facilities and to include such projects in the work program, etc. Referred to Transportation; Appropriations. Favorable by Transportation; YEAS 5 NAYS 3, Now in Appropriations. CS by- Appropriations; YEAS 17 NAYS 2. Passed the full Senate; YEAS 39 NAYS 1. To be sent to the House. In the House the bill was referred to Appropriations Committee, passed Appropriations Committee and is now on 2nd reading on the House Floor.

Mr. Balmes said that there would be some changes to the MCORES project significantly the southwest corridor from Polk County to Naples that would be eliminated and also the Suncoast extension from the end of Suncoast to Georgia would become more of an improving US 19 as best as possible (possible overpasses and modifications to improve mobility).

Mr. Balmes also mentioned that the Turnpike extension would remain with the PD&E funded and the project would move ahead so the TPO would keep track of the process for any alternatives for the extension.

Item 9. Comments by CAC Members

There were no comments by CAC members.

Item 10. Public Comment

There was no public comment.

CAC Meeting Minutes – May 11, 2021
Approved –

Item 11. Adjournment

The meeting was adjourned by Chairman Rudniansyn at 2:11pm.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



Citizens Advisory Committee (CAC) Meeting

Marion County Library Headquarters – Meeting Room C

2710 E. Silver Springs Blvd., Ocala, FL 34470

June 8, 2021

10:30 AM

MINUTES

Members Present:

Paul Marraffino

Richard Howard

Richard McGinley (*Vice-Chair McGinley resumed the meeting as Chair at 2:06p in Chairman Rudnianyn absence*)

Steve Rudnianyn (*Chairman Rudnianyn left at 2:06p*)

Travis Magamoll

Members Not Present:

Clark Yandle

Davis Dinkins

Joe London

Michelle Shearer

Suzanne Mangram

Others Present:

Rob Balmes

Shakayla Irby

Ji Li, City of Ocala

Amber Gartner, Kimley-Horn

Rakinya Hinson, FDOT

Item 1. Call to Order and Roll Call

Chairman Steve Rudnianyn called the meeting to order at 1:05pm and called the roll, there was a quorum present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on June 1, 2021. The meeting had also been published to the Star Banner news calendar, and the TPOs Facebook and Twitter pages.

Item 3A. Draft Fiscal Years (FY) 21/22 to 25/26 Transportation Improvement Program (TIP)

Mr. Balmes presented and said that the Draft Fiscal Years 2021/2022 to 2025/2026 Transportation Improvement Program (TIP) was made available for public review and comment on May 4.

A formal presentation of the draft TIP was provided to the CAC at the May 11 meeting.

Mr. Balmes shared the comments received to date from the public, along with some initial feedback from TPO partners, in addition to the draft TIP document. The process of receiving public feedback would be through June 22. The deadline requested of TPO partners to submit feedback would be by June 11.

Comments and feedback received on the Draft Fiscal Years (FY) 21/22 to 25/26 TIP are attached to this set of minutes on pages 11 through 14 for reference.

A citizen comment was highlighted concerning Project 4354842: Pruitt Trail and where the alignment of the paved portion of the trail be especially relative to the equestrian trail area.

Mr. Balmes mentioned that at the earlier Technical Advisory Committee (TAC) meeting it was stated that some new sections of equestrian trails had been put in place that allows equestrians the option not to cross the paved trails. Equestrians should be able to ride from the Pruitt Trailhead to SR 200 without having to cross or have interface with the paved trail when it is built.

A comment from the May 25, 2021 TPO Board Meeting was highlighted concerning Project 4354842: Pruitt Trail stating the next phase after the project was completed should be to create a safe underpass connection under SR 200.

Mr. Balmes said that an underpass connection under SR 200 was on the List of Priority Projects (LOPP) and it had been suggested at the earlier TAC meeting that a project as such could not be warranted as a stand-alone but would need to be paired with the future widening of SR 200 which was also on the LOPP. It had also been talked about at the TAC the idea of breaking up the future SR 200 widening into phases because of bridge challenges at the County line, collaboration with District 7, and the history of the bridge.

The Citizen Advisory Committee (CAC) comments were highlighted:

- NW 27th Avenue – Widening from US 27 to NW 35th Street to 4 lanes.
 - TPO Response: Noted for public record. This project is not currently identified in the TIP or 2045 Long Range Transportation Plan (LRTP) Needs Plan. TPO will send this suggestion to the City of Ocala and maintain on file for future LRTP project list opportunities.
- CR 484 – Complete full connection from SW 49th Avenue to SW 20th Avenue.
 - TPO Response: Noted for public record. This project is not currently identified in the TIP or 2045 Long Range Transportation Plan (LRTP) Needs Plan. TPO will send this suggestion to Marion County and maintain on file for future LRTP project list opportunities.
- CR 484 – Improvements to the turn lanes are needed at CR 475A as part of the interchange project.
- 80th Avenue – the Future of 80th corridor. What are the plans of Marion County?
 - TPO Response: Noted for public record. The TPO would pass this comment on to Marion County. This project was not in the draft TIP.
 - Update- the County had plans for 80th Avenue and there had been a meeting discussing the project.

Mr. Rudnianyn inquired if NW 80th Avenue was included in the LOPP.

Ms. Gartner responded that NW 80th Avenue was included in the following projects on the LOPP:

- Project #11- SW 80th Ave (SW 90th to SW 80th) widening
- Project #16- SW 80th Ave (SW 80th St to ½ mile N/O SW 38th St) widening
- Project #25- NW 80th/70th (.19 miles N/O SR 40 to ½ mile N/O US 27) widening

Mr. Rudnianyn said it seemed that the priority would be on four laning 80th Ave from US 27 to SR 40 and then SR 40 to SW 38th St following SW 38th St to SR 200. He said it would make sense to rank them together with the extension of On Top of the World.

Mr. McGinley inquired about traffic studies and if any had been conducted in the area.

Ms. Gartner said that she was a part of the team working with Marion County on the PER project and a Master Traffic Study had been conducted for the 20 year forecast and the project had been programmed for the southern piece in front of On Top of the World up to SW 38th St to be the first phase, SR 40 to north US 27 to be phase two, and between SR 40 and West Port to be phase three. The SR 40 and West Port corridor had the lowest volume of all the corridors.

Mr. Rudnianyn inquired if there would be any extension going west of US 441.

Mr. Balmes mention Project #68 on the LOPP- Marion Oaks Extension and Flyover (SW 18th to CR 475/I-75 Flyover) and currently the only project on the list suggested by Marion County.

Mr. Rudnianyn said that it was just a suggestion to make the connection between the two population centers.

Mr. Balmes said that he would document the comment and share with the TPO board.

Mr. Howard raised concerns about SR 40 and 27th Avenue and it having had more serious accidents than any other intersections within the City of Ocala limits. He inquired if it could possibly be two turn lanes at the intersection instead of the one.

Mr. Balmes mentioned that Project #7- SR 40/I-75 Interchange Operational Improvements (SW 40th Avenue to SW 27th Avenue) was programmed in the Transportation Improvement Plan (TIP) and had been identified by FDOT and had right of way funding but did not have construction funding. That was why the project had been listed high on the LOPP. The improvements would include dual left turn lanes.

Mr. McGinley inquired about Project #63- CR 484 (SW 20th to CR 475A) widening, bridge replacement at I-75.

Mr. Balmes said that the project was in the unfunded needs plan and was a ways off from happening compared to the project going into construction in the fall.

Mr. Magamoll made a motion to approve the Draft Fiscal Years (FY) 21/22 to 25/26 TIP
Mr. Howard seconded, and the motion passed unanimously.

Item 3B. 2021 List of Priority Projects (LOPP)

Mr. Balmes presented as a follow up to the May 11th CAC meeting to discuss the draft 2021 LOPP. A revised version of the document was presented to the committee. Based on feedback received by TPO board at the May 25 TPO meeting, some revisions to the draft LOPP had been made per the request of board members and technical staff.

Mr. Balmes said it had been suggested by the TPO Board to see all of the projects on the LOPP listed into one comprehensive list and ensure equal treatment for consideration in case there were funding opportunities for particular projects.

Mr. Balmes mentioned that the City of Ocala's SW/NW 44th projects had been broken up into three phases instead of the two phases presented at the May committee meeting. There was an emphasis on the SW 44th Avenue (SR 200 to SW 20th), 2-lane extension completion as the highest priority given the appropriation that was signed by the Governor for one million dollars to the project. There was also other City funding contributed to the project.

There had also been changes from the TAC meeting change to Project #3- NW 44th Avenue (SR 40 to US 27) Extension of roadway gap with 2 new lanes from SR 40 to NW 13th. The project had been changed to NW 44th Avenue (SR 40 to US 27) Extension of roadway gap with 4 new lanes from SR 40 to NW 11th.

Mr. Magamoll made a motion to approve the LOPP. Mr. Howard seconded, and the motion passed unanimously.

Item 3C. List of Regional Priority Projects

In collaboration with the Central Florida MPO Alliance (CFMPOA), the TPO was required to submit an updated list of regionally significant transportation priority projects by June 30.

Transportation Regional Incentive Program (TRIP)

The purpose of the TRIP was to encourage partnerships for transportation projects that were regionally significant. TRIP funds were awarded by the Florida Department of Transportation (FDOT) and were used to match local or regional funds up to 50% of the total project costs. The TRIP served as a matching program to leverage investments in projects with substantial local/regional commitment. There had to be a 50% match commitment and endorsement of the project by three contiguous counties to receive consideration.

In 2020, the TPO submitted two projects for submission to the CFMPOA TRIP Priority List.

- Marion Oaks Manor Extension – Marion Oaks Manor to CR 42 Flyover at I-75
- County Road 484 – SW 49th Avenue to SW 20th Avenue Road CR 475A

The TPO was seeking committee input and recommendations on updating, replacing or adding projects to the regional TRIP list.

Strategic Intermodal System (SIS) Needs

The current SIS Needs list was based on existing unfunded needs to support improvements in Marion County. Four projects were listed in Marion County.

- SR 40 – End of Four Lanes to CR 314
- I-75 Interchange at US 27
- SR 40 – from CR 314 to CR 314A
- CR 314A to Levy Hammock Road

Mr. Balmes identified a correction from CR 314A to Levy Hammock Road to **SR 40 from CR 314A to Levy Hammock Road**.

The TPO recommended to maintain the SIS Needs list until FDOT had completed their update process to the SIS Cost Feasible Plan over the next 1 to 2 years.

Tier 3 SunTrail Projects

The Tier 3 SunTrail regional projects list contained two projects in Marion County.

- Silver Springs to Mount Dora – Part of Heart of Florida Trail
- Santos to Baseline Trail – Santos Trailhead – Part of Heart of Florida Trail

The TPO recommended to maintain the two projects on the list, and add two new projects that served as part of a future regional and statewide network.

- Pruitt Trail – Pruitt Trailhead to Bridges Road Trailhead – Part of Heart of Florida Trail
- Nature Coast Connector – Dunnellon to Chiefland – Part of the Nature Coast Trail

Mr. Magamoll made a motion to approve the List of Regional Priority Projects as presented. Mr. Howard seconded, and the motion passed unanimously.

Item 4A. Congestion Management Process

Ms. Amber Gartner with Kimley-Horn presented and highlighted CMP process.

The CMP process was updated every 5 years

1. Develop Regional Objectives
2. Define CMP Network
3. Develop Multimodal Performance Measures

Frequent Updates (every two year process)

4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

System Performance- Roadway Capacity Performance Measures

- Percent of VMT and Roadway Miles below adopted Level of Service Standard
- V/C Ratio
- V/MSV Ratio
- Marion County and City of Ocala Comprehensive Plan
- FDOT Quality / Level of Service Tables Generalized Service Volumes
 - Area Type (Urban, Transitioning, Rural)
 - Facility Type (Interrupted, Uninterrupted, Freeway)
 - Number of Lanes
 - Speed Limit (Interrupted Flow)
 - Presence of Turn Lanes and Passing Lanes
 - State vs. Non-State Roadways
 - LOS Standard (A, B, C, D, E)

Ms. Gartner talked about some of the other data reports that were watched closely:

- Functional Classification
- Number of Lanes
- Level of Service Standard
- System Performance
 - Number of Fatalities
 - Fatality Rate
 - Serious Injuries
 - Serious Injury Rate
 - Non-Motorized Safety (Fatalities and Serious Injuries)
- Five Year Crash History
- Lane Departure Crashes
- Bicycle and Pedestrian Crashes

Ms. Gartner said that there would be continue analysis and that there would be another presentation in August.

Walk-On Item- SunTran

Mr. Ji Li, Senior Transit Planner presented the committee with an Annual Report of the SunTran and highlighted the following:

Grant Application

Cares Act

- 6.5 million acquired from FTA
- No local or state match
- Use for capital and operating expenses
- Address COVID-19 related needs

American Rescue Plan Grant (ARPG)

- \$627,007 acquired from FTA
- No local or state match
- Use for ADA Paratransit, operating assistance, and capital cost of contracting

SunTran Redesign

- 6 Routes
- 70-minute Headway
- Interlined “Figure-8” Routes
- 17 Hours a day
- Monday to Saturday service

Annual Ridership increased 192.0% from the years 2000 to 2015.

Annual Riders per Hour increased 65.1% from the years 2000 to 2015.

Pre-2018 Transit Network

- 6 Routes to 7 Routes (Silver Route added)
- “Two-Way” Service to “One-Way” Service
- Loss of coverage for some heavy transit-dependent population area
- Service Extension beyond US 200 & I-75

Some challenges faced after the SunTran Redesign in 2018 were:

- Decreasing Ridership
- Route Issues
- Declining Productivity
- Additional Locations
- Customer Complaints
 - New Locations to service
 - NW Ocala- FedEx Ground, Chewy, AutoZone, Greyhound Stations
 - W Ocala- Florida Access, the Centers
 - SW Ocala- Market Street at Heath Brook, New VA Clinic Facility

After conducting a survey of the SunTran bus riders the SunTran came up with the following conclusions:

- Reduced ridership and Productivity after 2018
- Nearly half of the passengers found less use of SunTran service after 2018:
 - Trip length
 - Transfer times
 - Bench and shelter locations

- Passengers would like to see:
 - More benches and shelters
 - Sunday service
 - Service to new destinations

Demand Management

Operational Efficiency Improvement

- “One-way” loop to “two-way” service
- Interlined service at Downtown
- Focused on serving transit-dependent populations
- Existing resources reallocation

Targeted Capital Improvement

- More benches and shelters at high passenger activity stops
- Two new electronic buses anticipated in 2022
- Administrative and Maintenance Building rehabilitation
- New restroom facility at Downtown SunTran Transfer Station

Smart Expansion

- Serve major activity points
- Serve top-requested new areas
- Coordination with local employers and advocacy groups
- Sunday service **if additional funding secured**

Mr. Li said the next steps for the SunTran would be:

- Prepare System Redesign Report
- Submit Report to City Council for Approval
- Make preparations for system changes
- Implement redesigned system by summer of 2021

Item 5A. Transportation Resilience

Mr. Balmes provided information on Transportation Resilience and said that Transportation Resiliency was the ability to adapt to changing conditions and recovery from disruptions, such as major weather events. The impacts from both natural and human-related events could have significant and unexpected impacts to the transportation system.

As part of the Fixing America’s Surface Transportation (FAST) Act, TPO/MPO’s had been directed to expand their focus on resiliency of the transportation system to include activities that reduce stormwater runoff and strategies to reduce the vulnerability of existing infrastructure to natural disasters. More specifically, the U.S. Code of Federal Regulations [23CFR 450.306(b)(b)] outlined the role of TPO/MPO’s to “*Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation*”.

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) included resilience as a core emphasis area for TPO/MPO’s to incorporate into planning activities in Fiscal Years 2021 and 2022. Additionally, resilience was anticipated to

become an integral part of the next federal reauthorization, which was likely to occur by September 2021.

MPO's in Florida and state DOT's around the nation have been conducting resiliency planning and vulnerability assessments to better understand the risks to the transportation system from disruptions and major weather events. The TPO was proposing to develop a guidance paper that provides further understanding of resiliency; the role of the Ocala Marion TPO and its local partners in the planning process related to resiliency; a summary of major vulnerability issues to consider in Marion County; and recommended actions to integrate resiliency into the TPO/MPO planning process.

There would be a guidance paper presented to the committee at a future meeting for discussion and feedback.

Mr. Balmes said it was mentioned at the TAC that it was important to note that lots of people come to Ocala due to hurricane season.

Item 6A. Consent Agenda

Mr. Rudniansyn left at 2:06p and there was no longer a quorum. Minutes were tabled for the August meeting.

Item 7. Comments by FDOT

Ms. Rakinya Hinson provided an updated construction report.

Item 8. Comments by TPO Staff

No additional comments by TPO Staff.

Item 9. Comments by CAC Members

Mr. McGinley inquired about the two new electric buses that would be added to the SunTran and where they would be charged.

Mr. Li with the City of Ocala was not sure where the buses would be charged at the time.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Vice-Chairman McGinley adjourned the meeting at 2:19pm.

CAC Meeting Minutes – June 8, 2021

Approved –

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



(June 1, 2021)

Fiscal Years 2021/2022 to 2025/2026 Transportation Improvement Program Public and Partner Comment Summary

Public comments (through June 1, 2021) (5)

- (May 4, 2021) “The multi-use paths are extremely exciting and I cannot wait to use them; however, there is an issue with access to the SR 200 part of the paved path. There needs to be parking at 200 or a (less wide) paved path from SR 200 to the Ross Prairie Campground. People already park at the SR200 side even though there are tons of no parking signs; folks readily accept fines to park there. A linkup to RP Campground would also provide water/real restrooms which are not avail at Pruitt.”
 - TPO Response: Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, shared with Marion County and included in the TIP document for future planning considerations.
- (May 4, 2021) “Need more parking with restrooms and water on the paved trail starting at 49th trailhead towards 200.”
 - TPO Response: Noted for public record. The citizen was thanked for the comment and informed it will become part of public record, shared with Marion County and included in the TIP document for future planning considerations.
- (May 13, 2021) CR 484
“What are the plans for improvements to CR 484 near I-75. Traffic backs up and causes serious delays”
 - TPO Response: Please see the CR 484 at I-75 project in the TIP. Improvements to the interchange area also include turn lanes at SW 20th and CR 475A. The project is on schedule to start in 2021.
- (May 19, 2021) Project 4354842: Pruitt Trail
“Is the map of the Pruitt Paved Trail accurate? It shows it starting at SR 200 and south Greenway boundary, continues along south boundary about half way, then slowly goes north to the Pruitt Trail head. This would be a welcome change by the equestrian community in the "Horse Capital of the Word". The older maps showed the paved trail using the existing lime rock road. The lime rock road is the most popular horse and wagon trail in Pruitt and also has horse Pavilion.”
 - TPO Response: Noted for public record. The citizen was thanked for the comment and informed it will become part of public record and included in the TIP document for future planning considerations. The TPO also notified the citizen that follow up coordination with Marion County is taking place to obtain

a general alignment map. Once made available, it will be shared with the citizen via email.

- (May 25, 2021, TPO Board Meeting) Project 4354842: Pruitt Trail
 “The next phase after this project is completed should be to create a safe underpass connection under SR 200.”
 - TPO Response: Noted for public record. Comment will be documented to support priority projects process and considerations for trail projects.

Citizens Advisory Committee (CAC) project comments (May 11, 2021) (3)

- NW 27th Avenue – Widening from US 27 to NW 35th Street to 4 lanes.
 - TPO Response: Noted for public record. This project is not currently identified in the TIP or 2045 Long Range Transportation Plan (LRTP) Needs Plan. TPO will send this suggestion to the City of Ocala and maintain on file for future LRTP project list opportunities.
- CR 484 – Complete full connection from SW 49th Avenue to SW 20th Avenue.
 - TPO Response: Noted for public record. This project is not currently identified in the TIP or 2045 Long Range Transportation Plan (LRTP) Needs Plan. TPO will send this suggestion to Marion County and maintain on file for future LRTP project list opportunities.
- CR 484 – Improvements to the turn lanes are needed at CR 475A as part of the interchange project.
- 80th Avenue – the Future of 80th corridor. What are the plans of Marion County?
 - TPO Response: Noted for public record. The TPO will pass this comment on to Marion County. This project is not in the draft TIP.

Federal Highway Administration (FHWA) Comments (6)

Page #	Comment Type	Comment Description
1	Critical	Demonstration of explicit consideration and response to public input. 23 CFR 450.316(a)(1)(vi) This is found as part of the PPP but not HOW this is done.

TPO Response: Text was added on page 1-3, Public Involvement, summarizing how responses were made to public and agency comment. This includes specific responses to comments as to how they will be incorporated and/or addressed in the TIP document. In some cases, follow up responses to a public comment with further information about a project or process were also described.

2	Critical	Are significant comments addressed fully? 23 CFR 450.316(a)(2) Identified in PPP on page 37. This is just a reminder to included in comments.
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TPO Response: As outlined in comment 1, all comments were fully addressed, including more

significant comments requiring research, information gathering or follow up with FDOT or local staff members regarding projects. This information has been gathered and is included in Appendix F.

3		Other	It is not clearly stated that Construction Engineering and Inspection (CEI) is included in the listed construction cost.
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TPO Response: It is a general understanding by the TPO that CEI is included with the Construction Cost phase of all applicable projects in the TIP. The TPO followed up further with FDOT District 5, but has not yet received confirmation. This issue will be resolved with FDOT prior to adoption.

4		Other	The TIP is required to contain all regionally significant projects regardless of funding source. Did the MPO to collect this information? 23 CFR 450.324(d)
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TPO Response: The CFR cited is not associated with regionally significant projects. This CFR is applicable to the LRTP. All projects within Marion County of regional significance are within the draft TIP document.

5		Critical	The estimated total project cost(s), which may extend beyond the timeframe of the TIP is not shown. 23 CFR 450.326(g)(2) Project with design funds did not include future cost.
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TPO Response: The following projects were identified as requiring updates to include estimated total costs beyond the current TIP timeframe. These include projects that involve only right-of-way, design or PE and no construction funding in this TIP.

- 4106742: SR 40, End of 4 lanes to East of CR 314A - Total Project Cost is listed in the TIP project page (page 5-31) – FDOT confirmed total cost (is in Project Page, Page 5-31)
- 4336521: SR 40 Intersections at SW 40th Avenue and SW 27th Avenue – FDOT confirmed total cost (added to project page) – Current total Cost is \$10.1 Million (added on page 5-34)
- 4367561: Downtown Ocala Trail from SE Osceola Avenue to Silver Springs State Park – **City of Ocala has not yet confirmed total cost**
- 4367551: Indian Lake Trail from Silver Springs State Park to Indian Lake State Park – **Marion County has not yet confirmed total cost**

- 4408801: Marion Oaks-Sunrise/Horizon- Marion Oaks Golf Way to Marion Oaks Manor
 – Marion County has not yet confirmed total cost

6		Critical	Did not find the TIP list major projects from the last TIP that were implemented or identify significant delays in the implementation of major projects. 23 CFR 450.324(l)(2)
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TPO Response: Appendix H provides a summary of TIP major projects from the last TIP either implemented, in progress or delayed. This appendix is referenced on page 5-1. Since the draft document was released further information was provided in the appendix as to the status of the projects. The appendix also displays major projects and associated funding changes from the prior TIP to current TIP.

Ocala/Marion County Project Status Update as of July 28, 2021

The following is a brief status update on major FDOT road construction projects in Marion County. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

Current Projects

Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200 (FDOT Financial Information Number 439238-1)

The purpose of this project is to resurface U.S. 301/441 from State Road 35 (Baseline Road) in Belleview to State Road 200 in Ocala. Additional improvements include modifications to extend left and right turn lanes at various locations, removal of some of the existing on-street parking in the downtown area, addition of bicycle lanes within the right of way where possible, updating and providing pedestrian features to meet current standards, and making other drainage and safety improvements as needed.

- Contract: T5675
- Contractor: D.A.B. Constructors, Inc.
- Estimated Start: January 2021
- Estimated Completion: Fall 2021
- Cost: \$15.7 million
- Update: The contractor has been working along the shoulders of U.S. 441 and in the right of way to lengthen and widen turning lanes and to improve stormwater drainage structures. However, DAB Constructors of Inglis has stopped work and it is unknown if the contractor intends to finish the project. This is a news article about the work stoppage [DAB Constructors stop work - Citrus County Chronicle](#) The completion date could be pushed back to late 2021 or later as a result of this development.

Widen Northeast 36th Avenue to four lanes and construction of bridges over CSX rail line (FDOT Financial Information Number 431798-3)

- Contract: E5Z71
- Contractor: SEMA Construction, Inc.
- Estimated Start: Summer 2019
- Estimated Completion: Summer 2021
- Cost: \$17 million
- Update: The four-lane bridge over the CSX rail line is complete and passed final inspection. The contractor is performing punch list work and is awaiting delivery and installation of some light poles. The subcontractor contracted to install the poles has left the job, however, and the Department is securing a replacement firm to finish the work. This development may push the completion date into late August or beyond.

Converting full median openings to directional medians, closing three of the existing full median openings, and extending some of the turn lanes between Northwest 27th Avenue and Martin Luther King Jr. Avenue in Ocala. These modifications reduce traffic conflict points and separate turning movements along this section of S.R. 40. (FDOT Financial Information Number 441366-1)

- Contract: T5710
- Contractor: CW Roberts Contracting
- Estimated Start: Summer, 2021
- Estimated Completion: Fall, 2021
- Cost: \$627,000
- Update: The beginning of work was delayed from its initial May start date because the contractor experienced challenges procuring the necessary materials. Work began July 6 and is proceeding as expected. There have been intermittent partial lane closures at night.

Upcoming Projects

Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split. This project will also change the configuration of the roadway at the US 441/301 split to allow both lanes of traffic on northbound US 441 to turn left onto US 301. Currently, only vehicles in the right lane may turn onto US 301. This change is being made to alleviate significant backups of trucks stacking in the right lane awaiting their opportunity to turn onto US 301. (FDOT Financial Information Number 441136-1)

- Contractor: Anderson Columbia Inc.
- Estimated Start: Summer, 2021
- Estimated Completion: Spring, 2022
- Cost: \$17.8 million
- Update: The contract for this project was executed in July and construction is tentatively scheduled to begin in September, provided the contractor can procure the materials to proceed.



TO: Committee Members

FROM: Rob Balmes, Director

RE: Senate Bipartisan Infrastructure Update

Summary

The U.S. Senate moved on July 28, 2021 to invoke cloture and proceed on a bipartisan infrastructure plan. Agreement was then reached on August 1 for a package of \$550 billion in new spending on roads, bridges, highways, broadband and water infrastructure. Passage through the Senate is expected with the likelihood of an amendment process.

A summary breakdown of the package thus far includes:

- \$110 billion for roads and bridges
- \$66 billion for passenger and freight rail
- \$39 billion for public transit
- \$11 billion for safety
- \$7.5 billion for electric vehicle charging stations
- \$5 billion for purchase of electric school buses and hybrids
- \$17 billion for ports
- \$25 billion for airports
- \$46 billion for infrastructure resiliency
- \$55 billion for water and wastewater
- \$65 billion for broadband access
- \$21 billion for superfund and brownfield cleanup
- \$73 billion for the nation's electrical grid modernization

The pay-for, as currently estimated, will potentially come from a variety of sources, including COVID-19 unspent relief, unemployment insurance aid, delaying Medicare rebates, 5G service auctions, tax on chemical manufacturing, tax enforcement and future economic growth.

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

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