



TPO Board Meeting

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

June 28, 2022

4:00 PM

AGENDA

1. **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
2. **ROLL CALL**
3. **PROOF OF PUBLICATION**
4. **CONSENT AGENDA**
 - A. **TPO Meeting Minutes – May 24, 2022** (Page 3)
 - B. **Director Travel** (Page 23)
5. **ACTION ITEMS**
 - A. **General Planning Consultant (GPC) Contract Modifications**
(Page 34)
Staff is requesting approval of modifications to the TPO's GPC contracts.
 - B. **Draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP)** (Page 77)
Staff will present the draft FY 23 to FY 27 Transportation Improvement Program (TIP) for adoption.
 - C. **Annual Lists of Priority Projects (LOPP)** (Page 280)
Staff will present the recommended 2022 Lists of Priority Projects for adoption.
 - D. **2022 Regional Priorities** (Page 333)
Staff is requesting adoption of regional trail and roadway priorities.
6. **COMMENTS BY FDOT**
 - A. **Construction Report** (Page 339)
7. **COMMENTS BY TPO STAFF**
 - A. **Commitment to Zero Update**
 - B. **2020 Census Schedule of Activities Update** (Page 340)

C. [2022 Traffic Counts Report and Online Map](#) (Page 342)

8. COMMENTS BY TPO MEMBERS

9. PUBLIC COMMENT (Limited to 2 minutes)

10. ADJOURNMENT

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

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

*The next regular meeting of the Ocala Marion Transportation Planning Organization
will be held on August 23, 2022.*



TPO Board Meeting

Marion County Commission Auditorium

601 SE 25th Avenue, Ocala, FL 34471

May 24, 2022

4:00 PM

MINUTES

Members Present:

Councilman Ire Bethea
Commissioner Craig Curry
Councilmember Kristen Dryer
Commissioner Jeff Gold
Mayor Kent Guinn (*arrived at 4:20pm*)
Commissioner Ronald Livsey
Councilmember Barry Mansfield
Commissioner Michelle Stone

Members Not Present:

Commissioner Kathy Bryant
Councilmember James Hilty
Mayor Bill White
Commissioner Carl Zalak

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Amanda Tart, Marion County
Anna Taylor, FDOT
John Tyler, FDOT
Mike McCammon, FDOT
Mounir Bouyounes, Marion County
Tracy Straub, Marion County
Elton Holland, Marion County
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

Chairman Ire Bethea called the meeting to order at 4:00pm and led the board in the Pledge of Allegiance.

Item 2. Roll Call

Shakayla Irby, Administrative Assistant called the roll and a quorum was present.

Item 3. Proof of Publication

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview and Dunnellon and Marion County meeting calendars on May 17, 2022. The meeting was also published to the TPO's Facebook and Twitter pages.

Item 4A. Consent Agenda

Mr. Gold made a motion to approve the Consent Agenda. Ms. Stone seconded, and the motion passed unanimously.

Item 5A. Marion County Classification and Compensation Study

Ms. Amanda Tart, Executive Director with Marion County presented. In 2021, the Board of County Commissioners contracted with Evergreen Solutions, LLC to conduct a Classification and Compensation Study for Marion County. The purpose of the study was to analyze the County's classification and compensation system and make recommendations to improve the County's competitive position in the labor market. The study involved analyzing the internal and external equity of the county's compensation system, and making recommendations in response to those findings.

A workshop was held on April 29th where Evergreen Consultants and County Senior Staff presented the findings of the study and made recommendations to the Board. The recommendations included, new pay grades, job title changes and salary adjustments to current employees based on methodology using range penetration capped at the midpoint with a lower end adjustment as well as adjusting for the minimum wage requirements.

At the May 3rd Board of County Commissioners meeting, the Board unanimously approved the salary study with an effective date of May 21, 2022. The changes to the TPO were provided for the TPO Board's review.

Ms. Stone made a motion to approve the Marion County Classification and Compensation Study. Mr. Gold seconded, and the motion passed unanimously.

Item 5B. Approval of Fiscal Years (FY) 2022/2023 to 2023/2024 Metropolitan Planning Organization Grant Agreement

Mr. Balmes presented and said that every two years the Florida Department of Transportation (FDOT) and the Ocala/Marion TPO enter into a grant agreement that identified the

responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) components of the Metropolitan Planning Process.

As a condition of the agreement, financial assistance is passed through the FDOT to the TPO in the form of the FHWA Consolidated Planning Grant (CPG). All work and funding are tied to the TPO's Unified Planning Work Program (UPWP). The Grant Agreement timeframe is from July 1, 2022 to June 30, 2024 (Fiscal Years 2023, 2024).

Provided to board was the Metropolitan Planning Organization Agreement for the Ocala/Marion TPO covering the two-year timeframe. The Agreement had been submitted to the Marion County Office of Attorney for review with no concerns or issues. Pending TPO Board Approval, the Agreement would be transmitted to the FDOT no later than May 31, 2022.

Ms. Stone made a motion to approve the Fiscal Years (FY) 2022/2023 to 2023/2024 Metropolitan Planning Organization Grant Agreement. Mr. Mansfield seconded, and the motion passed unanimously.

Item 5C. Citizens Advisory Committee (CAC) Application

Mr. Balmes presented and said that per the Bylaws of the Citizens Advisory Committee (CAC), all membership nominations required TPO Board review and approval. TPO staff received an application for membership to the CAC by Apostle Brandon Cave, Sr. Apostle Cave who had been a resident of Ocala/ Marion County for 45 years. He was interested in serving on the TPO's CAC to provide leadership and feedback regarding the ongoing transportation access and mobility needs for the citizens of the community.

Ms. Stone inquired about the redaction of Apostle Cave's addresses.

Mr. Balmes said that in the past all addresses of committee member applicants had been redacted from the meeting packets for privacy purposes but addresses could be made available to board members if needed.

Ms. Stone said that in the future she did not see why addresses could not be provided.

Mr. Balmes said this will be noted for future applicants.

Ms. Dreyer made a motion to approve the Citizens Advisory Committee (CAC) Application. Mr. Curry seconded, and the motion passed unanimously.

6A. SunTran Performance Initiative and Transit Development Plan Update

Mr. Steven Neal, Transportation Manager, provided a presentation to the Board on the status of a recent performance initiative for SunTran employees. He also shared information related to the recent kick-off of the Transit Development Plan Update and public outreach process.

The presentation provided is attached to this set of minutes for reference on pages 9-18.

Further information on the TDP and public survey may be found on the SunTran website:

<https://www.ocalafl.org/government/city-departments-i-z/suntran>

Item 6B. Draft FY 2023 to 2027 Transportation Improvement Program (TIP)

Mr. Balmes presented and said that the draft Fiscal Years 2023 to 2027 TIP was available for public review and comment. The draft TIP public involvement process was from May 3 to June 24, 2022.

The following shows the major highlights of the FY 2023 to 2027 draft TIP.

- **Public and Partner Review Period:** The review period was from May 3 to June 24, 2022. TPO Board adoption was scheduled for June 28.
- **Performance-based Planning:** Updates were provided on pages 12 to 19 of the TIP on performance-based planning and performance measures for the four core measures, including Safety; Pavement and Bridge Condition; System Performance; and Transit Asset Management and Transit Safety.
- **TIP Projects and Funding:** A total of 60 projects, grant programs and ongoing maintenance activities totaling \$286,940,065 of funding are programmed. A breakdown by source was provided to the board:
 - \$152.8 million State (53%);
 - \$107.9 million Federal (38%); and
 - \$26.2 million Local (9%).
- **TIP Interactive Map:** The TPO continued to maintain a TIP online interactive map for the public to view projects with specific locations. The map is found at: <https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=81b909295c9447d7adf4b38bc232adcf>
- **TIP Document Organization:** To TPO had invested in the development of a TIP document that was a public-friendly resource while not compromising the importance of meeting federal and state requirements. The TIP again contained summary pages for each programmed project. The project summaries could be found on pages 32 to 98. Projects continue to be organized by the following major categories for ease of reference by the general public.
 - Interstate (I-75) (5 projects)
 - U.S. Routes (8 projects)
 - State and Local Routes (16 projects)
 - Bicycle and Pedestrian (5 projects)
 - Aviation (Airport) (9 projects)
 - Transit, Funding, Grants (6 projects)
 - ITS and Maintenance (11 projects)

Mr. Balmes stated that at the June Board Meeting all public and partner comments will be shared and presented.

Item 6C. Draft Annual List of Priority Projects (LOPP)

Mr. Balmes presented and said that the TPO had worked in close collaboration with the cities of Belleview, Dunnellon, Ocala, Marion County and the Florida Department of Transportation (FDOT) to develop and submit a List of Priority Projects (LOPP). The process was undertaken

annually to identify the highest priority projects to receive consideration for federal and state funding through the FDOT Work Program.

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 be eligible to receive federal and state funding, it had to be listed in the LRTP Cost Feasible or Needs Plan, and Boxed Funds Lists.

The TPO had developed a revised LOPP Policies and Procedures document. This document outlines a detailed annual approach, project list templates, and a prioritization and ranking process.

The initial draft 2022 LOPP project lists were provided to the board. Based upon submissions by local partners along with follow up discussions, the following provided a breakdown of the initial draft lists and associated number of projects.

- Complete Project Listing (Top 20) – 20 of 74 total projects
- Strategic Intermodal System (SIS) projects – 12
- Non-SIS Capacity – 38
- Safety and Operations – 10
- Complete Streets – 0
- Trails – 10
- Bicycle/Pedestrian (Sidewalk) – 6
- Transit – 0
- Planning Studies – 16

TPO staff proposed to adopt an overall Top 20 List but all projects (74) and individual lists will be provided to the FDOT based on their appropriate assignment/category as outlined in the prior summary bullets. Additionally, the following three projects and one project change were proposed at the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) meetings on May 10. The changes would require coordination with Marion County and the City of Ocala to determine if they should be considered as amendments to the 2045 LRTP and LOPP.

CAC Proposed Project Additions:

1. NW 27th Avenue, from north of US 27 to NW 35th Street. Proposed 4-lane widening. Project currently not in the LRTP, requiring amendment.
2. CR 475A at SW 66th. Proposed turn lanes/operational improvements at the intersection. Project currently not in the LRTP, requiring amendment.
3. SW 80th Extension. Proposed extension from SW 103rd to CR 484. Project not in the LRTP, requiring amendment.

TAC Proposed Project Change:

1. Combine the SR 200 Widening project (CR 484 to Citrus County) with the SR 200 Trails/Wildlife Underpass project.

Ms. Stone provided a proposed recommended draft from Marion County staff for the board to review that included the top 20 priority projects. *The proposed draft is attached to pages 19-20*

of this set of minutes for review.

The board engaged in discussion on the ranking of projects on the list of priority projects.

The project SW 80th Avenue from 38th Street to SR 40 had been added to the Marion County proposed changes list as number 18.

Ms. Stone mentioned that the two phases of the 44th Avenue project should be combined into one instead of taking the citizens through construction twice knowing that four lanes were needed.

Mr. Balmes stated he had been instructed by City staff to rank the projects as two phases.

Ms. Stone asked the Chair if Marion County Administrator Mounir Bouyounes could approach the podium and speak to the board.

Mr. Bouyounes said that Commissioner Stone was proposing combining the SW 44th Avenue (SR 200 to SW 20th Street), 2-lane extension and the SW 44th Avenue (SR 200 to SW 20th Street), 2 new lanes to complete 4-lane corridor into one project instead of two projects. The combined project would allow for the 4-laning to take place and be listed as number 6 on the Marion County proposed changes list.

Ms. Dreyer said that the City's goal was to combine the 44th Avenue project into one project.

Ms. Stone said that combining the 44th Avenue project would move it to ranking number six on the Marion County proposed changes.

Ms. Stone also mentioned that the SR 40/SR 35 Intersection Improvement project should reflect "Roundabout". She believed it had been discussed several years back with FDOT with an agreement that there should be a Roundabout, and she wanted to ensure that it became a two lane Roundabout.

Mayor Guinn inquired why the County wanted a Roundabout.

Ms. Stone said that the County had been working to make the area aesthetically pleasing and a gateway in Silver Springs and believed over time with collecting CRA dollars and supporting FDOT's priority to make it a Roundabout would be in the County's best interest.

The board continued to review committee suggestions and engaged in discussion of the ranking of priority projects.

Mr. Balmes said he will coordinate further with the Technical Advisory Committee (TAC) to review rankings.

Item 7. Comments by FDOT

Mr. John Tyler, newly appointed District Five Secretary introduced himself to the TPO board and gave a brief overview of himself and informed the board that he looked forward to continuing the relationship and partnerships with them and the TPO as well as the DOT staff.

Mr. Tyler spoke about two projects in the community:

1. The Florida Northern Turnpike Extension being considered for being in District Five. FDOT had a supporting role in using relationships and partnerships to ensure that the voices and concerns of the community are heard and addressed. The Northern Turnpike Enterprise had taken a step back to better engage with the communities and would see more engagement in the summer. A report was due to the Legislator at the end of the year and they would report what they had done before any recommendations were made further.
2. I-75 Masterplan FDOT District Five will have a series of public meetings to get feedback from the public during the summer along with early conclusions and findings on what could be done on I-75.

Mr. Tyler also mentioned that Mike McCammon, Ocala Operations Engineer was one of the best engineers and advocates for the community and makes sure that FDOT District Five is aware of concerns.

Mr. Tyler also recognized the Commitment to Zero Safety Action Plan and said it was very much in line with FDOT Target Zero to drive down fatalities on the roadway.

Mayor Guinn asked what the purpose of the Turnpike Extension.

Mr. Tyler responded that it was a priority of the Legislator to consider the opportunity and provide an alternative alignment to I-75. The area was continuing to grow and develop and the growth that was already occurring needed to be addressed as well as economic opportunities. The next step was to go out to the communities to see what the communities could support and receive benefits of the project.

Mr. Curry said to be involved with a project with no vote by the Commission and a project that is the most contentious is a challenge. The Commission voted against a “no build” at this time so there could be a seat at the table and to continue the relationship with the FDOT and Florida Turnpike Extension (FTE). Also, Mr. William Burke and Ms. Jennifer Stults had met with Mr. Curry and they were pleasant to work with and are trying to do the best for the communities and looking at several plans to ease the traffic burden.

Mr. Curry also gave comments that I-75 was not the answer but that improvements should be made due to frequent lane closures and congestion.

Mr. Tyler said that if any jurisdiction wanted to meet with the Turnpike Enterprise executive director he could help facilitate a meeting to discuss concerns.

Item 8. Comments by TPO Staff

Mr. Balmes gave comments on the following:

- The Commitment to Zero Stakeholder Workshop was held on May 12, 2022, and included participation from 20 members of partner agencies and jurisdictions in Ocala/Marion County. Some of the next steps include a Transportation Disadvantaged Local Coordinating Board (TDLCB) Workshop on June 16; Working Group meeting on July 14 and release of a draft Action Plan by August. The TPO would continue to solicit

feedback to develop safety improvement strategies through conversations and meetings. The public survey and interactive comment map would also remain open through July 1. This information may be accessed via the project website:

<https://ocalamariontpo.org/safety-plan>.

- Florida Metropolitan Advisory Council (MPOAC) Updates were provided in a memo to the board members with Mr. Balmes highlighting:
 - State Funding: \$500 million in Florida General Fund reserves this year were applied to transportation project appropriations. We are waiting to learn if the 44th and Dunnellon Trail projects received the funding requests.
 - 2020 Census – Urbanized areas and results of TMA status to be determined. Potential for fall 2022. Any adjustments to the urban areas and population impacts to the budget formula will be likely applied to fiscal year 2024.

Item 9. Comments by TPO Board Members

Mayor Guinn inquired with Steven Neal, Transit Manager with the City of Ocala about the agreement for bus benches and the need for more bus shelters.

Ms. Stone reminded the board of the Commitment to Zero online survey and that the cutoff date for surveys was July 1st.

Mr. Curry said that a Litter Taskforce report was rendered to the Marion County Board of County Commissioners on May 24, 2022.

Mr. Bethea said that all entities needed to come together and discuss growth in the community and other concerns to continue to give the citizens a great way of life.

Item 10. Public Comments

There were no public comments.

Item 11. Adjournment

The meeting was adjourned by Chairman Bethea at 5:25pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



SunTran Performance Initiative & TDP Update

TPO Board Meeting
May 24, 2022





Presentation Overview

- SunTran Performance Initiative
- Transit Development Plan (TDP) Update
- What is Next?



SunTran Employee Performance Initiative

Existing Issues:

- **Key positions short-staffed** (9 Vacant positions out of 32 required positions)
 - 1 open position for Dispatcher
 - 1 open position for Mechanics
 - 7 open positions for bus operators
- **Low efficiency on daily management & operation**
 - Supervisors must do bus operator's work due to shortage of bus operators
 - Mechanics cannot fulfill their required job responsibilities
- **Hard to fill open positions**
 - Inflation is skyrocketing nationwide, especially in Florida
 - Existing bus operators' wages less than **\$13** dollars, starting driver wage **\$11.68**
 - Peer agencies/businesses already increased/will increase the operator's salaries



SunTran Employee Performance Initiative

What peer agencies/businesses do?

Agencies/Businesses	Starting Hourly Rate
LYNX (Orange County Bus Provider)	\$17.00
Disney	\$17.00
Mears Taxi	\$18.25
Lake County	\$16.00
RTS	\$16.00
Marion County School District	\$17.00
PSTA	\$27.00

SunTran Proposed Hourly Rate

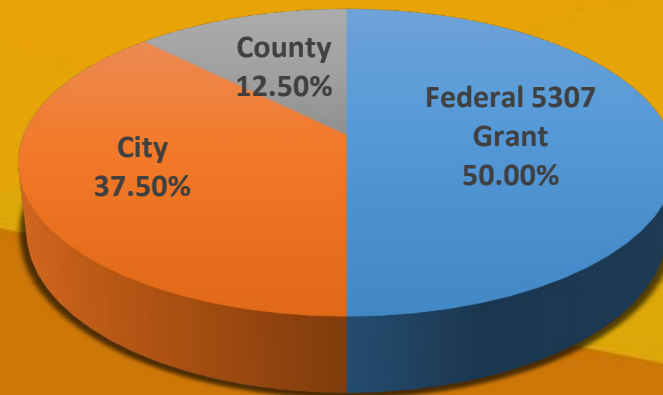
\$16.00

SunTran Employee Performance Initiative

How to pay the increased salary:

- FTA 5307 Operating Grant: 50%
- Local match 50%
 - County : 25%
 - City: 75%

SunTran Employees Salary Increase



■ Federal 5307 Grant ■ City ■ County

Transit Development Plan (TDP) Update

What is a TDP?

- 10-year strategic plan for transit
 - Evaluates existing conditions
 - Determines future needs
 - Helps set transit service/capital priorities
 - Identifies available funds
 - Outlines phased service & implementation plans
- FDOT requirement
- Updated every five years
 - Due September 1, 2022
 - Covers FY 2023-2032



Transit Development Plan (TDP) Update

Ocala/Marion TDP Process

- Evaluate baseline conditions*
- Assess existing transit options
- Conduct public outreach*
- Determine transit needs
- Develop service & implementation plans
- Develop financial plan

*We are at these stages



Activity Centers



Land Use



Transit Development Plan (TDP) Update

What we need from you:

- **Attend public involvement activities as much as possible!**
 - On-line Survey (www.SunTran.org)
 - On-board Survey
 - Transfer Point Engagement
 - Public Meetings
 - Stakeholder Interviews
- **Raise the awareness of the TDP update in your community**
- **Provide your feedback & opinions when attending public involvement activities**

What is Next?

Next steps for SunTran Performance Initiative:

- Estimate the total amount of funds needed
- Seek approval from the TPO Board, County Commissioners
- Implement no later than June 30, 2022
- Every quarter there after for a year Performance based

Next steps for TDP major update:

- Continue outreach efforts to the general public throughout the whole TDP process
- Document findings/feedback/opinions
- Incorporate findings/feedback/opinions into the TDP development

Questions/Comments



2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75 at NW 49th Street Interchange	10	10	7.5	10	0	7.5	0	10	10	10	75	\$60,467,240	1	1
SR 40/I-75 Interchange Operational Improvements (SW 40th Ave to SW 27th Ave)	8	8	0	0	10	10	0	10	10	7.5	63.5	\$10,100,000	7	2
NW 44th Avenue (SR 40 to NW 11th Street), four new lanes	10	8	10	5	0	5	0	5	10	7.5	60.5	\$14,000,000	3	4
SR 40 Downtown Operational Improvements (US 441 to NE 8th Ave)	10	8	0	5	10	7.5	0	10	5	5	60.5	\$4,613,800	5	3
US 41 (SW 110th Street to SR 40), Widening	8	8	0	5	10	7.5	0	10	7	5	60.5	\$43,806,800	8	17
CR 484 - Pennsylvania Avenue Multi-Modal Improvements and Trail, Phase A	0	6	5	5	5	10	10	10	5	0	56	TBD	21	6
NW 80th/70th (.19 miles N/O SR 40 to 1/2 mile N/O US 27), Widening	0	8	10	5	5	5	0	5	8.5	7.5	54	\$30,194,464	25	45
Emerald Road Extension (SE 92nd Loop to FN Railroad), New 2-lane roadway	8	10	10	10	0	0	0	0	5.5	10	53.5	\$9,650,000	9	8
SW 44th Avenue (SR 200 to SW 20th Street), 2-lane extension extension <i>Const.</i>	10	8	10	5	5	0	0	5	8.5	0	51.5	\$7,000,000	2	6
US 441 Intersection Operation Improvements at SR 464/SW 17th St	10	10	0	0	5	10	0	5	6	5	51	\$4,783,636	4	11
SW 44th Avenue (from SW 20th Street to SR 40), Add 2 lanes to complete 4-lane roadway	0	8	10	5	0	5	0	5	10	7.5	50.5	\$5,000,000	NR	7
SR 200 (CR 484 to Citrus County Line), Widening	4	8	0	0	10	7.5	0	10	5	5	49.5	\$124,491,000	19	12
US 27/I-75 Interchange Operational Improvements (NW 44th Avenue to NW 35th)	0	2	0	0	10	7.5	0	10	10	10	49.5	\$29,341,000	59	3
I-75 from SR 200 to CR 234 in Alachua County, Widening, Modernization, Interchanges	0	4	0	5	5	10	0	10	5.5	10	49.5	TBD	NR	12
SR 40 (US 41 to CR 328), Widening	0	6	0	0	10	10	0	10	6	7.5	49.5	\$100,000,000	55	12
I-75 from SR 91 (Turnpike) to SR 200, Widening, Modernization, Interchanges	0	4	0	5	5	7.5	0	10	10	7.5	49	TBD	NR	16
SR 40 (End of 4 Lanes to East of CR 314), Widening, Multi-use Trail	6	8	0	5	5	10	0	10	4	0	48	\$120,000,000	15	14
SW 44th Avenue (SR 200 to SW 20th Street), 2-new lanes to complete 4-lane corridor	6	8	10	5	5	0	0	5	8.5	0	47.5	\$7,000,000	13	18
CR 484 (Marion Oaks Pass to SR 200), Widening	0	6	5	0	5	10	0	10	6	5	47	\$35,360,000	42	15
SR 35/Baseline Road at SR 464/Maricamp Road, Intersection Flyover	0	2	0	0	10	10	0	10	7	7.5	46.5	TBD	NR	16
NW/NE 35th Street (W Anthony Rd to 200A), Widening	4	6	10	0	5	0	0	5	6	10	46	\$9,368,352	17	21
NE 8th Avenue (SR 40 to SR 492)	0	10	5	10	5	0	0	5	5	5	45	\$4,452,800	31	22

SW 80th Ave from 38th St. to SR 40

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75/SR 326 Interchange Operational Improvements	0	2	0	0	5	7.5	0	10	10	10	44.5	TBD	NR	23 ¹⁹
SR 40 (SW 60th Ave to I-75), Widening	0	2	0	0	10	5	0	10	10	7.5	44.5	\$25,800,000	57	23
SR 40/SR 35 Intersection Improvement (Roundabout)	0	4	0	0	10	5	0	10	7	7.5	43.5	\$1,560,000	46	45 ¹⁹
SW 20th Interchange (new interchange at I-75)	0	2	0	0	5	10	0	10	8.5	7.5	43	TBD	65	26
US 441 (Sumter County Line to CR 42), Widening	0	2	0	0	10	7.5	0	10	7	5	41.5	TBD	70	27
SW 49th (Marion Oaks Trail to SW 95th), 4-lane divided	0	8	10	5	5	0	0	0	8.5	5	41.5	\$27,990,164	26	27 ¹⁰
SW 80th Ave (SW 90th to SW 80th), Widening	6	8	10	0	5	0	0	0	7	5	41	\$6,150,000	11	29
CR 484 (SW 49th Ave to CR 475A) Widening to 6 lanes, bridge replacement at I-75	0	2	0	0	5	10	0	10	9	5	41	\$55,000,000	64	29 ¹³
Citywide Sidewalk Improvements (Ocala)	6	10	5	10	0	0	10	0	0	0	41	\$2,104,713	14	29
SR 40 (CR 314A to Levy Hammock Road), Widening	0	4	0	0	10	7.5	0	10	4	5	40.5	\$17,900,000	39	32
NE 35th St (200A to NE 25th), Widening	0	6	10	0	5	0	0	5	4	10	40	\$13,394,683	29	33
SR 40 (CR 314 to CR 314A), Widening	0	6	0	0	5	10	0	10	4	5	40	\$98,500,000	38	33
US 27 (I-75 to NW 27th), Widening	0	2	0	0	10	0	0	10	7.5	10	39.5	\$48,731,000	56	35
SW 80th Ave (SW 80th St to 1/2 mile N/O SW 38th St), Widening	4	8	10	0	5	0	0	0	7	5	39	\$19,459,582	16	36
SW 49th (South Segment, Marion Oaks Manor to 0.7 mi S/O CR 484), 4-lane divided	6	8	10	0	0	0	0	0	9	5	38	\$5,919,449	12	37
US 301 South (SE 143 Place to US 441), ITS Boxed Fund	0	8	0	0	10	0	0	10	5	5	38	TBD	48	37
US 441 (CR 42 to SE 132nd Street) Widening to 6 lanes	0	6	0	0	10	0	0	10	7	5	38	\$118,000,000	22	37
NW 49th/35th Street (CR 225A to 1.1 mile W/O NW 44th), New 2-lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$20,119,862	24	40 ²⁰
NW 49th/35th (1.1 mile W/O NW 44th to NW 44th), New 2 lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$2,650,000	27	40
SW 38th/40th St (SW 80th to SW 60th), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$14,940,000	28	42
SW 38th Avenue (SW 60th Ave to SW 43rd Court), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$12,810,000	43	42
Belleview to Greenway Trail (Lake Lillian to to Cross Florida Greenway)	0	10	0	5	5	0	10	0	0	5	35	\$4,673,028	32	44



TO: TPO Board Members

RE: Director Travel Reimbursement Approval

TPO Director Rob Balmes travel reimbursement request for \$109.98, per TPO Travel Policy and current U.S. General Services Administration (GSA) rates.

1. June 10, 2022
Central FL MPO Alliance Joint Meeting
Haines City, FL
Travel Reimbursement Requested: \$109.98

Marion County Commission
Authorization to Incur Travel Request
for Travel Advance and Prepayment

Traveler: Robert Balmes Date: 6/9/2022

Employee Number: 11612 Department: _____

Travel Destination: Haines City, FL

Purpose: Central FL MPO Alliance Joint Meeting

Date: 6/10/2022 Time: 9:00 AM of Departure

Date: 6/10/2022 Time: 5:00 PM of Return

REGISTRATION INFORMATION

(Attach Registration Form)

Account #: _____ Registration Check Amount: _____

Registration Check Payable To: _____

Mail Registration Check To: _____

Registration Mailing Address: _____

City: _____ State: Florida Zip Code: _____

Check One: Mail Registration Check Traveler to Carry Registration Check P-Card Purchase

HOTEL INFORMATION

Hotel Name: _____

Hotel Mailing Address: _____

City: _____ State: Florida Zip Code: _____

Confirmation Number: _____

Account Number: _____ Hotel Check Amount: _____

Check One: Mail Hotel Check Traveler to Carry Hotel Check P-Card Purchase

TRAVELER'S COST OF TRAVEL

Meals: B _____ Per Day x \$6.00
 L _____ Per Day x \$11.00
 D _____ Per Day x \$19.00 Days = \$0.00

County Vehicle Requested? YES NO (Gas Card Available)

Mileage Private Vehicle: 188 Miles @ \$ 0.58 ^{.585} _{RB.} ~~\$109.040~~ \$109.98 RB.

Traveler's Total Estimated Expenses \$109.04 ~~\$109.04~~ \$109.98 RB.

Travel Advance Check Requested? YES NO

Requested Amount of Travel Advance (80% of total estimated expenses) \$0.00

Account #: BR407549-540101

INFORMATION FOR ADMINISTRATION

ESTIMATED COST OF TRAVEL

Registration _____

Lodging _____

Traveler's Estimated Cost ~~\$109.04~~ \$109.98 RB.

Total Estimated Cost of Travel ~~\$109.04~~ \$109.98

TRAVELERS SIGNATURE: [Signature]

DATE: 6/10/2022

DEPARTMENT HEAD SIGNATURE: _____

DATE: _____

Upon return from travel, employees must file Form T-1 including receipts within 5 work days.

APPROVAL: _____
Assistant County Administrator

DATE: _____

APPROVAL: _____
Procurement Services

DATE: _____

APPROVAL: _____
County Administrator

DATE: _____

Form T1 PAYEE: Robert Balmes

MARION COUNTY
VOUCHER FOR REIMBURSEMENT
OF TRAVELING EXPENSES

EMPLOYEE ID #: 11612 ACCOUNT CODE: BR407549-540101

Department: TPO

Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure and Hour of Return	Meals	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
							Amount	Type
6/10/2022	Ocala to Haines City	Central FL MPO Alliance	9:00 AM		94			
6/10/2022	Haines City to Ocala	Central FL MPO Alliance	5:00 PM		94			

I certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to official duties of Marion County; any meals or lodging included in a conference or convention registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and same conforms in every respect with the requirement of Section 112.061, Florida Statutes, and Marion County Travel Policy.

188	# Miles		
0.58 0.585	@ Per Mile		
\$109.04			
		TOTAL	\$109.04

Payee Signature: [Signature]
Date Prepared: 6/13/2022

Less Advance Received. RB. \$109.98 RB. \$109.98

Pursuant to Section 112.061(3)(a), Florida Statutes, I hereby certify or affirm that to the best of my knowledge, the above travel was on official business of Marion County and was performed for the purposed(s) stated above.

Less Class "C" Travel Meals. RB. \$109.98

Department Head Signature: _____
Date Signed: _____ Title: _____
Administration Approved By: _____
Date Signed: _____ Title: _____
Procurement Signature: _____
Date Signed: _____ Title: _____

Net Amount Due \$109.04

Travel Advance

Check # _____
Check Date _____

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
CONTRACTOR TRAVEL FORM

300-000-06
 COMP TROLLER
 02/13

Contractor <u>Robert Balmes</u>	Contract or PO # _____	Contact Person _____
Company <u>Ocala Marion TPO</u>	Company's Address <u>2710 E. Silver Spgs Blvd.</u>	Telephone No. <u>(352) 438-2631</u>
Residence (City) <u>Ocala, Florida</u>	<u>Ocala, Florida 34470</u>	E-Mail Address <u>rob.balmes@marionfl.org</u>

DATE	TRAVEL PERFORMED FROM POINT OF ORIGIN TO DESTINATION	PURPOSE OR REASON FOR TRAVEL (NAME OF CONFERENCE OR CONVENTION)	HOUR OF DEPARTURE and RETURN	CLASS A & B MEAL ALLOWANCE	PER DIEM/ ACTUAL LODGING	MAP MILEAGE	VICINITY MILEAGE	INCIDENTAL EXPENSES	
								AMOUNT	TYPE
6/10/2022	Ocala to Haines City	Central FL MPO Alliance Joint	9:00 AM			94			
6/10/2022	Haines City to Ocala	Central FL MPO Alliance Joint	5:00 PM			94			

SIGNATURES
 I hereby certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to my official duties of the agency or contract/PO; any meals or lodging included in a registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and conforms in every respect with the requirements of Section 112.061, Florida Statutes, Chapter 69I-42 F.A.C., Department of Banking and Finance Bureau of Auditing Handbook, Department of Transportation Disbursement Handbook and the terms of the contract.

CONTRACTOR: Robert Balmes DATE: 6/13/2022
 JOB TITLE: TPO Director

Pursuant to Section (3)(a), Florida Statutes and the terms of the Contract, I hereby certify or affirm that to the best of my knowledge the above consultant was on official business for the State of Florida and the travel was performed for the purpose(s) stated above.

CONTRACTOR'S SUPERVISOR: _____ DATE: _____
 TYPED or printed NAME: _____
 TITLE: _____

	COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES <u>188</u>	COLUMN TOTAL	SUMMARY TOTAL
			X @ \$ 0.445 <u>27.585 FSA P.D.</u>		<u>\$83.66</u>
			<u>\$83.66</u>		<u>\$109.98 RD</u>
JUSTIFICATION/EXPLANATION <u>\$109.98 P.D.</u>					
OTHER PERSONNEL IN PARTY					

Instructions for Completing the Contractor Travel Form

Contractor: Name of the individual who performed travel.

Contract or PO No.: Number of the contract or Purchase Order on which work was performed.

Company: The consultant's company.

Company's Address: City where the consultant's company is located.

Residence (City): City where the consultant resides.

Contact Person: Person to notify for inquiries related to the travel voucher.

Telephone No: The telephone number of the contact person.

E-Mail Address: E-Mail address of the contact person.

Date: (MM/DD/YYYY) Dates of actual travel.

Travel Performed From Point of Origin to Destination: Departing location to the city or town of where business will commence. List each location. NO ABBREVIATIONS.

Purpose or Reason for Travel: Give reason for travel. Specify name of conference, convention, seminar, training, etc. NO ABBREVIATIONS and NO ACRONYMS

Hour of Departure and Return: Actual time of departure and return. Must state A.M or P.M

Class A & B Meal Allowance: Itemize daily using the appropriate meal allowance: \$6 for breakfast, \$11 for lunch, and \$19 dinner per F.S. 112.061. Deduct any meals included in a registration fee paid by DOT.

Per Diem/Actual Lodging: Itemize daily. For per diem use the rate of \$80 per day prorated on a quarterly basis. When calculating per diem Class A travel day starts at midnight and Class B travel day begins at the time of departure. For actual lodging use single occupancy rate including taxes.

Map Mileage: Point to point mileage calculated from the Official Department of Transportation map (in-state) available on the Internet at <http://www3.dot.state.fl.us/mileage>.

Vicinity Mileage: Mileage other than map mileage incurred within headquarters or destination.

Incidental Expenses: List the amount and the type of charge being charged (do not itemize daily).

Column Total: Total cost for class A & B meal allowance.

Column Total: Total cost for Per Diem/Actual Lodging.

Total Miles: Total of map and vicinity mileage at \$0.445 per mile.

Column Total: Total cost of incidental expenses.

Summary Total: Total cost to the Department of Transportation.

Contractor: Individual who performed the travel.

Date: Date the travel form was prepared.

Job Title: Job title of the traveler.

Contractor's Supervisor: Traveler's supervisor.

Date: Date the authorized official approved/signed the travel form.

Typed or Printed Name: Typed or printed name of the authorized official.

Title: Job title of the authorized official.

Justification/Explanation: Explain any unusual claims for reimbursement.

Other Personnel in Party: List the names of other personnel traveling with you.

Meal Allowances and Travel Status are as follows:

Refer to Disbursement Handbook, Section 112.061, F.S. and Chapter 69I-42 F.A.C. and Department of Financial Services for complete instructions.

CLASS A TRAVEL STATUS - Continuous travel of 24 hours or more away from official headquarters.

CLASS B TRAVEL STATUS - Continuous travel of less than 24 hours requiring overnight absence from official headquarters.

MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

BREAKFAST \$6.00 - When travel begins *before* 6 a.m. and extends *beyond* 8 a.m.

LUNCH \$11.00 - When travel *begins* before 12 noon and extends *beyond* 2 p.m.

DINNER \$19.00 - When travel *begins* before 6 p.m. and extends *beyond* 8 p.m., or when travel occurs during nighttime hours due to special assignment.

(NOTE: No allowance shall be made for meals when travel is confined to the city or town of official headquarters or immediate vicinity.)

INVESTING IN MOBILITY - LOCAL OPTIONS FOR TRANSPORTATION FUNDING

Joint Meeting of Sun Coast Transportation Planning Alliance (SCTPA) and
Central Florida MPO Alliance (CFMPOA)



Lake Eva Event Center, Haines City, FL

June 10, 2022



Lunch (Pre-Order by May 26), 11:30AM-12:00 PM

Joint Meeting, 12:00PM-2:00 PM

Hosted by Polk County TPO

There are three ways to participate in this hybrid meeting:

- a) In person at **Lake Eva Event Center, Haines City, FL**; RSVP to Annettecrawdowns@polk-county.net
- b) Virtually from your computer, tablet: <https://us02web.zoom.us/j/81187042342>
- c) Dial by your location: +1 646 558 8656 US (New York) and enter the Meeting ID: 811 8704 2342

1. Call to Order & Introductions

Commissioner Roy Tyler, Commissioner Michelle Stone

a. Declarations of quorum (Clerk)

b. Vote of consent for remote member participation – if any members are remote

2. Acknowledgement of Meeting Minutes

a. Approval of Minutes, CFMPOA-SCTPA Joint Meeting of July 10, 2020

3. Public Comment – 3 minutes per speaker

4. Introducing CFMPOA and SCTPA (15 minutes)

Virginia Whittington, MetroPlan Orlando and Whit Blanton, Forward Pinellas

5. Florida's Transportation Vision and Priorities (15 minutes)

David Gwynn, District Secretary, FDOT District Seven

6. FDOT Trails and Nonmotorized Transportation (15 minutes)

Robin Birdsong, SunTrail and Transportation Alternatives, FDOT

7. Making the Case for Alternative Transportation Revenue Sources in FL (15 minutes)

Mark Reichert, Executive Director, MPOAC

8. Transportation Sales Surtax Panel Discussion (45 minutes)

Panel Members:

- *Kimberly Overman, Chair, Hillsborough County Commission*
- *Michelle Stone, Commissioner, Marion County Commission*
- *Greg Stuart, Executive Director, Broward MPO*
- *Robert Reskin, Senior Consulting Manager, AECOM*
- *Moderated by Polk TPO, Parag Agrawal, Executive Director*

9. Old & New Business

- a. *Save the Date! Gulf Coast Safe Streets Summit, November 2-4, 2022, RP Funding Center, Lakeland, Florida*

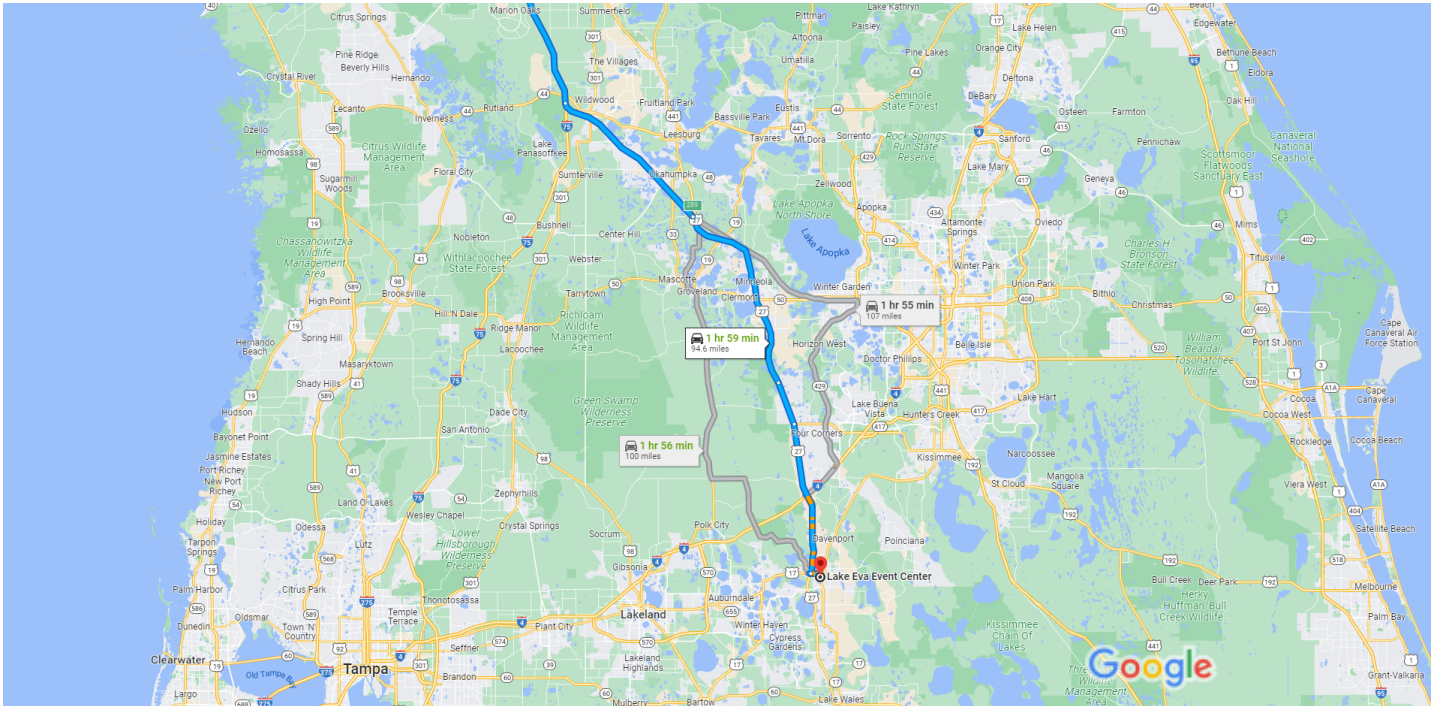
10. Closing Remarks

11. Adjournment



2470 E Silver Springs Blvd, Ocala, FL 34470 to Lake Eva Event Center, 799 Johns Ave, Haines City, FL 33844 Drive 94.6 miles, 1 hr 59 min

Central FL MPO Alliance Joint Meeting - June 10, 2022



Map data ©2022 Google, INEGI 5 mi


via Florida's Turnpike 1 hr 55 min
Fastest route now due to traffic conditions 107 miles

via I-75 S 1 hr 56 min
100 miles

via US-27 S 1 hr 59 min
 This route has tolls. 94.6 miles

Explore Lake Eva Event Center

Restaurants Hotels Gas stations Parking Lots More

 An official website of the United States government



Privately Owned Vehicle (POV) Mileage Reimbursement Rates

GSA has adjusted all POV mileage reimbursement rates effective January 1, 2022.

Modes of Transportation	Effective/Applicability Date	Rate per mile
Airplane*	January 1, 2022	\$1.515
If use of privately owned automobile is authorized or if no Government-furnished automobile is available	January 1, 2022	\$0.585
If Government-furnished automobile is available	January 1, 2022	\$0.18
Motorcycle	January 1, 2022	\$0.565

Relocation	Effective/Applicability Date	Rate per mile
Standard mileage rates for moving purposes	January 1, 2022	\$0.18

Airplane nautical miles (NMs) should be converted into statute miles (SMs) or regular miles when submitting a voucher using the formula (1 NM equals 1.15077945 SMs).

Questions

Have travel policy questions? Use our ['Have a Question?'](#) site

Find COVID-19 Vaccines Near You

Visit [Vaccines.gov](https://www.vaccines.gov)

Or Call 1-800-232-0233




For calculating the mileage difference between airports, please visit the U.S. Department of Transportation's [Inter-Airport Distance](#) website.

QUESTIONS:

For all travel policy questions, email travelpolicy@gsa.gov

The shortcut to this page is gsa.gov/mileage.

Last Reviewed: 2022-01-03



TO: Board Members

FROM: Rob Balmes, Director

RE: General Planning Consultant Contract Amendments

Summary

In May 2022, the Florida Department of Transportation (FDOT) Model Development Transit Office conducted a review of the TPO's Procurement packages and three current General Planning Consultant (GPC) contracts. Based upon their review, the Transit Office requested the inclusion of specific Federal Transit Administration (FTA) Clauses associated with Professional Services/Architectural Engineering Services in all updated contracts and new procurement packages. As a sub-recipient of FTA funding through the FDOT, the TPO is federally required to include all applicable FTA Clauses.

On June 8, TPO staff met with the Marion County Procurement Services Department, and determined the most appropriate action is to amend the three current GPC contracts to include the applicable FTA Clauses. In addition, an internal procurement policy has been developed to ensure all future TPO procurements and contracts include applicable FTA Clauses and other federally required contract language. Included with this memo are three proposed contract amendment documents with the required FTA Clauses for the TPO's current GPC's: Alfred Benesch and Company, Kittelson and Associates, and Kimley Horn and Associates.

Upon Board review and approval, these Contract Amendments will update the master contracts. Alfred Benesch and Company is on its second Contract Amendment due to a recent name change; Kittelson and Associates and Kimley Horn would be on their first Contract Amendment. Marion County Procurement Services has also asked the TPO to use this Amendment as an opportunity to include additional revised state Statutes for the latter two firms. Procurement Services will also follow their contract approval process through the Board of County Commissioners (BOCC) on July 7, 2022.

Attachment(s)

- Contract Amendments, three General Planning Consultants (GPC)

Action Requested

- Approval of amended GPC contracts to include FTA Clauses and state statutes

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



**Marion County
Board of County Commissioners**

**MODIFICATION OF AGREEMENT
WITH MARION COUNTY ("COUNTY")**

AGREEMENT NUMBER/TITLE: 20Q-121 General Planning Consultant for Ocala Marion TPO

MODIFICATION NUMBER: 2 MODIFICATION EFFECTIVE DATE: 07/06/2022

DESCRIPTION OF MODIFICATION:

1. This Amendment shall be deemed to amend and become part of the Agreement in accordance with the project 20Q-121, (the "Project"). All provisions of the Agreement not specifically amended herein shall remain in full force and effect.
2. This Modification and the changes/additions reflected in Exhibit A, Federal Transit Administration (FTA) Clauses, hereto shall be deemed to amend and become part of the Agreement in accordance with The Project and shall remain in full force and effect until the completion of all services required of FIRM under the Agreement.

NOTE! All provisions of the Agreement not specifically modified herein shall remain in full force and effect.

ISSUED BY: Marion County Board of County Commissioners
Procurement Services
2631 SE Third St.
Ocala, FL 34471

PCA/BUYER: DELIA FROSOLONO
E-MAIL: delia.frosolono@marionfl.org
PHONE: 352-671-8646

CONTRACTOR NAME: Alfred Benesch & Company
ADDRESS: 1000 N. Ashley Drive, Suite 600, Tampa, FL 33602
ATTN: William Ball | bball@benesch.com

INSTRUCTIONS: Please sign Signature Block showing acceptance of the above written modification and return this form to Procurement Services within five (5) days after receipt. Once fully executed, a copy of this modification will be returned to you to be attached to the original agreement.

MARION COUNTY, A POLITICAL SUBDIVISION OF THE
STATE OF FLORIDA

FOR USE AND RELIANCE OF MARION COUNTY ONLY,
APPROVED AS TO FORM AND LEGAL SUFFICIENCY

CARL ZALAK, III DATE
CHAIRMAN

MATTHEW G. MINTER
MARION COUNTY ATTORNEY

ATTEST:

GREGORY C. HARRELL DATE
MARION COUNTY CLERK OF THE COURT

COMPANY NAME:
ALFRED BENESCH & COMPANY

BY: _____ DATE

PRINTED NAME

ITS: _____

EXHIBIT A - Federal Transit Administration (FTA) Clauses

NO GOVERNMENT OBLIGATION TO THIRD PARTIES

The Recipient and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the Recipient, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Contract. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS

49 U.S.C. § 5323(l) (1)
31 U.S.C. §§ 3801-3812
18 U.S.C. § 1001
49 C.F.R. part 31

Program Fraud and False or Fraudulent Statements or Related Acts

The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 *et seq.* and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. part 31, apply to its actions pertaining to this Project.

Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. chapter 53, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5323(l) on the Contractor, to the extent the Federal Government deems appropriate. The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

ACCESS TO RECORDS AND REPORTS

49 U.S.C. § 5325(g)
2 C.F.R. § 200.333
49 C.F.R. part 633

Access to Records and Reports

- a. Record Retention. The Contractor will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the contract, including, but not limited to, data, documents, reports, statistics, sub-agreements, leases, subcontracts, arrangements, other third party agreements of any type, and supporting materials related to those records.
- b. Retention Period. The Contractor agrees to comply with the record retention requirements in accordance with 2 C.F.R. § 200.333. The Contractor shall maintain all books, records, accounts and reports required under this Contract for a period of at not less than three (3) years after the date of termination or expiration of this Contract, except in the event of litigation or settlement of claims arising from the performance of this Contract, in which case records shall be maintained until the disposition of all such litigation, appeals, claims or exceptions related thereto.
- c. Access to Records. The Contractor agrees to provide sufficient access to FTA and its contractors to inspect and audit records and information related to performance of this contract as reasonably may be required.
- d. Access to the Sites of Performance. The Contractor agrees to permit FTA and its contractors' access to the sites of performance under this contract as reasonably may be required.

FEDERAL CHANGES

49 CFR Part 18

Federal Changes - Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Purchaser and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

CIVIL RIGHTS LAWS AND REGULATIONS

Civil Rights and Equal Opportunity

The AGENCY is an Equal Opportunity Employer. As such, the AGENCY agrees to comply with all applicable Federal civil rights laws and implementing regulations. Apart from inconsistent requirements imposed by Federal laws or regulations, the AGENCY agrees to comply with the requirements of 49 U.S.C. § 5323(h) (3) by not using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications.

Under this Agreement, the Contractor shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

1. **Nondiscrimination.** In accordance with Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.
2. **Race, Color, Religion, National Origin, Sex.** In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e *et seq.*, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. chapter 60, and Executive Order No. 11246, "Equal Employment Opportunity in Federal Employment," September 24, 1965, 42 U.S.C. § 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 U.S.C. § 2000e note. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
3. **Age.** In accordance with the Age Discrimination in Employment Act, 29 U.S.C. §§ 621-634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 *et seq.*, U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
4. **Disabilities.** In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 *et seq.*, the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 *et seq.*, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

49 C.F.R. part 26

For all DOT-assisted contracts, each FTA recipient must include assurances that third party contractors will comply with the DBE program requirements of 49 C.F.R. part 26, when applicable. The following contract clause is required in all DOT-assisted prime and subcontracts:

The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible. 49 C.F.R. § 26.13(b).

Further, recipients must establish a contract clause to require prime contractors to pay subcontractors for satisfactory performance of their contracts no later than 30 days from receipt of each payment the recipient makes to the prime contractor. 49 C.F.R. § 26.29(a). Finally, for contracts with defined DBE contract goals, each FTA recipient must include in each prime contract a provision stating that the contractor shall utilize the specific DBEs listed unless the contractor obtains the recipient's written consent; and that, unless the recipient's consent is provided, the contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE. 49 C.F.R. § 26.53(f) (1).

As an additional resource, recipients can draw on the following language for inclusion in their federally funded procurements.

Overview

It is the policy of the AGENCY and the United States Department of Transportation ("DOT") that Disadvantaged Business Enterprises ("DBE's"), as defined herein and in the Federal regulations published at 49 C.F.R. part 26, shall have an equal opportunity to participate in DOT-assisted contracts. It is also the policy of the AGENCY to:

1. Ensure nondiscrimination in the award and administration of DOT-assisted contracts;
2. Create a level playing field on which DBE's can compete fairly for DOT-assisted contracts;
3. Ensure that the DBE program is narrowly tailored in accordance with applicable law;
4. Ensure that only firms that fully meet 49 C.F.R. part 26 eligibility standards are permitted to participate as DBE's;
5. Help remove barriers to the participation of DBEs in DOT assisted contracts;
6. To promote the use of DBEs in all types of federally assisted contracts and procurement activities; and
7. Assist in the development of firms that can compete successfully in the marketplace outside the DBE program.

This Contract is subject to 49 C.F.R. part 26. Therefore, the Contractor must satisfy the requirements for DBE participation as set forth herein. These requirements are in addition to all other equal opportunity employment requirements of this Contract. The AGENCY shall make all determinations with regard to whether or not a Bidder/Offeree is in compliance with the requirements stated herein. In assessing compliance, the AGENCY may consider during its review of the Bidder/Offeree's submission package, the Bidder/Offeree's documented history of non-compliance with DBE requirements on previous contracts with the AGENCY.

Contract Assurance

The Contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. The Contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as the AGENCY deems appropriate.

DBE Participation

For the purpose of this Contract, the AGENCY will accept only DBE's who are:

1. Certified, at the time of bid opening or proposal evaluation, by the FDOT DBE & Small Business Development Program at 850-414-4745; or
2. An out-of-state firm who has been certified by either a local government, state government or Federal government entity authorized to certify DBE status or an agency whose DBE certification process has received FTA approval; or
3. Certified by another agency approved by the FDOT.

DBE Participation Goal

The DBE participation goal for this Contract is set at 10.65%. This goal represents those elements of work under this Contract performed by qualified Disadvantaged Business Enterprises for amounts totaling **not less than 10.65%** of the total Contract price. Failure to meet the stated goal at the time of proposal submission **may** render the Bidder/Offeree non-responsive.

Proposed Submission

Each Bidder/Offeror, as part of its submission, shall supply the following information:

1. A completed **DBE Utilization Form** (see below) that indicates the percentage and dollar value of the total bid/contract amount to be supplied by Disadvantaged Business Enterprises under this Contract.
2. A list of those qualified DBE's with whom the Bidder/Offeror intends to contract for the performance of portions of the work under the Contract, the agreed price to be paid to each DBE for work, the Contract items or parts to be performed by each DBE, a proposed timetable for the performance or delivery of the Contract item, and other information as required by the **DBE Participation Schedule** (see below). No work shall be included in the Schedule that the Bidder/Offeror has reason to believe the listed DBE will subcontract, at any tier, to other than another DBE. If awarded the Contract, the Bidder/Offeror may not deviate from the DBE Participation Schedule submitted in response to the bid. Any subsequent changes and/or substitutions of DBE firms will require review and written approval by the AGENCY.
3. An original **DBE Letter of Intent** (see below) from each DBE listed in the **DBE Participation Schedule**.
4. An original **DBE Affidavit** (see below) from each DBE stating that there has not been any change in its status since the date of its last certification.

Good Faith Efforts

If the Bidder/Offeror is unable to meet the goal set forth above (DBE Participation Goal), the AGENCY will consider the Bidder/Offeror's documented good faith efforts to meet the goal in determining responsiveness. The types of actions that the AGENCY will consider as part of the Bidder/Offeror's good faith efforts include, but are not limited to, the following:

1. Documented communication with the AGENCY's DBE Coordinator (questions of IFB or RFP requirements, subcontracting opportunities, appropriate certification, will be addressed in a timely fashion);
2. Pre-bid meeting attendance. At the pre-bid meeting, the AGENCY generally informs potential Bidder/Offeror's of DBE subcontracting opportunities;
3. The Bidder/Offeror's own solicitations to obtain DBE involvement in general circulation media, trade association publication, minority-focus media and other reasonable and available means within sufficient time to allow DBEs to respond to the solicitation;
4. Written notification to DBE's encouraging participation in the proposed Contract; and
5. Efforts made to identify specific portions of the work that might be performed by DBE's.

The Bidder/Offeror shall provide the following details, at a minimum, of the specific efforts it made to negotiate in good faith with DBE's for elements of the Contract:

1. The names, addresses, and telephone numbers of DBE's that were contacted;
2. A description of the information provided to targeted DBE's regarding the specifications and bid proposals for portions of the work;
3. Efforts made to assist DBE's contacted in obtaining bonding or insurance required by the Bidder or the Authority.

Further, the documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted when a non-DBE subcontractor was selected over a DBE for work on the contract. 49 C.F.R. § 26.53(b) (2) (VI). In determining whether a Bidder has made good faith efforts, the Authority may take into account the performance of other Bidders in meeting the Contract goals. For example, if the apparent successful Bidder failed to meet the goal but meets or exceeds the average DBE participation obtained by other Bidders, the Authority may view this as evidence of the Bidder having made good faith efforts.

Administrative Reconsideration

Within five (5) business days of being informed by the AGENCY that it is not responsive or responsible because it has not documented sufficient good faith efforts, the Bidder/Offeror may request administrative reconsideration. The Bidder should make this request in writing to the AGENCY's Administrative Coordinator. The Administrative Coordinator will forward the Bidder/Offeror's request to a reconsideration official who will not have played any role in the original determination that the Bidder/Offeror did not document sufficient good faith efforts.

As part of this reconsideration, the Bidder/Offeror will have the opportunity to provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. The Bidder/Offeror will have the opportunity to meet in person with the assigned reconsideration official to discuss the issue of whether it met the goal or made adequate good faith efforts to do so. The AGENCY will send the Bidder/Offeror a written decision on its reconsideration, explaining the basis for finding that the Bidder/Offeror

did or did not meet the goal or make adequate good faith efforts to do so. The result of the reconsideration process is not administratively appealable to the Department of Transportation.

Termination of DBE Subcontractor

The Contractor shall not terminate the DBE subcontractor(s) listed in the **DBE Participation Schedule** (see below) without the Agency's prior written consent. The AGENCY may provide such written consent only if the Contractor has good cause to terminate the DBE firm. Before transmitting a request to terminate, the Contractor shall give notice in writing to the DBE subcontractor of its intent to terminate and the reason for the request. The Contractor shall give the DBE five days to respond to the notice and advise of the reasons why it objects to the proposed termination. When a DBE subcontractor is terminated or fails to complete its work on the Contract for any reason, the Contractor shall make good faith efforts to find another DBE subcontractor to substitute for the original DBE and immediately notify the AGENCY in writing of its efforts to replace the original DBE. These good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the Contract as the DBE that was terminated, to the extent needed to meet the Contract goal established for this procurement. Failure to comply with these requirements will be in accordance with Section 8 below (Sanctions for Violations).

Continued Compliance

The AGENCY shall monitor the Contractor's DBE compliance during the life of the Contract. In the event this procurement exceeds ninety (90) days, **it will be the responsibility of the Contractor to submit quarterly written reports to the AGENCY that** summarize the total DBE value for this Contract. These reports shall provide the following details:

- DBE utilization established for the Contract;
- Total value of expenditures with DBE firms for the quarter;
- The value of expenditures with each DBE firm for the quarter by race and gender;
- Total value of expenditures with DBE firms from inception of the Contract; and
- The value of expenditures with each DBE firm from the inception of the Contract by race and gender.

Reports and other correspondence must be submitted to the DBE Coordinator with copies provided to the FDOT and Agency. Reports shall continue to be submitted quarterly until final payment is issued or until DBE participation is completed.

The successful Bidder/Offeror shall permit:

- The AGENCY to have access to necessary records to examine information as the AGENCY deems appropriate for the purpose of investigating and determining compliance with this provision, including, but not limited to, records of expenditures, invoices, and contract between the successful Bidder/Offeror and other DBE parties entered into during the life of the Contract.
- The authorized representative(s) of the AGENCY, the U.S. Department of Transportation, the Comptroller General of the United States, to inspect and audit all data and record of the Contractor relating to its performance under the Disadvantaged Business Enterprise Participation provision of this Contract.
- AGENCY shall keep and maintain public records that ordinarily and necessarily would be required by the AGENCY in order to perform the service.

Sanctions for Violations

If at any time the AGENCY has reason to believe that the Contractor is in violation of its obligations under this Agreement or has otherwise failed to comply with terms of this Section, the AGENCY may, in addition to pursuing any other available legal remedy, commence proceedings, which may include but are not limited to, the following:

- Suspension of any payment or part due the Contractor until such time as the issues concerning the Contractor's compliance are resolved; and
- Termination or cancellation of the Contract, in whole or in part, unless the successful Contractor is able to demonstrate within a reasonable time that it is in compliance with the DBE terms stated herein.

DBE UTILIZATION FORM

The undersigned Bidder/Offeror has satisfied the requirements of the solicitation in the following manner (please check the appropriate space):

_____ The Bidder/Offer is committed to a minimum of _____% DBE utilization on this contract.

X The Bidder/Offeror (if unable to meet the DBE goal of 10.65 %) is committed to a minimum of .01% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

DBE PARTICIPATION SCHEDULE

The Bidder/Offeror shall complete the following information for all DBE's participating in the contract that comprises the DBE Utilization percent stated in the DBE Utilization Form. The Bidder/Offeror shall also furnish the name and telephone number of the appropriate contact person should the Authority have any questions in relation to the information furnished herein.

DBE IDENTIFICATION AND INFORMATION FORM Name and Address	Contact Name and Telephone Number	Participation Percent (Of Total Contract Value)	Description Of Work To Be Performed	Race and Gender of Firm
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INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

FTA Circular 4220.1E or subsequent revisions

Incorporation of Federal Transit Administration (FTA) Terms - The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1E or subsequent revisions, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any AGENCY requests which would cause AGENCY to be in violation of the FTA terms and conditions.

ENERGY CONSERVATION

42 U.S.C. 6321 et seq.

49 C.F.R. part 622, subpart C

The contractor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

TERMINATION

2 C.F.R. § 200.339

2 C.F.R. part 200, Appendix II (B)

Termination for Convenience (General Provision)

The AGENCY may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in the AGENCY's best interest. The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to AGENCY to be paid the Contractor. If the Contractor has any property in its possession belonging to AGENCY, the Contractor will account for the same, and dispose of it in the manner AGENCY directs.

Termination for Default [Breach or Cause] (General Provision)

If the Contractor does not deliver supplies in accordance with the contract delivery schedule, or if the contract is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the contract, the AGENCY may terminate this contract for default. Termination shall be effected by serving a Notice of Termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will be paid only the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract. If it is later determined by the AGENCY that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, the AGENCY, after setting up a new delivery of performance schedule, may allow the Contractor to continue work, or treat the termination as a Termination for Convenience.

Opportunity to Cure (General Provision)

The AGENCY, in its sole discretion may, in the case of a termination for breach or default, allow the Contractor [an appropriately short period of time] in which to cure the defect. In such case, the Notice of Termination will state the time period in which cure is permitted and other appropriate conditions. If Contractor fails to remedy to AGENCY's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within [10 days] after receipt by Contractor of written notice from AGENCY setting forth the nature of said breach or default, AGENCY shall have the right to terminate the contract without any

further obligation to Contractor. Any such termination for default shall not in any way operate to preclude AGENCY from also pursuing all available remedies against Contractor and its sureties for said breach or default.

Waiver of Remedies for any Breach

In the event that AGENCY elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this contract, such waiver by AGENCY shall not limit AGENCY's remedies for any succeeding breach of that or of any other covenant, term, or condition of this contract.

Termination for Convenience (Professional or Transit Service Contracts)

The AGENCY, by written notice, may terminate this contract, in whole or in part, when it is in the AGENCY's interest. If this contract is terminated, the AGENCY shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.

Termination for Default (Supplies and Service)

If the Contractor fails to deliver supplies or to perform the services within the time specified in this contract or any extension, or if the Contractor fails to comply with any other provisions of this contract, the AGENCY may terminate this contract for default. The AGENCY shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of the default. The Contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner or performance set forth in this contract.

If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the AGENCY.

GOVERNMENT-WIDE DEBARMENT AND SUSPENSION

- 2 C.F.R. part 180
- 2 C.F.R. part 1200
- 2 C.F.R. § 200.213
- 2 C.F.R. part 200 Appendix II (I)
- Executive Order 12549
- Executive Order 12689

Debarment, Suspension, Ineligibility and Voluntary Exclusion

The Contractor shall comply and facilitate compliance with U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 C.F.R. part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 C.F.R. part 180. These provisions apply to each contract at any tier of \$25,000 or more, and to each contract at any tier for a federally required audit (irrespective of the contract amount), and to each contract at any tier that must be approved by an FTA official irrespective of the contract amount. As such, the Contractor shall verify that its principals, affiliates, and subcontractors are eligible to participate in this federally funded contract and are not presently declared by any Federal department or agency to be:

- a) Debarred from participation in any federally assisted Award;
- b) Suspended from participation in any federally assisted Award;
- c) Proposed for debarment from participation in any federally assisted Award;
- d) Declared ineligible to participate in any federally assisted Award;
- e) Voluntarily excluded from participation in any federally assisted Award; or
- f) Disqualified from participation in any federally assisted Award.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by the AGENCY. If it is later determined by the AGENCY that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the AGENCY, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 2 C.F.R. part 180, subpart C, as supplemented by 2 C.F.R. part 1200, while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

LOBBYING RESTRICTIONS

31 U.S.C. § 1352
2 C.F.R. § 200.450
2 C.F.R. part 200 appendix II (J)
49 C.F.R. part 20

Lobbying Restrictions

49 C.F.R. part 20, Appendices A and B provide specific language for inclusion in FTA funded third party contracts as follows:

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

_____ Signature of Contractor's Authorized Official

_____ Name and Title of Contractor's Authorized Official

_____ Date

VIOLATION AND BREACH OF CONTRACT

2 C.F.R. § 200.326
2 C.F.R. part 200, Appendix II (A)

Rights and Remedies of the AGENCY

The AGENCY shall have the following rights in the event that the AGENCY deems the Contractor guilty of a breach of any term under the Contract.

1. The right to take over and complete the work or any part thereof as agency for and at the expense of the Contractor, either directly or through other contractors;
2. The right to cancel this Contract as to any or all of the work yet to be performed;
3. The right to specific performance, an injunction or any other appropriate equitable remedy; and
4. The right to money damages.

For purposes of this Contract, breach shall include CONTRACTOR warrants that it has not employed or retained any company or person other than a bona fide employee working solely for CONTRACTOR to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person other than an employee working solely for CONTRACTOR, any fee, commission, percentage, brokerage fee, gift, contingent fee, or any other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, AGENCY shall have the right to annul this Agreement without liability, or at its discretion, to deduct from the Agreement price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gifts, or contingent fee.

CONTRACTOR shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between the AGENCY and FTA, as they may be amended or promulgated from time to time during the term of this contract. CONTRACTOR's failure to so comply shall constitute a material breach of this contract.

Rights and Remedies of Contractor

Inasmuch as the Contractor can be adequately compensated by money damages for any breach of this Contract, which may be committed by the AGENCY, the Contractor expressly agrees that no default, act or omission of the AGENCY shall constitute a material breach of this Contract, entitling Contractor to cancel or rescind the Contract (unless the AGENCY directs Contractor to do so) or to suspend or abandon performance.

Remedies

Substantial failure of the Contractor to complete the Project in accordance with the terms of this Agreement will be a default of this Agreement. In the event of a default, the AGENCY will have all remedies in law and equity, including the right to specific performance, without further assistance, and the rights to termination or suspension as provided herein. The Contractor recognizes that in the event of a breach of this Agreement by the Contractor before the AGENCY takes action contemplated herein, the AGENCY will provide the Contractor with sixty (60) days written notice that the AGENCY considers that such a breach has occurred and will provide the Contractor a reasonable period of time to respond and to take necessary corrective action.

Disputes

The AGENCY and the Contractor intend to resolve all disputes under this Agreement to the best of their abilities in an informal manner. To accomplish this end, the parties will use an Alternative Dispute Resolution process to resolve disputes in a manner designed to avoid litigation. In general, the parties contemplate that the Alternative Dispute Resolution process will include, at a minimum, an attempt to resolve disputes through communications between their staffs, and, if resolution is not reached at that level, a procedure for review and action on such disputes by appropriate management level officials within the AGENCY and the Contractor's organization.

In the event that a resolution of the dispute is not mutually agreed upon, the parties can agree to mediate the dispute or proceed with litigation. Notwithstanding any provision of this section, or any other provision of this Contract, it is expressly agreed and understood that any court proceeding arising out of a dispute under the Contract shall be heard by a Court de novo and the court shall not be limited in such proceeding to the issue of whether the Authority acted in an arbitrary, capricious or grossly erroneous manner.

Pending final settlement of any dispute, the parties shall proceed diligently with the performance of the Contract, and in accordance with the AGENCY's direction or decisions made thereof.

Performance during Dispute

Unless otherwise directed by AGENCY, Contractor shall continue performance under this Contract while matters in dispute are being resolved.

Claims for Damages

Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of its employees, agents or others for whose acts it is legally liable, a claim for damages therefor shall be made in writing to such other party within a reasonable time after the first observance of such injury or damage.

Remedies

Unless this Contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the AGENCY and the Contractor arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State in which the AGENCY is located.

Rights and Remedies

The duties and obligations imposed by the Contract documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the AGENCY or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

42 U.S.C. §§ 7401 - 7671q
33 U.S.C. §§ 1251-1387
2 C.F.R. part 200, Appendix II (G)

Model Clause/Language

Recipients can draw on the following language for inclusion in their federally funded procurements.

The Contractor agrees:

1. It will not use any violating facilities;
2. It will report the use of facilities placed on or likely to be placed on the U.S. EPA "List of Violating Facilities;"
3. It will report violations of use of prohibited facilities to FTA; and
4. It will comply with the inspection and other requirements of the Clean Air Act, as amended, (42 U.S.C. §§ 7401 - 7671q); and the Federal Water Pollution Control Act as amended, (33 U.S.C. §§ 1251-1387).

PATENT RIGHTS AND RIGHTS IN DATA

2 C.F.R. part 200, Appendix II (F)
37 C.F.R. part 401

Intellectual Property Rights

This Project is funded through a Federal award with FTA for experimental, developmental, or research work purposes. As such, certain Patent Rights and Data Rights apply to all subject data first produced in the performance of this Contract. The Contractor shall grant the AGENCY intellectual property access and licenses deemed necessary for the work performed under this Agreement and in accordance with the requirements of 37 C.F.R. part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by FTA or U.S. DOT. The terms of an intellectual property agreement and software license rights will be finalized prior to execution of this Agreement and shall, at a minimum, include the following restrictions: Except for its own internal use, the Contractor may not publish or reproduce subject data in whole or in part, or in any manner or form, nor may the Contractor authorize others to do so, without the written consent of FTA, until such time as FTA may have either released or approved the release of such data to the public. This restriction on publication, however, does not apply to any contract with an academic institution. For purposes of this agreement, the term "subject data" means recorded information whether or not copyrighted, and that is delivered or specified to be delivered as required by the Contract. Examples of "subject data" include, but are not limited to computer software, standards, specifications, engineering drawings and associated lists, process sheets, manuals, technical reports, catalog item identifications, and related information, but do not include financial reports, cost analyses, or other similar information used for performance or administration of the Contract.

1. The Federal Government reserves a royalty-free, non-exclusive and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use for "Federal Government Purposes," any subject data or copyright described below. For "Federal Government Purposes," means use only for the direct purposes of the Federal Government. Without the copyright owner's consent, the Federal Government may not extend its Federal license to any other party. a. Any subject data developed under the Contract, whether or not a copyright has been obtained; and b. Any rights of copyright purchased by the Contractor using Federal assistance in whole or in part by the FTA.
2. Unless FTA determines otherwise, the Contractor performing experimental, developmental, or research work required as part of this Contract agrees to permit FTA to make available to the public, either FTA's license in the copyright to any subject data developed in the course of the Contract, or a copy of the subject data first produced under the Contract for which a copyright has not been obtained. If the experimental, developmental, or research work, which is the subject of this Contract, is not completed for any reason whatsoever, all data developed under the Contract shall become subject data as defined herein and shall be delivered as the Federal Government may direct.
3. Unless prohibited by state law, upon request by the Federal Government, the Contractor agrees to indemnify, save, and hold harmless the Federal Government, its officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Contractor of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under that contract. The Contractor shall be required to indemnify the Federal Government for any such liability arising out of the wrongful act of any employee, official, or agents of the Federal Government.
4. Nothing contained in this clause on rights in data shall imply a license to the Federal Government under any patent or be construed as affecting the scope of any license or other right otherwise granted to the Federal Government under any patent.

5. Data developed by the Contractor and financed entirely without using Federal assistance provided by the Federal Government that has been incorporated into work required by the underlying Contract is exempt from the requirements herein, provided that the Contractor identifies those data in writing at the time of delivery of the Contract work.
6. The Contractor agrees to include these requirements in each subcontract for experimental, developmental, or research work financed in whole or in part with Federal assistance.

DRAFT



**Marion County
Board of County Commissioners**

**MODIFICATION OF AGREEMENT
WITH MARION COUNTY ("COUNTY")**

AGREEMENT NUMBER/TITLE: 20Q-121 General Planning Consultant for Ocala Marion TPO

MODIFICATION NUMBER: 1 MODIFICATION EFFECTIVE DATE: 07/06/2022

DESCRIPTION OF MODIFICATION:

1. This Amendment shall be deemed to amend and become part of the Agreement in accordance with the project 20Q-121, (the "Project"). All provisions of the Agreement not specifically amended herein shall remain in full force and effect.
2. This Modification and the changes/additions reflected in Exhibit A, Federal Transit Administration (FTA) Clauses, and Exhibit B, Statute Updates, hereto shall be deemed to amend and become part of the Agreement in accordance with The Project and shall remain in full force and effect until the completion of all services required of FIRM under the Agreement.

NOTE! All provisions of the Agreement not specifically modified herein shall remain in full force and effect.

<p>ISSUED BY: Marion County Board of County Commissioners Procurement Services 2631 SE Third St. Ocala, FL 34471</p>	<p>PCA/BUYER: DELIA FROSOLONO E-MAIL: <u>delia.frosolono@marionfl.org</u> PHONE: <u>352-671-8646</u></p>
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<p>CONTRACTOR NAME: <u>Kittelson & Associates, Inc.</u> ADDRESS: <u>400 N. Tampa Street, Suite 1460, Tampa, FL 33602</u> ATTN: <u>Adam Burghdoff aburghdoff@kittelson.com</u></p>

INSTRUCTIONS: Please sign Signature Block showing acceptance of the above written modification and return this form to Procurement Services within five (5) days after receipt. Once fully executed, a copy of this modification will be returned to you to be attached to the original agreement.

MARION COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA

FOR USE AND RELIANCE OF MARION COUNTY ONLY, APPROVED AS TO FORM AND LEGAL SUFFICIENCY

CARL ZALAK, III DATE
CHAIRMAN

MATTHEW G. MINTER
MARION COUNTY ATTORNEY

ATTEST:

GREGORY C. HARRELL DATE
MARION COUNTY CLERK OF THE COURT

COMPANY NAME:
KITTELSON & ASSOCIATES, INC.

BY: _____ DATE

PRINTED NAME

ITS: _____

EXHIBIT A - Federal Transit Administration (FTA) Clauses

NO GOVERNMENT OBLIGATION TO THIRD PARTIES

The Recipient and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the Recipient, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Contract. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS

49 U.S.C. § 5323(l) (1)
31 U.S.C. §§ 3801-3812
18 U.S.C. § 1001
49 C.F.R. part 31

Program Fraud and False or Fraudulent Statements or Related Acts

The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 *et seq.* and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. part 31, apply to its actions pertaining to this Project.

Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. chapter 53, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5323(l) on the Contractor, to the extent the Federal Government deems appropriate. The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

ACCESS TO RECORDS AND REPORTS

49 U.S.C. § 5325(g)
2 C.F.R. § 200.333
49 C.F.R. part 633

Access to Records and Reports

- a. Record Retention. The Contractor will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the contract, including, but not limited to, data, documents, reports, statistics, sub-agreements, leases, subcontracts, arrangements, other third party agreements of any type, and supporting materials related to those records.
- b. Retention Period. The Contractor agrees to comply with the record retention requirements in accordance with 2 C.F.R. § 200.333. The Contractor shall maintain all books, records, accounts and reports required under this Contract for a period of at not less than three (3) years after the date of termination or expiration of this Contract, except in the event of litigation or settlement of claims arising from the performance of this Contract, in which case records shall be maintained until the disposition of all such litigation, appeals, claims or exceptions related thereto.
- c. Access to Records. The Contractor agrees to provide sufficient access to FTA and its contractors to inspect and audit records and information related to performance of this contract as reasonably may be required.
- d. Access to the Sites of Performance. The Contractor agrees to permit FTA and its contractors' access to the sites of performance under this contract as reasonably may be required.

FEDERAL CHANGES

49 CFR Part 18

Federal Changes - Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Purchaser and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

CIVIL RIGHTS LAWS AND REGULATIONS

Civil Rights and Equal Opportunity

The AGENCY is an Equal Opportunity Employer. As such, the AGENCY agrees to comply with all applicable Federal civil rights laws and implementing regulations. Apart from inconsistent requirements imposed by Federal laws or regulations, the AGENCY agrees to comply with the requirements of 49 U.S.C. § 5323(h) (3) by not using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications.

Under this Agreement, the Contractor shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

- 1. Nondiscrimination.** In accordance with Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.
- 2. Race, Color, Religion, National Origin, Sex.** In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e *et seq.*, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. chapter 60, and Executive Order No. 11246, "Equal Employment Opportunity in Federal Employment," September 24, 1965, 42 U.S.C. § 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 U.S.C. § 2000e note. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
- 3. Age.** In accordance with the Age Discrimination in Employment Act, 29 U.S.C. §§ 621-634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 *et seq.*, U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
- 4. Disabilities.** In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 *et seq.*, the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 *et seq.*, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

49 C.F.R. part 26

For all DOT-assisted contracts, each FTA recipient must include assurances that third party contractors will comply with the DBE program requirements of 49 C.F.R. part 26, when applicable. The following contract clause is required in all DOT-assisted prime and subcontracts:

The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible. 49 C.F.R. § 26.13(b).

Further, recipients must establish a contract clause to require prime contractors to pay subcontractors for satisfactory performance of their contracts no later than 30 days from receipt of each payment the recipient makes to the prime contractor. 49 C.F.R. § 26.29(a). Finally, for contracts with defined DBE contract goals, each FTA recipient must include in each prime contract a provision stating that the contractor shall utilize the specific DBEs listed unless the contractor obtains the recipient's written consent; and that, unless the recipient's consent is provided, the contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE. 49 C.F.R. § 26.53(f) (1).

As an additional resource, recipients can draw on the following language for inclusion in their federally funded procurements.

Overview

It is the policy of the AGENCY and the United States Department of Transportation ("DOT") that Disadvantaged Business Enterprises ("DBE's"), as defined herein and in the Federal regulations published at 49 C.F.R. part 26, shall have an equal opportunity to participate in DOT-assisted contracts. It is also the policy of the AGENCY to:

1. Ensure nondiscrimination in the award and administration of DOT-assisted contracts;
2. Create a level playing field on which DBE's can compete fairly for DOT-assisted contracts;
3. Ensure that the DBE program is narrowly tailored in accordance with applicable law;
4. Ensure that only firms that fully meet 49 C.F.R. part 26 eligibility standards are permitted to participate as DBE's;
5. Help remove barriers to the participation of DBEs in DOT assisted contracts;
6. To promote the use of DBEs in all types of federally assisted contracts and procurement activities; and
7. Assist in the development of firms that can compete successfully in the marketplace outside the DBE program.

This Contract is subject to 49 C.F.R. part 26. Therefore, the Contractor must satisfy the requirements for DBE participation as set forth herein. These requirements are in addition to all other equal opportunity employment requirements of this Contract. The AGENCY shall make all determinations with regard to whether or not a Bidder/Officer is in compliance with the requirements stated herein. In assessing compliance, the AGENCY may consider during its review of the Bidder/Officer's submission package, the Bidder/Officer's documented history of non-compliance with DBE requirements on previous contracts with the AGENCY.

Contract Assurance

The Contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. The Contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as the AGENCY deems appropriate.

DBE Participation

For the purpose of this Contract, the AGENCY will accept only DBE's who are:

1. Certified, at the time of bid opening or proposal evaluation, by the FDOT DBE & Small Business Development Program at 850-414-4745; or
2. An out-of-state firm who has been certified by either a local government, state government or Federal government entity authorized to certify DBE status or an agency whose DBE certification process has received FTA approval; or
3. Certified by another agency approved by the FDOT.

DBE Participation Goal

The DBE participation goal for this Contract is set at 10.65%. This goal represents those elements of work under this Contract performed by qualified Disadvantaged Business Enterprises for amounts totaling **not less than 10.65%** of the total Contract price. Failure to meet the stated goal at the time of proposal submission **may** render the Bidder/Officer non-responsive.

Proposed Submission

Each Bidder/Offeror, as part of its submission, shall supply the following information:

1. A completed **DBE Utilization Form** (see below) that indicates the percentage and dollar value of the total bid/contract amount to be supplied by Disadvantaged Business Enterprises under this Contract.
2. A list of those qualified DBE's with whom the Bidder/Offeror intends to contract for the performance of portions of the work under the Contract, the agreed price to be paid to each DBE for work, the Contract items or parts to be performed by each DBE, a proposed timetable for the performance or delivery of the Contract item, and other information as required by the **DBE Participation Schedule** (see below). No work shall be included in the Schedule that the Bidder/Offeror has reason to believe the listed DBE will subcontract, at any tier, to other than another DBE. If awarded the Contract, the Bidder/Offeror may not deviate from the DBE Participation Schedule submitted in response to the bid. Any subsequent changes and/or substitutions of DBE firms will require review and written approval by the AGENCY.
3. An original **DBE Letter of Intent** (see below) from each DBE listed in the **DBE Participation Schedule**.
4. An original **DBE Affidavit** (see below) from each DBE stating that there has not been any change in its status since the date of its last certification.

Good Faith Efforts

If the Bidder/Offeror is unable to meet the goal set forth above (DBE Participation Goal), the AGENCY will consider the Bidder/Offeror's documented good faith efforts to meet the goal in determining responsiveness. The types of actions that the AGENCY will consider as part of the Bidder/Offeror's good faith efforts include, but are not limited to, the following:

1. Documented communication with the AGENCY's DBE Coordinator (questions of IFB or RFP requirements, subcontracting opportunities, appropriate certification, will be addressed in a timely fashion);
2. Pre-bid meeting attendance. At the pre-bid meeting, the AGENCY generally informs potential Bidder/Offeror's of DBE subcontracting opportunities;
3. The Bidder/Offeror's own solicitations to obtain DBE involvement in general circulation media, trade association publication, minority-focus media and other reasonable and available means within sufficient time to allow DBEs to respond to the solicitation;
4. Written notification to DBE's encouraging participation in the proposed Contract; and
5. Efforts made to identify specific portions of the work that might be performed by DBE's.

The Bidder/Offeror shall provide the following details, at a minimum, of the specific efforts it made to negotiate in good faith with DBE's for elements of the Contract:

1. The names, addresses, and telephone numbers of DBE's that were contacted;
2. A description of the information provided to targeted DBE's regarding the specifications and bid proposals for portions of the work;
3. Efforts made to assist DBE's contacted in obtaining bonding or insurance required by the Bidder or the Authority.

Further, the documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted when a non-DBE subcontractor was selected over a DBE for work on the contract. 49 C.F.R. § 26.53(b) (2) (VI). In determining whether a Bidder has made good faith efforts, the Authority may take into account the performance of other Bidders in meeting the Contract goals. For example, if the apparent successful Bidder failed to meet the goal but meets or exceeds the average DBE participation obtained by other Bidders, the Authority may view this as evidence of the Bidder having made good faith efforts.

Administrative Reconsideration

Within five (5) business days of being informed by the AGENCY that it is not responsive or responsible because it has not documented sufficient good faith efforts, the Bidder/Offeror may request administrative reconsideration. The Bidder should make this request in writing to the AGENCY's Administrative Coordinator. The Administrative Coordinator will forward the Bidder/Offeror's request to a reconsideration official who will not have played any role in the original determination that the Bidder/Offeror did not document sufficient good faith efforts.

As part of this reconsideration, the Bidder/Offeror will have the opportunity to provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. The Bidder/Offeror will have the opportunity to meet in person with the assigned reconsideration official to discuss the issue of whether it met the goal or made adequate good faith efforts to do so. The AGENCY will send the Bidder/Offeror a written decision on its reconsideration, explaining the basis for finding that the Bidder/Offeror

did or did not meet the goal or make adequate good faith efforts to do so. The result of the reconsideration process is not administratively appealable to the Department of Transportation.

Termination of DBE Subcontractor

The Contractor shall not terminate the DBE subcontractor(s) listed in the **DBE Participation Schedule** (see below) without the Agency's prior written consent. The AGENCY may provide such written consent only if the Contractor has good cause to terminate the DBE firm. Before transmitting a request to terminate, the Contractor shall give notice in writing to the DBE subcontractor of its intent to terminate and the reason for the request. The Contractor shall give the DBE five days to respond to the notice and advise of the reasons why it objects to the proposed termination. When a DBE subcontractor is terminated or fails to complete its work on the Contract for any reason, the Contractor shall make good faith efforts to find another DBE subcontractor to substitute for the original DBE and immediately notify the AGENCY in writing of its efforts to replace the original DBE. These good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the Contract as the DBE that was terminated, to the extent needed to meet the Contract goal established for this procurement. Failure to comply with these requirements will be in accordance with Section 8 below (Sanctions for Violations).

Continued Compliance

The AGENCY shall monitor the Contractor's DBE compliance during the life of the Contract. In the event this procurement exceeds ninety (90) days, **it will be the responsibility of the Contractor to submit quarterly written reports to the AGENCY that** summarize the total DBE value for this Contract. These reports shall provide the following details:

- DBE utilization established for the Contract;
- Total value of expenditures with DBE firms for the quarter;
- The value of expenditures with each DBE firm for the quarter by race and gender;
- Total value of expenditures with DBE firms from inception of the Contract; and
- The value of expenditures with each DBE firm from the inception of the Contract by race and gender.

Reports and other correspondence must be submitted to the DBE Coordinator with copies provided to the FDOT and Agency. Reports shall continue to be submitted quarterly until final payment is issued or until DBE participation is completed.

The successful Bidder/Offeror shall permit:

- The AGENCY to have access to necessary records to examine information as the AGENCY deems appropriate for the purpose of investigating and determining compliance with this provision, including, but not limited to, records of expenditures, invoices, and contract between the successful Bidder/Offeror and other DBE parties entered into during the life of the Contract.
- The authorized representative(s) of the AGENCY, the U.S. Department of Transportation, the Comptroller General of the United States, to inspect and audit all data and record of the Contractor relating to its performance under the Disadvantaged Business Enterprise Participation provision of this Contract.
- AGENCY shall keep and maintain public records that ordinarily and necessarily would be required by the AGENCY in order to perform the service.

Sanctions for Violations

If at any time the AGENCY has reason to believe that the Contractor is in violation of its obligations under this Agreement or has otherwise failed to comply with terms of this Section, the AGENCY may, in addition to pursuing any other available legal remedy, commence proceedings, which may include but are not limited to, the following:

- Suspension of any payment or part due the Contractor until such time as the issues concerning the Contractor's compliance are resolved; and
- Termination or cancellation of the Contract, in whole or in part, unless the successful Contractor is able to demonstrate within a reasonable time that it is in compliance with the DBE terms stated herein.

DBE UTILIZATION FORM

The undersigned Bidder/Offeror has satisfied the requirements of the solicitation in the following manner (please check the appropriate space):

_____ The Bidder/Offer is committed to a minimum of _____% DBE utilization on this contract.

The Bidder/Offeror (if unable to meet the DBE goal of 10.65 %) is committed to a minimum of .01% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

DBE PARTICIPATION SCHEDULE

The Bidder/Offeror shall complete the following information for all DBE's participating in the contract that comprises the DBE Utilization percent stated in the DBE Utilization Form. The Bidder/Offeror shall also furnish the name and telephone number of the appropriate contact person should the Authority have any questions in relation to the information furnished herein.

DBE IDENTIFICATION AND INFORMATION FORM Name and Address	Contact Name and Telephone Number	Participation Percent (Of Total Contract Value)	Description Of Work To Be Performed	Race and Gender of Firm
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INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

FTA Circular 4220.1E or subsequent revisions

Incorporation of Federal Transit Administration (FTA) Terms - The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1E or subsequent revisions, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any AGENCY requests which would cause AGENCY to be in violation of the FTA terms and conditions.

ENERGY CONSERVATION

42 U.S.C. 6321 *et seq.*

49 C.F.R. part 622, subpart C

The contractor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

TERMINATION

2 C.F.R. § 200.339

2 C.F.R. part 200, Appendix II (B)

Termination for Convenience (General Provision)

The AGENCY may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in the AGENCY's best interest. The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to AGENCY to be paid the Contractor. If the Contractor has any property in its possession belonging to AGENCY, the Contractor will account for the same, and dispose of it in the manner AGENCY directs.

Termination for Default [Breach or Cause] (General Provision)

If the Contractor does not deliver supplies in accordance with the contract delivery schedule, or if the contract is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the contract, the AGENCY may terminate this contract for default. Termination shall be effected by serving a Notice of Termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will be paid only the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract. If it is later determined by the AGENCY that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, the AGENCY, after setting up a new delivery of performance schedule, may allow the Contractor to continue work, or treat the termination as a Termination for Convenience.

Opportunity to Cure (General Provision)

The AGENCY, in its sole discretion may, in the case of a termination for breach or default, allow the Contractor [an appropriately short period of time] in which to cure the defect. In such case, the Notice of Termination will state the time period in which cure is permitted and other appropriate conditions

If Contractor fails to remedy to AGENCY's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within [10 days] after receipt by Contractor of written notice from AGENCY setting forth the nature of said breach or default, AGENCY shall have the right to terminate the contract without any

further obligation to Contractor. Any such termination for default shall not in any way operate to preclude AGENCY from also pursuing all available remedies against Contractor and its sureties for said breach or default.

Waiver of Remedies for any Breach

In the event that AGENCY elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this contract, such waiver by AGENCY shall not limit AGENCY's remedies for any succeeding breach of that or of any other covenant, term, or condition of this contract.

Termination for Convenience (Professional or Transit Service Contracts)

The AGENCY, by written notice, may terminate this contract, in whole or in part, when it is in the AGENCY's interest. If this contract is terminated, the AGENCY shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.

Termination for Default (Supplies and Service)

If the Contractor fails to deliver supplies or to perform the services within the time specified in this contract or any extension, or if the Contractor fails to comply with any other provisions of this contract, the AGENCY may terminate this contract for default. The AGENCY shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of the default. The Contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner or performance set forth in this contract.

If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the AGENCY.

GOVERNMENT-WIDE DEBARMENT AND SUSPENSION

- 2 C.F.R. part 180
- 2 C.F.R. part 1200
- 2 C.F.R. § 200.213
- 2 C.F.R. part 200 Appendix II (I)
- Executive Order 12549
- Executive Order 12689

Debarment, Suspension, Ineligibility and Voluntary Exclusion

The Contractor shall comply and facilitate compliance with U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 C.F.R. part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 C.F.R. part 180. These provisions apply to each contract at any tier of \$25,000 or more, and to each contract at any tier for a federally required audit (irrespective of the contract amount), and to each contract at any tier that must be approved by an FTA official irrespective of the contract amount. As such, the Contractor shall verify that its principals, affiliates, and subcontractors are eligible to participate in this federally funded contract and are not presently declared by any Federal department or agency to be:

- a) Debarred from participation in any federally assisted Award;
- b) Suspended from participation in any federally assisted Award;
- c) Proposed for debarment from participation in any federally assisted Award;
- d) Declared ineligible to participate in any federally assisted Award;
- e) Voluntarily excluded from participation in any federally assisted Award; or
- f) Disqualified from participation in any federally assisted Award.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by the AGENCY. If it is later determined by the AGENCY that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the AGENCY, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 2 C.F.R. part 180, subpart C, as supplemented by 2 C.F.R. part 1200, while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

LOBBYING RESTRICTIONS

31 U.S.C. § 1352
2 C.F.R. § 200.450
2 C.F.R. part 200 appendix II (J)
49 C.F.R. part 20

Lobbying Restrictions

49 C.F.R. part 20, Appendices A and B provide specific language for inclusion in FTA funded third party contracts as follows:

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

_____ Signature of Contractor's Authorized Official

_____ Name and Title of Contractor's Authorized Official

_____ Date

VIOLATION AND BREACH OF CONTRACT

2 C.F.R. § 200.326
2 C.F.R. part 200, Appendix II (A)

Rights and Remedies of the AGENCY

The AGENCY shall have the following rights in the event that the AGENCY deems the Contractor guilty of a breach of any term under the Contract.

1. The right to take over and complete the work or any part thereof as agency for and at the expense of the Contractor, either directly or through other contractors;
2. The right to cancel this Contract as to any or all of the work yet to be performed;
3. The right to specific performance, an injunction or any other appropriate equitable remedy; and
4. The right to money damages.

For purposes of this Contract, breach shall include CONTRACTOR warrants that it has not employed or retained any company or person other than a bona fide employee working solely for CONTRACTOR to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person other than an employee working solely for CONTRACTOR, any fee, commission, percentage, brokerage fee, gift, contingent fee, or any other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, AGENCY shall have the right to annul this Agreement without liability, or at its discretion, to deduct from the Agreement price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gifts, or contingent fee.

CONTRACTOR shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between the AGENCY and FTA, as they may be amended or promulgated from time to time during the term of this contract. CONTRACTOR's failure to so comply shall constitute a material breach of this contract.

Rights and Remedies of Contractor

Inasmuch as the Contractor can be adequately compensated by money damages for any breach of this Contract, which may be committed by the AGENCY, the Contractor expressly agrees that no default, act or omission of the AGENCY shall constitute a material breach of this Contract, entitling Contractor to cancel or rescind the Contract (unless the AGENCY directs Contractor to do so) or to suspend or abandon performance.

Remedies

Substantial failure of the Contractor to complete the Project in accordance with the terms of this Agreement will be a default of this Agreement. In the event of a default, the AGENCY will have all remedies in law and equity, including the right to specific performance, without further assistance, and the rights to termination or suspension as provided herein. The Contractor recognizes that in the event of a breach of this Agreement by the Contractor before the AGENCY takes action contemplated herein, the AGENCY will provide the Contractor with sixty (60) days written notice that the AGENCY considers that such a breach has occurred and will provide the Contractor a reasonable period of time to respond and to take necessary corrective action.

Disputes

The AGENCY and the Contractor intend to resolve all disputes under this Agreement to the best of their abilities in an informal manner. To accomplish this end, the parties will use an Alternative Dispute Resolution process to resolve disputes in a manner designed to avoid litigation. In general, the parties contemplate that the Alternative Dispute Resolution process will include, at a minimum, an attempt to resolve disputes through communications between their staffs, and, if resolution is not reached at that level, a procedure for review and action on such disputes by appropriate management level officials within the AGENCY and the Contractor's organization.

In the event that a resolution of the dispute is not mutually agreed upon, the parties can agree to mediate the dispute or proceed with litigation. Notwithstanding any provision of this section, or any other provision of this Contract, it is expressly agreed and understood that any court proceeding arising out of a dispute under the Contract shall be heard by a Court de novo and the court shall not be limited in such proceeding to the issue of whether the Authority acted in an arbitrary, capricious or grossly erroneous manner.

Pending final settlement of any dispute, the parties shall proceed diligently with the performance of the Contract, and in accordance with the AGENCY's direction or decisions made thereof.

Performance during Dispute

Unless otherwise directed by AGENCY, Contractor shall continue performance under this Contract while matters in dispute are being resolved.

Claims for Damages

Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of its employees, agents or others for whose acts it is legally liable, a claim for damages therefor shall be made in writing to such other party within a reasonable time after the first observance of such injury or damage.

Remedies

Unless this Contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the AGENCY and the Contractor arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State in which the AGENCY is located.

Rights and Remedies

The duties and obligations imposed by the Contract documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the AGENCY or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

42 U.S.C. §§ 7401 – 7671q

33 U.S.C. §§ 1251-1387

2 C.F.R. part 200, Appendix II (G)

Model Clause/Language

Recipients can draw on the following language for inclusion in their federally funded procurements.

The Contractor agrees:

1. It will not use any violating facilities;
2. It will report the use of facilities placed on or likely to be placed on the U.S. EPA “List of Violating Facilities;”
3. It will report violations of use of prohibited facilities to FTA; and
4. It will comply with the inspection and other requirements of the Clean Air Act, as amended, (42 U.S.C. §§ 7401 – 7671q); and the Federal Water Pollution Control Act as amended, (33 U.S.C. §§ 1251-1387).

PATENT RIGHTS AND RIGHTS IN DATA

2 C.F.R. part 200, Appendix II (F)

37 C.F.R. part 401

Intellectual Property Rights

This Project is funded through a Federal award with FTA for experimental, developmental, or research work purposes. As such, certain Patent Rights and Data Rights apply to all subject data first produced in the performance of this Contract. The Contractor shall grant the AGENCY intellectual property access and licenses deemed necessary for the work performed under this Agreement and in accordance with the requirements of 37 C.F.R. part 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by FTA or U.S. DOT. The terms of an intellectual property agreement and software license rights will be finalized prior to execution of this Agreement and shall, at a minimum, include the following restrictions: Except for its own internal use, the Contractor may not publish or reproduce subject data in whole or in part, or in any manner or form, nor may the Contractor authorize others to do so, without the written consent of FTA, until such time as FTA may have either released or approved the release of such data to the public. This restriction on publication, however, does not apply to any contract with an academic institution. For purposes of this agreement, the term “subject data” means recorded information whether or not copyrighted, and that is delivered or specified to be delivered as required by the Contract. Examples of “subject data” include, but are not limited to computer software, standards, specifications, engineering drawings and associated lists, process sheets, manuals, technical reports, catalog item identifications, and related information, but do not include financial reports, cost analyses, or other similar information used for performance or administration of the Contract.

1. The Federal Government reserves a royalty-free, non-exclusive and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use for “Federal Government Purposes,” any subject data or copyright described below. For “Federal Government Purposes,” means use only for the direct purposes of the Federal Government. Without the copyright owner’s consent, the Federal Government may not extend its Federal license to any other party. a. Any subject data developed under the Contract, whether or not a copyright has been obtained; and b. Any rights of copyright purchased by the Contractor using Federal assistance in whole or in part by the FTA.
2. Unless FTA determines otherwise, the Contractor performing experimental, developmental, or research work required as part of this Contract agrees to permit FTA to make available to the public, either FTA’s license in the copyright to any subject data developed in the course of the Contract, or a copy of the subject data first produced under the Contract for which a copyright has not been obtained. If the experimental, developmental, or research work, which is the subject of this Contract, is not completed for any reason whatsoever, all data developed under the Contract shall become subject data as defined herein and shall be delivered as the Federal Government may direct.
3. Unless prohibited by state law, upon request by the Federal Government, the Contractor agrees to indemnify, save, and hold harmless the Federal Government, its officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Contractor of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under that contract. The Contractor shall be required to indemnify the Federal Government for any such liability arising out of the wrongful act of any employee, official, or agents of the Federal Government.
4. Nothing contained in this clause on rights in data shall imply a license to the Federal Government under any patent or be construed as affecting the scope of any license or other right otherwise granted to the Federal Government under any patent.

5. Data developed by the Contractor and financed entirely without using Federal assistance provided by the Federal Government that has been incorporated into work required by the underlying Contract is exempt from the requirements herein, provided that the Contractor identifies those data in writing at the time of delivery of the Contract work.
6. The Contractor agrees to include these requirements in each subcontract for experimental, developmental, or research work financed in whole or in part with Federal assistance.

DRAFT

20Q-121-CA-01
General Planning Consultants for Ocala Marion TPO
EXHIBIT B

1. **DEFINITIONS.**

A. **Section '1'** of the Agreement is modified to include Purchase Orders in the definition of Contract Documents; to add that should any conflict arise between the Contract Documents and the Agreement, the terms of the Agreement shall govern.

2. **INDEMNIFICATION.**

- A. **Design Professional.** FIRM represents that it is a design professional (as defined under Section 725.08, Florida Statutes) as it is an entity licensed by the State of Florida holding a current certificate of registration or is qualified under Chapter 481, Florida Statutes, to practice architecture or landscape architecture, under Chapter 472, Florida Statutes, to practice land surveying and mapping, or under Chapter 471, Florida Statutes, to practice engineering.
- B. **Professional Services Contract.** If the Agreement is a "professional services contract" as defined under Section 725.08, F.S., as relating to the planning, design, construction, administration, study, evaluation, consulting or other professional and technical support services furnished in connection with any actual or proposed construction, improvement, alteration, repair, maintenance, operation, management, relocation, demolition, excavation, or other facility, land, air, water, or utility development or improvement, then **Section '11'** of the Agreement is deleted in its entirety and replaced with the following:

Section 11 – Indemnification, pursuant to Section 725.08, F.S.

FIRM shall indemnify COUNTY and its elected officials and employees against, and hold COUNTY and its elected officials and employees harmless from, all liabilities, damages, losses, and costs, including but not limited to reasonable attorneys' fees, which COUNTY or its elected officials and employees may sustain, or which may be asserted against COUNTY or its elected officials and employees, arising out of the negligence, recklessness, or intentionally wrongful conduct of FIRM and other persons employed or utilized by FIRM, in the performance of the Agreement, including but not limited to property damage, harm or personal injury, including death, to the extent allowed by Section 725.08, F.S., and to the extent that the services rendered pursuant to the Agreement were services of a "Design Professional" as defined in Section 725.08(4), F.S.

3. **INSURANCE.**

A. **Section '12'** of the Agreement requiring in part that the company issuing the required Certificate of Insurance have an A.M. Best Company rating of at least a B+ is modified solely to delete the words "at least a B+" and replace them with "at least an A-."

4. **EMPLOYEE ELIGIBILITY VERIFICATION.**

A. **Section '18'** of the Agreement regarding E-Verify is deleted in its entirety and replaced with the following:

Section 18 – E-Verify, pursuant to Section 448.095, F.S.

Section 448.095, Florida Statutes, requires FIRM to be registered and use the E-Verify system to verify the work authorization status of all newly hired employees and prohibits FIRM from entering into the Agreement unless it is in compliance therewith. Information provided by FIRM is subject to review for the most current version of the State or Federal policies at the time of the award of the Agreement.

1. COUNTY hereby affirms it is duly registered, uses, and adheres to the practices of the E-Verify system, including those outlined in the clauses below.
2. FIRM has agreed to perform in accordance with the requirements of this Section and agrees:

- a. FIRM certifies and assures COUNTY that FIRM is currently in full compliance with Section 448.095, Florida Statutes and it is registered and uses the E-Verify System to verify work authorization status of all newly hired employees and will continue to do so throughout the Term. This certification and assurance is a material term on which COUNTY relies in entering into the Agreement.
- b. COUNTY shall immediately terminate the Agreement if COUNTY has a good faith belief that FIRM has knowingly violated Section 448.09(1), Florida Statutes, that is, that FIRM knowingly employed, hired, recruited, or referred either for itself or on behalf of another, private or public employment within the State an alien who is not duly authorized to work by the immigration laws or the Attorney General of the United States.
- c. When FIRM enters into a contract with an employee, a contractor or a subcontractor, FIRM shall obtain from that contracting party ("Contracting Party") an affidavit stating that the Contracting Party does not employ, contract with, or subcontract with an unauthorized alien.
- d. FIRM shall maintain a copy of such affidavit for the duration of the Agreement and provide it to COUNTY upon request.
- e. FIRM shall immediately terminate the Contracting Party if FIRM has a good faith belief that the Contracting Party has knowingly violated Section 448.09(1), Florida Statutes, as set forth above.
- f. If COUNTY has a good faith belief that FIRM's Contracting Party has knowingly violated Section 448.09(1), Florida Statutes, but that FIRM has otherwise complied, COUNTY shall promptly order FIRM to terminate the Contracting Party. FIRM agrees that upon such an order, FIRM shall immediately terminate the Contracting Party. FIRM agrees that if it should fail to comply with such an order, COUNTY shall immediately terminate FIRM.
- g. If COUNTY terminates the Agreement with FIRM, FIRM may not be awarded a public contract for a least one (1) year after the date of termination.
- h. FIRM is liable for any additional costs incurred by COUNTY as a result of a termination under this Section.
- i. Any such termination under this Section is not a breach of the Agreement and may not be considered as such.
- j. FIRM shall maintain records of its registration, use, and compliance with the provisions of the E-Verify system, including the registration and use by its subcontractors, and to make such records available to COUNTY or other authorized governmental entity.
- k. To comply with the terms of this Employment Eligibility Verification provision is made an express condition of the Agreement and COUNTY may treat a failure to comply as a material breach of the Agreement.

5. SCRUTINIZED COMPANIES. Section '24' of the Agreement regarding Scrutinized Companies is deleted in its entirety and replaced with the following:

Section 24 - Scrutinized Companies, pursuant to Section 287.135, F.S.

A. Certification.

1. If the Agreement is for One Million Dollars or more, FIRM certifies that at the time it submitted its bid or proposal for the Agreement or before entering into the Agreement or renewing same, FIRM was not then and is not now:
 - a. On the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, F.S., or
 - b. Engaged in business operations in Cuba or Syria.
2. If the Agreement is for any amount, FIRM certifies that at the time it submitted its bid or proposal for the Agreement or before entering into the Agreement or renewing same, FIRM was not then and is not now:
 - a. On the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, F.S. or
 - b. Engaged in a boycott of Israel.

- B. Termination, Threshold Amount.** COUNTY may, entirely at its option, terminate the Agreement if it is for One Million Dollars or more and FIRM meets any of the following criteria.

1. Was entered into or renewed on or after July 1, 2011, through June 30, 2012, and
 2. FIRM is found to have:
 - a. Submitted a false certification as provided under Section 287.135(5), F.S., or
 - b. Been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, F.S.OR
 3. Was entered into or renewed on or after July 1, 2012, through September 30, 2016, and
 4. FIRM is found to have:
 - a. Met either prohibition set forth in Section “24(B)(2)” above or
 - b. Been engaged in business operations in Cuba or Syria.OR
 5. Was entered into or renewed on or after October 1, 2016, through June 30, 2018, and
 6. FIRM is found to have:
 - a. Met any prohibition set forth in Section “24(B)(4)” above or
 - b. Been placed on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, F.S. or is engaged in a boycott of Israel.OR
 7. Was entered into or renewed on or after July 1, 2018, and
 8. FIRM is found to have met any prohibition set forth in Section “24(B)(4)” above.
- C. **Termination, Any Amount.** COUNTY may, entirely at its option, terminate the Agreement if it is for any amount and meets any of the following criteria.
1. Was entered into or renewed on or after July 1, 2018, and
 2. FIRM is found to have been placed on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, F.S. or is engaged in a boycott of Israel.
- D. **Comply; Inoperative.** The Parties agree to comply with Section 287.135, F.S., as it may change from time to time during the Term. The contracting prohibitions in this Section become inoperative on the date that Federal law ceases to authorize the State of Florida to adopt and enforce such contracting prohibitions.

6. **SOVEREIGN IMMUNITY. Adds Section ‘26’** to the Agreement with the following:

Section 26 – Sovereign Immunity. Nothing in the Agreement shall be deemed to waive the sovereign immunity protections provided COUNTY pursuant to Florida law. Notwithstanding anything stated to the contrary in the Agreement, any obligation of COUNTY to indemnify FIRM, if provided, is limited and shall not exceed the limits set forth in Section 768.28, Florida Statutes. This Section shall survive the termination of the Agreement.

7. **ON-GOING COMPLIANCE. Adds Section ‘27’** to the Agreement with the following:

Section 27 – On-Going Compliance. The Parties acknowledge that the Agreement may contain provisions prescribed by laws, statutes, and regulations that can change during the Term of the Agreement. The Parties understand and agree that the Agreement is intended to reflect and require the Parties’ compliance with all laws at all times. The Parties expressly and specifically agree to perform the Agreement in full compliance with the governing laws, statutes, and regulations, as same may change from time to time.



**Marion County
Board of County Commissioners**

**MODIFICATION OF AGREEMENT
WITH MARION COUNTY ("COUNTY")**

AGREEMENT NUMBER/TITLE: 20Q-121 General Planning Consultant for Ocala Marion TPO

MODIFICATION NUMBER: 1 MODIFICATION EFFECTIVE DATE: 07/06/2022

DESCRIPTION OF MODIFICATION:

1. This Amendment shall be deemed to amend and become part of the Agreement in accordance with the project 20Q-121, (the "Project"). All provisions of the Agreement not specifically amended herein shall remain in full force and effect.
2. This Modification and the changes/additions reflected in Exhibit A, Federal Transit Administration (FTA) Clauses, and Exhibit B, Statute Updates, hereto shall be deemed to amend and become part of the Agreement in accordance with The Project and shall remain in full force and effect until the completion of all services required of FIRM under the Agreement.

NOTE! All provisions of the Agreement not specifically modified herein shall remain in full force and effect.

ISSUED BY: Marion County Board of County Commissioners
Procurement Services
2631 SE Third St.
Ocala, FL 34471

PCA/BUYER: DELIA FROSOLONO
E-MAIL: delia.frosolono@marionfl.org
PHONE: 352-671-8646

CONTRACTOR NAME: Kimley-Horn and Associates, Inc.
ADDRESS: 101 East Silver Springs Blvd., Suite 400, Ocala, FL 34470
ATTN: Richard Busche | richard.busche@kimley-horn.com

INSTRUCTIONS: Please sign Signature Block showing acceptance of the above written modification and return thisform to Procurement Services within five (5) days after receipt. Once fully executed, a copy of this modification will be returned to you to be attached to the original agreement.

MARION COUNTY, A POLITICAL SUBDIVISION OF THE
STATE OF FLORIDA

FOR USE AND RELIANCE OF MARION COUNTY ONLY,
APPROVED AS TO FORM AND LEGAL SUFFICIENCY

CARL ZALAK, III DATE
CHAIRMAN

MATTHEW G. MINTER
MARION COUNTY ATTORNEY

ATTEST:

GREGORY C. HARRELL DATE
MARION COUNTY CLERK OF THE COURT

COMPANY NAME:

KIMLEY-HORN AND ASSOCIATES, INC.

BY: _____ DATE

PRINTED NAME

ITS: _____

EXHIBIT A - Federal Transit Administration (FTA) Clauses

NO GOVERNMENT OBLIGATION TO THIRD PARTIES

The Recipient and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the Recipient, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Contract. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS

49 U.S.C. § 5323(l) (1)

31 U.S.C. §§ 3801-3812

18 U.S.C. § 1001

49 C.F.R. part 31

Program Fraud and False or Fraudulent Statements or Related Acts

The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 *et seq.* and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. part 31, apply to its actions pertaining to this Project.

Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. chapter 53, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5323(l) on the Contractor, to the extent the Federal Government deems appropriate. The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

ACCESS TO RECORDS AND REPORTS

49 U.S.C. § 5325(g)

2 C.F.R. § 200.333

49 C.F.R. part 633

Access to Records and Reports

- a. Record Retention. The Contractor will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the contract, including, but not limited to, data, documents, reports, statistics, sub-agreements, leases, subcontracts, arrangements, other third party agreements of any type, and supporting materials related to those records.
- b. Retention Period. The Contractor agrees to comply with the record retention requirements in accordance with 2 C.F.R. § 200.333. The Contractor shall maintain all books, records, accounts and reports required under this Contract for a period of at not less than three (3) years after the date of termination or expiration of this Contract, except in the event of litigation or settlement of claims arising from the performance of this Contract, in which case records shall be maintained until the disposition of all such litigation, appeals, claims or exceptions related thereto.
- c. Access to Records. The Contractor agrees to provide sufficient access to FTA and its contractors to inspect and audit records and information related to performance of this contract as reasonably may be required.
- d. Access to the Sites of Performance. The Contractor agrees to permit FTA and its contractors' access to the sites of performance under this contract as reasonably may be required.

FEDERAL CHANGES

49 CFR Part 18

Federal Changes - Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Purchaser and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

CIVIL RIGHTS LAWS AND REGULATIONS

Civil Rights and Equal Opportunity

The AGENCY is an Equal Opportunity Employer. As such, the AGENCY agrees to comply with all applicable Federal civil rights laws and implementing regulations. Apart from inconsistent requirements imposed by Federal laws or regulations, the AGENCY agrees to comply with the requirements of 49 U.S.C. § 5323(h) (3) by not using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications.

Under this Agreement, the Contractor shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

1. **Nondiscrimination.** In accordance with Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.
2. **Race, Color, Religion, National Origin, Sex.** In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e et seq., and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. chapter 60, and Executive Order No. 11246, "Equal Employment Opportunity in Federal Employment," September 24, 1965, 42 U.S.C. § 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 U.S.C. § 2000e note. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
3. **Age.** In accordance with the Age Discrimination in Employment Act, 29 U.S.C. §§ 621-634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 et seq., U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
4. **Disabilities.** In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 et seq., the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 et seq., and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

49 C.F.R. part 26

For all DOT-assisted contracts, each FTA recipient must include assurances that third party contractors will comply with the DBE program requirements of 49 C.F.R. part 26, when applicable. The following contract clause is required in all DOT-assisted prime and subcontracts:

The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible. 49 C.F.R. § 26.13(b).

Further, recipients must establish a contract clause to require prime contractors to pay subcontractors for satisfactory performance of their contracts no later than 30 days from receipt of each payment the recipient makes to the prime contractor. 49 C.F.R. § 26.29(a). Finally, for contracts with defined DBE contract goals, each FTA recipient must include in each prime contract a provision stating that the contractor shall utilize the specific DBEs listed unless the contractor obtains the recipient's written consent; and that, unless the recipient's consent is provided, the contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE. 49 C.F.R. § 26.53(f) (1).

As an additional resource, recipients can draw on the following language for inclusion in their federally funded procurements.

Overview

It is the policy of the AGENCY and the United States Department of Transportation ("DOT") that Disadvantaged Business Enterprises ("DBE's"), as defined herein and in the Federal regulations published at 49 C.F.R. part 26, shall have an equal opportunity to participate in DOT-assisted contracts. It is also the policy of the AGENCY to:

1. Ensure nondiscrimination in the award and administration of DOT-assisted contracts;
2. Create a level playing field on which DBE's can compete fairly for DOT-assisted contracts;
3. Ensure that the DBE program is narrowly tailored in accordance with applicable law;
4. Ensure that only firms that fully meet 49 C.F.R. part 26 eligibility standards are permitted to participate as DBE's;
5. Help remove barriers to the participation of DBEs in DOT assisted contracts;
6. To promote the use of DBEs in all types of federally assisted contracts and procurement activities; and
7. Assist in the development of firms that can compete successfully in the marketplace outside the DBE program.

This Contract is subject to 49 C.F.R. part 26. Therefore, the Contractor must satisfy the requirements for DBE participation as set forth herein. These requirements are in addition to all other equal opportunity employment requirements of this Contract. The AGENCY shall make all determinations with regard to whether or not a Bidder/Offeree is in compliance with the requirements stated herein. In assessing compliance, the AGENCY may consider during its review of the Bidder/Offeree's submission package, the Bidder/Offeree's documented history of non-compliance with DBE requirements on previous contracts with the AGENCY.

Contract Assurance

The Contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. The Contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as the AGENCY deems appropriate.

DBE Participation

For the purpose of this Contract, the AGENCY will accept only DBE's who are:

1. Certified, at the time of bid opening or proposal evaluation, by the FDOT DBE & Small Business Development Program at 850-414-4745; or
2. An out-of-state firm who has been certified by either a local government, state government or Federal government entity authorized to certify DBE status or an agency whose DBE certification process has received FTA approval; or
3. Certified by another agency approved by the FDOT.

DBE Participation Goal

The DBE participation goal for this Contract is set at 10.65%. This goal represents those elements of work under this Contract performed by qualified Disadvantaged Business Enterprises for amounts totaling **not less than 10.65 %** of the total Contract price. Failure to meet the stated goal at the time of proposal submission **may** render the Bidder/Offeree non-responsive.

Proposed Submission

Each Bidder/Offeror, as part of its submission, shall supply the following information:

1. A completed **DBE Utilization Form** (see below) that indicates the percentage and dollar value of the total bid/contract amount to be supplied by Disadvantaged Business Enterprises under this Contract.
2. A list of those qualified DBE's with whom the Bidder/Offeror intends to contract for the performance of portions of the work under the Contract, the agreed price to be paid to each DBE for work, the Contract items or parts to be performed by each DBE, a proposed timetable for the performance or delivery of the Contract item, and other information as required by the **DBE Participation Schedule** (see below). No work shall be included in the Schedule that the Bidder/Offeror has reason to believe the listed DBE will subcontract, at any tier, to other than another DBE. If awarded the Contract, the Bidder/Offeror may not deviate from the DBE Participation Schedule submitted in response to the bid. Any subsequent changes and/or substitutions of DBE firms will require review and written approval by the AGENCY.
3. An original **DBE Letter of Intent** (see below) from each DBE listed in the **DBE Participation Schedule**.
4. An original **DBE Affidavit** (see below) from each DBE stating that there has not been any change in its status since the date of its last certification.

Good Faith Efforts

If the Bidder/Offeror is unable to meet the goal set forth above (DBE Participation Goal), the AGENCY will consider the Bidder/Offeror's documented good faith efforts to meet the goal in determining responsiveness. The types of actions that the AGENCY will consider as part of the Bidder/Offeror's good faith efforts include, but are not limited to, the following:

1. Documented communication with the AGENCY's DBE Coordinator (questions of IFB or RFP requirements, subcontracting opportunities, appropriate certification, will be addressed in a timely fashion);
2. Pre-bid meeting attendance. At the pre-bid meeting, the AGENCY generally informs potential Bidder/Offeror's of DBE subcontracting opportunities;
3. The Bidder/Offeror's own solicitations to obtain DBE involvement in general circulation media, trade association publication, minority-focus media and other reasonable and available means within sufficient time to allow DBEs to respond to the solicitation;
4. Written notification to DBE's encouraging participation in the proposed Contract; and
5. Efforts made to identify specific portions of the work that might be performed by DBE's.

The Bidder/Offeror shall provide the following details, at a minimum, of the specific efforts it made to negotiate in good faith with DBE's for elements of the Contract:

1. The names, addresses, and telephone numbers of DBE's that were contacted;
2. A description of the information provided to targeted DBE's regarding the specifications and bid proposals for portions of the work;
3. Efforts made to assist DBE's contacted in obtaining bonding or insurance required by the Bidder or the Authority.

Further, the documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted when a non-DBE subcontractor was selected over a DBE for work on the contract. 49 C.F.R. § 26.53(b) (2) (VI). In determining whether a Bidder has made good faith efforts, the Authority may take into account the performance of other Bidders in meeting the Contract goals. For example, if the apparent successful Bidder failed to meet the goal but meets or exceeds the average DBE participation obtained by other Bidders, the Authority may view this as evidence of the Bidder having made good faith efforts.

Administrative Reconsideration

Within five (5) business days of being informed by the AGENCY that it is not responsive or responsible because it has not documented sufficient good faith efforts, the Bidder/Offeror may request administrative reconsideration. The Bidder should make this request in writing to the AGENCY's Administrative Coordinator. The Administrative Coordinator will forward the Bidder/Offeror's request to a reconsideration official who will not have played any role in the original determination that the Bidder/Offeror did not document sufficient good faith efforts.

As part of this reconsideration, the Bidder/Offeror will have the opportunity to provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. The Bidder/Offeror will have the opportunity to meet in person with the assigned reconsideration official to discuss the issue of whether it met the goal or made adequate good faith efforts to do so. The AGENCY will send the Bidder/Offeror a written decision on its reconsideration, explaining the basis for finding that the Bidder/Offeror

did or did not meet the goal or make adequate good faith efforts to do so. The result of the reconsideration process is not administratively appealable to the Department of Transportation.

Termination of DBE Subcontractor

The Contractor shall not terminate the DBE subcontractor(s) listed in the **DBE Participation Schedule** (see below) without the Agency's prior written consent. The AGENCY may provide such written consent only if the Contractor has good cause to terminate the DBE firm. Before transmitting a request to terminate, the Contractor shall give notice in writing to the DBE subcontractor of its intent to terminate and the reason for the request. The Contractor shall give the DBE five days to respond to the notice and advise of the reasons why it objects to the proposed termination. When a DBE subcontractor is terminated or fails to complete its work on the Contract for any reason, the Contractor shall make good faith efforts to find another DBE subcontractor to substitute for the original DBE and immediately notify the AGENCY in writing of its efforts to replace the original DBE. These good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the Contract as the DBE that was terminated, to the extent needed to meet the Contract goal established for this procurement. Failure to comply with these requirements will be in accordance with Section 8 below (Sanctions for Violations).

Continued Compliance

The AGENCY shall monitor the Contractor's DBE compliance during the life of the Contract. In the event this procurement exceeds ninety (90) days, **it will be the responsibility of the Contractor to submit quarterly written reports to the AGENCY that** summarize the total DBE value for this Contract. These reports shall provide the following details:

- DBE utilization established for the Contract;
- Total value of expenditures with DBE firms for the quarter;
- The value of expenditures with each DBE firm for the quarter by race and gender;
- Total value of expenditures with DBE firms from inception of the Contract; and
- The value of expenditures with each DBE firm from the inception of the Contract by race and gender.

Reports and other correspondence must be submitted to the DBE Coordinator with copies provided to the FDOT and Agency. Reports shall continue to be submitted quarterly until final payment is issued or until DBE participation is completed.

The successful Bidder/Offeror shall permit:

- The AGENCY to have access to necessary records to examine information as the AGENCY deems appropriate for the purpose of investigating and determining compliance with this provision, including, but not limited to, records of expenditures, invoices, and contract between the successful Bidder/Offeror and other DBE parties entered into during the life of the Contract.
- The authorized representative(s) of the AGENCY, the U.S. Department of Transportation, the Comptroller General of the United States, to inspect and audit all data and record of the Contractor relating to its performance under the Disadvantaged Business Enterprise Participation provision of this Contract.
- AGENCY shall keep and maintain public records that ordinarily and necessarily would be required by the AGENCY in order to perform the service.

Sanctions for Violations

If at any time the AGENCY has reason to believe that the Contractor is in violation of its obligations under this Agreement or has otherwise failed to comply with terms of this Section, the AGENCY may, in addition to pursuing any other available legal remedy, commence proceedings, which may include but are not limited to, the following:

- Suspension of any payment or part due the Contractor until such time as the issues concerning the Contractor's compliance are resolved; and
- Termination or cancellation of the Contract, in whole or in part, unless the successful Contractor is able to demonstrate within a reasonable time that it is in compliance with the DBE terms stated herein.

DBE UTILIZATION FORM

The undersigned Bidder/Offeror has satisfied the requirements of the solicitation in the following manner (please check the appropriate space):

_____ The Bidder/Offer is committed to a minimum of _____% DBE utilization on this contract.

X The Bidder/Offeror (if unable to meet the DBE goal of 10.65 %) is committed to a minimum of .01% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

DBE PARTICIPATION SCHEDULE

The Bidder/Offeror shall complete the following information for all DBE's participating in the contract that comprises the DBE Utilization percent stated in the DBE Utilization Form. The Bidder/Offeror shall also furnish the name and telephone number of the appropriate contact person should the Authority have any questions in relation to the information furnished herein.

DBE IDENTIFICATION AND INFORMATION FORM Name and Address	Contact Name and Telephone Number	Participation Percent (Of Total Contract Value)	Description Of Work To Be Performed	Race and Gender of Firm
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INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

FTA Circular 4220.1E or subsequent revisions

Incorporation of Federal Transit Administration (FTA) Terms - The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1E or subsequent revisions, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any AGENCY requests which would cause AGENCY to be in violation of the FTA terms and conditions.

ENERGY CONSERVATION

42 U.S.C. 6321 et seq.

49 C.F.R. part 622, subpart C

The contractor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

TERMINATION

2 C.F.R. § 200.339

2 C.F.R. part 200, Appendix II (B)

Termination for Convenience (General Provision)

The AGENCY may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in the AGENCY's best interest. The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to AGENCY to be paid the Contractor. If the Contractor has any property in its possession belonging to AGENCY, the Contractor will account for the same, and dispose of it in the manner AGENCY directs.

Termination for Default [Breach or Cause] (General Provision)

If the Contractor does not deliver supplies in accordance with the contract delivery schedule, or if the contract is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the contract, the AGENCY may terminate this contract for default. Termination shall be effected by serving a Notice of Termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will be paid only the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract. If it is later determined by the AGENCY that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, the AGENCY, after setting up a new delivery of performance schedule, may allow the Contractor to continue work, or treat the termination as a Termination for Convenience.

Opportunity to Cure (General Provision)

The AGENCY, in its sole discretion may, in the case of a termination for breach or default, allow the Contractor [an appropriately short period of time] in which to cure the defect. In such case, the Notice of Termination will state the time period in which cure is permitted and other appropriate conditions. If Contractor fails to remedy to AGENCY's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within [10 days] after receipt by Contractor of written notice from AGENCY setting forth the nature of said breach or default, AGENCY shall have the right to terminate the contract without any

further obligation to Contractor. Any such termination for default shall not in any way operate to preclude AGENCY from also pursuing all available remedies against Contractor and its sureties for said breach or default.

Waiver of Remedies for any Breach

In the event that AGENCY elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this contract, such waiver by AGENCY shall not limit AGENCY's remedies for any succeeding breach of that or of any other covenant, term, or condition of this contract.

Termination for Convenience (Professional or Transit Service Contracts)

The AGENCY, by written notice, may terminate this contract, in whole or in part, when it is in the AGENCY's interest. If this contract is terminated, the AGENCY shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.

Termination for Default (Supplies and Service)

If the Contractor fails to deliver supplies or to perform the services within the time specified in this contract or any extension, or if the Contractor fails to comply with any other provisions of this contract, the AGENCY may terminate this contract for default. The AGENCY shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of the default. The Contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner or performance set forth in this contract.

If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the AGENCY.

GOVERNMENT-WIDE DEBARMENT AND SUSPENSION

- 2 C.F.R. part 180
- 2 C.F.R. part 1200
- 2 C.F.R. § 200.213
- 2 C.F.R. part 200 Appendix II (I)
- Executive Order 12549
- Executive Order 12689

Debarment, Suspension, Ineligibility and Voluntary Exclusion

The Contractor shall comply and facilitate compliance with U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 C.F.R. part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 C.F.R. part 180. These provisions apply to each contract at any tier of \$25,000 or more, and to each contract at any tier for a federally required audit (irrespective of the contract amount), and to each contract at any tier that must be approved by an FTA official irrespective of the contract amount. As such, the Contractor shall verify that its principals, affiliates, and subcontractors are eligible to participate in this federally funded contract and are not presently declared by any Federal department or agency to be:

- a) Debarred from participation in any federally assisted Award;
- b) Suspended from participation in any federally assisted Award;
- c) Proposed for debarment from participation in any federally assisted Award;
- d) Declared ineligible to participate in any federally assisted Award;
- e) Voluntarily excluded from participation in any federally assisted Award; or
- f) Disqualified from participation in any federally assisted Award.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by the AGENCY. If it is later determined by the AGENCY that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the AGENCY, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 2 C.F.R. part 180, subpart C, as supplemented by 2 C.F.R. part 1200, while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

LOBBYING RESTRICTIONS

31 U.S.C. § 1352
2 C.F.R. § 200.450
2 C.F.R. part 200 appendix II (J)
49 C.F.R. part 20

Lobbying Restrictions

49 C.F.R. part 20, Appendices A and B provide specific language for inclusion in FTA funded third party contracts as follows:

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

_____ Signature of Contractor's Authorized Official

_____ Name and Title of Contractor's Authorized Official

_____ Date

VIOLATION AND BREACH OF CONTRACT

2 C.F.R. § 200.326
2 C.F.R. part 200, Appendix II (A)

Rights and Remedies of the AGENCY

The AGENCY shall have the following rights in the event that the AGENCY deems the Contractor guilty of a breach of any term under the Contract.

1. The right to take over and complete the work or any part thereof as agency for and at the expense of the Contractor, either directly or through other contractors;
2. The right to cancel this Contract as to any or all of the work yet to be performed;
3. The right to specific performance, an injunction or any other appropriate equitable remedy; and
4. The right to money damages.

For purposes of this Contract, breach shall include CONTRACTOR warrants that it has not employed or retained any company or person other than a bona fide employee working solely for CONTRACTOR to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person other than an employee working solely for CONTRACTOR, any fee, commission, percentage, brokerage fee, gift, contingent fee, or any other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, AGENCY shall have the right to annul this Agreement without liability, or at its discretion, to deduct from the Agreement price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gifts, or contingent fee.

CONTRACTOR shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between the AGENCY and FTA, as they may be amended or promulgated from time to time during the term of this contract. CONTRACTOR's failure to so comply shall constitute a material breach of this contract.

Rights and Remedies of Contractor

Inasmuch as the Contractor can be adequately compensated by money damages for any breach of this Contract, which may be committed by the AGENCY, the Contractor expressly agrees that no default, act or omission of the AGENCY shall constitute a material breach of this Contract, entitling Contractor to cancel or rescind the Contract (unless the AGENCY directs Contractor to do so) or to suspend or abandon performance.

Remedies

Substantial failure of the Contractor to complete the Project in accordance with the terms of this Agreement will be a default of this Agreement. In the event of a default, the AGENCY will have all remedies in law and equity, including the right to specific performance, without further assistance, and the rights to termination or suspension as provided herein. The Contractor recognizes that in the event of a breach of this Agreement by the Contractor before the AGENCY takes action contemplated herein, the AGENCY will provide the Contractor with sixty (60) days written notice that the AGENCY considers that such a breach has occurred and will provide the Contractor a reasonable period of time to respond and to take necessary corrective action.

Disputes

The AGENCY and the Contractor intend to resolve all disputes under this Agreement to the best of their abilities in an informal manner. To accomplish this end, the parties will use an Alternative Dispute Resolution process to resolve disputes in a manner designed to avoid litigation. In general, the parties contemplate that the Alternative Dispute Resolution process will include, at a minimum, an attempt to resolve disputes through communications between their staffs, and, if resolution is not reached at that level, a procedure for review and action on such disputes by appropriate management level officials within the AGENCY and the Contractor's organization.

In the event that a resolution of the dispute is not mutually agreed upon, the parties can agree to mediate the dispute or proceed with litigation. Notwithstanding any provision of this section, or any other provision of this Contract, it is expressly agreed and understood that any court proceeding arising out of a dispute under the Contract shall be heard by a Court de novo and the court shall not be limited in such proceeding to the issue of whether the Authority acted in an arbitrary, capricious or grossly erroneous manner.

Pending final settlement of any dispute, the parties shall proceed diligently with the performance of the Contract, and in accordance with the AGENCY's direction or decisions made thereof.

Performance during Dispute

Unless otherwise directed by AGENCY, Contractor shall continue performance under this Contract while matters in dispute are being resolved.

Claims for Damages

Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of its employees, agents or others for whose acts it is legally liable, a claim for damages therefor shall be made in writing to such other party within a reasonable time after the first observance of such injury or damage.

Remedies

Unless this Contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the AGENCY and the Contractor arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State in which the AGENCY is located.

Rights and Remedies

The duties and obligations imposed by the Contract documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the AGENCY or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

42 U.S.C. §§ 7401 - 7671q
33 U.S.C. §§ 1251-1387
2 C.F.R. part 200, Appendix II (G)

Model Clause/Language

Recipients can draw on the following language for inclusion in their federally funded procurements.

The Contractor agrees:

1. It will not use any violating facilities;
2. It will report the use of facilities placed on or likely to be placed on the U.S. EPA "List of Violating Facilities;"
3. It will report violations of use of prohibited facilities to FTA; and
4. It will comply with the inspection and other requirements of the Clean Air Act, as amended, (42 U.S.C. §§ 7401 - 7671q); and the Federal Water Pollution Control Act as amended, (33 U.S.C. §§ 1251-1387).

PATENT RIGHTS AND RIGHTS IN DATA

2 C.F.R. part 200, Appendix II (F)
37 C.F.R. part 401

Intellectual Property Rights

This Project is funded through a Federal award with FTA for experimental, developmental, or research work purposes. As such, certain Patent Rights and Data Rights apply to all subject data first produced in the performance of this Contract. The Contractor shall grant the AGENCY intellectual property access and licenses deemed necessary for the work performed under this Agreement and in accordance with the requirements of 37 C.F.R. part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by FTA or U.S. DOT. The terms of an intellectual property agreement and software license rights will be finalized prior to execution of this Agreement and shall, at a minimum, include the following restrictions: Except for its own internal use, the Contractor may not publish or reproduce subject data in whole or in part, or in any manner or form, nor may the Contractor authorize others to do so, without the written consent of FTA, until such time as FTA may have either released or approved the release of such data to the public. This restriction on publication, however, does not apply to any contract with an academic institution. For purposes of this agreement, the term "subject data" means recorded information whether or not copyrighted, and that is delivered or specified to be delivered as required by the Contract. Examples of "subject data" include, but are not limited to computer software, standards, specifications, engineering drawings and associated lists, process sheets, manuals, technical reports, catalog item identifications, and related information, but do not include financial reports, cost analyses, or other similar information used for performance or administration of the Contract.

1. The Federal Government reserves a royalty-free, non-exclusive and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use for "Federal Government Purposes," any subject data or copyright described below. For "Federal Government Purposes," means use only for the direct purposes of the Federal Government. Without the copyright owner's consent, the Federal Government may not extend its Federal license to any other party. a. Any subject data developed under the Contract, whether or not a copyright has been obtained; and b. Any rights of copyright purchased by the Contractor using Federal assistance in whole or in part by the FTA.
2. Unless FTA determines otherwise, the Contractor performing experimental, developmental, or research work required as part of this Contract agrees to permit FTA to make available to the public, either FTA's license in the copyright to any subject data developed in the course of the Contract, or a copy of the subject data first produced under the Contract for which a copyright has not been obtained. If the experimental, developmental, or research work, which is the subject of this Contract, is not completed for any reason whatsoever, all data developed under the Contract shall become subject data as defined herein and shall be delivered as the Federal Government may direct.
3. Unless prohibited by state law, upon request by the Federal Government, the Contractor agrees to indemnify, save, and hold harmless the Federal Government, its officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Contractor of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under that contract. The Contractor shall be required to indemnify the Federal Government for any such liability arising out of the wrongful act of any employee, official, or agents of the Federal Government.
4. Nothing contained in this clause on rights in data shall imply a license to the Federal Government under any patent or be construed as affecting the scope of any license or other right otherwise granted to the Federal Government under any patent.

5. Data developed by the Contractor and financed entirely without using Federal assistance provided by the Federal Government that has been incorporated into work required by the underlying Contract is exempt from the requirements herein, provided that the Contractor identifies those data in writing at the time of delivery of the Contract work.
6. The Contractor agrees to include these requirements in each subcontract for experimental, developmental, or research work financed in whole or in part with Federal assistance.

DRAFT

20Q-121-CA-01
General Planning Consultants for Ocala Marion TPO
EXHIBIT B

1. DEFINITIONS.

A. **Section '1'** of the Agreement is modified to include Purchase Orders in the definition of Contract Documents; to add that should any conflict arise between the Contract Documents and the Agreement, the terms of the Agreement shall govern.

2. INDEMNIFICATION.

- A. **Design Professional.** FIRM represents that it is a design professional (as defined under Section 725.08, Florida Statutes) as it is an entity licensed by the State of Florida holding a current certificate of registration or is qualified under Chapter 481, Florida Statutes, to practice architecture or landscape architecture, under Chapter 472, Florida Statutes, to practice land surveying and mapping, or under Chapter 471, Florida Statutes, to practice engineering.
- B. **Professional Services Contract.** If the Agreement is a "professional services contract" as defined under Section 725.08, F.S., as relating to the planning, design, construction, administration, study, evaluation, consulting or other professional and technical support services furnished in connection with any actual or proposed construction, improvement, alteration, repair, maintenance, operation, management, relocation, demolition, excavation, or other facility, land, air, water, or utility development or improvement, then **Section '11'** of the Agreement is deleted in its entirety and replaced with the following:

Section 11 – Indemnification, pursuant to Section 725.08, F.S.

FIRM shall indemnify COUNTY and its elected officials and employees against, and hold COUNTY and its elected officials and employees harmless from, all liabilities, damages, losses, and costs, including but not limited to reasonable attorneys' fees, which COUNTY or its elected officials and employees may sustain, or which may be asserted against COUNTY or its elected officials and employees, arising out of the negligence, recklessness, or intentionally wrongful conduct of FIRM and other persons employed or utilized by FIRM, in the performance of the Agreement, including but not limited to property damage, harm or personal injury, including death, to the extent allowed by Section 725.08, F.S., and to the extent that the services rendered pursuant to the Agreement were services of a "Design Professional" as defined in Section 725.08(4), F.S.

3. INSURANCE.

A. **Section '12'** of the Agreement requiring in part that the company issuing the required Certificate of Insurance have an A.M. Best Company rating of at least a B+ is modified solely to delete the words "at least a B+" and replace them with "at least an A-."

4. EMPLOYEE ELIGIBILITY VERIFICATION.

A. **Section '18'** of the Agreement regarding E-Verify is deleted in its entirety and replaced with the following:

Section 18 – E-Verify, pursuant to Section 448.095, F.S.

Section 448.095, Florida Statutes, requires FIRM to be registered and use the E-Verify system to verify the work authorization status of all newly hired employees and prohibits FIRM from entering into the Agreement unless it is in compliance therewith. Information provided by FIRM is subject to review for the most current version of the State or Federal policies at the time of the award of the Agreement.

1. COUNTY hereby affirms it is duly registered, uses, and adheres to the practices of the E-Verify system, including those outlined in the clauses below.
2. FIRM has agreed to perform in accordance with the requirements of this Section and agrees:

- a. FIRM certifies and assures COUNTY that FIRM is currently in full compliance with Section 448.095, Florida Statutes and it is registered and uses the E-Verify System to verify work authorization status of all newly hired employees and will continue to do so throughout the Term. This certification and assurance is a material term on which COUNTY relies in entering into the Agreement.
- b. COUNTY shall immediately terminate the Agreement if COUNTY has a good faith belief that FIRM has knowingly violated Section 448.09(1), Florida Statutes, that is, that FIRM knowingly employed, hired, recruited, or referred either for itself or on behalf of another, private or public employment within the State an alien who is not duly authorized to work by the immigration laws or the Attorney General of the United States.
- c. When FIRM enters into a contract with an employee, a contractor or a subcontractor, FIRM shall obtain from that contracting party ("Contracting Party") an affidavit stating that the Contracting Party does not employ, contract with, or subcontract with an unauthorized alien.
- d. FIRM shall maintain a copy of such affidavit for the duration of the Agreement and provide it to COUNTY upon request.
- e. FIRM shall immediately terminate the Contracting Party if FIRM has a good faith belief that the Contracting Party has knowingly violated Section 448.09(1), Florida Statutes, as set forth above.
- f. If COUNTY has a good faith belief that FIRM's Contracting Party has knowingly violated Section 448.09(1), Florida Statutes, but that FIRM has otherwise complied, COUNTY shall promptly order FIRM to terminate the Contracting Party. FIRM agrees that upon such an order, FIRM shall immediately terminate the Contracting Party. FIRM agrees that if it should fail to comply with such an order, COUNTY shall immediately terminate FIRM.
- g. If COUNTY terminates the Agreement with FIRM, FIRM may not be awarded a public contract for a least one (1) year after the date of termination.
- h. FIRM is liable for any additional costs incurred by COUNTY as a result of a termination under this Section.
- i. Any such termination under this Section is not a breach of the Agreement and may not be considered as such.
- j. FIRM shall maintain records of its registration, use, and compliance with the provisions of the E-Verify system, including the registration and use by its subcontractors, and to make such records available to COUNTY or other authorized governmental entity.
- k. To comply with the terms of this Employment Eligibility Verification provision is made an express condition of the Agreement and COUNTY may treat a failure to comply as a material breach of the Agreement.

5. SCRUTINIZED COMPANIES. Section '24' of the Agreement regarding Scrutinized Companies is deleted in its entirety and replaced with the following:

Section 24 - Scrutinized Companies, pursuant to Section 287.135, F.S.

A. Certification.

1. If the Agreement is for One Million Dollars or more, FIRM certifies that at the time it submitted its bid or proposal for the Agreement or before entering into the Agreement or renewing same, FIRM was not then and is not now:
 - a. On the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, F.S., or
 - b. Engaged in business operations in Cuba or Syria.
2. If the Agreement is for any amount, FIRM certifies that at the time it submitted its bid or proposal for the Agreement or before entering into the Agreement or renewing same, FIRM was not then and is not now:
 - a. On the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, F.S. or
 - b. Engaged in a boycott of Israel.

- B. Termination, Threshold Amount.** COUNTY may, entirely at its option, terminate the Agreement if it is for One Million Dollars or more and FIRM meets any of the following criteria.

1. Was entered into or renewed on or after July 1, 2011, through June 30, 2012, and
 2. FIRM is found to have:
 - a. Submitted a false certification as provided under Section 287.135(5), F.S., or
 - b. Been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, F.S.

OR
 3. Was entered into or renewed on or after July 1, 2012, through September 30, 2016, and
 4. FIRM is found to have:
 - a. Met either prohibition set forth in Section “24(B)(2)” above or
 - b. Been engaged in business operations in Cuba or Syria.

OR
 5. Was entered into or renewed on or after October 1, 2016, through June 30, 2018, and
 6. FIRM is found to have:
 - a. Met any prohibition set forth in Section “24(B)(4)” above or
 - b. Been placed on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, F.S. or is engaged in a boycott of Israel.

OR
 7. Was entered into or renewed on or after July 1, 2018, and
 8. FIRM is found to have met any prohibition set forth in Section “24(B)(4)” above.
- C. Termination, Any Amount.** COUNTY may, entirely at its option, terminate the Agreement if it is for any amount and meets any of the following criteria.
1. Was entered into or renewed on or after July 1, 2018, and
 2. FIRM is found to have been placed on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, F.S. or is engaged in a boycott of Israel.
- D. Comply; Inoperative.** The Parties agree to comply with Section 287.135, F.S., as it may change from time to time during the Term. The contracting prohibitions in this Section become inoperative on the date that Federal law ceases to authorize the State of Florida to adopt and enforce such contracting prohibitions.

6. SOVEREIGN IMMUNITY. Adds Section ‘26’ to the Agreement with the following:

Section 26 – Sovereign Immunity. Nothing in the Agreement shall be deemed to waive the sovereign immunity protections provided COUNTY pursuant to Florida law. Notwithstanding anything stated to the contrary in the Agreement, any obligation of COUNTY to indemnify FIRM, if provided, is limited and shall not exceed the limits set forth in Section 768.28, Florida Statutes. This Section shall survive the termination of the Agreement.

7. ON-GOING COMPLIANCE. Adds Section ‘27’ to the Agreement with the following:

Section 27 – On-Going Compliance. The Parties acknowledge that the Agreement may contain provisions prescribed by laws, statutes, and regulations that can change during the Term of the Agreement. The Parties understand and agree that the Agreement is intended to reflect and require the Parties’ compliance with all laws at all times. The Parties expressly and specifically agree to perform the Agreement in full compliance with the governing laws, statutes, and regulations, as same may change from time to time.



TO: Board Members

FROM: Rob Balmes, Director

RE: Draft FY 2023 to 2027 Transportation Improvement Program (TIP) Adoption

Summary

The draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) was made available for public and partner agency review on May 3, 2022. As a follow up to the draft TIP presentation at the Board meeting on May 24, the TPO will share comments received from partner agencies and the public at the June 28 meeting. To date, the TPO has received feedback from the Florida Department of Transportation (FDOT) and three comments from the public.

The following provides comments and updates made to the draft the FY 2023 to 2027 draft TIP since presented to the Board on May 28.

- **Public Comments:** The review period is from May 3 to June 24, 2022. Attached is a summary of comments (3) received to date from the public.
- **Partner Comments:** FDOT performed a review of the draft TIP document. Attached to this memo is their review checklist with comments.
- **TIP Document Project Update:** FDOT requested the addition of one project to the draft TIP. The project summary page is included with this memo and in the revised draft TIP document.
 - **FM 449764-1:** I-75 Intelligent Transportation System (ITS) Communication System
 - TIP Funding: \$954,356 (Total project cost is \$1,140,212)
 - Phase: Construction
 - Year: Fiscal Year 2023
 - Description: The installation of ITS communication on 24.07 miles of I-75 from mile marker 325 to 349.

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

Attachment(s)

- I-75 ITS project summary page
- Summary of partner agency and public comments
- Presentation (pdf)
- Draft FY 2023 to 2027 TIP document for adoption

Committee Recommendation(s)

- The Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) endorsed the adoption of the draft FY 2023 to 2027 TIP on June 14, 2022.

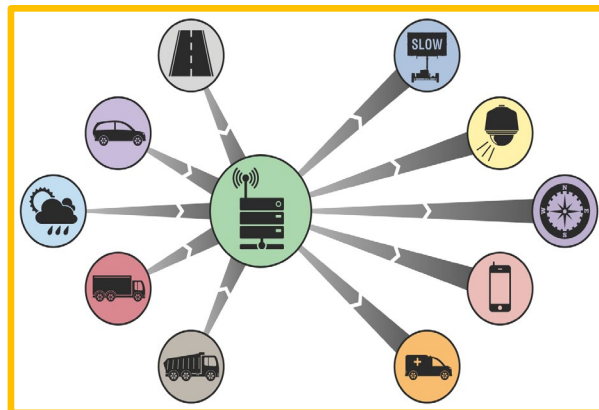
Action Requested

- Adoption of FY 2023 to 2027 Transportation Improvement Program (TIP)

If you have any questions about the Draft TIP and public review process, please contact me at: 438-2631.

Project: I-75 ITS Communication

Project Type: ITS Communication System
 FM Number: 4497641
 Lead Agency: FDOT
 Length: 24.1 miles
 LRTP (Page #): Goal 6, Objective 6.1 (15)



SIS Project

Description:

Intelligent Transportation System (ITS) communication system installation on 24.1 miles of I-75 in Marion County from Mile Marker 325 to 349.

Prior <2023:

\$185,856

Future >2027:

\$0

Total Project Cost:

\$1,140,212

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACFP	Federal	\$949,221	\$0	\$0	\$0	\$0	\$949,221
CST	DIH	State	\$5,135	\$0	\$0	\$0	\$0	\$5,135
Total:			\$954,356	\$0	\$0	\$0	\$0	\$954,356

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:	FY 2023-2027
Review #:	1 (Draft)	Date of Review:	5/10/22
		Reviewed by:	LLH

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

[Page numbers referenced are page numbers of pdf](#)

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

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

Page Numbers: 4

[Click here to enter notes](#)

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

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

Page Numbers: 2

[Click here to enter notes](#)

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

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

Page Numbers: 21 and 138

[List of fund codes starts on page 21. Glossary of Terms and Acronyms begins on page 138.](#)

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

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

Page Numbers: 5

[Click here to enter notes](#)

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: 5

[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: 20

[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

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

Page Numbers: 24

[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: 24

[Click here to enter notes](#)

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.] **For consistency guidance, see Section 1. Florida LRTP Amendment Thresholds.**

Yes No

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

Page Numbers: 8

[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

[Click here to enter notes](#)

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: 102

[Click here to enter notes](#)

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

[Click here to enter notes](#)

If applicable, 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

N/A

No comment

[Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

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: 10

[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, the MPO 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

[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

Yes No

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ 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: 12

[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

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

Page Numbers: 31

[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, **Department of Economic Opportunity**, FTA, & FHWA?

Yes No

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

Page Numbers:

[Click here to enter notes](#)



Draft FY 2023 to 2027 Transportation Improvement Program (TIP)

Public Comments

Summary

The draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) was made available for public and partner agency review on May 3, 2022. The following public comments were received by the TPO.

- **Comment:** “Please expand I-75 and existing roads before destroying farms, nature, and the springs to build new ones. Once these resources are gone they can never be replaced.”
 - **TPO Response:** Noted for public record. The citizen requested to not receive follow up from the TPO. The comment is part of public record and included in the TIP document for future planning considerations.

- **Comment:** “As a member of the TPO Board who works at Central Florida Community Action Agency and live in Alachua County, one of the things that I've noticed for some of the clients that we serve in Marion County, they have transportation needs to get back and forth to clinical sites that are often located in Belleview, Orlando, etc. I'm not sure if there is some sort of shuttle services that can assist students who are residents and need to travel outside of Marion County for clinicals, work, etc.”
 - **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.

- **Comment:** “The back and forth regarding opening Ocala Int'l Airport to commercial airlines needs to be resolved in two ways: The designation "International Airport" is misleading. That needs to be changed to something else to reflect the actual air traffic and constituent travel: Regional Airport? Regional Business Airpark? Dump the word "International". Second, a lot of frustration of air travelers having to drive to Orlando or Gainesville could be reduced by a highspeed railway system.”
 - **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.

Transportation Improvement Program Fiscal Years 2023 to 2027


DRAFT

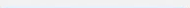


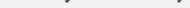
TPO Board Meeting June 28, 2022





- **Five-Year schedule of transportation projects prioritized to be funded during Fiscal Years 2023 to 2027 with federal, state and local funding (23 CFR 450.326).**
- **Consistent with the 2045 LRTP, FDOT Five-Year Work Program and STIP**


Federal / State Roads


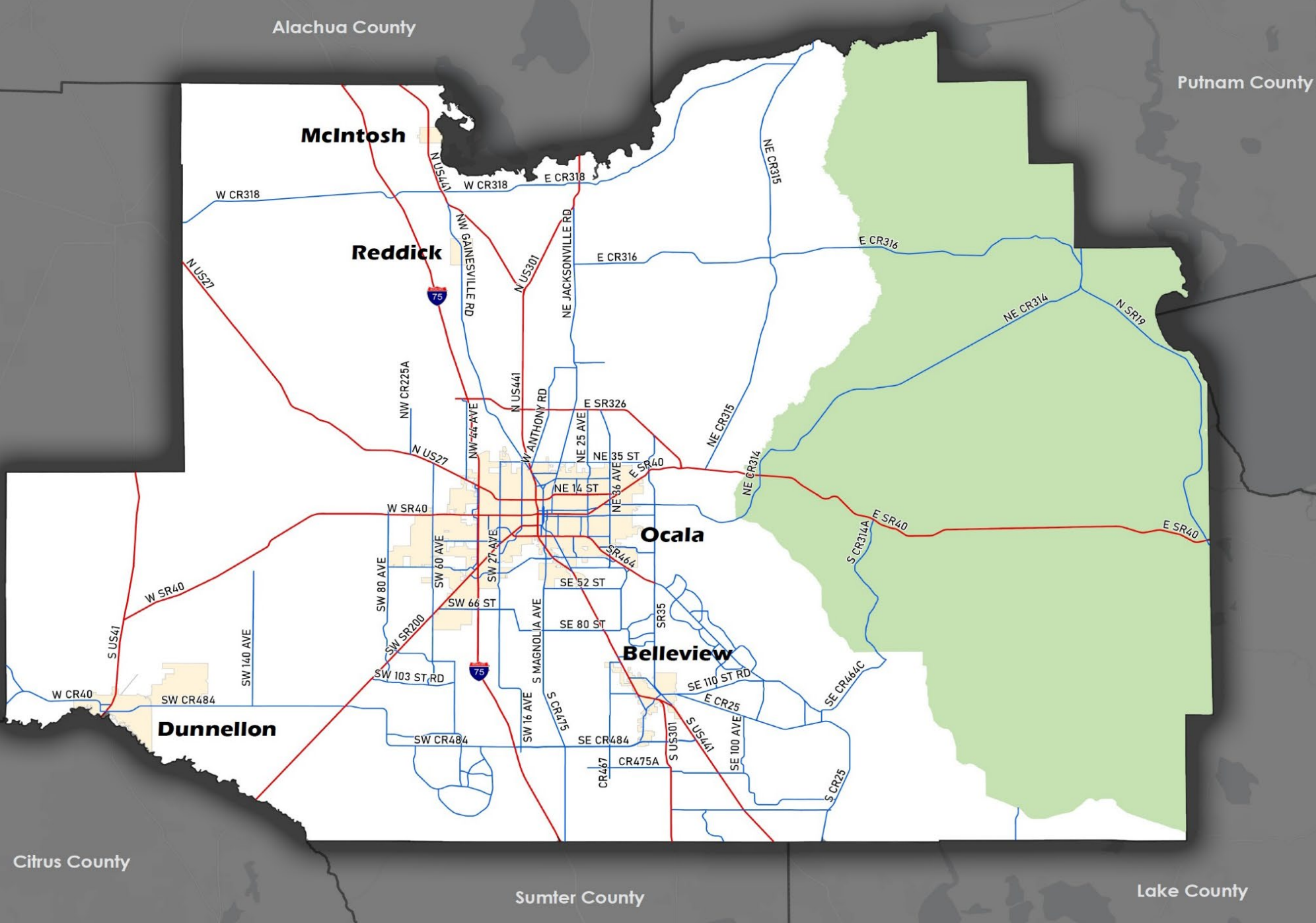
Local Roads


County Boundary


Marion County


Ocala National Forest


Municipal Boundary




Public and Partner Process

- **Public Notice – May 3, 2022**
 - ✓ Public Notice in StarBanner
 - ✓ Social Media Announcements
 - ✓ E-Blast Notices
 - ✓ FDOT Portal for partner review

Public and Partner Process

- Open to Public Comment – May 3
- TAC and CAC Presentations – May 10
- TPO Board Presentation – May 24
- Partner Comments Due – June 10
- TAC and CAC Approval – June 14
- **Public Comment Close and Request Board Adoption – June 28**

Public and Partner Comments

I-75 ITS Communication - Addition

Improvements:

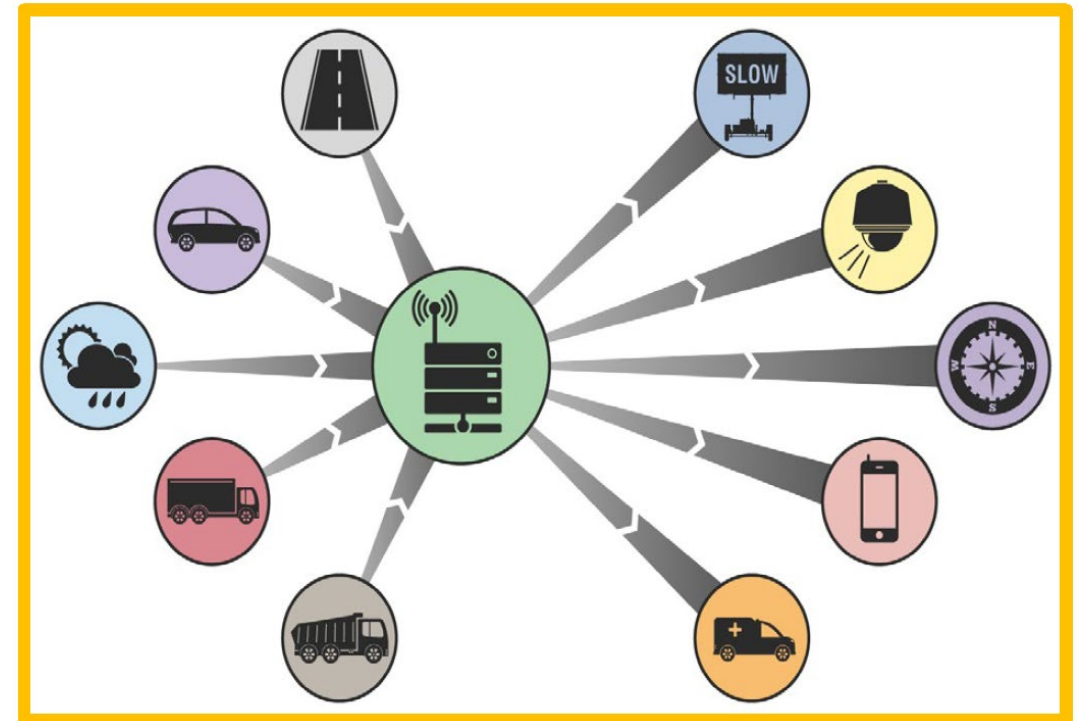
ITS on I-75 from Milemarker 325 to 349

TIP Funding:

\$954,356 (\$1,140,212 total)

Timeframe:

FY 2023

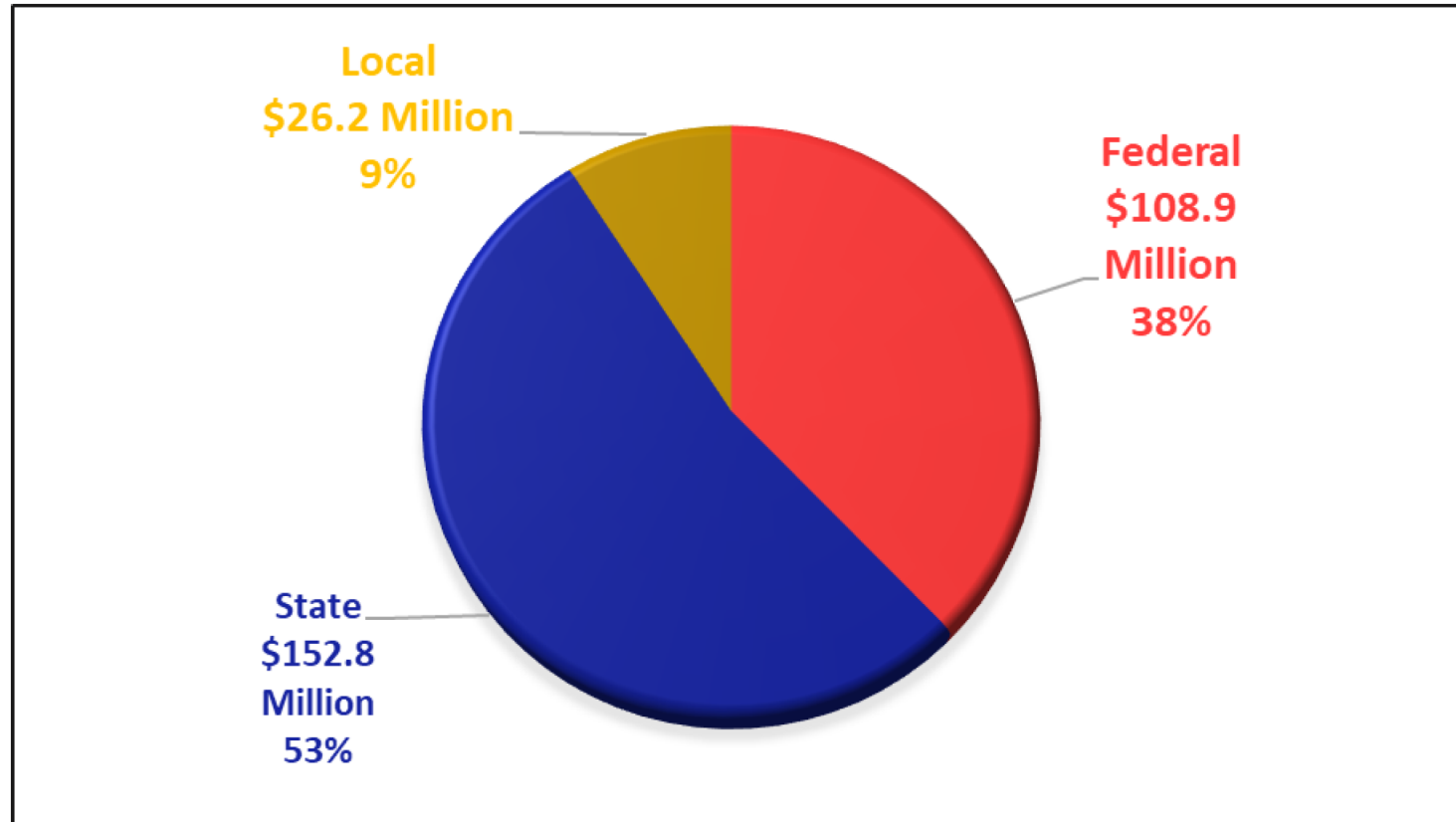


Financial Plan

Funding Source	2023	2024	2025	2026	2027	Total
Federal	\$33,640,001	\$9,738,209	\$44,507,944	\$12,274,056	\$8,747,536	\$108,907,746
State	\$77,294,979	\$15,650,865	\$42,279,548	\$10,381,404	\$7,150,941	\$152,757,737
Local	\$6,939,452	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$26,223,803
Total	\$117,879,567	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$287,894,421

Fiscal Years 2023 to 2027

Financial Plan



Funding by Source

- **Comment:** “Please expand I-75 and existing roads before destroying farms, nature, and the springs to build new ones. Once these resources are gone they can never be replaced.”
 - **TPO Response:** Noted for public record. The citizen requested to not receive follow up from the TPO. The comment is part of public record and included in the TIP document for future planning considerations.

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 - **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.

Next Steps

- **TAC and CAC Endorsement – June 14**
- **Public Comment Close and Board Adoption – June 28**
- **Requesting Board Adoption**

Questions or Comments?



DRAFT

Transportation Improvement Program

Fiscal Years 2023 to 2027



Pending Board Adoption, June 28, 2022



This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

[Resolution, Pending Adoption]

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FISCAL YEAR 2023 to 2027

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

WHEREAS, Title 23 U.S.C 134(j), 23 CFR Section 450.326 and Florida Statute 339.175(8) require each Metropolitan/Transportation Planning Organization to annually submit a Transportation Improvement Program; and

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

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

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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the Transportation Improvement Program for FY 2023 to 2027.

CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 28th day of June 2022.

By: _____
Ire Bethea Sr., Chair

Attest: _____
Robert Balmes, TPO Director

Ocala Marion Transportation Planning Organization (TPO)

Governing Board Members

Councilmember Ire Bethea Sr., City of Ocala District 2, Chair
Commissioner Craig Curry, Marion County District 1, Vice-Chair

Commissioner Kathy Bryant, Marion County District 2
Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Jeff Gold, Marion County District 3
Mayor Kent Guinn, City of Ocala

Councilmember James Hilty, City of Ocala District 5
Commissioner Ronald Livsey, City of Belleview Seat 3
Councilmember Barry Mansfield, City of Ocala District 1
Commissioner Michelle Stone, Marion County District 5

Mayor Bill White, City of Dunnellon
Commissioner Carl Zalak III, Marion County District 4
John E. Tyler, P.E., FDOT District Five Secretary, Non-Voting

Mission

To plan for a future transportation system that is safe and accessible for the residents and visitors of our community.

Vision

A transportation system that supports growth, mobility and safety through leadership and planning.

www.ocalamariontpo.org

2710 East Silver Springs Boulevard, Ocala, FL 34470
352-438-2630

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975, Executive Order 13898 (Environmental Justice) and 13166 (Limited English Proficiency), and other federal and state authorities. The TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status. The TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities and ensure that no one person(s) or segment(s) of the population bears a disproportionate share of adverse impacts. Persons wishing to express their may do so by contacting the TPO.

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1. INTRODUCTION

Purpose

The Ocala/Marion County Transportation Planning Organization (Ocala Marion 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 (FY) 2023 to 2027 TIP is a five-year schedule of transportation projects to be implemented by government agencies within the Metropolitan Planning Area (MPA) of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is developed on an annual basis (23 C.F.R. 450.326(a)). The types of projects in the TIP include all modes of transportation, such as roadway construction, operations, maintenance, repaving, 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 “3C” 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 the Ocala/Marion County transportation vision and goals 20 years into the future. The TIP outlines the short-term “action steps” necessary for achieving the long-term vision by programming specific transportation improvements.

Fiscal Constraint

Transportation projects contained in the TIP are financially feasible and located within the designated planning area. 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 (23 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 anticipated revenue.

Consistency

All projects in the TIP are supported and documented in the 2045 LRTP. 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. In summary, the TIP serves as the budget for carrying out the LRTP in five-year increments, and must be fully consistent.

A list of the most current Annually Federally Obligated projects is provided in **Appendix B**. The Obligation list is a continuation of projects in the prior TIP, and in some cases started in previous TIPs (23 CFR 450.334). The Obligated list will be updated and amended in September 2022.

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.

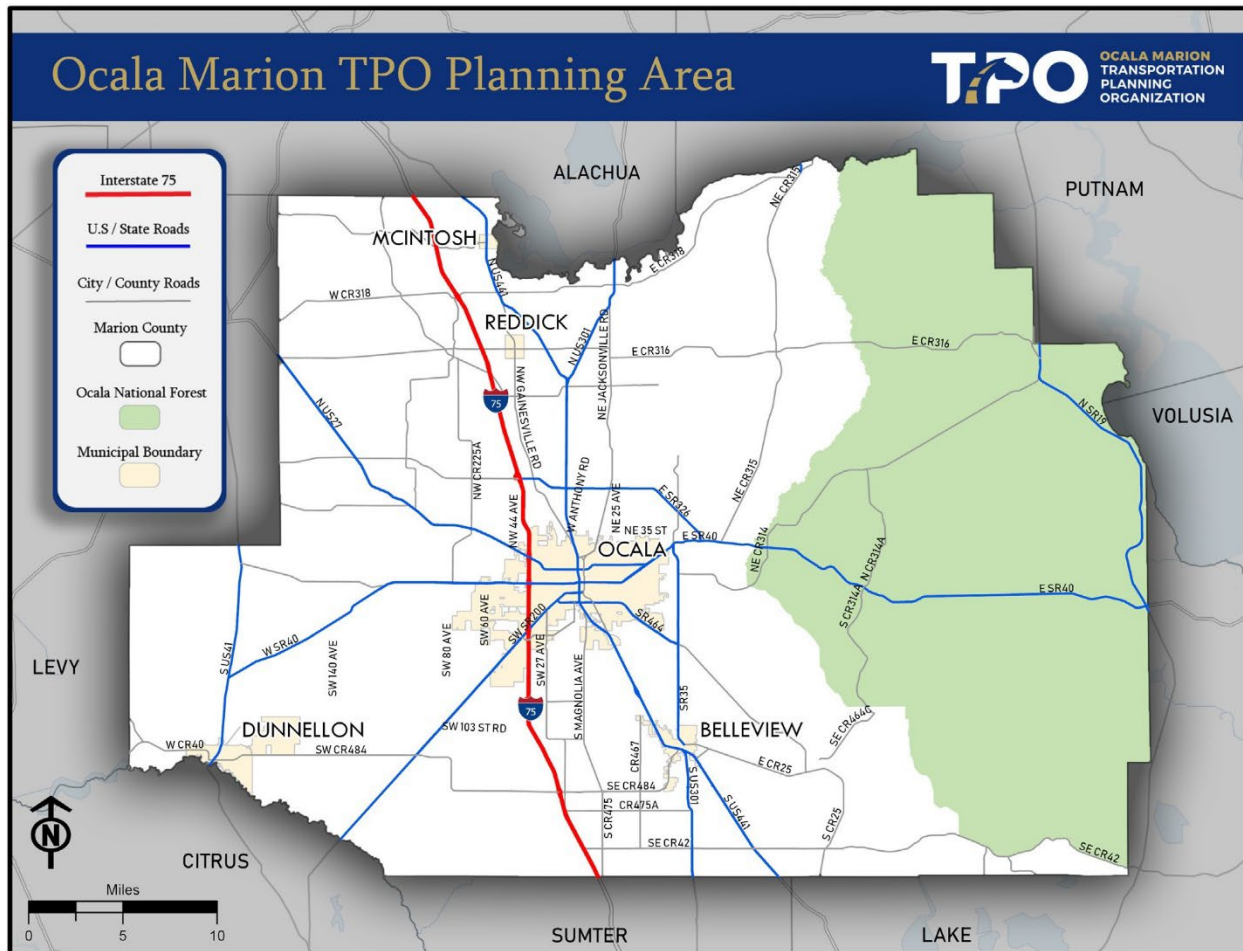


Figure 1: Map of TPO Planning Area

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 23 C.F.R. 450.326(b). A Glossary of Terms and Acronyms used in the TIP and other TPO documents is 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 Department of Transportation (FDOT); the Florida Department of Environmental Protection; 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 2022, TPO staff presented the draft TIP to the TAC and CAC on May 10th and June 14th, the TPO Board on May 24th and June 28th.

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 3, 2022 and concluded on June 28, 2022. 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 3rd, 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 completed on March 22, 2022 through action by the TPO Board. FDOT certified the TPO's transportation planning process for Fiscal Year 2022. The next certification review will occur from February to March of 2023.

Consistency with Other Plans

The projects and project phases listed in the FY 2023 to 2027 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) 2022 Policy Plan

The Strategic Intermodal System (SIS) 2022 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 C**. 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. FDOT updated the FMTP in spring 2020.

(<https://www.fdot.gov/rail/plandevol/freight-mobility-and-trade-plan>)

Transportation Asset Management Plan (TAMP)

The Transportation Asset Management Plan (TAMP) outlines the process for effectively operating, maintaining, and improving physical transportation assets within Florida. The plan also provides detailed information, such as the department’s assets, asset management strategies, and long-term expenditure forecasts 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 completed a major update to the CMP in 2021, including policies and procedures and state of system elements. 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. SunTran is completing a major TDP update in 2022.

TIP Revisions

Revisions to the TIP may be required following approval of the document by the TPO Board and State and Federal agencies. Revisions to the TIP are required when projects are changed, added or deleted. TIP Amendments require TPO Board action and opportunity for public comment. TIP modifications to not require TPO Board action or public comment (23 C.F.R. 450.104). As summarized in the FDOT MPO Management Handbook, there are four types of TIP revisions.

TIP Modification

A TIP modification includes minor changes such as to project phase costs, funding sources and project initiation dates. TIP Modifications are less than 20 percent and \$2 million.

TIP Amendment

A TIP amendment involves major changes to project such as a deletion, addition, project cost increase (over 20 percent and \$2 million), design concept or project scope.

Roll Forward Amendment

Projects programmed in the prior TIP that were not authorized by the end of the state fiscal year (June 30) may be authorized between July 1 and September 30, and included in an annual Roll-Forward TIP report to be amended in the new TIP. The Roll Forward amendment process must occur prior to the start of the federal fiscal year, which is October 1. The TPO Board adopts Roll Forward TIP Amendment each year.

Administrative TIP Amendment

Projects that are added to year one of the FDOT Tentative Work Program will not be recognized by FHWA until their fiscal year on October 1. Administrative amendments are permitted between the state fiscal year period of July 1 to September 30 to fill the gap until the federal fiscal year begins on October 1.

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.fl-etat.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 and 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. Appendix D provides Transportation Performance Management Fact Sheets published by FDOT in April 2022.



Safety



Pavement and Bridge 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 Rule (PM1), effective April 14, 2016. The Safety PM Final Rule established safety performance measures to assess serious injuries and fatalities on all public roadways and carry out the HSIP. Additionally, the Safety PM Final Rule 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 is also developing Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion in 2022. Integrating the adopted targets with Commitment to Zero will be a part of the planning process. By adopting its own safety performance targets, the TPO is required to update targets annually. The TPO updated its annual safety targets on February 22, 2022. Figure 2 displays the safety performance targets in 2022 and 2021 from FDOT and the TPO.

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 are addressed in the Commitment to Zero planning project. Additionally, the TPO participates in the Marion County Community Traffic Safety Team (CTST).

Safety Performance Measures	FDOT Targets (2022)	TPO Targets (not to exceed) (2022)	TPO Targets (not to exceed) (2021)	TPO Target Results (2021)
Number of Fatalities	0	98	97	91
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	2.08	1.96	1.98
Number of Serious Injuries	0	378	432	263
Rate of Serious Injuries per 100 Million VMT	0	8.01	8.74	5.71
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	57	61	50

Figure 2: Safety Performance Measure Targets and Results



Pavement and Bridge Condition

In January 2017, the FHWA published the Pavement and Bridge Condition Performance Measures Final Rule (PM2). 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.

Pavement and Bridge Condition Performance Measures	FDOT/TPO Target (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2021)
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 – Pavement and Bridge Condition



System Performance

In January 2017, FHWA published the System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) Performance Measures Final Rule (PM3). 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 (2021)
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 %	95.9%
Truck Travel Time Reliability (TTTR)	1.75	2.00	1.74

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

The TIP shall include a financial element that demonstrates how the approved projects can be implemented, indicates the sources of funding that are reasonably expected to be made available, and recommends any additional financing strategies for needed projects and programs (23 CFR 350.326).

The FY 2023 to 2027 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.

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
ACNR	Advance Construction National Highway Resurfacing	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	2023	2024	2025	2026	2027	Total
ACFP	\$949,221	\$47,520	\$0	\$0	\$0	\$996,741
ACNP	\$1,439,000	\$0	\$15,977,866	\$0	\$0	\$17,416,866
ACNR	\$8,852,307	\$0	\$9,576,547	\$0	\$0	\$18,428,854
ACSS	\$1,664,142	\$65,228	\$0	\$0	\$0	\$1,729,370
BRRP	\$387,195	\$0	\$0	\$0	\$0	\$387,195
CIGP	\$4,695,763	\$0	\$7,995,735	\$0	\$0	\$12,691,498
D	\$6,667,809	\$5,555,789	\$5,419,026	\$5,432,657	\$5,502,186	\$28,577,467
DDR	\$24,426,574	\$9,313,066	\$17,559,946	\$3,586,244	\$823,080	\$55,708,910
DIH	\$159,619	\$26,400	\$41,720	\$27,975	\$0	\$255,714
DPTO	\$733,602	\$755,610	\$1,740,682	\$801,626	\$825,675	\$4,857,195
DRA	\$27,434,141	\$0	\$0	\$0	\$0	\$27,434,141
DS	\$7,175,176	\$0	\$400,424	\$0	\$0	\$7,575,600
DU	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
DWS	\$0	\$0	\$0	\$532,902	\$0	\$532,902
FAA	\$0	\$0	\$2,250,000	\$5,850,000	\$0	\$8,100,000
FCO	\$5,615,100	\$0	\$0	\$0	\$0	\$5,615,100
FTA	\$2,467,181	\$2,541,196	\$2,617,431	\$2,617,431	\$2,617,431	\$12,860,670
LF	\$6,939,452	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$26,223,803
PL	\$723,984	\$669,715	\$676,473	\$683,366	\$683,366	\$3,436,904
SL	\$6,416,235	\$2,647,750	\$9,213,782	\$460,700	\$4,452,800	\$23,191,267
SN	\$179,725	\$1,069,388	\$3,005,068	\$561,853	\$0	\$4,816,034
TALL	\$0	\$11,289	\$253,001	\$622,203	\$0	\$886,493
TALN	\$0	\$166,133	\$0	\$0	\$0	\$166,133
TALT	\$0	\$1,610,141	\$0	\$513,244	\$0	\$2,123,385
TRIP	\$0	\$0	\$5,703,448	\$0	\$0	\$5,703,448
TRWR	\$0	\$0	\$3,418,567	\$0	\$0	\$3,418,567
Total:	\$117,879,567	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$287,894,421

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

Funding Source	2023	2024	2025	2026	2027	Total
Federal	\$33,640,001	\$9,738,209	\$44,507,944	\$12,274,056	\$8,747,536	\$108,907,746
State	\$77,294,979	\$15,650,865	\$42,279,548	\$10,381,404	\$7,150,941	\$152,757,737
Local	\$6,939,452	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$26,223,803
Total	\$117,879,567	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$287,894,421

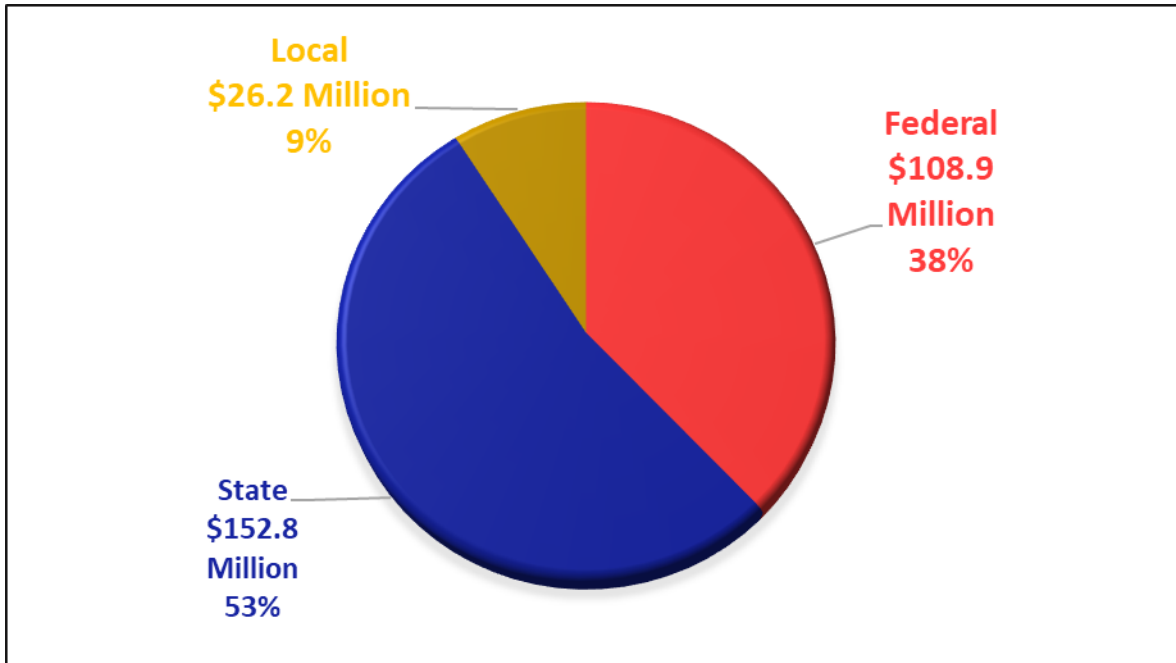


Figure 9: 5-Year Funding Summary by Source

4. PROJECT PRIORITIZATION PROCESS

Overview

The project prioritization process of the TPO is undertaken during the development of the LRTP and annual List of Priority Projects (LOPP). During the development of the LRTP, once the identified 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 result is the ‘Cost Feasible Plan’ of the LRTP, which 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 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 is a process undertaken to identify the highest priority projects in Marion County to receive consideration for federal and state funding. For further information about the LOPP process, please access the TPO website at: <https://ocalamariontpo.org/priority-project-list>.

Methodology

In 2022, the TPO modified its annual LOPP prioritization process. The revised process continues to place an emphasis on prioritizing projects based on criteria score. This includes an emphasis on projects closest to receiving construction funding; meet federal performance measures; are multimodal; improve safety and resilience; programmed funding; and/or include local funding and partnerships. A strategic refinement methodology is also applied to include necessary adjustments to address partner feedback. Overall, this approach involves collaboration with the cities of Belleview, Dunnellon, Ocala, Marion County and FDOT to develop an annual LOPP. The end-results of the process are a set of nine project lists, including an overall Highest Priority Project List.

The TPO’s project prioritization process is consistent with state statute (F.S. 339.1758b), federal law (23 C.F.R 450.332b), the 2045 LRTP, and with local aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO planning area, to the maximum extent feasible [339.175(8)(c)(7), F.S.].

Project Ranking

The priority projects ranking criteria is tied directly to the adopted 2045 LRTP Goals and Objectives, federally required performance measures and local priorities. 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 ten categories and are summarized as follows:

1. **Prior Year Rank:** An emphasis on prior project ranking to help support program stability and advancement toward implementation.
2. **Project Cycle:** The status of projects in their development phase with an emphasis on the most weight given to projects that are ready for construction.
3. **Local Funding Commitment:** Projects receive points for including a local match commitment.
4. **Regional Connectivity and Partnerships:** Projects that involve a formal partnership between two or more jurisdictions and coordination between two or more jurisdictions.
5. **Safety:** Points given for being located on a roadway segment with a five-year history of serious injury and fatality crashes. Additional points for projects located on the Commitment to Zero High Injury Network.
6. **Congestion Management:** Points given for being located on the most up to date Congestion Management Plan Congested Corridors.
7. **Multimodal:** A sidewalk, trail and/or bicycle facility are given points and also receive additional points for connecting to existing multimodal facilities in Marion County.
8. **Transportation Resilience:** Points given for being located on an existing Florida Evacuation Route or connection to an Evacuation Route.
9. **Economic Development and Logistics:** Points given for connecting to or serving employment growth areas of Marion County, along with connecting to or being located on a facility that supports freight activity centers.
10. **Equity:** Projects that are located in one of three disadvantaged areas of Marion County as identified and mapped in the 2045 LRTP.

A complete summary of the LOPP ranking and scoring methodology and most up to date project lists are available on the TPO website.

The **2022 List of Priority Projects (LOPP), Top 20 Priorities** is provided in Figure 10 on the next page. The remaining lists may be found on the TPO's website.

Figure 10: 2022 List of Priority Projects (LOPP), Top 20 Priorities

[To be included upon Board approval]

5. PROJECTS

Overview

The FY 2023 to 2027 TIP projects are grouped into seven categories. All projects are also summarized in individual project pages by category to support a more accessible and user-friendly format for the citizens of Marion County. Figure 11 provides a breakdown of the projects by category and total funding.

Appendix H contains a summary of changes to major regional transportation projects from the previous Fiscal Years 2022 to 2026 TIP. **Appendix J** contains a companion “snapshot” listing of the TIP projects as submitted to the TPO by FDOT in April 2022.

Seven TIP Project Categories:

- **Interstate:** I-75
- **U.S. Routes:** US 27, US 41, US 301, US 441
- **State and Local Routes:** City and County Roads, State Roads (e.g., SR 200)
- **Bicycle and Pedestrian:** Park Trails, Sidewalks and Trails on City, County and State Roads
- **Aviation (Airport):** Ocala International Airport, Marion County Airport
- **Transit, Funding and Grants:** Marion Transit, SunTran, TPO, Others
- **ITS and Maintenance:** Operations, Aesthetics, Asset Management (repaving, rehabilitation, shoulders, bridges, lighting), ongoing Maintenance

	Interstate (I-75)	U.S. Routes	State and Local Routes	Bicycle and Pedestrian	Aviation (Airport)	Transit, Funding and Grants	ITS and Maintenance
Number	5	8	16	5	9	6	12
Funding	\$90,682,909	\$31,783,730	\$67,529,131	\$9,960,897	\$17,875,000	\$34,915,831	\$35,146,923

Figure 11: 5-Year Summary of Project Categories by Total Funding

Figure 12 provides a summary chart of the acronyms used for various project phases/activities 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 summary pages in this section.

Acronym	Project Phase and Information
ADM	Administration
CST	Construction (includes Construction, Engineering and Inspection)
CAP	Capital Grant
CEI	Construction, Engineering and Inspection
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 and Environment 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	Right-of-Way Support & Acquisition
RRU	Railroad and Utilities
RT MNT	Routine Maintenance
SEG	Project Segment Number
UTIL	Utilities Construction

Figure 12: Project Phase/Activity and Information Acronym List

TIP Online Interactive Map

The FY 2023 to 2027 TIP online map provides specific project locations and general information including funding and total project cost. Projects without a specific location (e.g. TPO grants, Marion Transit, SunTran grants) are not included in the interactive map. The map may be accessed through the TPO website or directly at the following link:

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=81b909295c9447d7adf4b38bc232adcf>

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. Safety projects include the entire federal aid transportation system. In some cases, a project may support meeting more than one federal performance measure.

Safety (PM1) (10 projects)

FM Number	Project	Limits	TIP Funding
4348441	CR 482 at 182nd Avenue (1)	at 182nd Avenue	\$350,000
4348442	CR 482 at 182nd Avenue (2)	at 182nd Avenue	\$67,980
4493171	CR 484 at SW 135th Street	at SW 135th Street	\$458,310
4492771	CR 484 at Marion Oaks Blvd	at Marion Oaks Boulevard	\$536,625
4494431	NE 8th Avenue	SR 40 to SR 492	\$4,452,800
4492611	SW 60th Avenue	SW 54th Street to SECO Energy Driveway	\$247,061
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,277,299
4336511	CR 484 (at I-75)	Southwest 20th Avenue to CR 475A	\$47,520
4375962	SR 40/Silver Springs Boulevard	NW 27th Avenue to SW 7th Avenue	\$909,279
4392382	SR 25/U.S. 441/301	SR 25 to SR 200/SW 10th Street	\$2,975,178
Total:			\$13,322,052

Pavement and Bridge Condition (PM2) (7 projects)

FM Number	Project	Limits	TIP Funding
4483761	SR 93 (I-75)	SR 200 to N. of U.S. 27	\$17,416,866
4486351	SR 25 (U.S. 441)	CR 25A to Avenue I	\$7,571,976
4452181	SR 25 (U.S. 441)	Avenue I to Alachua County Line	\$7,095,081
4485261	SR 45 (U.S. 41)	N/O Citrus County Line to SW 110th	\$4,937,992
4452121	SR 200 (U.S. 301)	South of NE 175th to Alachua County	\$4,729,689
4453021	SR 35/U.S. 301	North of CR 42 to North of SE 144th Place	\$3,054,497
4452171	SR 326	NW 12th Avenue to SR 40	\$11,875,930
Total:			\$56,682,031

System Performance (PM3) (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	\$42,379,864
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,277,299
4336611	U.S. 441	SR 40 to SR 40A (SW Broadway)	\$17,767
4336511	CR 484 (at I-75)	Southwest 20th Avenue to CR 475A	\$47,520
4336521	SR 40 Intersections	at SW 40th Avenue, at SW 27th Avenue	\$1,398,654
4456881	U.S. 27/U.S. 441/Abshiver	at County Road 42	\$1,099,429
4497641	I-75 ITS Communications	I-75 Corridor, 24 miles in Marion County	\$954,356
Total:			\$49,174,889

Transit Asset Management (TAM) and Transit Safety

FM Number	Grant	TIP Funding
4271882	Small Urban Capital Fixed Route	\$16,075,958
4424551	Block Grant Operating Assistance	\$7,790,583
Total:		\$23,866,541

TIP Project Summary Pages

Summary pages are provided in the following pages for all programmed projects and are organized by the seven project categories.

Summary Page Definitions

Project: Includes the project name, project limits and location.

Project Type: Identifies the type of project improvement(s).

FM Number: References the financial management number in FDOT's project tracking system.

Lead Agency: Identifies the agency with project management oversight.

LRTP (Page #): References how the project reflects the 2045 LRTP goals and planning consistency.

SIS: Denotes if a project is on the state's Strategic Intermodal System (SIS) network.

Description: Summarizes the project and highlights major improvements to be implemented.

Prior <Year: Identifies the amount of funding programmed in years prior to the current five-year TIP period.

Future >Year: Identifies the amount of funding programmed in years beyond the current five-year TIP period.

Total Project Cost: Lists the total project cost programmed for the project, including prior year, current five-year and future year funding.

Phase: Identifies the stage in project development for which funding is programmed.

Fund Category: Identifies the type of funding programmed by phase for the project.

Funding Source: Identifies the source of funding by phase for the project (Federal, State and/or Local).

Fiscal Year: Identifies the federal fiscal year(s) when funding is programmed for the project.

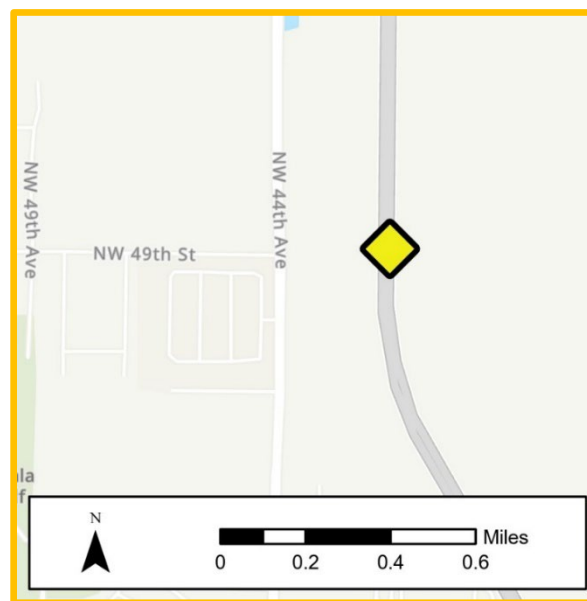
Interstate 75 (I-75) Projects



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
 LRTP (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 <2023:

\$18,087,376

Future >2027:

\$0

Total Project Cost:

\$60,467,240

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	CIGP	State	\$0	\$0	\$7,995,735	\$0	\$0	\$7,995,735
CST	DDR	State	\$0	\$0	\$5,046,899	\$0	\$0	\$5,046,899
CST	LF	Local	\$0	\$0	\$7,995,735	\$0	\$0	\$7,995,735
CST	SA	Federal	\$0	\$0	\$630	\$0	\$0	\$630
CST	SL	Federal	\$0	\$0	\$9,213,782	\$0	\$0	\$9,213,782
CST	SN	Federal	\$0	\$0	\$3,005,068	\$0	\$0	\$3,005,068
CST	TRIP	State	\$0	\$0	\$5,703,448	\$0	\$0	\$5,703,448
CST	TRWR	State	\$0	\$0	\$3,418,567	\$0	\$0	\$3,418,567
Total:			\$0	\$0	\$42,379,864	\$0	\$0	\$42,379,864

Project: SR 93 (I-75) from SR 200 to North of SR 500 (U.S. 27)

Project Type: Resurfacing
 FM Number: 4483761
 Lead Agency: FDOT
 Length: 4.47 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



SIS Project

Description:

Resurfacing of I-75 from SR 200 to north of the U.S. 27 interchange.

Prior <2023:

\$0

Future >2027:

\$0

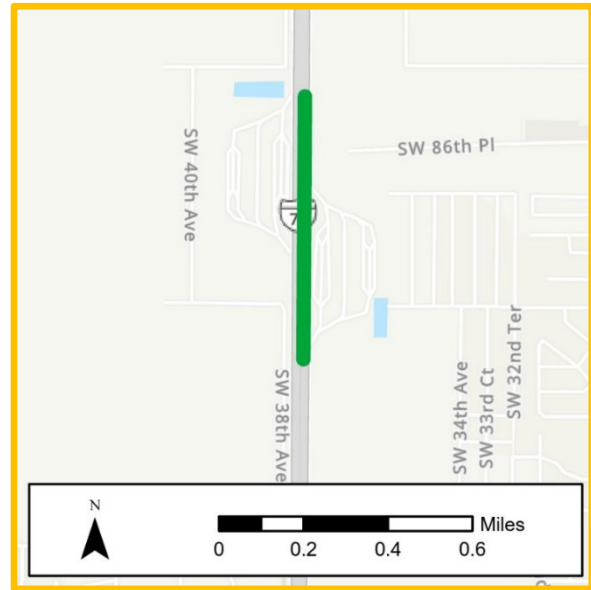
Total Project Cost:

\$17,416,866

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	ACNP	Federal	\$1,439,000	\$0	\$0	\$0	\$0	\$1,439,000
CST	ACNP	Federal	\$0	\$0	\$15,977,866	\$0	\$0	\$15,977,866
Total:			\$1,439,000	\$0	\$15,977,866	\$0	\$0	\$17,416,866

Project: I-75 Marion County Rest Areas Landscaping

Project Type: Landscaping
 FM Number: 4378261
 Lead Agency: FDOT
 Length: 0.5 miles
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

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

Prior <2023:

\$0

Future >2027:

\$0

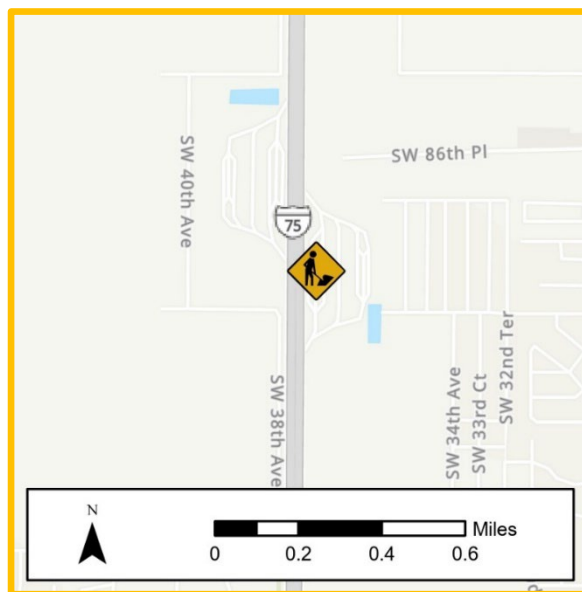
Total Project Cost:

\$411,284

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$0	\$0	\$10,860	\$0	\$0	\$10,860
CST	DS	State	\$0	\$0	\$400,424	\$0	\$0	\$400,424
Total:			\$0	\$0	\$411,284	\$0	\$0	\$411,284

Project: I-75 (SR 93) Rest Area Marion County from North of CR 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 <2023:

\$3,364,206

Future >2027:

\$0

Total Project Cost:

\$33,306,199

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$2,456,502	\$0	\$0	\$0	\$0	\$2,456,502
CST	DIH	State	\$51,350	\$0	\$0	\$0	\$0	\$51,350
CST	DRA	State	\$27,434,141	\$0	\$0	\$0	\$0	\$27,434,141
Total:			\$29,941,993	\$0	\$0	\$0	\$0	\$29,941,993

Project: I-75 Wildwood Weigh Station Inspection Barn Upgrades

Project Type: Weigh Station
 FM Number: 4478611
 Lead Agency: FDOT
 Length: 1.13
 LRTP (Page #): Goal 6: Objective 6.2 (15)



SIS Project

Description:

Inspection of barn upgrades at weigh-in-motion facility.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$532,902

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DWS	State	\$0	\$0	\$0	\$532,902	\$0	\$532,902
Total:			\$0	\$0	\$0	\$532,902	\$0	\$532,902

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

NORTH
27
301
441

metroPCS

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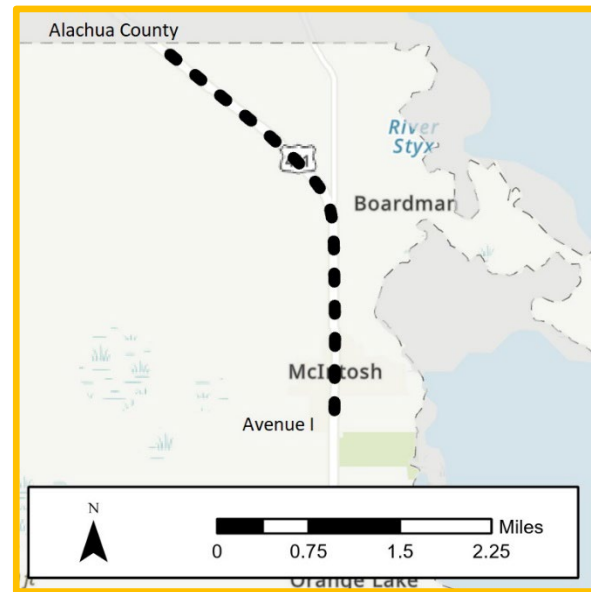
A LOANS
CHECKS CENTER

SPEED
LIMIT
35

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Project: SR 25 (U.S. 441) from Avenue I to the Alachua County Line

Project Type: Resurfacing
 FM Number: 4452181
 Lead Agency: FDOT
 Length: 3.15 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 441 from Avenue I in the Town of McIntosh to the Alachua County Line.

Prior <2023:

\$0

Future >2027:

\$0

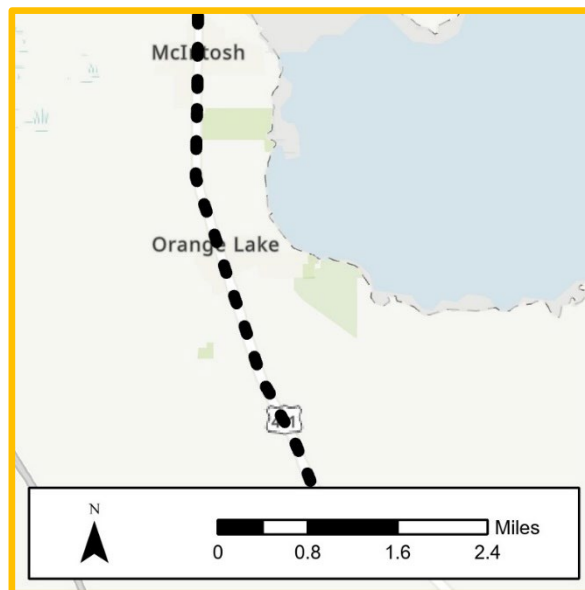
Total Project Cost:

\$7,095,081

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$917,369	\$0	\$0	\$0	\$0	\$917,369
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	DDR	State	\$0	\$0	\$6,156,852	\$0	\$0	\$6,156,852
CST	DIH	State	\$0	\$0	\$10,860	\$0	\$0	\$10,860
Total:			\$927,369	\$0	\$6,167,712	\$0	\$0	\$7,095,081

Project: SR 25 (U.S. 441) from County Road 25A to Avenue I

Project Type: Resurfacing
 FM Number: 4486351
 Lead Agency: FDOT
 Length: 3.17 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 441 from County Road 25A to Avenue I in the Town of McIntosh.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,571,976

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$1,032,000	\$0	\$0	\$0	\$0	\$1,032,000
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	ACNR	Federal	\$0	\$0	\$5,923,545	\$0	\$0	\$5,923,545
CST	DDR	State	\$0	\$0	\$596,431	\$0	\$0	\$596,431
CST	DIH	State	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$1,042,000	\$0	\$6,529,976	\$0	\$0	\$7,571,976

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



Description:

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

Prior <2023:

\$758,364

Future >2027:

\$0

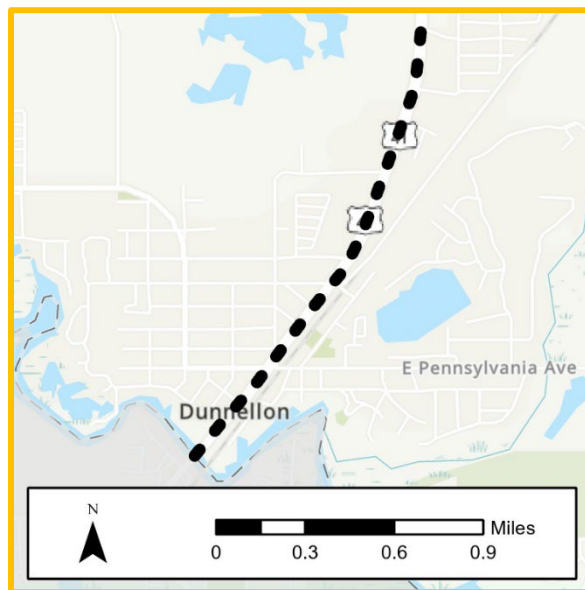
Total Project Cost:

\$3,812,861

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$3,043,937	\$0	\$0	\$0	\$3,043,937
CST	DIH	State	\$0	\$10,560	\$0	\$0	\$0	\$10,560
Total:			\$0	\$3,054,497	\$0	\$0	\$0	\$3,054,497

Project: SR 45 (U.S. 41)/Williams Street from North of Citrus County Line to SW 110th Street

Project Type: Resurfacing
 FM Number: 4485261
 Lead Agency: FDOT
 Length: 1.41 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of U.S. 41 from north of the Citrus County Line to SW 110th Street in the City of Dunnellon.

Prior <2023:

\$0

Future >2027:

\$0

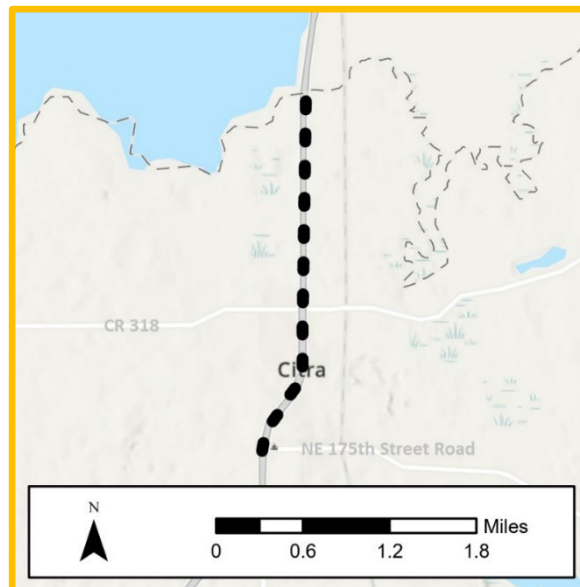
Total Project Cost:

\$4,937,992

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$878,000	\$0	\$0	\$0	\$0	\$878,000
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	ACNR	Federal	\$0	\$0	\$3,653,002	\$0	\$0	\$3,653,002
CST	DDR	State	\$0	\$0	\$386,990	\$0	\$0	\$386,990
CST	DIH	State	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$888,000	\$0	\$4,049,992	\$0	\$0	\$4,937,992

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



Description:

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

Prior <2023:

\$954,950

Future >2027:

\$0

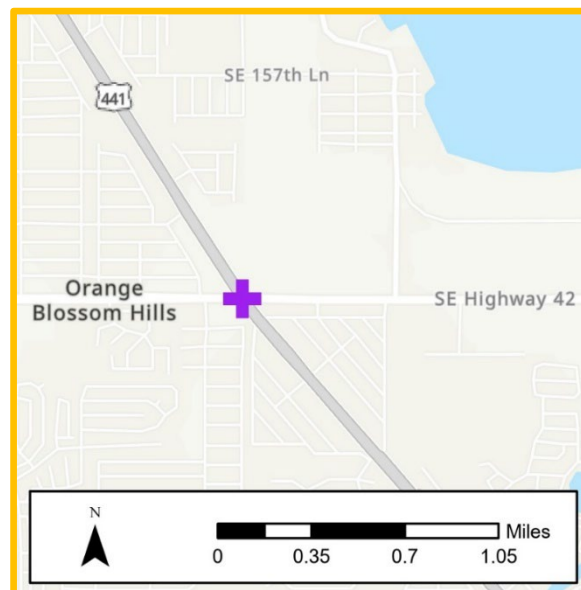
Total Project Cost:

\$5,684,639

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$4,719,129	\$0	\$0	\$0	\$4,719,129
CST	DIH	State	\$0	\$10,560	\$0	\$0	\$0	\$10,560
Total:			\$0	\$4,729,689	\$0	\$0	\$0	\$4,729,689

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: Objectives 6.5 (15)



Description:

Traffic signals and operational improvements at the intersection.

Prior <2023:

\$241,913

Future >2027:

\$0

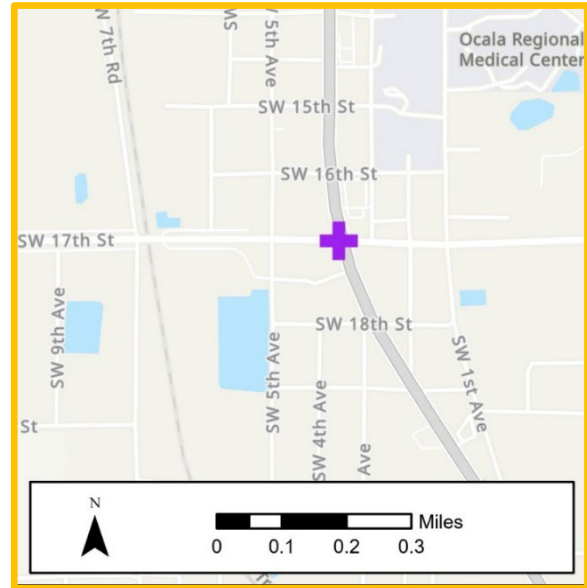
Total Project Cost:

\$1,341,342

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$1,094,294	\$0	\$0	\$0	\$0	\$1,094,294
CST	DIH	State	\$5,135	\$0	\$0	\$0	\$0	\$5,135
Total:			\$1,099,429	\$0	\$0	\$0	\$0	\$1,099,429

Project: U.S. 441 at SR 464

Project Type: Intersection/Turn Lane
 FM Number: 4336601
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (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 the addition of a northbound left turn lane and a modified right turn lane.

Prior <2023:

\$1,506,337

Future >2027:

\$0

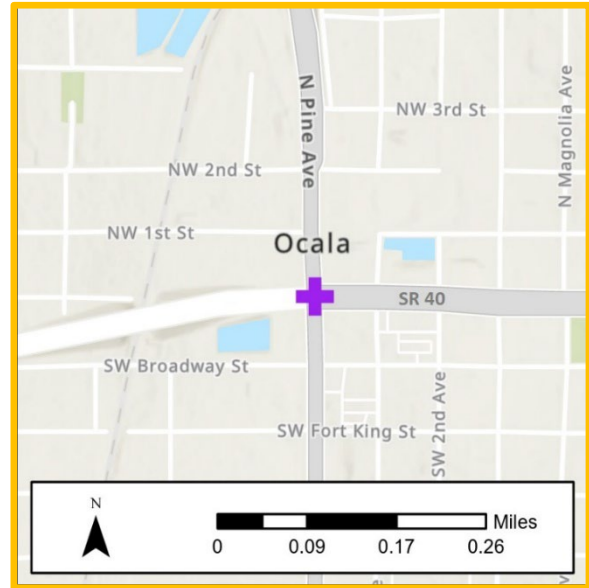
Total Project Cost:

\$4,783,636

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$0	\$0	\$3,066,244	\$23,080	\$3,089,324
PE	DDR	State	\$0	\$0	\$160,000	\$0	\$0	\$160,000
CST	DIH	State	\$0	\$0	\$0	\$27,975	\$0	\$27,975
Total:			\$0	\$0	\$160,000	\$3,094,219	\$23,080	\$3,277,299

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

Project Type: Intersection/Turn Lane
 FM Number: 4336611
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (Page #): Goal 6: Objectives 6.1, 6.5 (15)



Description:

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

Prior <2023:

\$6,398,450

Future >2027:

\$0

Total Project Cost:

\$6,416,217

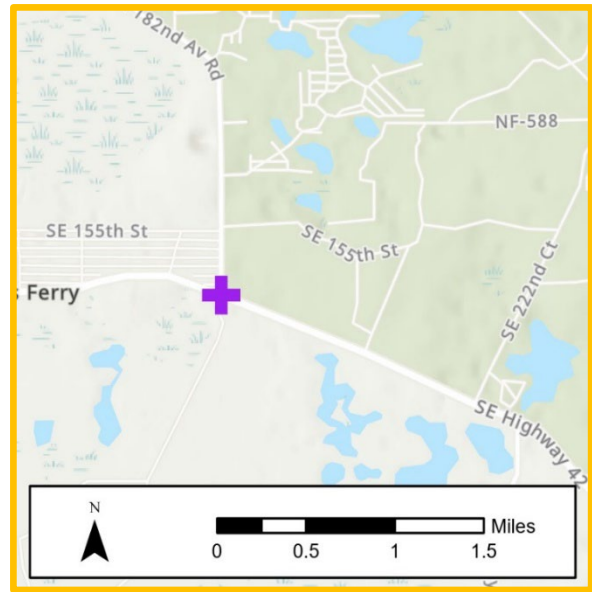
Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$17,767	\$0	\$0	\$0	\$0	\$17,767
Total:			\$17,767	\$0	\$0	\$0	\$0	\$17,767

State and Local Projects



Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
 FM Number: 4348441
 Lead Agency: Marion County
 Length: 0.3 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); 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 <2023:

\$46,012

Future >2027:

\$0

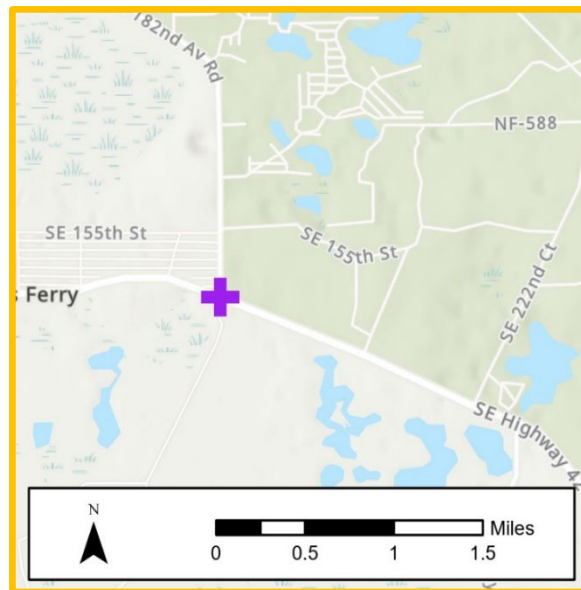
Total Project Cost:

\$396,012

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Total:			\$350,000	\$0	\$0	\$0	\$0	\$350,000

Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
 FM Number: 4348442
 Lead Agency: FDOT
 Length: 0.3 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); 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 <2023:

\$0

Future >2027:

\$0

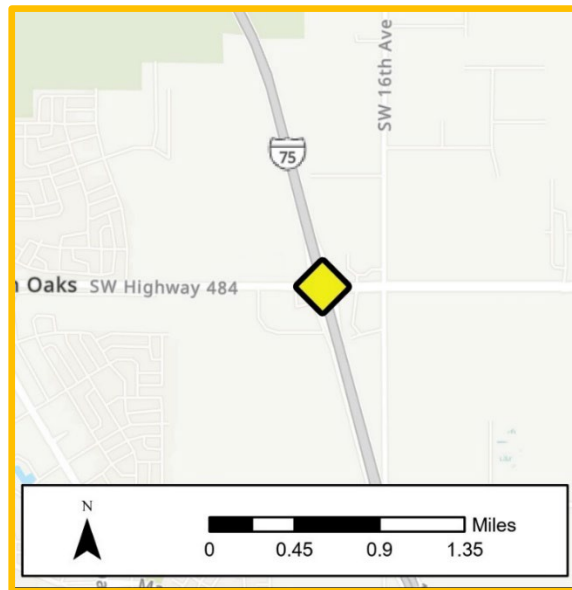
Total Project Cost:

\$67,980

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$67,980	\$0	\$0	\$0	\$0	\$67,980
Total:			\$67,980	\$0	\$0	\$0	\$0	\$67,980

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

Project Type: Interchange/Intersection
 FM Number: 4336511
 Lead Agency: FDOT
 Length: 0.7 miles
 LRTP (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)



SIS Project

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 <2023:

Future >2027:

Total Project Cost:

\$18,596,665

\$0

\$18,644,185

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACFP	Federal	\$0	\$47,520	\$0	\$0	\$0	\$47,520
Total:			\$0	\$47,520	\$0	\$0	\$0	\$47,520

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

Project Type: Interchange/Intersection
 FM Number: 4336514
 Lead Agency: FDOT
 Length: 0.7 miles
 LRTP (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 <2023:

\$61,067

Future >2027:

\$0

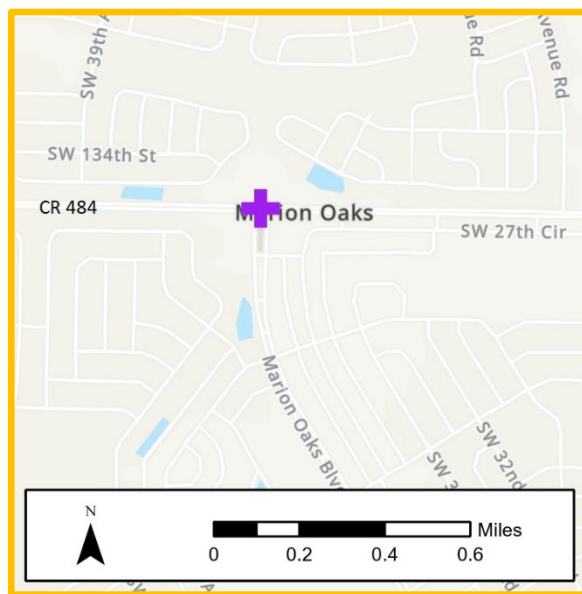
Total Project Cost:

\$240,792

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SN	Federal	\$179,725	\$0	\$0	\$0	\$0	\$179,725
Total:			\$179,725	\$0	\$0	\$0	\$0	\$179,725

Project: CR 484 at the intersection of Marion Oaks Boulevard

Project Type: Intersection
 FM Number: 4492771
 Lead Agency: Marion County
 Length: 0.02 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)



Description:

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

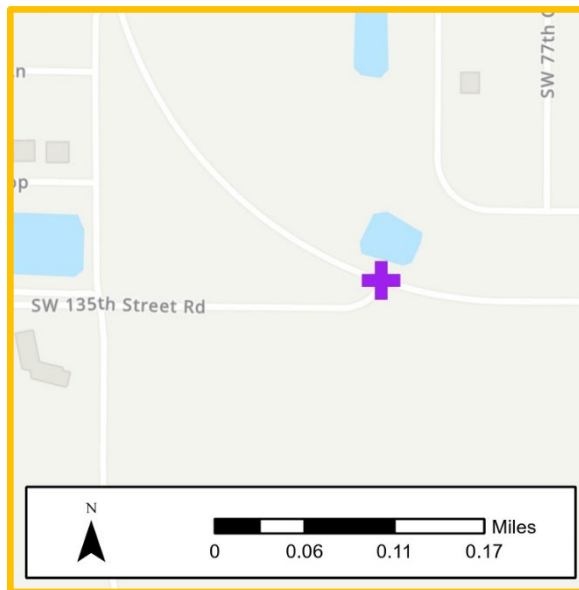
Total Project Cost:

\$536,625

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$60,795	\$0	\$0	\$0	\$0	\$60,795
CST	LF	Local	\$0	\$30,000	\$0	\$0	\$0	\$30,000
CST	SN	Federal	\$0	\$445,830	\$0	\$0	\$0	\$445,830
Total:			\$60,795	\$475,830	\$0	\$0	\$0	\$536,625

Project: CR 484 at SW 135th Street Road

Project Type: Intersection
 FM Number: 4493171
 Lead Agency: Marion County
 Length: 0.24 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)



Description:

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

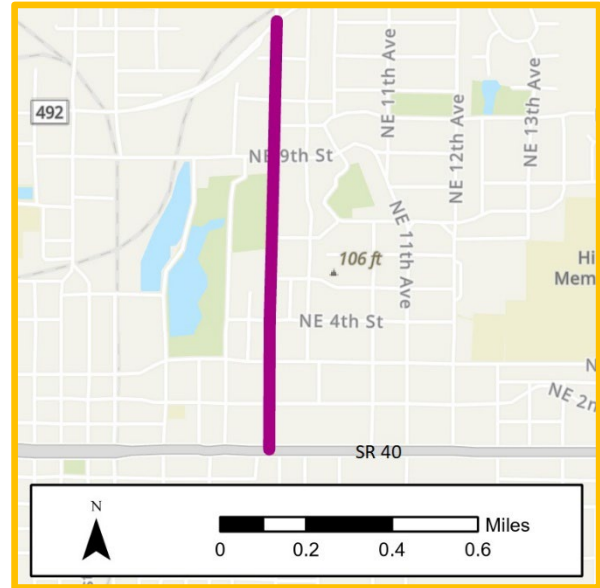
Total Project Cost:

\$458,310

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$88,705	\$0	\$0	\$0	\$0	\$88,705
CST	SN	Federal	\$0	\$369,605	\$0	\$0	\$0	\$369,605
Total:			\$88,705	\$369,605	\$0	\$0	\$0	\$458,310

Project: NE 8th Avenue from SR 40 to SR 492

Project Type: Roundabout
 FM Number: 4494431
 Lead Agency: City of Ocala
 Length: 0.9 miles
 LRTP (Page #): Goal 3, Objectives 3.2, 3.4 (14);



Description:

Construction of a roundabout on NE 8th Avenue in the City of Ocala.

Prior <2023:

\$0

Future >2027:

\$0

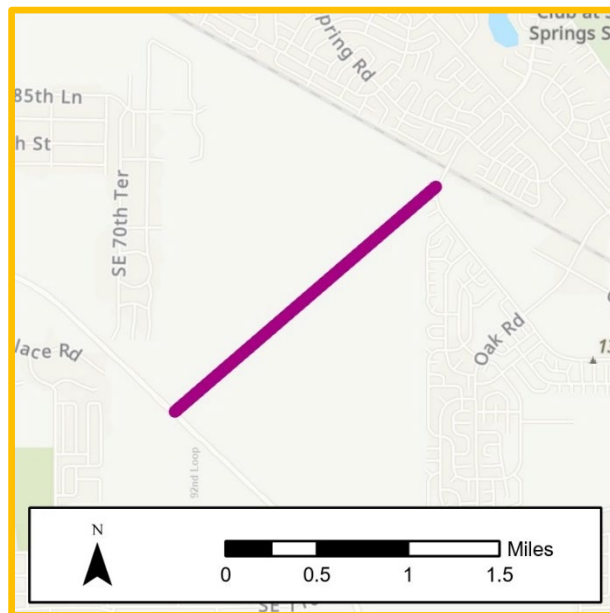
Total Project Cost:

\$4,452,800

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SL	Federal	\$0	\$0	\$0	\$0	\$4,452,800	\$4,452,800
Total:			\$0	\$0	\$0	\$0	\$4,452,800	\$4,452,800

Project: Emerald Road Extension from 92nd Loop to CR 424

Project Type: New Road Construction
 FM Number: 4503401
 Lead Agency: Marion County
 Length: 1.6 miles
 LRTP (Page #): Goal 2, Objective 2.1; Goal 3, Objective 3.2 (14);



Description:

Construction of a new roadway connection between 92nd Loop and CR 424 in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,650,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
ROW	CIGP	State	\$325,000	\$0	\$0	\$0	\$0	\$325,000
ROW	LF	Local	\$325,000	\$0	\$0	\$0	\$0	\$325,000
CST	CIGP	State	\$4,370,763	\$0	\$0	\$0	\$0	\$4,370,763
CST	LF	Local	\$4,629,237	\$0	\$0	\$0	\$0	\$4,629,237
Total:			\$9,650,000	\$0	\$0	\$0	\$0	\$9,650,000

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 <2023:

\$525,130

Future >2027:

\$0

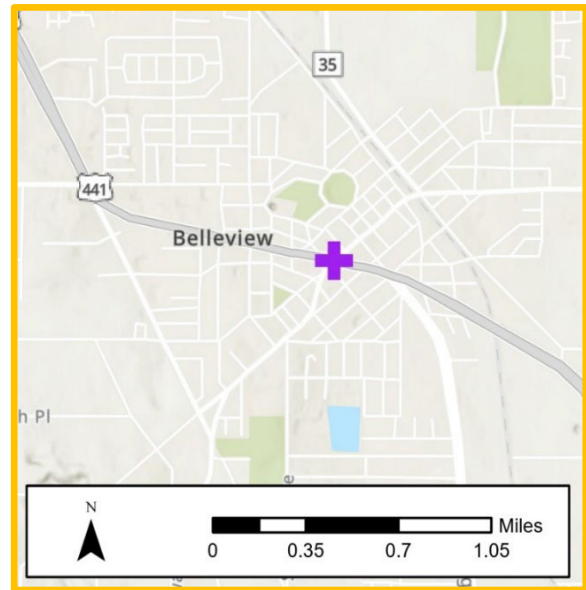
Total Project Cost:

\$1,347,308

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$0	\$65,228	\$0	\$0	\$0	\$65,228
CST	LF	Local	\$0	\$174,240	\$0	\$0	\$0	\$174,240
CST	SL	Federal	\$0	\$528,000	\$0	\$0	\$0	\$528,000
CST	SN	Federal	\$0	\$54,710	\$0	\$0	\$0	\$54,710
Total:			\$0	\$822,178	\$0	\$0	\$0	\$822,178

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

Project Type: Intersection
 FM Number: 4457011
 Lead Agency: FDOT
 Length: 0.18 miles
 LRTP (Page #): Goal 6, Objective 6.5 (15)



Description:

Traffic signal replacement and maintenance at the intersection.

Prior <2023:

\$471,378

Future >2027:

\$0

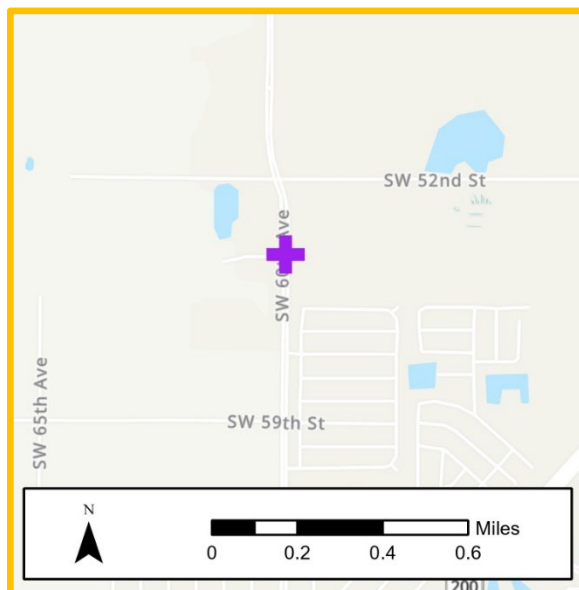
Total Project Cost:

\$2,533,518

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$151,868	\$0	\$0	\$0	\$0	\$151,868
CST	DDR	State	\$1,900,002	\$0	\$0	\$0	\$0	\$1,900,002
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
Total:			\$2,062,140	\$0	\$0	\$0	\$0	\$2,062,140

Project: SW 60th Avenue from SW 54th Street to SECO Energy Driveway

Project Type: Intersection
 FM Number: 4492611
 Lead Agency: Marion County
 Length: 0.44 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)



Description:

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

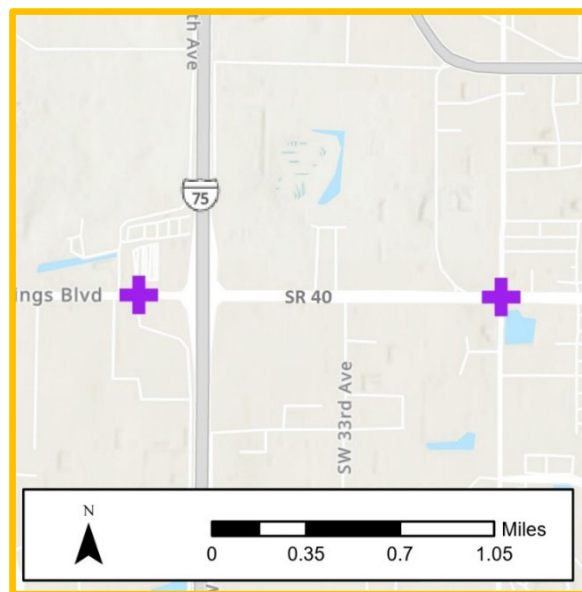
Total Project Cost:

\$247,061

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$47,818	\$0	\$0	\$0	\$0	\$47,818
CST	SN	Federal	\$0	\$199,243	\$0	\$0	\$0	\$199,243
Total:			\$47,818	\$199,243	\$0	\$0	\$0	\$247,061

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 3, Objective 3.4(14); 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 <2023:

\$5,146,723

Future >2027:

\$0

Total Project Cost:

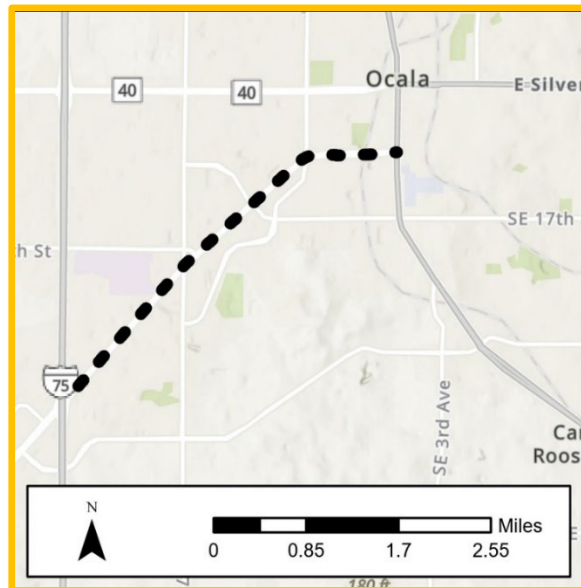
*\$6,546,377

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
ROW	DIH	State	\$30,000	\$0	\$0	\$0	\$0	\$30,000
ROW	SL	Federal	\$1,122,500	\$247,154	\$0	\$0	\$0	\$1,369,654
Total:			\$1,152,500	\$247,154	\$0	\$0	\$0	\$1,399,654

*Total project cost estimate: \$10.1 million

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

Project Type: Resurfacing
 FM Number: 4392341
 Lead Agency: FDOT
 Length: 3.2 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

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

Prior <2023:

\$826,412

Future >2027:

\$0

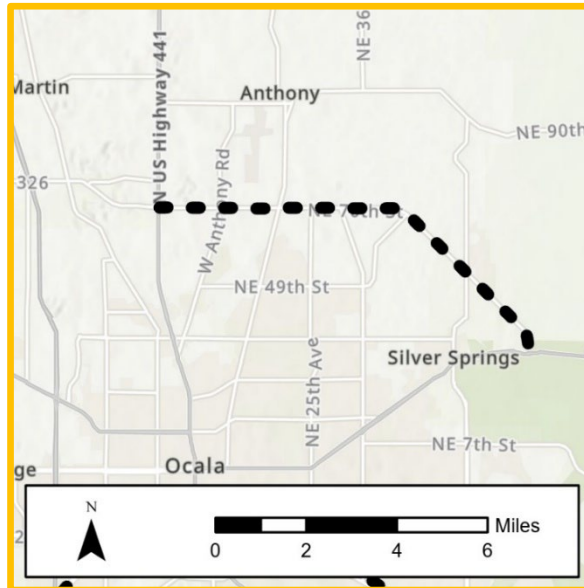
Total Project Cost:

\$14,171,399

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$6,438,783	\$0	\$0	\$0	\$0	\$6,438,783
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	DS	State	\$2,292,309	\$0	\$0	\$0	\$0	\$2,292,309
CST	SA	Federal	\$3,712,443	\$0	\$0	\$0	\$0	\$3,712,443
CST	SL	Federal	\$891,182	\$0	\$0	\$0	\$0	\$891,182
Total:			\$13,344,987	\$0	\$0	\$0	\$0	\$13,344,987

Project: SR 326 from NW 12th Avenue to SR 40

Project Type: Resurfacing
 FM Number: 4452171
 Lead Agency: FDOT
 Length: 8.4 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



Description:

Resurfacing of SR 326 from east of US 441/301 to SR 40.

Prior <2023:

\$1,185,308

Future >2027:

\$0

Total Project Cost:

\$13,061,238

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACNR	Federal	\$8,852,307	\$0	\$0	\$0	\$0	\$8,852,307
CST	DDR	State	\$1,412,976	\$0	\$0	\$0	\$0	\$1,412,976
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	DS	State	\$402,640	\$0	\$0	\$0	\$0	\$402,640
CST	SL	Federal	\$1,197,737	\$0	\$0	\$0	\$0	\$1,197,737
Total:			\$11,875,930	\$0	\$0	\$0	\$0	\$11,875,930

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
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 3, Objective 3.4(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 <2023:

\$2,880,151

Future >2027:

\$0

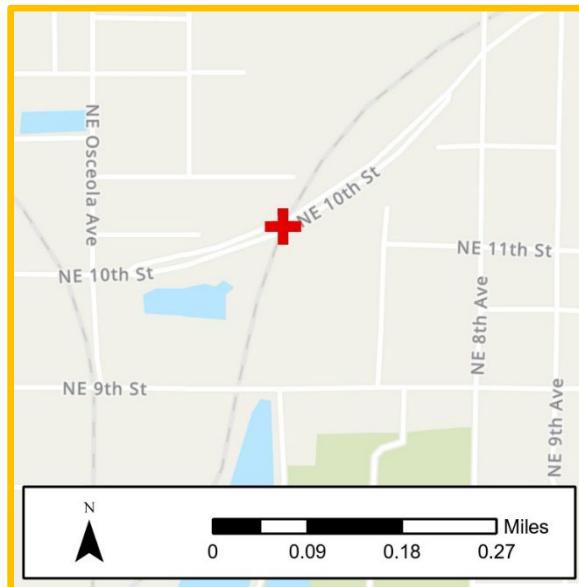
Total Project Cost:

\$24,525,123

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$7,623,175	\$0	\$0	\$0	\$0	\$7,623,175
CST	DS	State	\$4,480,227	\$0	\$0	\$0	\$0	\$4,480,227
CST	SA	Federal	\$7,235,763	\$0	\$0	\$0	\$0	\$7,235,763
CST	SL	Federal	\$2,305,807	\$0	\$0	\$0	\$0	\$2,305,807
Total:			\$21,644,972	\$0	\$0	\$0	\$0	\$21,644,972

Project: SR 492 over CSX Railroad Line

Project Type: Bridge Repair/Rehabilitation
 FM Number: 4489241
 Lead Agency: FDOT
 Length: 0.10 miles
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Bridge and bridge deck repair and rehabilitation on SR 492/Bonnie Heath Boulevard over the CSX Railroad Line in the City of Ocala.

Prior <2023:

\$45,595

Future >2027:

\$0

Total Project Cost:

\$434,844

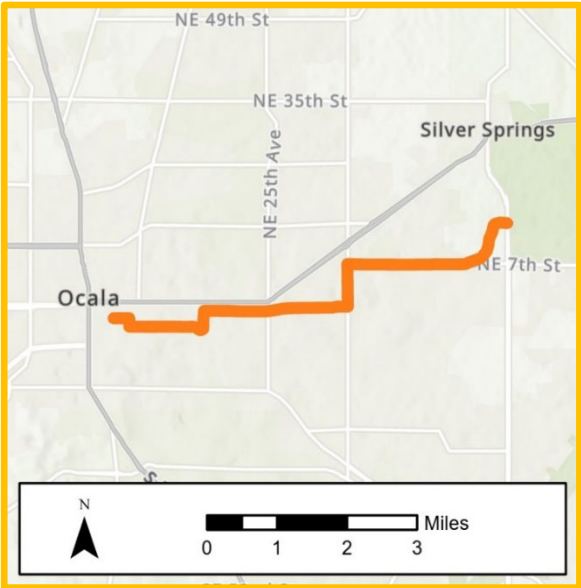
Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	BRRP	State	\$387,195	\$0	\$0	\$0	\$0	\$387,195
CST	DIH	State	\$2,054	\$0	\$0	\$0	\$0	\$2,054
Total:			\$389,249	\$0	\$0	\$0	\$0	\$389,249

Bicycle and Pedestrian Projects



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
 LRTP (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 <2023:	Future >2027:	Total Project Cost:
\$0	\$0	\$253,001

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	TALL	Federal	\$0	\$0	\$253,001	\$0	\$0	\$253,001
Total:			\$0	\$0	\$253,001	\$0	\$0	\$253,001

*Total project cost estimate: \$1.25 million

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



Description:

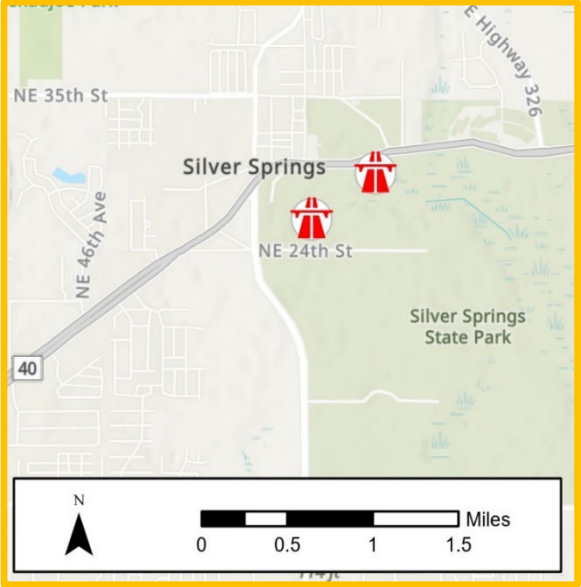
Construct 12-foot wide multi-use trail from SR 200 to the Pruitt Trailhead, south of CR 484.

Prior <2023: **Future >2027:** **Total Project Cost:**
 \$0 \$0 \$2,158,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SL	Federal	\$0	\$0	\$0	\$460,700	\$0	\$460,700
CST	SN	Federal	\$0	\$0	\$0	\$561,853	\$0	\$561,853
CST	TALL	Federal	\$0	\$0	\$0	\$622,203	\$0	\$622,203
CST	TALT	Federal	\$0	\$0	\$0	\$513,244	\$0	\$513,244
Total:			\$0	\$0	\$0	\$2,158,000	\$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, Objectives 1.2, 1.4 (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 <2023:	Future >2027:	Total Project Cost:
\$1,484,867	\$0	\$5,150,306

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$0	\$5,280	\$0	\$0	\$0	\$5,280
CST	SL	Federal	\$0	\$1,872,596	\$0	\$0	\$0	\$1,872,596
CST	TALL	Federal	\$0	\$11,289	\$0	\$0	\$0	\$11,289
CST	TALN	Federal	\$0	\$166,133	\$0	\$0	\$0	\$166,133
CST	TALT	Federal	\$0	\$1,610,141	\$0	\$0	\$0	\$1,610,141
Total:			\$0	\$3,665,439	\$0	\$0	\$0	\$3,665,439

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

Project Type: Sidewalk
 FM Number: 4375962
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 3, Objective 3.2 (14)



Description:

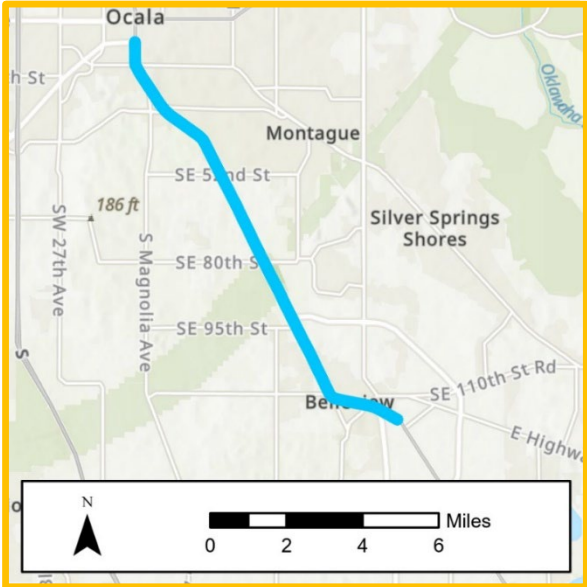
Construction of new sidewalks on SR 40 (Silver Springs Boulevard).

Prior <2023:	Future >2027:	Total Project Cost:
\$434,029	\$0	\$1,343,308

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	SL	Federal	\$899,009	\$0	\$0	\$0	\$0	\$899,009
Total:			\$909,279	\$0	\$0	\$0	\$0	\$909,279

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

Project Type: Sidewalks/Bike
 FM Number: 4392382
 Lead Agency: FDOT
 Length: 10.6 miles
 LRTP (Page #): Goal 1, Objectives 1.2; Goal 3, Objective 3.2 (14)



Description:

Addition of bike lanes and sidewalks to the resurfacing project on US 441/301.

Prior <2023:	Future >2027:	Total Project Cost:
\$1,697,850	\$0	\$4,673,028

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$0	\$2,975,178	\$0	\$0	\$2,975,178
Total:			\$0	\$0	\$2,975,178	\$0	\$0	\$2,975,178

Aviation (Airport) Projects



Project: Marion County Airport Runway Improvements

Project Type: Airport
 FM Number: 4384171
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Runway improvements to the Marion County Airport at Dunnellon Field.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$437,500

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$350,000	\$0	\$0	\$0	\$350,000
CAP	LF	Local	\$0	\$87,500	\$0	\$0	\$0	\$87,500
Total:			\$0	\$437,500	\$0	\$0	\$0	\$437,500

Project: Marion County Airport Airfield Pavement Improvements

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



Description:

Airport pavement improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DPTO	State	\$0	\$0	\$200,000	\$0	\$0	\$200,000
CAP	FAA	Federal	\$0	\$0	\$2,250,000	\$0	\$0	\$2,250,000
CAP	LF	Local	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Total:			\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Project: Marion County Airport Fuel System

Project Type: Airport
 FM Number: 4497601
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport improvements to the fuel system.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$312,500

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$250,000	\$0	\$0	\$0	\$0	\$250,000
CAP	LF	Local	\$62,500	\$0	\$0	\$0	\$0	\$62,500
Total:			\$312,500	\$0	\$0	\$0	\$0	\$312,500

Project: Marion County Airport Hangar

Project Type: Airport
 FM Number: 4497741
 Lead Agency: Marion County
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Improvements to the airport hangar.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$1,237,596	\$0	\$0	\$1,237,596
CAP	DPTO	State	\$0	\$0	\$762,404	\$0	\$0	\$762,404
CAP	LF	Local	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Total:			\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Project: Ocala International Airport Pavement Rehabilitation

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



Description:

Airfield pavement rehabilitation project.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
CAP	LF	Local	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Total:			\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000

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 <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,000,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$0	\$0	\$800,000	\$800,000
CAP	LF	Local	\$0	\$0	\$0	\$0	\$200,000	\$200,000
Total:			\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Project: Ocala International Airport Hanger Development

Project Type: Airport
 FM Number: 4498581
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.2 (15)



Description:

Airport hangar improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,875,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
CAP	LF	Local	\$375,000	\$0	\$0	\$0	\$0	\$375,000
Total:			\$1,875,000	\$0	\$0	\$0	\$0	\$1,875,000

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 <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,250,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
CAP	LF	Local	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Total:			\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000

Project: Ocala International Airport Taxiway Improvements

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



Description:

Airport taxiway improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$6,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$0	\$520,000	\$0	\$520,000
CAP	FAA	Federal	\$0	\$0	\$0	\$5,850,000	\$0	\$5,850,000
CAP	LF	Local	\$0	\$0	\$0	\$130,000	\$0	\$130,000
Total:			\$0	\$0	\$0	\$6,500,000	\$0	\$6,500,000

Transit, Funding and Grants



Project: Marion-SunTran Block Grant Operating Assistance

Project Type: Transit
 FM Number: 4424551
 Lead Agency: City of Ocala
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.1, 1.3, 1.4 (14)



Description:

Grant for SunTran operating assistance in support of fixed route service.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,790,538

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
OPS	DPTO	State	\$733,602	\$755,610	\$778,278	\$801,626	\$825,675	\$3,894,791
OPS	LF	Local	\$733,602	\$755,610	\$779,279	\$801,626	\$825,675	\$3,895,792
Total:			\$1,467,204	\$1,511,220	\$1,557,557	\$1,603,252	\$1,651,350	\$7,790,583

Project: SunTran/Ocala/Marion Urban Capital/Urban 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, 1.3, 1.4 (14)



Description:

Grant for SunTran fixed route operational and capital.

Prior <2023:	Future >2027:	Total Project Cost:
\$20,277,171	\$0	\$36,353,129

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	FTA	Federal	\$2,467,181	\$2,541,196	\$2,617,431	\$2,617,431	\$2,617,431	\$12,860,670
CAP	LF	Local	\$616,795	\$635,299	\$654,398	\$654,398	\$654,398	\$3,215,288
Total:			\$3,083,976	\$3,176,495	\$3,271,829	\$3,271,829	\$3,271,829	\$16,075,958

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. 1.4 (14)



Description:

Section 5311 operating and administrative grant assistance.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,612,386

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
OPS	DU	Federal	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
OPS	LF	Local	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
Total:			\$0	\$1,819,698	\$1,874,292	\$1,930,518	\$1,987,878	\$7,612,386

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

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) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2022/23 and FY 2023/24.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,393,699

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$723,984	\$669,715	\$0	\$0	\$0	\$1,393,699
Total:			\$723,984	\$669,715	\$0	\$0	\$0	\$1,393,699

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

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) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2024/25 and FY 2025/26.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,359,839

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$0	\$0	\$676,473	\$683,366	\$0	\$1,359,839
Total:			\$0	\$0	\$676,473	\$683,366	\$0	\$1,359,839

Project: Ocala/Marion Urban Area FY 2026/2027 to 2027/2028 UPWP

Project Type: Transportation Planning
 FM Number: 4393316
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A



Description:

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2026/27 and FY 2027/28.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$683,366

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$0	\$0	\$0	\$0	\$683,366	\$683,366
Total:			\$0	\$0	\$0	\$0	\$683,366	\$683,366

ITS and Maintenance Projects



Project: Aesthetics Area Wide

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



Description:

Routine aesthetic maintenance.

Prior <2023:

\$1,721,305

Future >2027:

\$0

Total Project Cost:

\$2,571,305

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$850,000	\$0	\$0	\$0	\$0	\$850,000
Total:			\$850,000	\$0	\$0	\$0	\$0	\$850,000

Project: Asphalt Resurfacing Various Locations

Project Type: Routine Maintenance
 FM Number: 4233912
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Routine resurfacing maintenance.

Prior <2023:

\$4,542,202

Future >2027:

\$0

Total Project Cost:

\$4,742,202

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total:			\$200,000	\$0	\$0	\$0	\$0	\$200,000

Project: Asset Maintenance Marion County

Project Type: Routine Maintenance
 FM Number: 4469101
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)



Description:

Ongoing asset management.

Prior <2023:

\$3,964,905

Future >2027:

\$0

Total Project Cost:

\$19,627,885

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$15,662,980
Total:			\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$15,662,980

Project: Unpaved Shoulder Repair

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



Description:

Routine maintenance to unpaved shoulders.

Prior <2023:

\$1,564,038

Future >2027:

\$0

Total Project Cost:

\$1,784,038

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$220,000	\$0	\$0	\$0	\$0	\$220,000
Total:			\$220,000	\$0	\$0	\$0	\$0	\$220,000

Project: City of Ocala MOA

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



Description:

Routine maintenance.

Prior <2023:

\$92,850

Future >2027:

\$0

Total Project Cost:

\$192,850

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$0	\$50,000	\$0	\$0	\$50,000	\$100,000
Total:			\$0	\$50,000	\$0	\$0	\$50,000	\$100,000

Project: Lighting Agreements

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



Description:

Routine and ongoing lighting maintenance.

Prior <2023:

\$5,424,277

Future >2027:

\$0

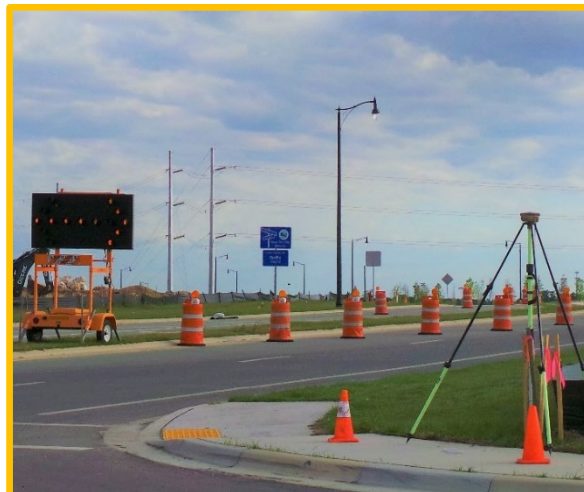
Total Project Cost:

\$7,708,899

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$433,240	\$441,220	\$454,457	\$468,088	\$487,617	\$2,284,622
Total:			\$433,240	\$441,220	\$454,457	\$468,088	\$487,617	\$2,284,622

Project: Marion Primary In-House

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



Description:

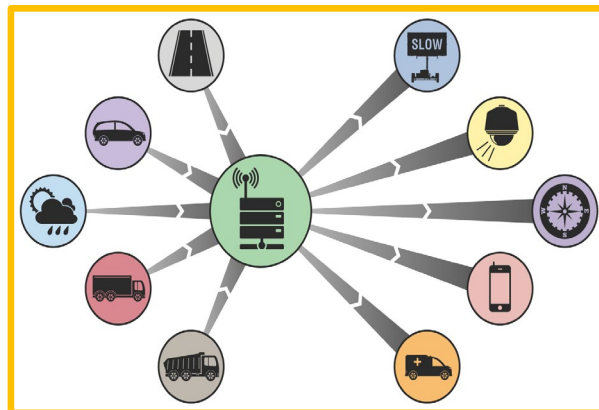
Routine maintenance.

Prior <2023:	Future >2027:	Total Project Cost:
\$40,439,904	\$0	\$49,599,769

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$9,159,865
Total:			\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$9,159,865

Project: I-75 ITS Communication

Project Type: ITS Communication System
 FM Number: 4497641
 Lead Agency: FDOT
 Length: 24.1 miles
 LRTP (Page #): Goal 6, Objective 6.1 (15)



SIS Project

Description:

Intelligent Transportation System (ITS) communication system installation on 24.1 miles of I-75 from mile marker 325 to 349.

Prior <2023:

\$185,856

Future >2027:

\$0

Total Project Cost:

\$1,140,212

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACFP	Federal	\$949,221	\$0	\$0	\$0	\$0	\$949,221
CST	DIH	State	\$5,135	\$0	\$0	\$0	\$0	\$5,135
Total:			\$954,356	\$0	\$0	\$0	\$0	\$954,356

Project: Ocala Operations Center Demo of Old Buildings

Project Type: Fixed Capital Outlay
 FM Number: 4501651
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for demolition of old buildings.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$100,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Total:			\$0	\$100,000	\$0	\$0	\$0	\$100,000

Project: Ocala Operations Center Construction Renovation

Project Type: Fixed Capital Outlay
 FM Number: 4501251
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for Operations Center Construction Renovation project.

Prior <2023:	Future >2027:	Total Project Cost:
\$0	\$0	\$5,536,100

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	FCO	State	\$534,900	\$0	\$0	\$0	\$0	\$534,900
CST	FCO	State	\$5,001,200	\$0	\$0	\$0	\$0	\$5,001,200
Total:			\$5,536,100	\$0	\$0	\$0	\$0	\$5,536,100

Project: Ocala Operations Center Security – Integrated Electronic Security Systems on Gate

Project Type: Fixed Capital Outlay
 FM Number: 4501681
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for Ocala Operations building security.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	FCO	State	\$9,000	\$0	\$0	\$0	\$0	\$9,000
Total:			\$9,000	\$0	\$0	\$0	\$0	\$9,000

Project: Ocala Operations Center Security – Fencing/Gate Updates

Project Type: Fixed Capital Outlay
 FM Number: 4501691
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): N/A



Description:

Fixed capital outlay for Ocala Operations building fencing/gate security updates.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$70,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	FCO	State	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Total:			\$70,000	\$0	\$0	\$0	\$0	\$70,000

APPENDIX

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APPENDIX B: List of Federally Obligagted Projects



Website: Ocalamariontpo.org

Transportation Improvement Program Fiscal Years 2021/2022 to 2025/2026 Federal Obligations Report *October 1, 2020 to September 30, 2021*



Annual Listing of Federally Obligated Projects

Summary

On an annual basis, per Title 23, United States Code (USC) 450.334, the Ocala Marion Transportation Planning Organization (TPO) is required to provide a summary listing of projects for which federal funds have been *obligated in the preceding federal fiscal year (FFY) from October 1 to September 30. The Florida Department of Transportation (FDOT) assists the TPO in complying with this federal requirement by providing a detailed report of federal project obligations for Marion County. The report is included each year as an amendment to the current Transportation Improvement Program (TIP).

A net total of \$26,342,420 of federal funds were obligated in FFY 2021 on 30 transportation projects and programs in Marion County. The following summary report and detailed obligation document provide a listing of the federally obligated projects by phases and funding sources.

*Obligation is the legal commitment by the Federal government to pay or reimburse a State or other entity for the Federal share of a project's eligible cost. Obligated projects have been authorized by the federal government and funds have been approved for reimbursement. Funding for projects can in some cases also be de-obligated. Funding previously obligated is removed from a project due to changes such as cost, delay or cancellation.

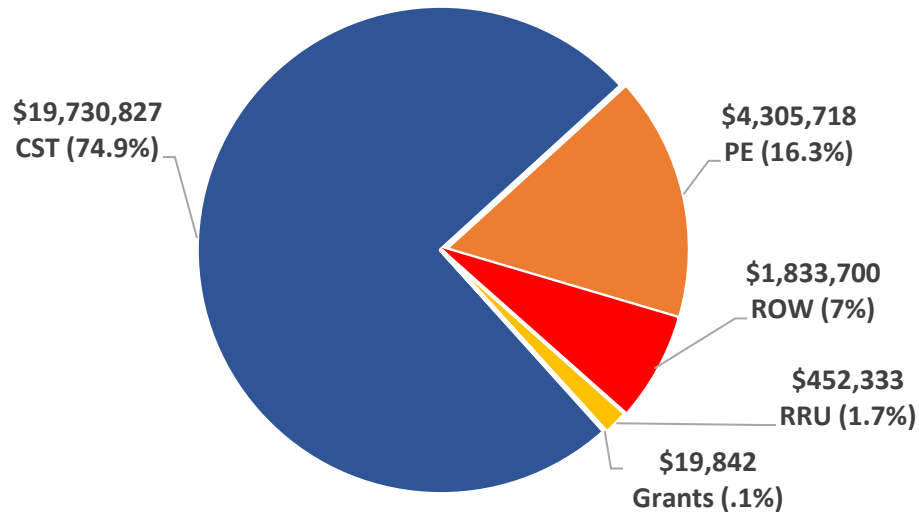
Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

FM NUMBER	PROJECT AND DESCRIPTION	PHASE	LENGTH	FFY 2021 TOTAL
238648 1	SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 WIDENING	PE	4.1	\$500,000
410674 2	SR 40 FROM END OF 4 LANES TO EAST OF CR 314 WIDENING	ROW	5.3	\$1,815,764
		PE	5.3	\$20,000
426179 1	SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES	PE	0.0	\$638,457
431797 1	NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET	RRU	1.6	-\$9,531
431798 1	NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	RRU	1.5	\$384,067
431798 1	NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	PE	1.5	-\$8,237
433651 1	CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS	PE	0.7	\$411,863
433651 1	CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS	ROW	0.7	\$16,347
433651 4	CR 484 FROM SW 20TH AVENUE TO CR 475A LANDSCAPING	PE	0.7	\$60,000
435659 2	SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES	CST	0.4	-\$268
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	CST	0.2	\$579,508
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	RRU	0.2	\$92,262
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	PE	0.2	\$27,039
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	ROW	0.2	\$1,589
436361 1	ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT	PE	N/A	\$160,000
436361 2	ITS OPERATIONAL SUPPORT- CITY OF OCALA	PE	N/A	\$110,000
436879 1	SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE.	CST	6.2	-\$140
439310 1	OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET	CST	0.0	-\$6,083
439331 2	OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP	PE	N/A	-\$107,327
439331 3	OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP	PE	N/A	\$687,026
439887 1	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A	PE	1.2	-\$9,085
439887 1	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A	CST	1.2	-\$139,164
440880 1	MAR OAKS-SUNRISE/HORIZON-MAR OAKS GOLF WAY TO MAR OAKS MANOR	PE	0.8	\$99,659
440900 2	I-75 FRAME - ARTERIALS	CST	0.0	\$285,450
440900 2	I-75 FRAME - ARTERIALS	PE	0.0	\$43,012
441136 1	SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE	CST	8.8	\$19,011,524
441366 1	SR 40 FROM SW 27TH AVE TO MLK JR. AVE	PE	0.8	\$272,546
442203 4	SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA	GRANTS	N/A	\$7,651

Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

FM NUMBER	PROJECT AND DESCRIPTION	PHASE	LENGTH	FFY 2021 TOTAL
442211 4	MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA	GRANTS	N/A	\$12,191
443170 1	SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 RESURFACING	PE	14.0	\$574,435
444382 1	CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	RRU	0.0	-\$51,130
445687 1	US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD	PE	0.1	\$363,000
445688 1	US 27 / US 441 / ABSHIVER BLVD. @ CR 42	PE	0.1	\$79,788
445701 1	SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD	PE	0.2	\$113,542
445800 1	E SR 40 @ SR 492	PE	0.1	\$270,000
446791 1	LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY	RRU	0.0	\$33,077
448854 1	NE 40TH ST AT RR CROSSING #627890X	RRU	0.0	\$3,588
30 PROJECTS/PROGRAMS			TOTAL:	\$26,342,420

FFY 2021 Federal Obligations by Phase



Phase Code:
 CST - Construction
 PE - Preliminary Engineering
 ROW - Right-of-Way
 RRU - Railroad Utilities

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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
ROADWAY ID:36060000	PROJECT LENGTH: 4.146MI	LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
GFSL	205,655	
GFSN	30,330	
SN	264,015	
TOTAL 238648 1	500,000	
TOTAL 238648 1	500,000	

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
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	20,000	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	434,400	
SN	1,381,364	
TOTAL 410674 2	1,835,764	
TOTAL 410674 2	1,835,764	

ITEM NUMBER:431797 1	PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000041	PROJECT LENGTH: 1.597MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2
FUND CODE	2021	

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	-9,531	
TOTAL 431797 1	-9,531	
TOTAL 431797 1	-9,531	

ITEM NUMBER:431798 1	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000042	PROJECT LENGTH: 1.517MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	-8,237	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	364,067	
SN	20,000	
TOTAL 431798 1	375,830	
TOTAL 431798 1	375,830	

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Ocala-Marion TPO

HIGHWAYS
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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
ROADWAY ID:36570000 PROJECT LENGTH: .741MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	107,314
SN	304,549
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSL	34,783
SL	-18,436
TOTAL 433651 1	428,210
TOTAL 433651 1	428,210

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
ROADWAY ID:36570000 PROJECT LENGTH: .414MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SN	60,000
TOTAL 433651 4	60,000
TOTAL 433651 4	60,000

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	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	-268
TOTAL 435659 2	-268
TOTAL 435659 2	-268

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	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	27,039
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,589
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	92,262

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Ocala-Marion TPO

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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP 579,508
TOTAL 435660 2 700,398
TOTAL 435660 2 700,398

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 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHRE -140
TOTAL 436879 1 -140
TOTAL 436879 1 -140

ITEM NUMBER:439887 1 PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LIGHTING
ROADWAY ID:36004000 PROJECT LENGTH: 1.234MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -9,085
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -139,164
TOTAL 439887 1 -148,249
TOTAL 439887 1 -148,249

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
ROADWAY ID:36000173 PROJECT LENGTH: .840MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SA 63,449
TALL 35,605
TALT 605
TOTAL 440880 1 99,659
TOTAL 440880 1 99,659

ITEM NUMBER:441136 1 PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36001000 PROJECT LENGTH: 8.846MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
GFSL 4,198
SA 17,573,871
SL 1,433,455
TOTAL 441136 1 19,011,524
TOTAL 441136 1 19,011,524

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HIGHWAYS
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OCALA-MARION TPO

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	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	272,546	
TOTAL 441366 1	272,546	
TOTAL 441366 1	272,546	

ITEM NUMBER:443170 1	PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200	*SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36210000	PROJECT LENGTH: 13.993MI	TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	574,435	
TOTAL 443170 1	574,435	
TOTAL 443170 1	574,435	

ITEM NUMBER:444382 1	PROJECT DESCRIPTION:CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	*NON-SIS*
DISTRICT:05	COUNTY:MARION	
ROADWAY ID:36150000	PROJECT LENGTH: .014MI	TYPE OF WORK:RAIL SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2021	

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHP	-51,130	
TOTAL 444382 1	-51,130	
TOTAL 444382 1	-51,130	

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	
ROADWAY ID:36060000	PROJECT LENGTH: .100MI	TYPE OF WORK:SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	1,000	
SA	362,000	
TOTAL 445687 1	363,000	
TOTAL 445687 1	363,000	

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Ocala-Marion TPO

HIGHWAYS
=====

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
ROADWAY ID:36220000 PROJECT LENGTH: .065MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		5,000
SA		74,788
TOTAL 445688 1		79,788
TOTAL 445688 1		79,788

ITEM NUMBER:445701 1 PROJECT DESCRIPTION:SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36010000 PROJECT LENGTH: .180MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		67,175
SA		46,367
TOTAL 445701 1		113,542
TOTAL 445701 1		113,542

ITEM NUMBER:445800 1 PROJECT DESCRIPTION:E SR 40 @ SR 492 *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:36080000 PROJECT LENGTH: .116MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		270,000
TOTAL 445800 1		270,000
TOTAL 445800 1		270,000

ITEM NUMBER:446791 1 PROJECT DESCRIPTION:LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2021	

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
RHP		33,077
TOTAL 446791 1		33,077
TOTAL 446791 1		33,077

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ITEM NUMBER: 448854 1
 DISTRICT: 05
 ROADWAY ID:

PROJECT DESCRIPTION: NE 40TH ST AT RR CROSSING #627890X
 COUNTY: MARION
 PROJECT LENGTH: .000

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

FUND
 CODE

2021

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

RHP

TOTAL 448854 1	3,588
TOTAL 448854 1	3,588
TOTAL DIST: 05	3,588
TOTAL HIGHWAYS	24,512,043
	24,512,043

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OCALA-MARION TPO

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

2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC

PL

-107,327

TOTAL 439331 2

-107,327

TOTAL 439331 2

-107,327

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

2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC

PL

687,026

TOTAL 439331 3

687,026

TOTAL 439331 3

687,026

TOTAL DIST: 05

579,699

TOTAL PLANNING

579,699

FLORIDA DEPARTMENT OF TRANSPORTATION
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Ocala-Marion TPO

MISCELLANEOUS
=====

ITEM NUMBER:426179 1	PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALN	600,000	
TALT	38,457	
TOTAL 426179 1	638,457	
TOTAL 426179 1	638,457	

ITEM NUMBER:436361 1	PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	160,000	
TOTAL 436361 1	160,000	
TOTAL 436361 1	160,000	

ITEM NUMBER:436361 2	PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- CITY OF Ocala	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	110,000	
TOTAL 436361 2	110,000	
TOTAL 436361 2	110,000	

ITEM NUMBER:439310 1	PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	-6,083	
TOTAL 439310 1	-6,083	
TOTAL 439310 1	-6,083	

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Ocala-Marion TPO

MISCELLANEOUS
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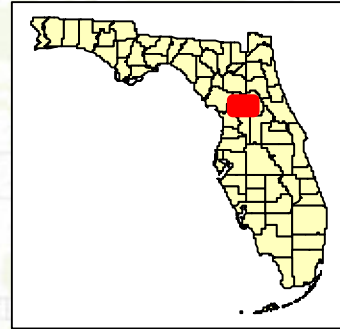
ITEM NUMBER:440900 2	PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
-----	-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP		43,012
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP		285,450
TOTAL 440900 2		328,462
TOTAL 440900 2		328,462

ITEM NUMBER:442203 4	PROJECT DESCRIPTION:SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
-----	-----	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17		7,651
TOTAL 442203 4		7,651
TOTAL 442203 4		7,651

ITEM NUMBER:442211 4	PROJECT DESCRIPTION:MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
-----	-----	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17		12,191
TOTAL 442211 4		12,191
TOTAL 442211 4		12,191
TOTAL DIST: 05		1,250,678
TOTAL MISCELLANEOUS		1,250,678

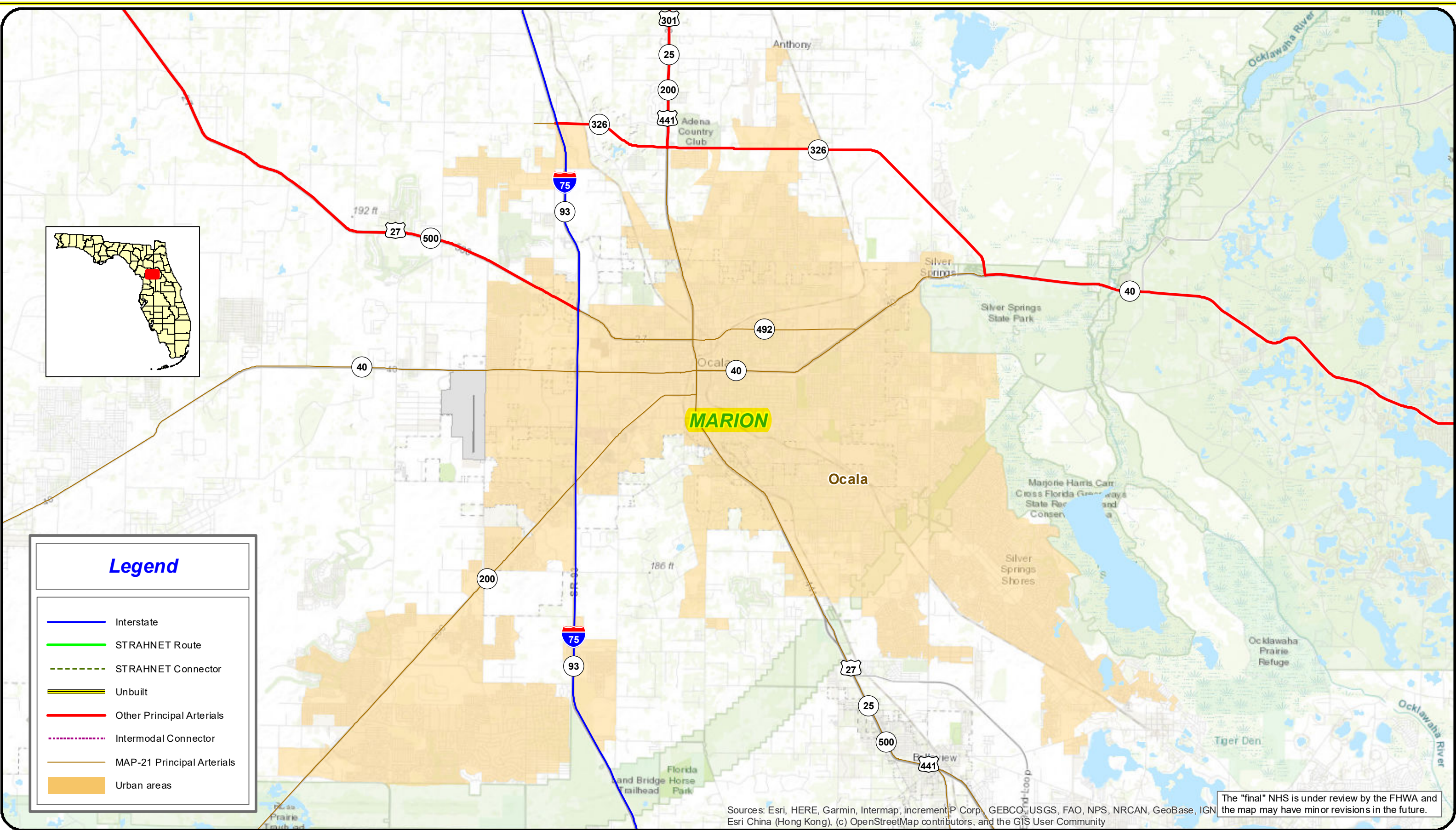
GRAND TOTAL **26,342,420**

**APPENDIX C: National Highway System (NHS) and
Strategic Intermodal System (SIS)**



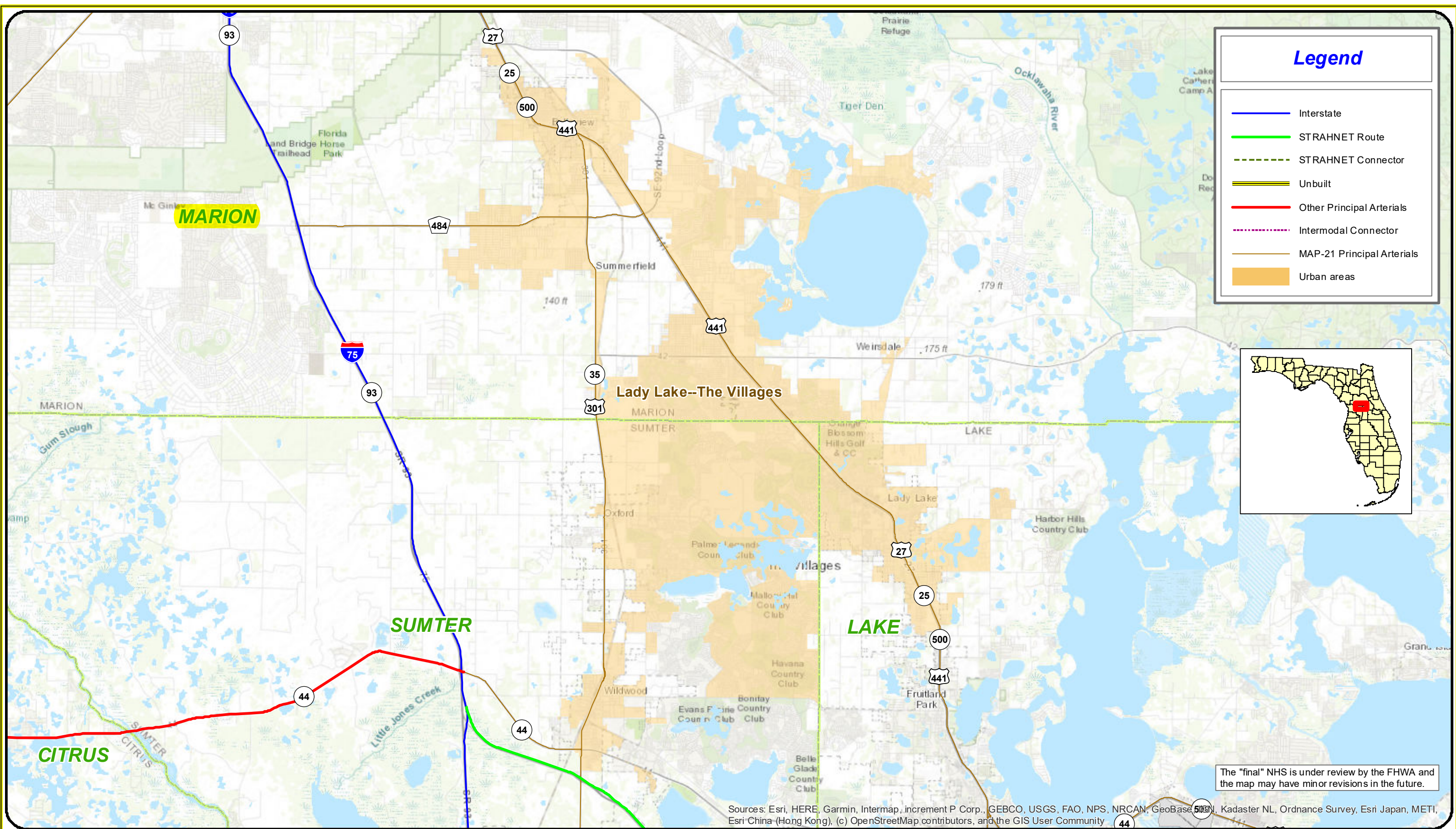
Legend

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



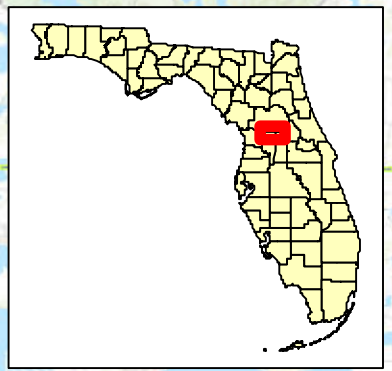
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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




Legend

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



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

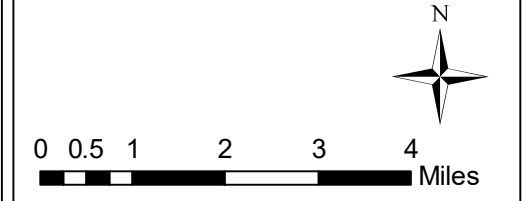
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, Swisstopo, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



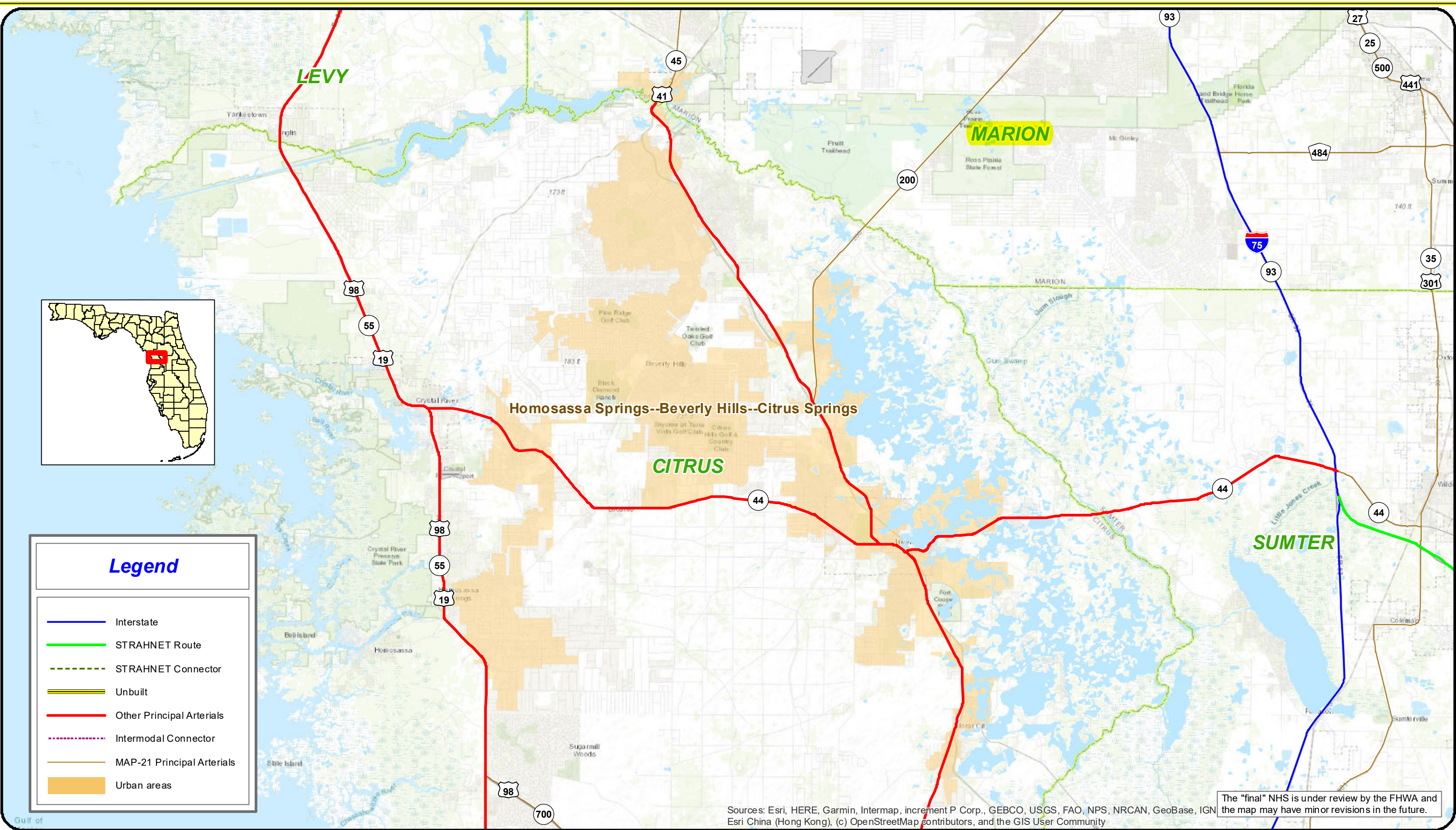
Florida Department of Transportation
Transportation Data & Analytics

Florida's National Highway System

Lady Lake, The Villages - 3/2/2022

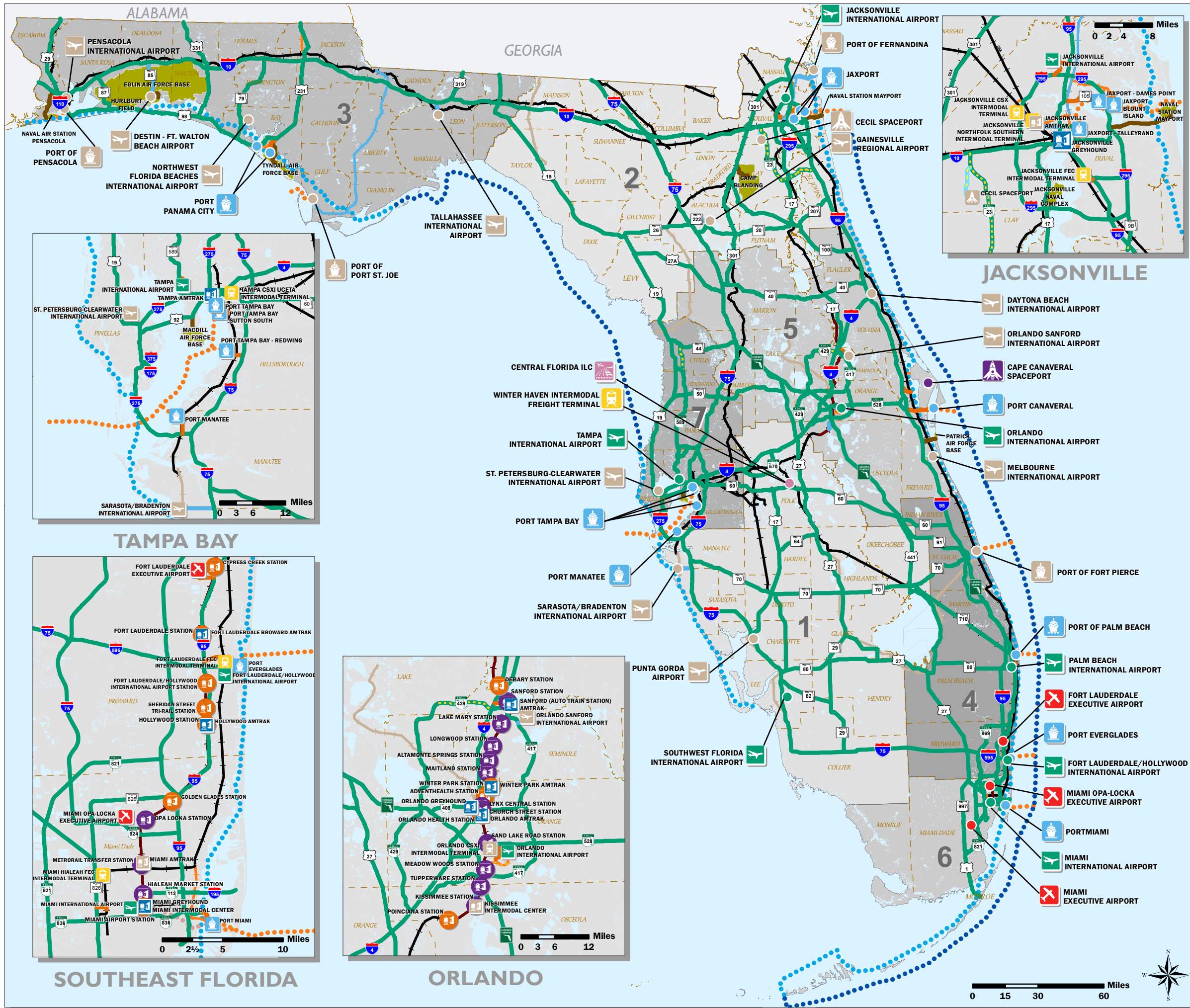



0 0.5 1 2 3 4 Miles



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






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







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

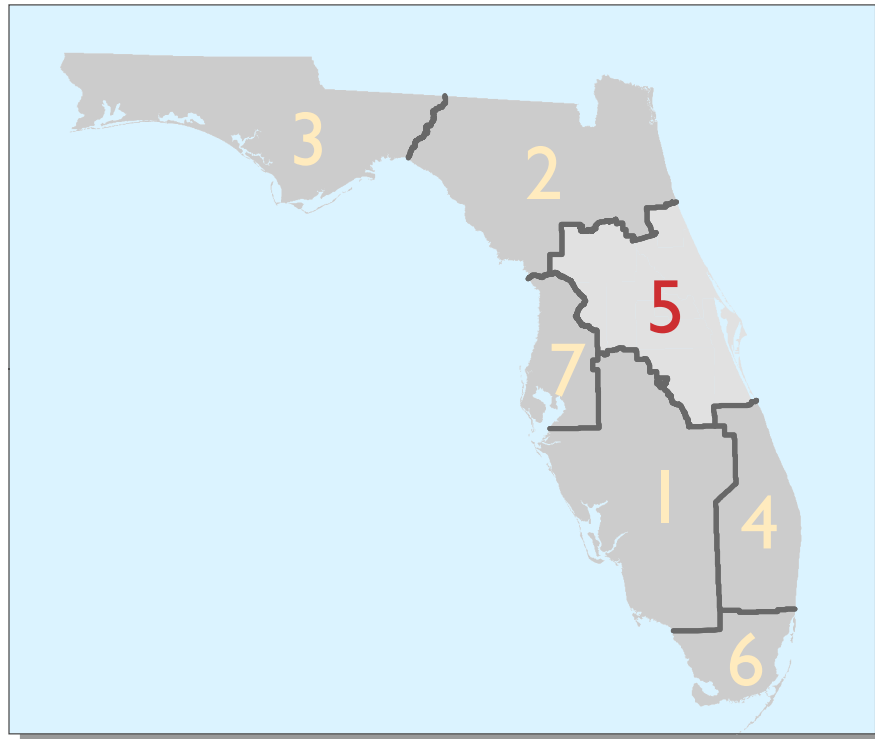
Rail & Urban Fixed Guideway

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

Waterways

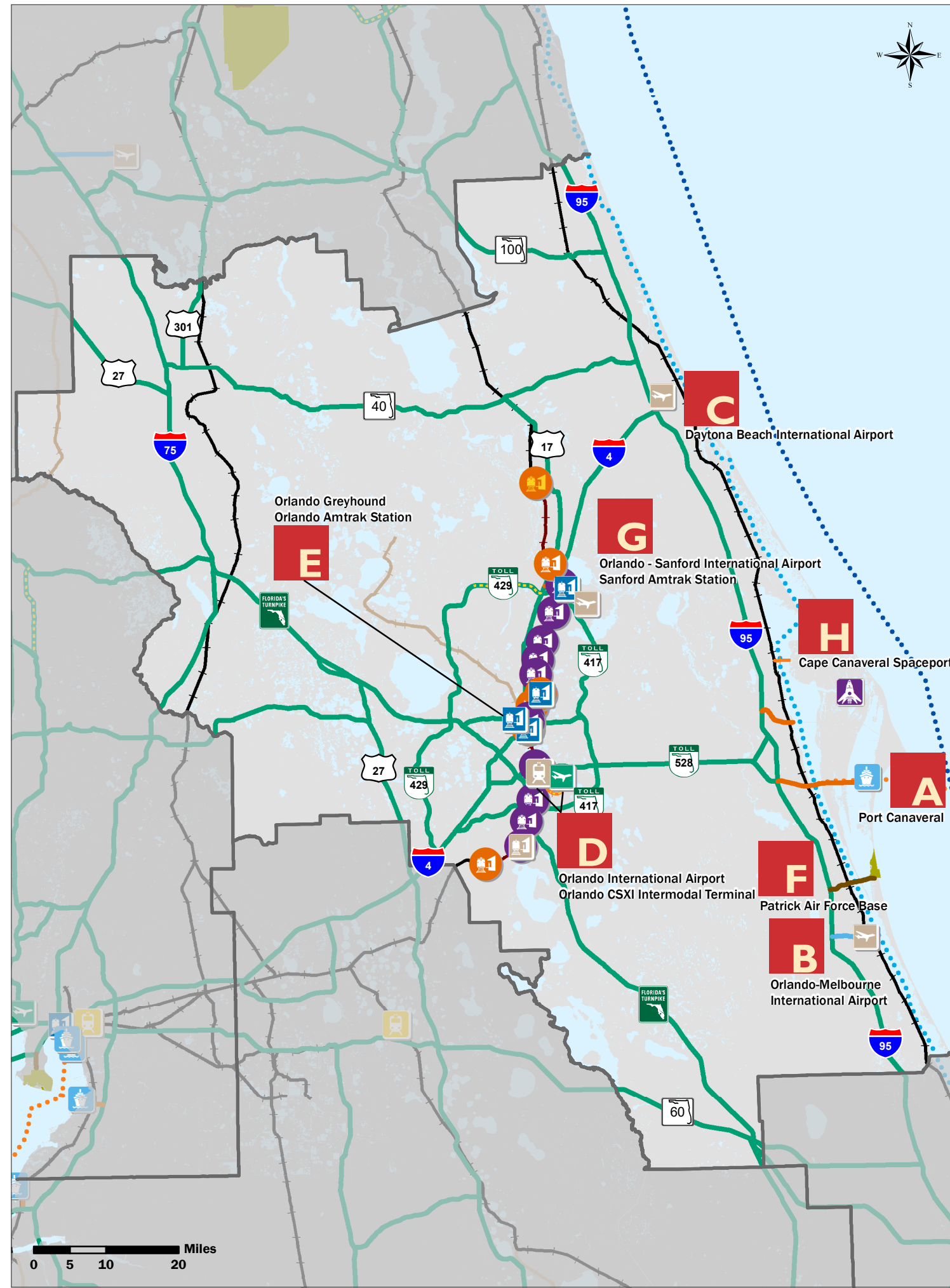
-  SIS Waterway
-  Strategic Growth Waterway
-  SIS Waterway Connector
-  SIS Waterway Shipping Lane

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 D: Transportation Performance Management Fact Sheets

Transportation Performance Management

April 2022

OVERVIEW

This document highlights key provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation, Metropolitan Planning Organizations, and transit providers, including target setting, performance reporting, and deadlines.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule in 2016 to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for state DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA performance measures (PM) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). FHWA and FTA are expected to issue an updated planning rule in 2022 to incorporate changes introduced in the Bipartisan Infrastructure Law passed in November 2021.



Long-Range Transportation Plans

The Planning Rule specifies how performance management is incorporated into the MPO's LRTP. The LRTP must:

- » Describe the federal performance measures and performance targets used in assessing the performance of the transportation system.
- » Include a System Performance Report that:
 - Evaluates the condition and performance of the transportation system with respect to performance targets.
 - Documents the progress achieved by the MPO in meeting the targets in comparison to performance recorded in past reports.
- » Integrate the goals, objectives, performance measures, and targets described in all the plans and processes required as part of a performance-based program.

Transportation Improvement Programs

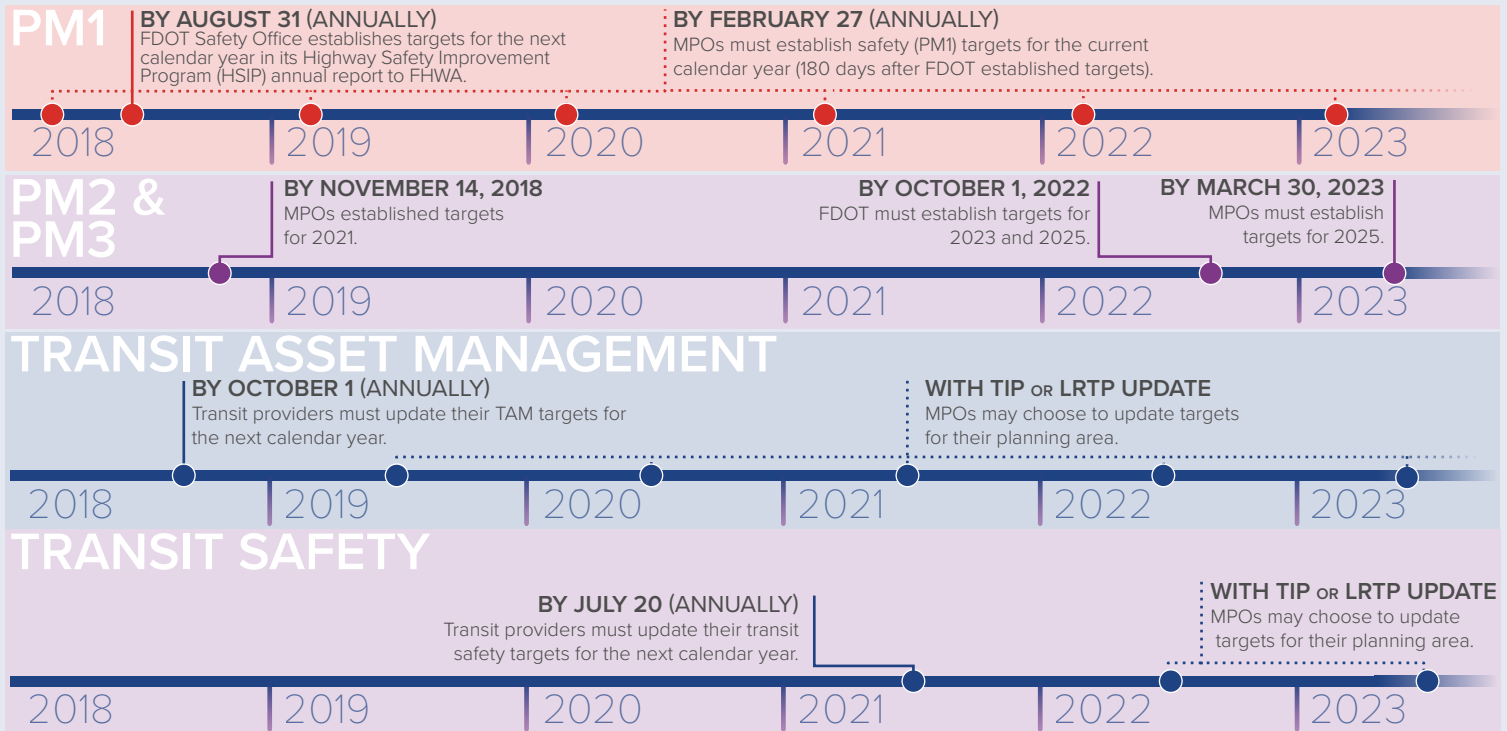
The TIP must:

- » Reflect the investment priorities established in the current long-range transportation plan.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- » Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets.

FDOT and the Metropolitan Planning Organization Advisory Council (MPOAC) have developed model language for inclusion of performance measures and targets in the LRTPs and TIPs

*Please refer to the five accompanying fact sheets to obtain key information for the three FHWA performance measures rules and FTA transit rules.

TIMELINE FOR MPO ACTIONS



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation set their respective performance targets in coordination with one another. Each MPO establishes a target for each applicable performance measure. For the **PM1**, **PM2**, and **PM3** measures, each MPO establishes targets by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO provides documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishment of FDOT's statewide target for that performance measure.

OR

Establish own target.

If the MPO chooses to establish its own target, the MPO coordinates with FDOT regarding the approach used to develop the target and the proposed target prior to establishing a final target. The MPO provides documentation to FDOT that includes the final target and the date the MPO established the target.

MPOs must establish their targets no later than 180 days after FDOT sets its target.

For the **transit asset management and safety measures**, MPOs may support the targets established by transit providers or establish their own targets. Initial action by the MPO must take place within 180 days of the transit provider action to establish targets. Subsequent MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current provider targets in the updated TIP.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

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PM1: Safety



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

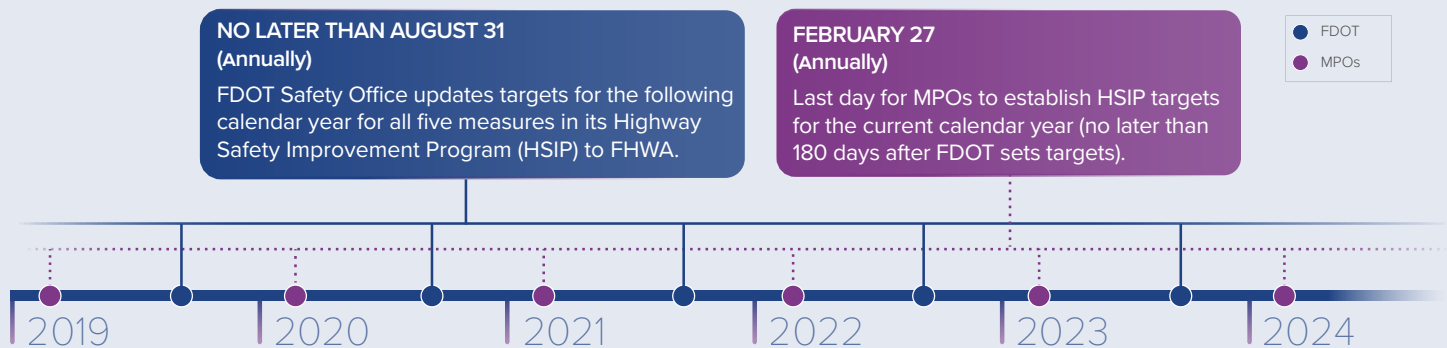
OVERVIEW

The first of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on April 14, 2016, establishing measures to assess the condition of road safety. This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

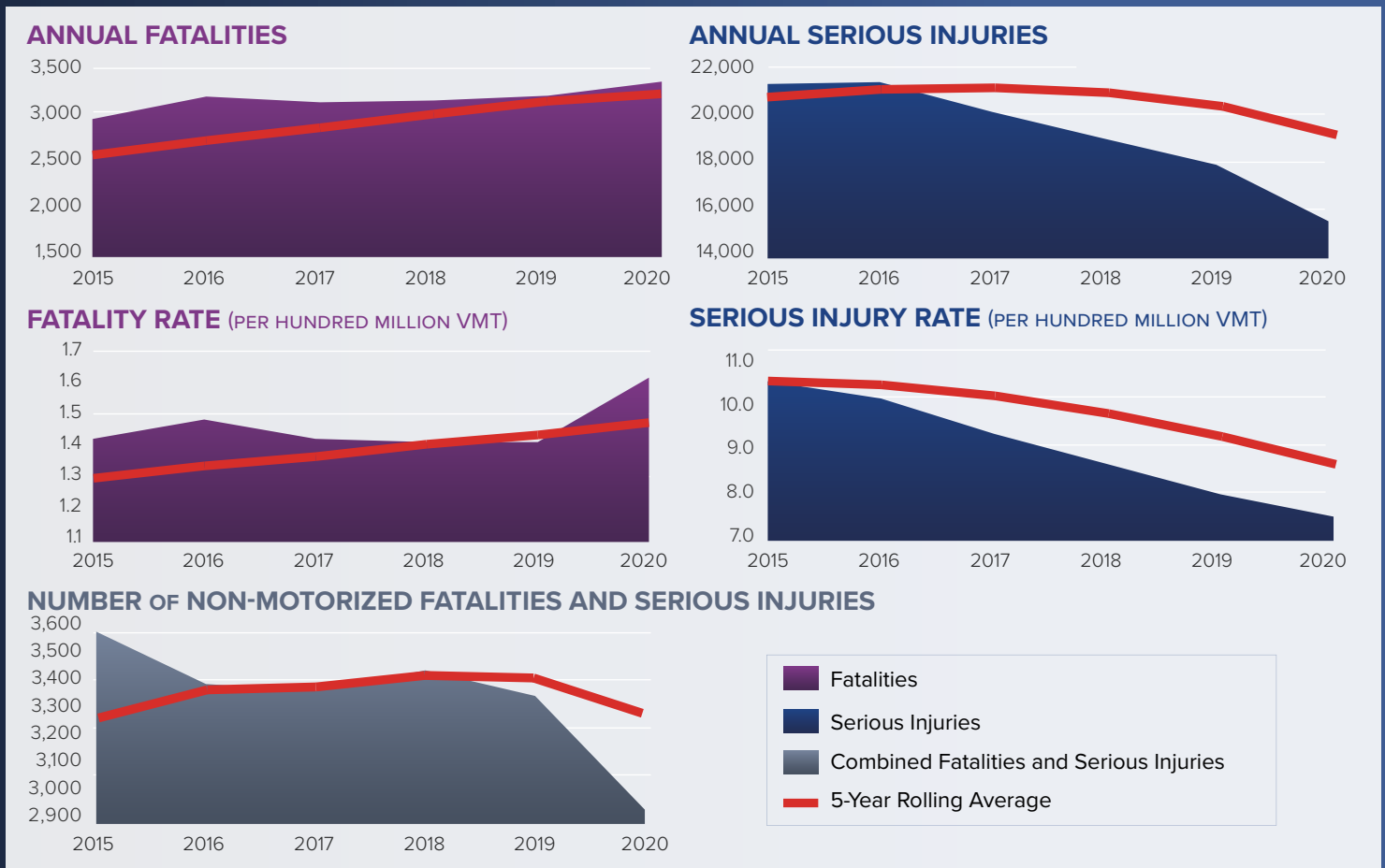
NUMBER OF FATALITIES	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	COORDINATION WITH OTHER PLANS Updates to FDOT’s Florida Transportation Plan (FTP) and MPO’s Long-Range Transportation Plans (LRTP) must include most recently reported safety performance data and targets. Updates to the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIP) must include a description of how the STIP/TIP contributes to achieving safety performance targets in the FTP/LRTP.
RATE OF FATALITIES	The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.	
NUMBER OF SERIOUS INJURIES	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.	
RATE OF SERIOUS INJURIES	The total number of serious injuries per 100 million VMT in a calendar year.	
NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.	

TIMELINE



* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS



Source: FLHSMV, 2021.

STATEWIDE TARGETS

- » FDOT annually establishes statewide safety targets for the following calendar year as part of the HSIP Annual Report, which must be submitted by August 31 each year.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

Given FDOT's firm belief that every life counts, the target set for all safety performance measures is **ZERO**.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs must annually update their targets by February 27 of each year.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

Based on FHWA's review, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

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PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule, the targets Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

BRIDGE PERFORMANCE MEASURES

- » Percentage of NHS bridges (by deck area) classified as in **GOOD** condition.
- » Percentage of NHS bridges (by deck area) classified as in **POOR** condition.

GOOD CONDITION

Suggests no major investment is needed.

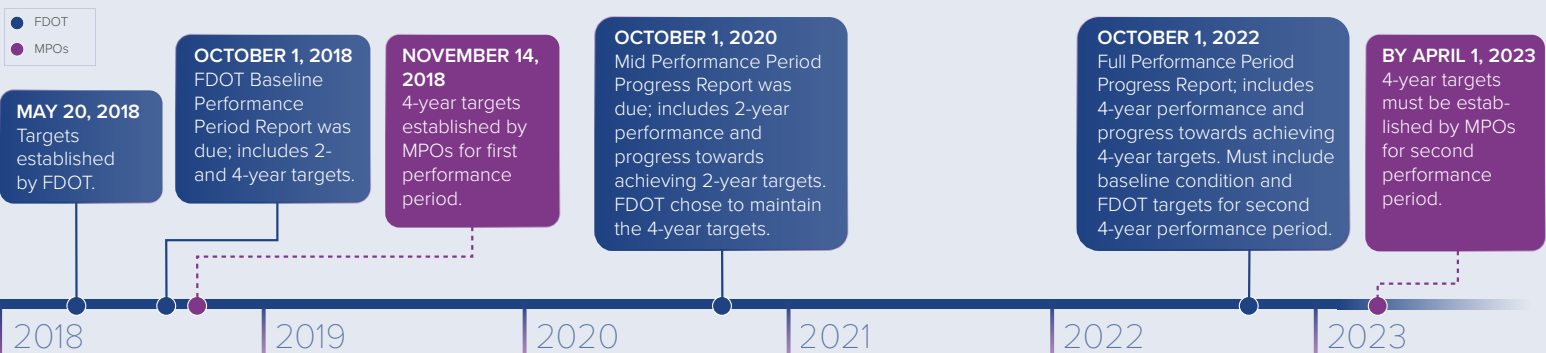
POOR CONDITION

Suggests major investment is needed.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

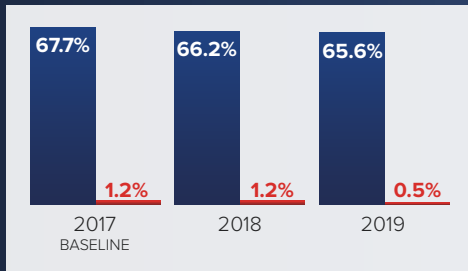
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



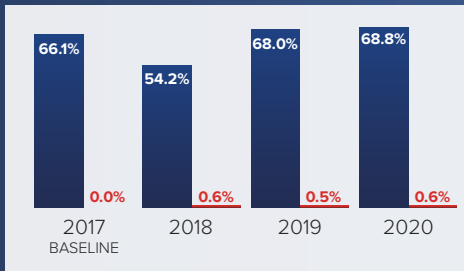
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

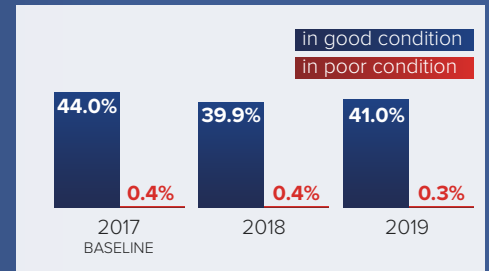
NHS Bridges



Interstate Pavements



Non-Interstate NHS Pavements



Source: FDOT.

STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

Performance Measure	2-Year Target	4-Year Target
<i>Pavement</i>		
% of Interstate pavements in GOOD condition	Not required	≥ 60%
% of Interstate pavements in POOR condition	Not required	≤ 5%
% of non-Interstate NHS pavements in GOOD condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in POOR condition	≤ 5%	≤ 5%
<i>Bridge</i>		
% of NHS bridges (by deck area) classified in GOOD condition	≥ 50%	≥ 50%
% of NHS bridges (by deck area) classified in POOR condition	≤ 10%	≤ 10%

Note: Two-year targets were not required for Interstate pavement condition for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

In January 2021, FHWA determined Florida had made significant progress toward the two-year bridge and pavement targets based on reported data for 2018 and 2019. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the statewide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

- » **Pavement:** No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓
- » **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓

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PM3: System Performance



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES

Performance Measure	Typically Referred to As	What It Measures
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable.
Percent of person-miles traveled on the non- Interstate NHS that are reliable	Non-Interstate reliability	Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.
Truck travel time reliability (TTTR) index	Truck reliability	Seeks to assess how reliable the Interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.

This rule also contains measures addressing CMAQ Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to FDOT or any of Florida's MPOs.

TIMELINE



* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

Percent of the person-miles traveled on the Interstate that are reliable



NON-INTERSTATE NHS RELIABILITY

Percent of the person-miles traveled on the non-Interstate NHS that are reliable



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Note: A higher Interstate and non-Interstate NHS reliability percentage means greater reliability. However, a higher TTTR index means lower reliability.

Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS)

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

Performance Measure	2-Year Target	4-Year Target
Interstate reliability	≥ 75%	≥ 70%
Non-Interstate NHS reliability	Not required	≥ 50%
Truck reliability	≤ 1.75	≤ 2.00

Note: Two-year targets were not required for non-Interstate reliability for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set system performance targets for the first performance period by November 14, 2018. FDOT will set its targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

In January 2021, FHWA determined Florida had made significant progress toward the two-year targets for Interstate and truck reliability based on reported data. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated and amended Long-Range Transportation Plans (LRTP), and approval of MPO Transportation Improvement Programs (TIP).

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TRANSIT Asset Management



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces requirements for new State of Good Repair (SGR) performance measures and Transit Asset Management (TAM) Plans. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit agencies are required to report transit asset performance measures and targets annually to the National Transit Database (NTD). Targets should be supported by the most recent condition data and reasonable financial projections.

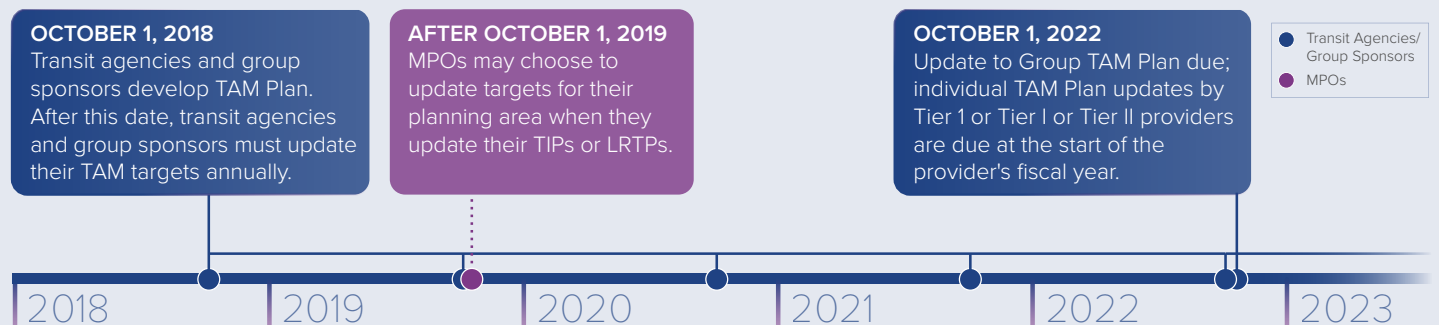
Transit Asset Categories and Related Performance Measures

FTA Asset Categories	Type of Measure	Performance Measures
EQUIPMENT Non-revenue support-service and maintenance vehicles	Age	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Age	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Performance	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Condition	Percentage of facilities within an asset class rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Lifecycle investments have been met or recovered.

TIMELINE



Transit providers set targets annually in October, January, or April, depending on the provider's fiscal year.

TAM PLAN

By October 1, 2018 (two years from effective date of the Final Rule), Transit Asset Management Plans (TAM Plan) were required for all providers. These plans are either developed by the providers or by a group sponsor on behalf of multiple providers. These plan must be updated every four years. The Group TAM Plan must be updated by October 1, 2022, and individual TAM Plans by Tier I and Tier II providers must be updated by the start of the provider's fiscal year.

Tier I versus Tier II Agencies

The rule makes a distinction between Tier I and Tier II transit providers and establishes different requirements for them.

TIER I

Owns, operates, or manages either:

- > = 101 vehicles in revenue service during peak regular service across **ALL fixed route** modes or **ANY one non-fixed route** mode

OR

Rail transit

TIER II

Owns, operates, or manages either:

- < = 100 vehicles in revenue service during peak regular service across **ALL non-rail fixed route** modes or in **ANY one non-rail fixed route** mode

OR

Subrecipient under the 5311 program

OR

Native American Tribe

TAM Plan Elements

1. Inventory of Capital Assets	ALL PROVIDERS (Tiers I and II)
2. Condition Assessment	
3. Decision Support Tools	
4. Investment Prioritization	
5. TAM and SGR Policy	TIER I ONLY
6. Implementation Strategy	
7. List of Key Annual Activities	
8. Identification of Resources	
9. Evaluation Plan	

A **TIER I** provider must develop its own TAM Plan. The Tier I provider must make the TAM plan, annual targets, and supporting materials available to the state DOTs and MPOs that provide funding to the provider.

TIER II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. State Departments of Transportation (DOT) that pass FTA funds to subrecipients are required to be group TAM plan sponsors. The unified targets and narrative report for group plan participants are submitted on behalf of all participating agencies by the sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan. The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2018. The plan included collective targets for subrecipients.

MPO COORDINATION

- » Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider operates services.
- » MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider TAM targets in the updated TIP.
- » When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider's targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from provider targets, especially if there are multiple transit agencies in the MPO planning area.
- » MPOs are required to coordinate with transit providers and group plan sponsors when selecting targets to ensure alignment of targets.
- » FTA will not assess MPO progress toward achieving transit targets. However, the Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated LRTPs, and approval of MPO TIPs.

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PUBLIC TRANSIT Safety Performance



MAP-21 Performance Management

April 2022

OVERVIEW

The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. Development and implementation of agency safety plans will help ensure that public transportation systems are safe nationwide. This fact sheet summarizes the requirements of this rule and the responsibilities of Florida's transit providers and Metropolitan Planning Organizations (MPOs) in implementing the rule.

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

RECIPIENTS AND SUB-RECIPIENTS OF FTA 5307 FUNDS	FTA is deferring applicability for operators that only receive 5310 and/or 5311 funds.
SMALL PUBLIC TRANSPORTATION PROVIDERS (5307S)	Agencies: a) without rail; and b) with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

Total number of reportable fatalities and rate per total vehicle revenue miles by mode.



INJURIES

Total number of reportable injuries and rate per total vehicle revenue miles by mode.

SAFETY EVENTS

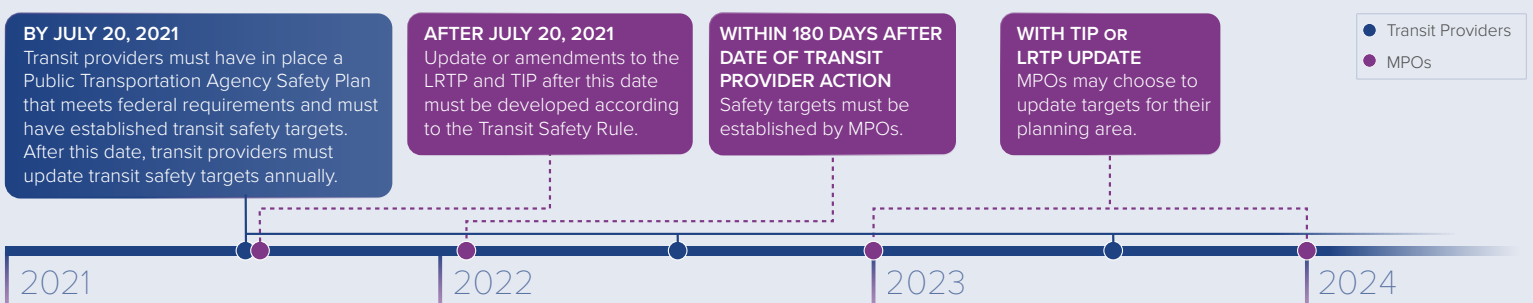
Total number of reportable events and rate per total vehicle revenue miles by mode.



SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMELINE



PTASP CERTIFICATION AND REVIEW

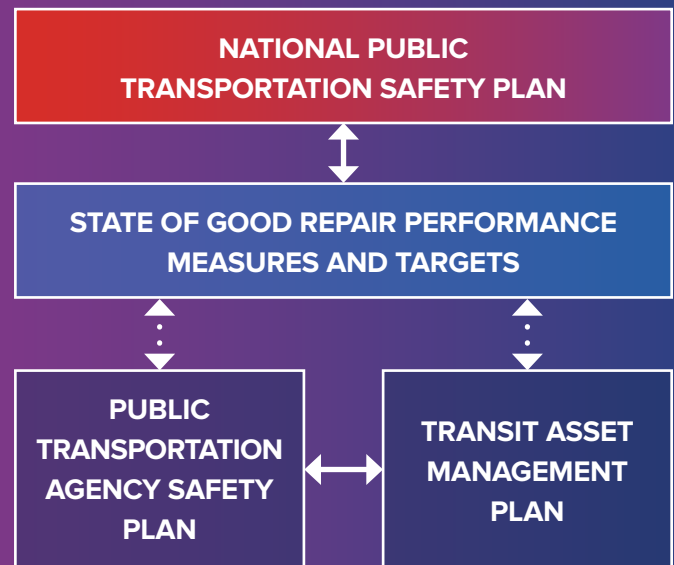
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 transit provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). The FTA PTASP rule and Florida's SSPP requirements are similar, but have some differences. Because Section 5307 providers in Florida must already have a SSPP, FDOT recommends that transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

FDOT has issued guidance to providers to assist them with revising existing SSPPs to be compliant with the FTA requirements.

While the PTASP rule requires transit providers to establish safety performance targets, the SSPP does not.

PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



REQUIREMENTS

COORDINATION WITH METROPOLITAN, STATEWIDE, AND NON-METROPOLITAN PLANNING PROCESSES

- » Public transit providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- » Providers will give written notice to the MPO(s) and FDOT when the provider establishes transit safety targets. This notice will provide the established targets and the date of establishment.
- » MPOs that establish their own transit safety targets will coordinate with the public transit provider(s) and FDOT in the selection of transit safety performance targets. The MPOs will give written notice to the public transit providers and FDOT when the MPO establishes its own transit safety targets.
- » MPOs that agree to support a public transit provider's safety targets will provide FDOT and the public transit providers documentation that the MPO agrees to do so.
- » Public transit providers that annually draft and certify a PTASP must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » Public transit providers will update the PTASP and establish transit safety targets annually. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider PTASP targets in the updated TIP.
- » If two or more providers operate in an MPO planning area and establish different safety targets for a measure, the MPO may establish a single target for the MPO planning area or establish a set of targets for the MPO planning area that reflect the differing transit provider targets.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

APPENDIX E: Public Notice Records

LOCALiQ

The Gainesville Sun | The Ledger
Daily Commercial | Ocala StarBanner
News Chief | Herald-Tribune

PO Box 631244 Cincinnati, OH 45263-1244

PROOF OF PUBLICATION

Ocala Marion Tpo
Ocala Marion Tpo
2710 E. SILVER SPRINGS BLVD.
OCALA FL 34470


The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review.
The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements throughout the Metropolitan Planning Area 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 and bridge construction; operations; resurfacing; bicycle and pedestrian; transit, aviation and rail.
The Draft TIP for Fiscal Years 2023 to 2027 is available for public review 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 24, 2022; or contact Rob Balmes, TPO Director. 352-438-2631; rob.balmes@marionfl.org.
May 3, 2022 7198272

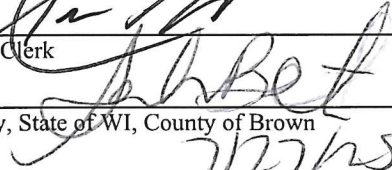
STATE OF FLORIDA, COUNTY OF MARION

The Star Banner, a newspaper printed and published in the city of Ocala, and of general circulation in the County of Marion, State of Florida, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issues dated or by publication on the newspaper's website, if authorized, on:

05/03/2022

and that the fees charged are legal.
Sworn to and subscribed before on 05/03/2022



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SARAH BERTELSEN
Notary Public
State of Wisconsin

Ocala StarBanner

Public Notices

Originally published at ocala.com on 05/03/2022

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May 3, 2022 7198272


Draft Transportation Improvement Program (TIP) is available for public review – Transportation Planning Organization



DRAFT
Transportation Improvement Program
Fiscal Years 2023 to 2027



Pending Board Adoption, June 28, 2022



This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

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

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APPENDIX F: Public and Partner Comments



FY 2023 to 2027 Transportation Improvement Program (TIP)

Public Comments

Summary

The draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) was made available for public and partner agency review on May 3, 2022. The following public comments were received by the TPO.

- **Comment:** “Please expand I-75 and existing roads before destroying farms, nature, and the springs to build new ones. Once these resources are gone they can never be replaced.”
 - **TPO Response:** Noted for public record. The citizen requested to not receive follow up from the TPO. The comment is part of public record and included in the TIP document for future planning considerations.

- **Comment:** “As a member of the TPO Board who works at Central Florida Community Action Agency and live in Alachua County, one of the things that I've noticed for some of the clients that we serve in Marion County, they have transportation needs to get back and forth to clinical sites that are often located in Belleview, Orlando, etc. I'm not sure if there is some sort of shuttle services that can assist students who are residents and need to travel outside of Marion County for clinicals, work, etc.”
 - **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.

- **Comment:** “The back and forth regarding opening Ocala Int'l Airport to commercial airlines needs to be resolved in two ways: The designation "International Airport" is misleading. That needs to be changed to something else to reflect the actual air traffic and constituent travel: Regional Airport? Regional Business Airpark? Dump the word "International". Second, a lot of frustration of air travelers having to drive to Orlando or Gainesville could be reduced by a highspeed railway system.”
 - **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.

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:	FY 2023-2027
Review #:	1 (Draft)	Date of Review:	5/10/22
		Reviewed by:	LLH

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 <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 1
<i>Page numbers referenced are page numbers of pdf</i>	
Does the Table of Contents show the title of each section with correct page number?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 4
<i>Click here to enter notes</i>	
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 <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 2
<i>Click here to enter notes</i>	
Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 21 and 138
<i>List of fund codes starts on page 21. Glossary of Terms and Acronyms begins on page 138.</i>	

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

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

Page Numbers: 5

[Click here to enter notes](#)

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: 5

[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: 20

[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

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

Page Numbers: 24

[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: 24

[Click here to enter notes](#)

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.] **For consistency guidance, see Section 1. Florida LRTP Amendment Thresholds.**

Yes No

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

Page Numbers: 8

[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

[Click here to enter notes](#)

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: 102

[Click here to enter notes](#)

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

[Click here to enter notes](#)

If applicable, 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

N/A

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

Page Numbers: 8

[Click here to enter notes](#)

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: 10

[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, the MPO 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

[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

Yes No

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ 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: 12

[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

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

Page Numbers: 31

[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, **Department of Economic Opportunity**, FTA, & FHWA?

Yes No

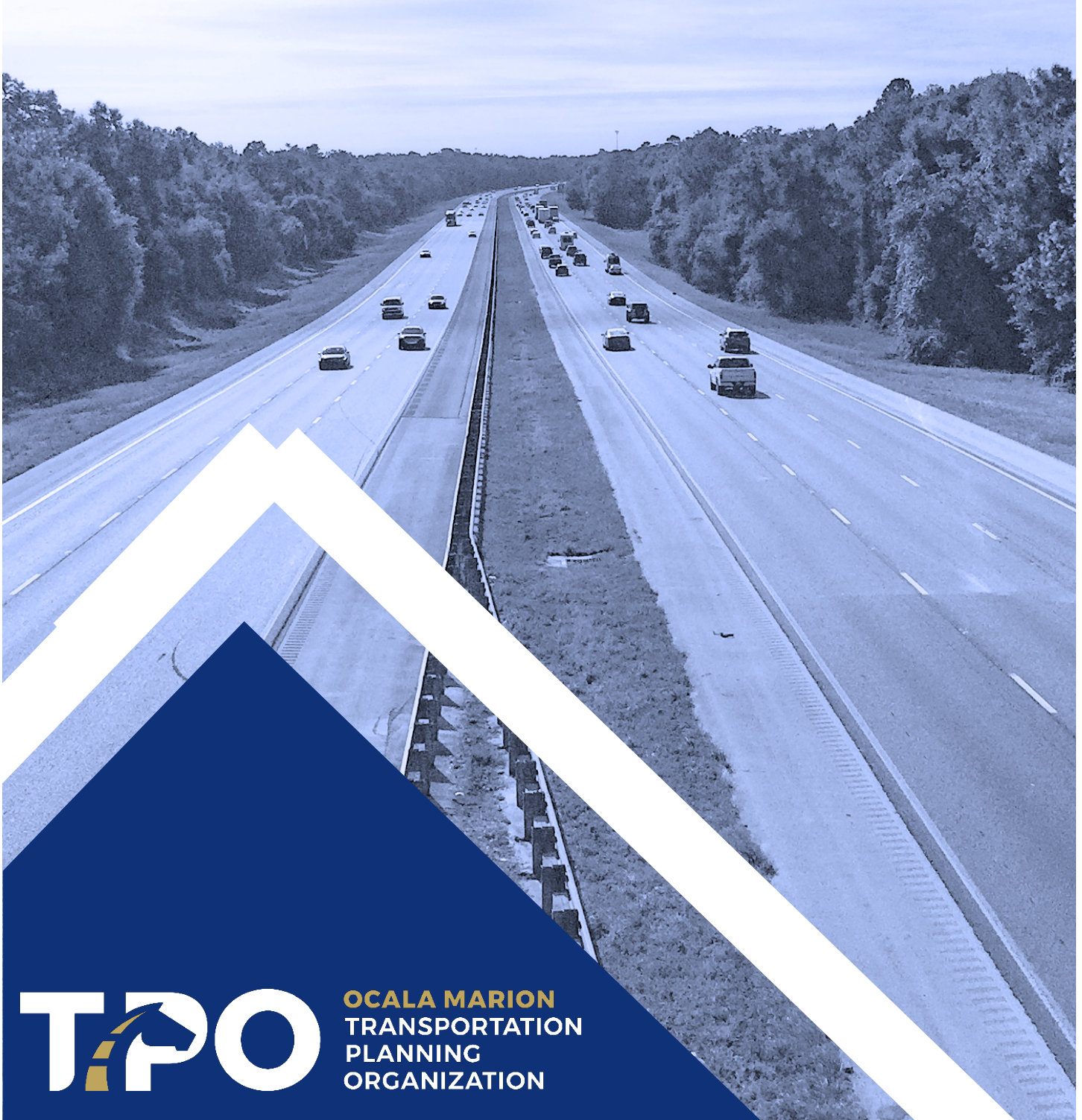
[No comment](#) [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

APPENDIX G: Glossary of Terms and Acronyms

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

February 2022

ACRYONYM	NAME	DESCRIPTION
3C	Continuing, Cooperative and Comprehensive	A Continuing, Cooperative and Comprehensive (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.
FMTTP	Freight Mobility and Trade Plan	FDOT's Freight Mobility and Trade Plan (FMTTP) 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.
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.
IIJA	Infrastructure Investment and Jobs Act	Commonly referred to as the Bipartisan Infrastructure Bill, IIJA was signed into law by President Biden on November 15, 2021. IIJA includes \$550 billion in new funding for transportation infrastructure. IIJA authorizes \$1.2 trillion in total spending.
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 other state and local professionals.
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: Project Changes from Prior TIP

Project Changes from Prior Transportation Improvement Program (TIP)

The following lists (2) summarize major projects that were programmed in the previous FY 2022 to FY 2026 TIP and their respective status toward implementation. This includes projects that were advanced; completed; under construction (2022); or deferred.

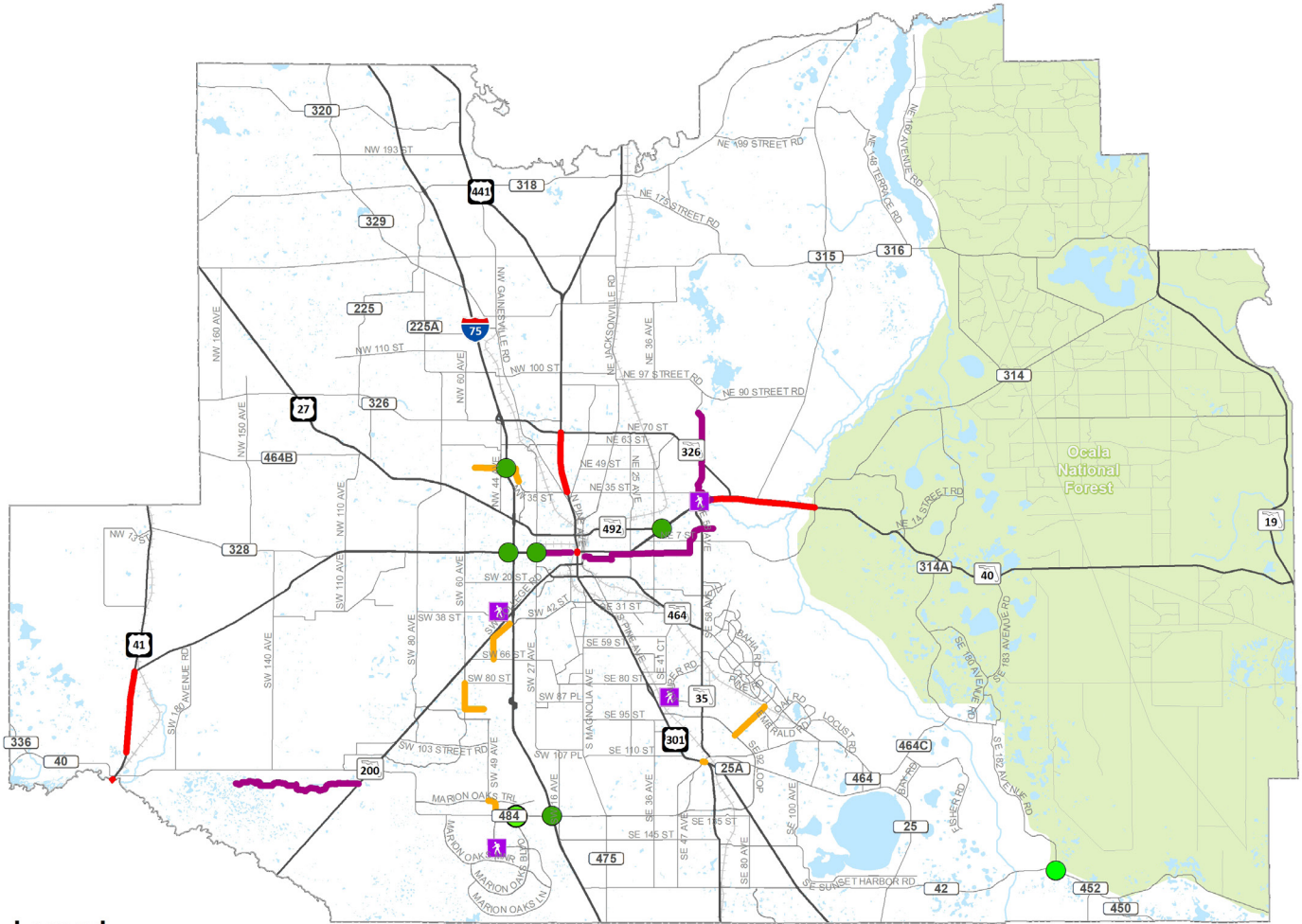
Changes to total project funding are also noted for major projects programmed in both the previous FY 2022 to FY 2026 TIP and the current FY 2023 to FY 2027 TIP.

Project Status from Prior TIP: Advanced, Completed, Construction or Deferred			
Project Number/FM	Project Description	Project Status	FY 22-26 TIP Funding
2386481	SR 45 (US 41) from SW 110th Street to North of SR 40	Deferred Out	\$44,211,268
4112565	SR 35 (US 301) Dallas Pond Redesign	Construction 2022	\$537,379
4336511	CR 484 from SW 20th Avenue to CR 475A	Construction 2022	\$15,302,481
4336611	U.S. 441 from SR 40 to SR 40A (Broadway)	Construction 2022	\$3,607,422
4348441	CR 42 at SE 182nd Avenue	Deferred to FY 23	\$407,200
4354842	Pruitt Trail from SR 200 to Pruitt Trailhead	Deferred to FY 26	\$2,158,000
4364742	Saddlewood Elementary School Sidewalks	Construction 2022	\$317,096
4364743	Legacy Elementary School Sidewalks	Construction 2022	\$1,411,659
4375962	SR 40 from NW 27th Street to SW 7th Street Sidewalks	Completed 2021	\$913,539
4384271	Marion County Airport Airfield Pavement Improvements	Deferred to FY 25	\$4,833,608
4384771	Ocala International Airport Taxiway Improvements	Deferred to FY 26	\$6,500,000
4407801	Ocala International Airport Pavement Rehabilitation	Deferred to FY 24	\$1,978,750
4408801	Marion Oaks Marion Oaks Manor Sidewalk	Construction 2022	\$36,210
4431701	SR 93 (I-75) from Sumter County to SR 200	Construction 2022	\$30,271,013
4437301	U.S. 301/U.S. 441 South of Split to North of Split Landscape	Construction 2022	\$372,839
4453211	Wildwood Mainline Weigh-In Motion (WIM) Screening	Construction 2022	\$4,621,712
4456871	U.S. 41/Williams from Brittan Alexander Bridge to River Road	Advanced to FY 22	\$551,496
4458001	SR 40 at SR 492 (NE 14th Street)	Advanced to FY 22	\$987,415
4471371	SR 200 Bridges and SR 40 Bridge Deck Rehabilitation	Construction 2022	\$1,010,681
4483891	NW 9th Street at Railroad Crossing #627174G	Completed 2022	\$207,629
4485751	Ocala International Airport ARFF Building	Deferred to FY 27	\$1,608,894

Major Project Total Funding Changes: Prior TIP to Current TIP			
Project Number/FM	Project Description	Project Schedule Changes	Change in Project Funding
2386481	SR 45 (US 41) from SW 110th St to North of SR 40	Deferred Out	-\$44,211,268
4336511	CR 484 from SW 20th to CR 475A	None	-\$2,874,947
4352091	I-75 (SR 93) at NW 49th Street from end of NW 49th to NW 35th	None	-\$2,922,305
4385621	I-75 (SR 93) Rest Area Marion County, N/O CR 484 to S/O SR 200	None	\$8,409,437
4392341	SR 200 from I-75 to US 301	None	\$5,749,473
4411411	SR 464 from US 301 to SR 35 (Baseline)	None	\$2,314,249
4452121	SR 200 (US 301) from S/O NE 175th to Alachua County Line	None	-\$481,617
4452171	SR 326 from NW 12th to SR 40	None	\$3,421,516
4457011	SE Abshier Boulevard from SE Hames to N/O SE Agnew Road	None	\$566,843

APPENDIX I: List of Projects in 2045 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 Investmens	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
Local Funded Roadway Investments	CR 42	at SE 182ND		Add Turn Lane(s)
	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

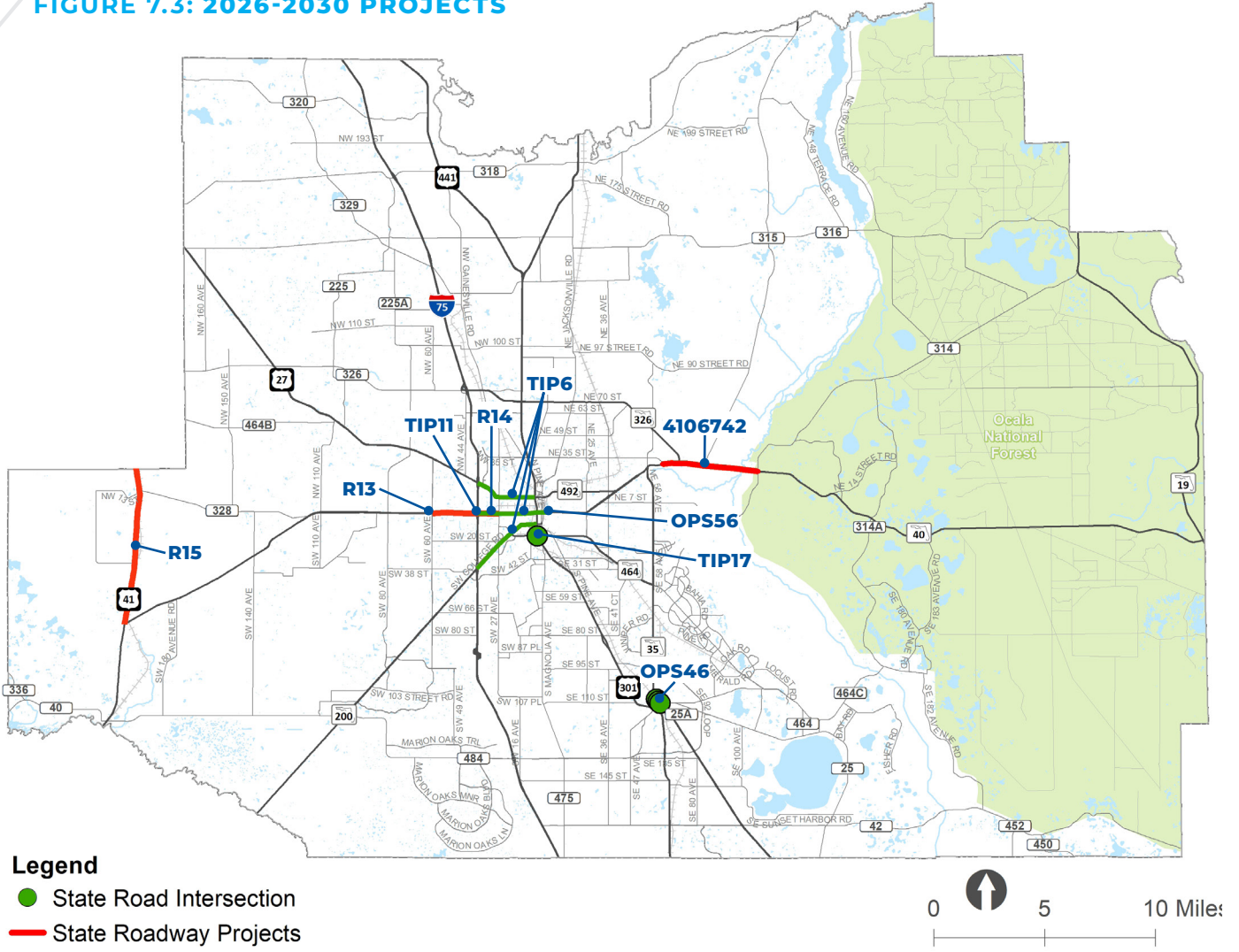


TABLE 7.3: 2026-2030 PROJECTS

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 Project Detailed Report

Federal Aid Management (Cynthia Lorenzo - Director)

STIP Project Detail and Summaries Online Report

** Repayment Phases are not included in the Totals **

Selection Criteria	
TIP County/MPO Area: Ocala-Marion TPO Number Of Years: 5 Version: G1	Detail All Funds As Of: 4 = 04/11/22

HIGHWAYS									
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: 0.741MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	10,000							10,000
	ACSN-ADVANCE CONSTRUCTION (SN)	111,747							111,747
	SA-STP, ANY AREA	144,783							144,783
	SL-STP, AREAS <= 200K	51,687							51,687
	SN-STP, MANDATORY NON-URBAN <= 5K	2,202,713							2,202,713
Phase: PRELIMINARY ENGINEERING Totals		2,520,930							2,520,930
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	150,489							150,489
	ACSN-ADVANCE CONSTRUCTION (SN)	31,250							31,250
	GFSL-GF STPBG <200K<5K (SMALL URB)	34,783							34,783
	GFSN-GF STPBG <5K (RURAL)	186,511							186,511
	SL-STP, AREAS <= 200K	478,579							478,579
	SN-STP, MANDATORY NON-URBAN <= 5K	1,309,489							1,309,489
Phase: RIGHT OF WAY Totals		2,191,101							2,191,101
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	ACSN-ADVANCE CONSTRUCTION (SN)	1,688,285							1,688,285
	GFSL-GF STPBG <200K<5K (SMALL URB)	83,924							83,924
	SA-STP, ANY AREA	241,951							241,951
	SL-STP, AREAS <= 200K	992,858							992,858
Phase: RAILROAD & UTILITIES Totals		3,007,018							3,007,018
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACFP-AC FREIGHT PROG (NFP)	9,271,487		47,520					9,319,007
	ACSN-ADVANCE CONSTRUCTION (SN)	190,712							190,712
	GFSA-GF STPBG ANY AREA	1,004,134							1,004,134
		220,212							220,212

	GFSN-GF STPBG <5K (RURAL)								
	LF-LOCAL FUNDS	21,958							21,958
	SA-STP, ANY AREA	169,113							169,113
Phase: CONSTRUCTION Totals		10,877,616		47,520					10,925,136
Item: 433651 1 Totals		18,596,665		47,520					18,644,185
Item Number: 433651 4 Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A									
District: 05 County: MARION		Type of Work: LANDSCAPING				Project Length: 0.414MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K	61,067							61,067
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K		179,725						179,725
Item: 433651 4 Totals		61,067	179,725						240,792
Project Totals		18,657,732	179,725	47,520					18,884,977
Item Number: 433652 1 Project Description: SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE									
District: 05 County: MARION		Type of Work: ADD TURN LANE(S)				Project Length: 1.309MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	145,138							145,138
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	165,885							165,885
	DS-STATE PRIMARY HIGHWAYS & PTO	1,682,854							1,682,854
Phase: PRELIMINARY ENGINEERING Totals		1,993,877							1,993,877
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	70,000	30,000						100,000
	SL-STP, AREAS <= 200K	3,082,846	1,122,500	247,154					4,452,500
Phase: RIGHT OF WAY Totals		3,152,846	1,152,500	247,154					4,552,500
Item: 433652 1 Totals		5,146,723	1,152,500	247,154					6,546,377
Project Totals		5,146,723	1,152,500	247,154					6,546,377
Item Number: 433660 1 Project Description: US 441 @ SR 464									
District: 05 County: MARION		Type of Work: TRAFFIC OPS IMPROVEMENT				Project Length: 0.433MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	17,089			160,000				177,089
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	147,761							147,761
	DS-STATE PRIMARY HIGHWAYS & PTO	689,533							689,533
Phase: PRELIMINARY ENGINEERING Totals		854,383			160,000				1,014,383
RIGHT OF WAY / MANAGED BY FDOT									
		472,364							472,364

Fund Code:	DDR-DISTRICT DEDICATED REVENUE								
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	153,140							153,140
	DS-STATE PRIMARY HIGHWAYS & PTO	26,450							26,450
Phase:	RIGHT OF WAY Totals	651,954							651,954
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				3,066,244	23,080			3,089,324
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				27,975				27,975
Phase:	CONSTRUCTION Totals				3,094,219	23,080			3,117,299
	Item: 433660 1 Totals	1,506,337			160,000	3,094,219	23,080		4,783,636
	Project Totals	1,506,337			160,000	3,094,219	23,080		4,783,636
Item Number: 433661 1 Project Description: US 441 FROM SR 40 TO SR 40A (SW BROADWAY)									
District: 05 County: MARION Type of Work: TRAFFIC OPS IMPROVEMENT Project Length: 0.384MI									
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	234,257							234,257
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	77,976							77,976
	DS-STATE PRIMARY HIGHWAYS & PTO	633,083							633,083
Phase:	PRELIMINARY ENGINEERING Totals	945,316							945,316
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	212,102							212,102
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	73,434							73,434
	DS-STATE PRIMARY HIGHWAYS & PTO	270,000							270,000
Phase:	RIGHT OF WAY Totals	555,536							555,536
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	173,355							173,355
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	1,907,410							1,907,410
	DDR-DISTRICT DEDICATED REVENUE	1,347,990	17,767						1,365,757
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	34,361							34,361
	LF-LOCAL FUNDS	178,636							178,636
	SL-STP, AREAS <= 200K	334,745							334,745
	SN-STP, MANDATORY NON-URBAN <= 5K	921,101							921,101
Phase:	CONSTRUCTION Totals	4,724,243	17,767						4,742,010
	Item: 433661 1 Totals	6,398,450	17,767						6,416,217
	Project Totals	6,398,450	17,767						6,416,217
Item Number: 434844 1 Project Description: CR 42 AT SE 182ND									
District: 05 County: MARION Type of Work: ADD LEFT TURN LANE(S) Project Length: 0.307MI									
Fiscal Year									

Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT									
Fund Code:	HSP-SAFETY (HIWAY SAFETY PROGRAM)	25,012							25,012
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	21,000							21,000
CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		350,000						350,000
Item: 434844 1 Totals		46,012	350,000						396,012
<p>Item Number: 434844 2 Project Description: CR 42 AT SE 182ND District: 05 County: MARION Type of Work: ADD LEFT TURN LANE(S) Project Length: 0.000</p>									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		67,980						67,980
Item: 434844 2 Totals			67,980						67,980
Project Totals		46,012	417,980						463,992
<p>Item Number: 435209 1 Project Description: I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST *SIS* District: 05 County: MARION Type of Work: INTERCHANGE (NEW) Project Length: 0.001MI</p>									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	2,636,410							2,636,410
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	169,997							169,997
	DS-STATE PRIMARY HIGHWAYS & PTO	575,493							575,493
Phase: P D & E Totals		3,381,900							3,381,900
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	4,268,345							4,268,345
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	231,828							231,828
	DS-STATE PRIMARY HIGHWAYS & PTO	5,303							5,303
Phase: PRELIMINARY ENGINEERING Totals		4,505,476							4,505,476
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	10,200,000							10,200,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	CIGP-COUNTY INCENTIVE GRANT PROGRAM				7,995,735				7,995,735
	DDR-DISTRICT DEDICATED REVENUE				5,046,899				5,046,899
	LF-LOCAL FUNDS				7,995,735				7,995,735
	SA-STP, ANY AREA				630				630
	SL-STP, AREAS <= 200K				9,213,782				9,213,782
					3,005,068				3,005,068

	SN-STP, MANDATORY NON-URBAN <= 5K								
	TRIP-TRANS REGIONAL INCENTIVE PROGM				5,703,448				5,703,448
	TRWR-2015 SB2514A- TRAN REG INCT PRG				3,418,567				3,418,567
Phase: CONSTRUCTION Totals					42,379,864				42,379,864
Item: 435209 1 Totals		18,087,376			42,379,864				60,467,240
Project Totals		18,087,376			42,379,864				60,467,240
Item Number: 435484 2									
Project Description: PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD									
District: 05		County: MARION		Type of Work: BIKE PATH/TRAIL				Project Length: 0.000	
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	SL-STP, AREAS <= 200K				460,700				460,700
	SN-STP, MANDATORY NON-URBAN <= 5K				561,853				561,853
	TALL-TRANSPORTATION ALTS- <200K				622,203				622,203
	TALT-TRANSPORTATION ALTS- ANY AREA				513,244				513,244
Phase: CONSTRUCTION Totals					2,158,000				2,158,000
Item: 435484 2 Totals					2,158,000				2,158,000
Project Totals					2,158,000				2,158,000
Item Number: 436756 1									
Project Description: DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK									
District: 05		County: MARION		Type of Work: BIKE PATH/TRAIL				Project Length: 0.000	
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY CITY OF OCALA									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K			253,001					253,001
Item: 436756 1 Totals				253,001					253,001
Project Totals				253,001					253,001
Item Number: 437596 2									
Project Description: SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE									
District: 05		County: MARION		Type of Work: SIDEWALK				Project Length: 1.423MI	
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	406,973							406,973
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	25,267							25,267
	DS-STATE PRIMARY HIGHWAYS & PTO	1,789							1,789
Phase: PRELIMINARY ENGINEERING Totals		434,029							434,029
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	SL-STP, AREAS <= 200K		899,009						899,009
Phase: CONSTRUCTION Totals			909,279						909,279
Item: 437596 2 Totals		434,029	909,279						1,343,308

Project Totals		434,029	909,279						1,343,308
Item Number: 437826 1		Project Description: I-75 MARION COUNTY REST AREAS LANDSCAPING						*SIS*	
District: 05	County: MARION	Type of Work: LANDSCAPING				Project Length: 0.542MI			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,860					10,860
	DS-STATE PRIMARY HIGHWAYS & PTO			400,424					400,424
Phase: CONSTRUCTION Totals				411,284					411,284
Item: 437826 1 Totals				411,284					411,284
Project Totals				411,284					411,284
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: 0.547MI			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	660,000							660,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	56,082							56,082
	DRA-REST AREAS - STATE 100%	2,637,424							2,637,424
	DS-STATE PRIMARY HIGHWAYS & PTO	10,700							10,700
Phase: PRELIMINARY ENGINEERING Totals		3,364,206							3,364,206
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		2,456,502						2,456,502
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		51,350						51,350
	DRA-REST AREAS - STATE 100%		27,434,141						27,434,141
Phase: CONSTRUCTION Totals			29,941,993						29,941,993
Item: 438562 1 Totals		3,364,206	29,941,993						33,306,199
Project Totals		3,364,206	29,941,993						33,306,199
Item Number: 439234 1		Project Description: SR 200 FROM I-75 TO US 301						*SIS*	
District: 05	County: MARION	Type of Work: RESURFACING				Project Length: 3.321MI			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	772,311							772,311
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	41,065							41,065
	DS-STATE PRIMARY HIGHWAYS & PTO	13,036							13,036
Phase: PRELIMINARY ENGINEERING Totals		826,412							826,412
CONSTRUCTION / MANAGED BY FDOT									
			6,438,783						6,438,783

Fund Code:	DDR-DISTRICT DEDICATED REVENUE								
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	DS-STATE PRIMARY HIGHWAYS & PTO		2,292,309						2,292,309
	SA-STP, ANY AREA		3,712,443						3,712,443
	SL-STP, AREAS <= 200K		891,182						891,182
Phase:	CONSTRUCTION Totals		13,344,987						13,344,987
	Item: 439234 1 Totals	826,412	13,344,987						14,171,399
	Project Totals	826,412	13,344,987						14,171,399

Item Number: 439238 2 **Project Description:** SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET
District: 05 **County:** MARION **Type of Work:** BIKE LANE/SIDEWALK **Project Length:** 7.230MI

		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,675,000						1,675,000	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000						10,000	
	DS-STATE PRIMARY HIGHWAYS & PTO	12,850						12,850	
Phase:	PRELIMINARY ENGINEERING Totals	1,697,850						1,697,850	

CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			2,975,178				2,975,178
	Item: 439238 2 Totals	1,697,850		2,975,178				4,673,028
	Project Totals	1,697,850		2,975,178				4,673,028

Item Number: 441141 1 **Project Description:** SR 464 FROM SR 500 (US 27/301) TO SR 35
District: 05 **County:** MARION **Type of Work:** RESURFACING **Project Length:** 5.878MI

		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	2,746,808						2,746,808	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	80,026						80,026	
	DS-STATE PRIMARY HIGHWAYS & PTO	23,317						23,317	
Phase:	PRELIMINARY ENGINEERING Totals	2,850,151						2,850,151	

RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	30,000						30,000

CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		7,623,175					7,623,175
	DS-STATE PRIMARY HIGHWAYS & PTO		4,480,227					4,480,227
	SA-STP, ANY AREA		7,235,763					7,235,763
	SL-STP, AREAS <= 200K		2,305,807					2,305,807
Phase:	CONSTRUCTION Totals		21,644,972					21,644,972
	Item: 441141 1 Totals	2,880,151	21,644,972					24,525,123
	Project Totals	2,880,151	21,644,972					24,525,123

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: 2.362MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	934,950						934,950	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,000						20,000	
Phase: PRELIMINARY ENGINEERING Totals		954,950						954,950	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			4,719,129				4,719,129	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,560				10,560	
Phase: CONSTRUCTION Totals				4,729,689				4,729,689	
Item: 445212 1 Totals		954,950		4,729,689				5,684,639	
Project Totals		954,950		4,729,689				5,684,639	

Item Number: 445217 1		Project Description: SR-326 FROM EAST OF SR-25/200 (US-441/301) TO SR-40						*SIS*	
District: 05	County: MARION	Type of Work: RESURFACING				Project Length: 8.404MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	662,000						662,000	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	21,308						21,308	
	DS-STATE PRIMARY HIGHWAYS & PTO	194,971						194,971	
Phase: PRELIMINARY ENGINEERING Totals		878,279						878,279	
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	298,000						298,000	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING		8,852,307					8,852,307	
	DDR-DISTRICT DEDICATED REVENUE		1,412,976					1,412,976	
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270					10,270	
	DS-STATE PRIMARY HIGHWAYS & PTO	9,029	402,640					411,669	
	SL-STP, AREAS <= 200K		1,197,737					1,197,737	
Phase: CONSTRUCTION Totals		9,029	11,875,930					11,884,959	
Item: 445217 1 Totals		1,185,308	11,875,930					13,061,238	
Project Totals		1,185,308	11,875,930					13,061,238	

Item Number: 445218 1		Project Description: SR 25 FROM AVENUE I TO THE ALACHUA COUNTY LINE						*SIS*	
District: 05	County: MARION	Type of Work: RESURFACING				Project Length: 3.146MI			
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	

PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			917,369					917,369
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,000					10,000
Phase: PRELIMINARY ENGINEERING Totals				927,369					927,369
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				6,156,852				6,156,852
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,860				10,860
Phase: CONSTRUCTION Totals					6,167,712				6,167,712
Item: 445218 1 Totals				927,369	6,167,712				7,095,081
Item Number: 448635 1 Project Description: SR-25 FROM NORTH OF CR-25A TO AVENUE I District: 05 County: MARION Type of Work: RESURFACING Project Length: 3.173MI									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			1,032,000					1,032,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,000					10,000
Phase: PRELIMINARY ENGINEERING Totals				1,042,000					1,042,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				5,923,545				5,923,545
	DDR-DISTRICT DEDICATED REVENUE				596,431				596,431
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,000				10,000
Phase: CONSTRUCTION Totals					6,529,976				6,529,976
Item: 448635 1 Totals				1,042,000	6,529,976				7,571,976
Project Totals				1,969,369	12,697,688				14,667,057
Item Number: 445302 1 Project Description: SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD District: 05 County: MARION Type of Work: RESURFACING Project Length: 2.207MI									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	748,364							748,364
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000							10,000
Phase: PRELIMINARY ENGINEERING Totals		758,364							758,364
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			3,043,937					3,043,937
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,560					10,560
Phase: CONSTRUCTION Totals				3,054,497					3,054,497
Item: 445302 1 Totals		758,364		3,054,497					3,812,861
Project Totals		758,364		3,054,497					3,812,861

Item Number: 445688 1		Project Description: US 27 / US 441 / ABSHIVER BLVD. @ CR 42							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS			Project Length: 0.065MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACID-ADV CONSTRUCTION SAFETY (HSID)	150,000							150,000
	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	10,000							10,000
	DS-STATE PRIMARY HIGHWAYS & PTO	1,305							1,305
	HSP-SAFETY (HIWAY SAFETY PROGRAM)	5,059							5,059
	SA-STP, ANY AREA	74,788							74,788
Phase: PRELIMINARY ENGINEERING Totals		241,152							241,152
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		1,094,294						1,094,294
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		5,135						5,135
	DS-STATE PRIMARY HIGHWAYS & PTO	761							761
Phase: CONSTRUCTION Totals		761	1,099,429						1,100,190
Item: 445688 1 Totals		241,913	1,099,429						1,341,342
Project Totals		241,913	1,099,429						1,341,342
Item Number: 445701 1		Project Description: SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS			Project Length: 0.180MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACID-ADV CONSTRUCTION SAFETY (HSID)	353,404							353,404
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	980							980
	DS-STATE PRIMARY HIGHWAYS & PTO	3,300							3,300
	HSP-SAFETY (HIWAY SAFETY PROGRAM)	67,175							67,175
	SA-STP, ANY AREA	46,367							46,367
Phase: PRELIMINARY ENGINEERING Totals		471,226							471,226
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		151,868						151,868
	DDR-DISTRICT DEDICATED REVENUE		1,900,002						1,900,002
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	DS-STATE PRIMARY HIGHWAYS & PTO	152							152
Phase: CONSTRUCTION Totals		152	2,062,140						2,062,292

Item: 445701 1 Totals		471,378	2,062,140						2,533,518
Project Totals		471,378	2,062,140						2,533,518
Item Number: 447603 1									
Project Description: NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE.									
District: 05		County: MARION			Type of Work: TRAFFIC SIGNALS			Project Length: 0.026MI	
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	517,150							517,150
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	7,730							7,730
	DS-STATE PRIMARY HIGHWAYS & PTO	250							250
Phase: PRELIMINARY ENGINEERING Totals		525,130							525,130
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)			65,228					65,228
	LF-LOCAL FUNDS			174,240					174,240
	SL-STP, AREAS <= 200K			528,000					528,000
	SN-STP, MANDATORY NON-URBAN <= 5K			54,710					54,710
Phase: CONSTRUCTION Totals				822,178					822,178
Item: 447603 1 Totals		525,130		822,178					1,347,308
Project Totals		525,130		822,178					1,347,308
Item Number: 447861 1									
Project Description: I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES *SIS*									
District: 05		County: MARION			Type of Work: MCCO WEIGH STATION STATIC/WIM			Project Length: 1.136MI	
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DWS-WEIGH STATIONS - STATE 100%					532,902			532,902
Item: 447861 1 Totals						532,902			532,902
Project Totals						532,902			532,902
Item Number: 448376 1									
Project Description: I-75/SR-93 FROM SR-200 TO NORTH OF SR-500 *SIS*									
District: 05		County: MARION			Type of Work: RESURFACING			Project Length: 4.469MI	
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP		1,439,000						1,439,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP				15,977,866				15,977,866
Item: 448376 1 Totals			1,439,000		15,977,866				17,416,866
Project Totals			1,439,000		15,977,866				17,416,866
Item Number: 448526 1									
Project Description: SR-45/US-41/WILLIAMS ST FROM NORTH OF CITRUS CNTY LINE TO SW 110TH ST									
District: 05		County: MARION			Type of Work: RESURFACING			Project Length: 1.410MI	
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	

PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			878,000					878,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,000					10,000
Phase: PRELIMINARY ENGINEERING Totals				888,000					888,000

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				3,653,002				3,653,002
	DDR-DISTRICT DEDICATED REVENUE				386,990				386,990
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,000				10,000
Phase: CONSTRUCTION Totals					4,049,992				4,049,992
Item: 448526 1 Totals				888,000	4,049,992				4,937,992
Project Totals				888,000	4,049,992				4,937,992

Item Number: 448924 1	Project Description: SR-492 OVER CSX RR						
District: 05	County: MARION	Type of Work: BRIDGE-REPAIR/REHABILITATION				Project Length: 0.102MI	
Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027 All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	BRRP-STATE BRIDGE REPAIR & REHAB	43,595							43,595
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	2,000							2,000
Phase: PRELIMINARY ENGINEERING Totals		45,595							45,595

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	BRRP-STATE BRIDGE REPAIR & REHAB		387,195						387,195
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		2,054						2,054
Phase: CONSTRUCTION Totals			389,249						389,249
Item: 448924 1 Totals		45,595	389,249						434,844
Project Totals		45,595	389,249						434,844

Item Number: 449261 1	Project Description: SW 60TH AVE FROM SW 54TH ST TO SECO ENERGY DRIVEWAY						
District: 05	County: MARION	Type of Work: INTERSECTION IMPROVEMENT				Project Length: 0.436MI	
Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027 All Years

PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		47,818						47,818

CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K			199,243					199,243
Item: 449261 1 Totals			47,818	199,243					247,061
Project Totals			47,818	199,243					247,061

Item Number: 449277 1	Project Description: CR-484 AT THE INTERSECTION OF MARION OAKS BLVD						
District: 05	County: MARION	Type of Work: INTERSECTION IMPROVEMENT				Project Length: 0.021MI	
Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027 All Years

PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		60,795						60,795
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		30,000						30,000
	SN-STP, MANDATORY NON-URBAN <= 5K		445,830						445,830
Phase: CONSTRUCTION Totals			475,830						475,830
Item: 449277 1 Totals			60,795	475,830					536,625
Project Totals			60,795	475,830					536,625
Item Number: 449317 1 Project Description: CR 484 AT SW 135TH ST RD									
District: 05		County: MARION		Type of Work: ADD LEFT TURN LANE(S)			Project Length: 0.236MI		
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		88,705						88,705
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K		369,605						369,605
Item: 449317 1 Totals			88,705	369,605					458,310
Project Totals			88,705	369,605					458,310
Item Number: 449443 1 Project Description: NE 8TH AVE FROM SR 40 TO SR 492									
District: 05		County: MARION		Type of Work: ROUNDABOUT			Project Length: 0.900MI		
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY CITY OF OCALA									
Fund Code:	SL-STP, AREAS <= 200K					4,452,800			4,452,800
Item: 449443 1 Totals						4,452,800			4,452,800
Project Totals						4,452,800			4,452,800
Item Number: 450340 1 Project Description: EMERALD ROAD EXTENSION FROM SE 92ND LOOP TO CR424(SE MARICAMP RD)									
District: 05		County: MARION		Type of Work: NEW ROAD CONSTRUCTION			Project Length: 0.000		
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
RIGHT OF WAY / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	CIGP-COUNTY INCENTIVE GRANT PROGRAM		325,000						325,000
	LF-LOCAL FUNDS		325,000						325,000
Phase: RIGHT OF WAY Totals			650,000						650,000
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	CIGP-COUNTY INCENTIVE GRANT PROGRAM		4,370,763						4,370,763
	LF-LOCAL FUNDS		4,629,237						4,629,237
Phase: CONSTRUCTION Totals			9,000,000						9,000,000
Item: 450340 1 Totals			9,650,000						9,650,000
Project Totals			9,650,000						9,650,000
FIXED CAPITAL OUTLAY									
Item Number: 450125 1 Project Description: OCALA OPERATIONS CENTER CONSTRUCTION RENOVATION									
District: 05		County: MARION		Type of Work: FIXED CAPITAL OUTLAY			Project Length: 0.000		

		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		534,900					534,900	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		5,001,200					5,001,200	
Item: 450125 1 Totals			5,536,100					5,536,100	
Project Totals			5,536,100					5,536,100	
Item Number: 450168 1 Project Description: OCALA OPERATIONS CENTER SECURITY- INTEGRATED ELECTRONIC SEC SYS ON GATE District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		9,000					9,000	
Item: 450168 1 Totals			9,000					9,000	
Project Totals			9,000					9,000	
Item Number: 450169 1 Project Description: OCALA OPERATIONS CENTER SECURITY- FENCING/GATE UPDATES District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		70,000					70,000	
Item: 450169 1 Totals			70,000					70,000	
Project Totals			70,000					70,000	
TRANSPORTATION PLANNING									
Item Number: 439331 4 Project Description: OCALA/MARION URBAN AREA FY 2022/2023- 2023/2024 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)		723,984	669,715				1,393,699	
Item: 439331 4 Totals			723,984	669,715				1,393,699	
Item Number: 439331 5 Project Description: OCALA/MARION URBAN AREA FY 2024/2025- 2025/2026 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000									
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)			676,473	683,366			1,359,839	
Item: 439331 5 Totals				676,473	683,366			1,359,839	
Item Number: 439331 6 Project Description: OCALA/MARION URBAN AREA FY 2026/2027- 2027/2028 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000									

		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)						683,366	683,366	
Item: 439331 6 Totals							683,366	683,366	
Project Totals			723,984	669,715	676,473	683,366	683,366	3,436,904	
MAINTENANCE									
Item Number: 413615 3		Project Description: LIGHTING AGREEMENTS							
District: 05		County: MARION			Type of Work: LIGHTING		Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	2,254,886	433,240	441,220	454,457	468,088	487,617	4,539,508	
	DDR-DISTRICT DEDICATED REVENUE	3,169,391						3,169,391	
Phase: BRDG/RDWY/CONTRACT MAINT Totals		5,424,277	433,240	441,220	454,457	468,088	487,617	7,708,899	
Item: 413615 3 Totals		5,424,277	433,240	441,220	454,457	468,088	487,617	7,708,899	
Project Totals		5,424,277	433,240	441,220	454,457	468,088	487,617	7,708,899	
Item Number: 418107 1		Project Description: MARION PRIMARY IN-HOUSE							
District: 05		County: MARION			Type of Work: ROUTINE MAINTENANCE		Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	49,599,769	
Item: 418107 1 Totals		40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	49,599,769	
Project Totals		40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	49,599,769	
Item Number: 423391 2		Project Description: ASPHALT RESURFACING VARIOUS LOCATIONS							
District: 05		County: MARION			Type of Work: ROUTINE MAINTENANCE		Project Length: 0.000		
Extra Description:		SITE SPECIFIC E5M43							
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	4,542,202	200,000					4,742,202	
Item: 423391 2 Totals		4,542,202	200,000					4,742,202	
Project Totals		4,542,202	200,000					4,742,202	
Item Number: 429178 1		Project Description: UNPAVED SHOULDER REPAIR							
District: 05		County: MARION			Type of Work: ROUTINE MAINTENANCE		Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	1,564,038	220,000					1,784,038	
Item: 429178 1 Totals		1,564,038	220,000					1,784,038	
Project Totals		1,564,038	220,000					1,784,038	
Item Number: 442738 1		Project Description: CITY OF OCALA MOA							
District: 05		County: MARION			Type of Work: ROUTINE MAINTENANCE		Project Length: 0.000		
		Fiscal Year							

Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY CITY OF OCALA									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	92,850		50,000			50,000		192,850
Item: 442738 1 Totals		92,850		50,000			50,000		192,850
Project Totals		92,850		50,000			50,000		192,850
Item Number: 446691 1 Project Description: AESTHETICS AREA WIDE District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	1,721,305	850,000						2,571,305
Item: 446691 1 Totals		1,721,305	850,000						2,571,305
Project Totals		1,721,305	850,000						2,571,305
Item Number: 446910 1 Project Description: ASSET MAINTENANCE MARION COUNTY District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596		19,627,885
Item: 446910 1 Totals		3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596		19,627,885
Project Totals		3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596		19,627,885
Item Number: 450165 1 Project Description: OCALA OPERATIONS CENTER DEMO OF OLD BUILDINGS District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY			100,000					100,000
Item: 450165 1 Totals				100,000					100,000
Project Totals				100,000					100,000
FLP: AVIATION									
Item Number: 438417 1 Project Description: MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			350,000					350,000
	LF-LOCAL FUNDS			87,500					87,500
Phase: CAPITAL Totals				437,500					437,500
Item: 438417 1 Totals				437,500					437,500
Project Totals				437,500					437,500
Item Number: 438427 1 Project Description: MARION AIRFIELD PAVEMENT IMPROVEMENTS District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									

Fund Code:	DPTO-STATE - PTO				200,000				200,000
	FAA-FEDERAL AVIATION ADMIN				2,250,000				2,250,000
	LF-LOCAL FUNDS				50,000				50,000
	Phase: CAPITAL Totals				2,500,000				2,500,000
	Item: 438427 1 Totals				2,500,000				2,500,000
	Project Totals				2,500,000				2,500,000
Item Number: 438477 1 Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS									
District: 05 County: MARION		Type of Work: AVIATION PRESERVATION PROJECT				Project Length: 0.000			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				520,000				520,000
	FAA-FEDERAL AVIATION ADMIN				5,850,000				5,850,000
	LF-LOCAL FUNDS				130,000				130,000
	Phase: CAPITAL Totals				6,500,000				6,500,000
	Item: 438477 1 Totals				6,500,000				6,500,000
	Project Totals				6,500,000				6,500,000
Item Number: 440780 1 Project Description: MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION									
District: 05 County: MARION		Type of Work: AVIATION PRESERVATION PROJECT				Project Length: 0.000			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		1,200,000						1,200,000
	LF-LOCAL FUNDS		300,000						300,000
	Phase: CAPITAL Totals		1,500,000						1,500,000
	Item: 440780 1 Totals		1,500,000						1,500,000
	Project Totals		1,500,000						1,500,000
Item Number: 444877 1 Project Description: MARION-OCALA INTL HANGAR									
District: 05 County: MARION		Type of Work: AVIATION REVENUE/OPERATIONAL				Project Length: 0.000			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			1,000,000					1,000,000
	LF-LOCAL FUNDS			250,000					250,000
	Phase: CAPITAL Totals			1,250,000					1,250,000
	Item: 444877 1 Totals			1,250,000					1,250,000
	Project Totals			1,250,000					1,250,000
Item Number: 448575 1 Project Description: MARION-OCALA INTL ARFF BUILDING									
District: 05 County: MARION		Type of Work: AVIATION SAFETY PROJECT				Project Length: 0.000			
Fiscal Year									
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					800,000			800,000
	LF-LOCAL FUNDS					200,000			200,000
	Phase: CAPITAL Totals					1,000,000			1,000,000

Item: 448575 1 Totals						1,000,000	1,000,000
Project Totals						1,000,000	1,000,000
Item Number: 449760 1							
Project Description: MARION CO AIRPORT FUEL SYSTEM							
District: 05		County: MARION		Type of Work: AVIATION REVENUE/OPERATIONAL		Project Length: 0.000	
Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE							
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	250,000					250,000
	LF-LOCAL FUNDS	62,500					62,500
Phase: CAPITAL Totals		312,500					312,500
Item: 449760 1 Totals		312,500					312,500
Project Totals		312,500					312,500
Item Number: 449774 1							
Project Description: MARION COUNTY AIRPORT HANGAR							
District: 05		County: MARION		Type of Work: AVIATION REVENUE/OPERATIONAL		Project Length: 0.000	
Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE							
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			1,237,596			1,237,596
	DPTO-STATE - PTO			762,404			762,404
	LF-LOCAL FUNDS			500,000			500,000
Phase: CAPITAL Totals				2,500,000			2,500,000
Item: 449774 1 Totals				2,500,000			2,500,000
Project Totals				2,500,000			2,500,000
Item Number: 449858 1							
Project Description: MARION / OCALA INTERNATIONAL HANGER DEVELOPMENT							
District: 05		County: MARION		Type of Work: AVIATION CAPACITY PROJECT		Project Length: 0.000	
Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE							
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,500,000					1,500,000
	LF-LOCAL FUNDS	375,000					375,000
Phase: CAPITAL Totals		1,875,000					1,875,000
Item: 449858 1 Totals		1,875,000					1,875,000
Project Totals		1,875,000					1,875,000
FLP: TRANSIT							
Item Number: 427188 2							
Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009							
District: 05		County: MARION		Type of Work: CAPITAL FOR FIXED ROUTE		Project Length: 0.000	
Extra Description: AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.							
Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / MANAGED BY MARION COUNTY TRANSIT							
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	16,221,737	2,467,181	2,541,196	2,617,431	2,617,431	29,082,407
	LF-LOCAL FUNDS	4,055,434	616,795	635,299	654,398	654,398	7,270,722
Phase: CAPITAL Totals		20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	36,353,129
Item: 427188 2 Totals		20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	36,353,129
Project Totals		20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	36,353,129
Item Number: 442455 1							
Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE							

District: 05		County: MARION		Type of Work: OPERATING FOR FIXED ROUTE				Project Length: 0.000	
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY OCALA									
Fund Code:	DPTO-STATE - PTO		733,602	755,610	778,278	801,626	825,675		3,894,791
	LF-LOCAL FUNDS		733,602	755,610	779,279	801,626	825,675		3,895,792
Phase: OPERATIONS Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Item: 442455 1 Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Project Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Item Number: 442460 1									
Project Description: MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION									
District: 05		County: MARION		Type of Work: OPERATING/ADMIN. ASSISTANCE				Project Length: 0.000	
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY MARION COUNTY TRANSIT									
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB			909,849	937,146	965,259	993,939		3,806,193
	LF-LOCAL FUNDS			909,849	937,146	965,259	993,939		3,806,193
Phase: OPERATIONS Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
Item: 442460 1 Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
Project Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
MISCELLANEOUS									
Item Number: 426179 1									
Project Description: SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES									
District: 05		County: MARION		Type of Work: MISCELLANEOUS CONSTRUCTION				Project Length: 0.000	
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K	264,445							264,445
	TALN-TRANSPORTATION ALTS- < 5K	287,347							287,347
	TALT-TRANSPORTATION ALTS- ANY AREA	883,075							883,075
Phase: PRELIMINARY ENGINEERING Totals		1,434,867							1,434,867
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT			5,280					5,280
	SL-STP, AREAS <= 200K			1,872,596					1,872,596
	TALL-TRANSPORTATION ALTS- <200K			11,289					11,289
	TALN-TRANSPORTATION ALTS- < 5K			166,133					166,133
	TALT-TRANSPORTATION ALTS- ANY AREA			1,610,141					1,610,141
Phase: CONSTRUCTION Totals				3,665,439					3,665,439
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	SA-STP, ANY AREA	50,000							50,000
Item: 426179 1 Totals		1,484,867		3,665,439					5,150,306
Project Totals		1,484,867		3,665,439					5,150,306
Grand Total		142,739,435	116,925,211	28,281,572	97,954,050	25,206,743	18,572,489		429,679,500

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
Federal Aid Management
Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us Or call 850-414-4448

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TO: Board Members

FROM: Rob Balmes, Director

RE: 2022 List of Priority Projects (LOPP) Adoption

At the Board meeting in May, the initial **draft 2022 List of Priority Projects (LOPP)** lists were shared and discussed. At the meeting, the Board received walk-on comments regarding project rankings from Commissioner Michelle Stone. These comments supported a discussion regarding the current draft lists. As outlined at the meeting by staff, the initial draft lists were based solely on the raw scores tied to the Board-adopted LOPP Policies and Procedures guidance document in April. Per the Board to staff, further follow up was requested to obtain comments on the draft rankings from Technical Advisory Committee (TAC) members.

As part of the review process of draft project rankings, TPO staff received an additional set of comments from Councilmember Dreyer. Staff also received direct feedback from Mayor Guinn. Based upon the three sets of Board comments/feedback, staff discussed the comments on June 14 with the Citizens Advisory Committee (CAC) and TAC at their regularly scheduled meetings. Part of the discussion involved making modifications to the LOPP project rankings. The end-goal was to make formal recommendations to the Board. Recommendations are included with this memo as Action Requested.

Attachment(s)

- Board member project ranking comments
- Revised 2022 Lists of Priority Projects (LOPP)
- LOPP Presentation (pdf)
- Original draft 2022 Lists of Priority Projects (LOPP)

Action Requested

On the next page, the following summarizes recommendations to the Board by the CAC, TAC and TPO staff. TPO staff requests review of the recommendations and adoption of a final set of LOPP lists for submission to the Florida Department of Transportation (FDOT) by June 30, 2022.

CAC Recommendations:

1. Defer to the TAC and Board regarding any adjustments to the rankings. CAC requested to receive a presentation by staff in August to view the final set of project lists and rankings.
2. One exception – Trails List. Rank the Pruitt Trail projects as #4 (from SR 200 to Trailhead) and #5 (Trailhead to Bridges Road) respectfully. Revised rankings reflect the importance of continuity and funding both projects in a timely manner.

TAC Recommendation:

1. Maintain original draft scored rankings for all project lists based on the Board-adopted LOPP Policies and Procedures Guidance. TAC defers to Board regarding any project ranking adjustments through the Strategic Refinement process.

TPO Staff Recommendation:

1. Per the TPO LOPP Policies and Procedures Guidance (*Strategic Refinement*), request Board approval of a revised set of draft LOPP project rankings and lists based upon the incorporation of Board member comments. Board member comments are included as reference.
 - a. Commissioner Stone (attached)
 - b. Councilmember Dreyer (attached)
 - c. Mayor Guinn (no attachment – Emphasis on ranking 44th Street projects as highest priorities)

If you have any questions regarding the revised draft LOPP rankings or lists, please contact me at 438-2631.

Commissioner Michelle Stone Comments (May 24, 2022)

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75 at NW 49th Street Interchange	10	10	7.5	10	0	7.5	0	10	10	10	75	\$60,467,240	1	1
SR 40/I-75 Interchange Operational Improvements (SW 40th Ave to SW 27th Ave)	8	8	0	0	10	10	0	10	10	7.5	63.5	\$10,100,000	7	2
NW 44th Avenue (SR 40 to NW 11th Street), four new lanes	10	8	10	5	0	5	0	5	10	7.5	60.5	\$14,000,000	3	4
SR 40 Downtown Operational Improvements (US 441 to NE 8th Ave)	10	8	0	5	10	7.5	0	10	5	5	60.5	\$4,613,800	5	3
US 41 (SW 110th Street to SR 40), Widening	8	8	0	5	10	7.5	0	10	7	5	60.5	\$43,806,800	8	17
CR 484 - Pennsylvania Avenue Multi-Modal Improvements and Trail, Phase A	0	6	5	5	5	10	10	10	5	0	56	TBD	21	6
NW 80th/70th (.19 miles N/O SR 40 to 1/2 mile N/O US 27), Widening	0	8	10	5	5	5	0	5	8.5	7.5	54	\$30,194,464	25	45
Emerald Road Extension (SE 92nd Loop to FN Railroad), New 2-lane roadway	8	10	10	10	0	0	0	0	5.5	10	53.5	\$9,650,000	9	8
SW 44th Avenue (SR 200 to SW 20th Street), 2-lane extension extension <i>Const.</i>	10	8	10	5	5	0	0	5	8.5	0	51.5	\$7,000,000	2	6
US 441 Intersection Operation Improvements at SR 464/SW 17th St	10	10	0	0	5	10	0	5	6	5	51	\$4,783,636	4	11
SW 44th Avenue (from SW 20th Street to SR 40), Add 2 lanes to complete 4-lane roadway	0	8	10	5	0	5	0	5	10	7.5	50.5	\$5,000,000	NR	7
SR 200 (CR 484 to Citrus County Line), Widening	4	8	0	0	10	7.5	0	10	5	5	49.5	\$124,491,000	19	12
US 27/I-75 Interchange Operational Improvements (NW 44th Avenue to NW 35th)	0	2	0	0	10	7.5	0	10	10	10	49.5	\$29,341,000	59	3
I-75 from SR 200 to CR 234 in Alachua County, Widening, Modernization, Interchanges	0	4	0	5	5	10	0	10	5.5	10	49.5	TBD	NR	12
SR 40 (US 41 to CR 328), Widening	0	6	0	0	10	10	0	10	6	7.5	49.5	\$100,000,000	55	12
I-75 from SR 91 (Turnpike) to SR 200, Widening, Modernization, Interchanges	0	4	0	5	5	7.5	0	10	10	7.5	49	TBD	NR	16
SR 40 (End of 4 Lanes to East of CR 314), Widening, Multi-use Trail	6	8	0	5	5	10	0	10	4	0	48	\$120,000,000	15	14
SW 44th Avenue (SR 200 to SW 20th Street), 2-new lanes to complete 4-lane corridor	6	8	10	5	5	0	0	5	8.5	0	47.5	\$7,000,000	13	18
CR 484 (Marion Oaks Pass to SR 200), Widening	0	6	5	0	5	10	0	10	6	5	47	\$35,360,000	42	15
SR 35/Baseline Road at SR 464/Maricamp Road, Intersection Flyover	0	2	0	0	10	10	0	10	7	7.5	46.5	TBD	NR	16
NW/NE 35th Street (W Anthony Rd to 200A), Widening	4	6	10	0	5	0	0	5	6	10	46	\$9,368,352	17	21
NE 8th Avenue (SR 40 to SR 492)	0	10	5	10	5	0	0	5	5	5	45	\$4,452,800	31	22

SW 80th Ave from 38th St. to SR 40

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75/SR 326 Interchange Operational Improvements	0	2	0	0	5	7.5	0	10	10	10	44.5	TBD	NR	23 ¹⁹
SR 40 (SW 60th Ave to I-75), Widening	0	2	0	0	10	5	0	10	10	7.5	44.5	\$25,800,000	57	23
SR 40/SR 35 Intersection Improvement (Roundabout)	0	4	0	0	10	5	0	10	7	7.5	43.5	\$1,560,000	46	45 ¹⁹
SW 20th Interchange (new interchange at I-75)	0	2	0	0	5	10	0	10	8.5	7.5	43	TBD	65	26
US 441 (Sumter County Line to CR 42), Widening	0	2	0	0	10	7.5	0	10	7	5	41.5	TBD	70	27
SW 49th (Marion Oaks Trail to SW 95th), 4-lane divided	0	8	10	5	5	0	0	0	8.5	5	41.5	\$27,990,164	26	27 ¹⁰
SW 80th Ave (SW 90th to SW 80th), Widening	6	8	10	0	5	0	0	0	7	5	41	\$6,150,000	11	29
CR 484 (SW 49th Ave to CR 475A) Widening to 6 lanes, bridge replacement at I-75	0	2	0	0	5	10	0	10	9	5	41	\$55,000,000	64	29 ¹³
Citywide Sidewalk Improvements (Ocala)	6	10	5	10	0	0	10	0	0	0	41	\$2,104,713	14	29
SR 40 (CR 314A to Levy Hammock Road), Widening	0	4	0	0	10	7.5	0	10	4	5	40.5	\$17,900,000	39	32
NE 35th St (200A to NE 25th), Widening	0	6	10	0	5	0	0	5	4	10	40	\$13,394,683	29	33
SR 40 (CR 314 to CR 314A), Widening	0	6	0	0	5	10	0	10	4	5	40	\$98,500,000	38	33
US 27 (I-75 to NW 27th), Widening	0	2	0	0	10	0	0	10	7.5	10	39.5	\$48,731,000	56	35
SW 80th Ave (SW 80th St to 1/2 mile N/O SW 38th St), Widening	4	8	10	0	5	0	0	0	7	5	39	\$19,459,582	16	36
SW 49th (South Segment, Marion Oaks Manor to 0.7 mi S/O CR 484), 4-lane divided	6	8	10	0	0	0	0	0	9	5	38	\$5,919,449	12	37
US 301 South (SE 143 Place to US 441), ITS Boxed Fund	0	8	0	0	10	0	0	10	5	5	38	TBD	48	37
US 441 (CR 42 to SE 132nd Street) Widening to 6 lanes	0	6	0	0	10	0	0	10	7	5	38	\$118,000,000	22	37
NW 49th/35th Street (CR 225A to 1.1 mile W/O NW 44th), New 2-lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$20,119,862	24	40 ²⁰
NW 49th/35th (1.1 mile W/O NW 44th to NW 44th), New 2 lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$2,650,000	27	40
SW 38th/40th St (SW 80th to SW 60th), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$14,940,000	28	42
SW 38th Avenue (SW 60th Ave to SW 43rd Court), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$12,810,000	43	42
Bellevue to Greenway Trail (Lake Lillian to Cross Florida Greenway)	0	10	0	5	5	0	10	0	0	5	35	\$4,673,028	32	44

Councilmember Kristen Dreyer Comments (June 2, 2022)

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75 at NW 49th Street Interchange	10	10	7.5	10	0	7.5	0	10	10	10	75	\$60,467,240	1	1
SR 40/I-75 Interchange Operational Improvements (SW 40th Ave to SW 27th Ave)	8	8	0	0	10	10	0	10	10	7.5	63.5	\$10,100,000	7	2
NW 44th Avenue (SR 40 to NW 11th Street), four new lanes	10	8	10	5	0	5	0	5	10	7.5	60.5	\$14,000,000	3	X 4
SR 40 Downtown Operational Improvements (US 441 to NE 8th Ave)	10	8	0	5	10	7.5	0	10	5	5	60.5	\$4,613,800	5	X 17
US 41 (SW 110th Street to SR 40), Widening	8	8	0	5	10	7.5	0	10	7	5	60.5	\$43,806,800	8	X
CR 484 - Pennsylvania Avenue Multi-Modal Improvements and Trail, Phase A	0	6	5	5	5	10	10	10	5	0	56	TBD	21	X
NW 80th/70th (.19 miles N/O SR 40 to 1/2 mile N/O US 27), Widening	0	8	10	5	5	5	0	5	8.5	7.5	54	\$30,194,464	25	7
Emerald Road Extension (SE 92nd Loop to FN Railroad), New 2-lane roadway	8	10	10	10	0	0	0	0	5.5	10	53.5	\$9,650,000	9	8
SW 44th Avenue (SR 200 to SW 20th Street), 4-lane Construction	10	8	10	5	5	0	0	5	8.5	0	51.5	\$7,000,000	2	X 5
US 441 Intersection Operation Improvements at SR 464/SW 17th St	10	10	0	0	5	10	0	5	6	5	51	\$4,783,636	4	X 11
SW 44th Avenue (from SW 20th Street to SR 40), Add 2 lanes to complete 4-lane roadway	0	8	10	5	0	5	0	5	10	7.5	50.5	\$5,000,000	NR	X 6
SR 200 (CR 484 to Citrus County Line), Widening	4	8	0	0	10	7.5	0	10	5	5	49.5	\$124,491,000	19	12
US 27/I-75 Interchange Operational Improvements (NW 44th Avenue to NW 35th)	0	2	0	0	10	7.5	0	10	10	10	49.5	\$29,341,000	59	X 3
I-75 from SR 200 to CR 234 in Alachua County, Widening, Modernization, Interchanges	0	4	0	5	5	10	0	10	5.5	10	49.5	TBD	NR	X
SR 40 (US 41 to CR 328), Widening	0	6	0	0	10	10	0	10	6	7.5	49.5	\$100,000,000	55	X
I-75 from SR 91 (Turnpike) to SR 200, Widening, Modernization, Interchanges	0	4	0	5	5	7.5	0	10	10	7.5	49	TBD	NR	X
SR 40 (End of 4 Lanes to East of CR 314), Widening, Multi-use Trail	6	8	0	5	5	10	0	10	4	0	48	\$120,000,000	15	X 14
SW 44th Avenue (SR 200 to SW 20th Street), 2-new-lanes to complete 4-lane corridor	6	8	10	5	5	0	0	5	8.5	0	47.5	\$7,000,000	13	X
CR 484 (Marion Oaks Pass to SR 200), Widening	0	6	5	0	5	10	0	10	6	5	47	\$35,360,000	42	X 15
SR 35/Baseline Road at SR 464/Maricamp Road, Intersection Flyover	0	2	0	0	10	10	0	10	7	7.5	46.5	TBD	NR	X 16
NW/NE 35th Street (W Anthony Rd to 200A), Widening	4	6	10	0	5	0	0	5	6	10	46	\$9,368,352	17	21
NE 8th Avenue (SR 40 to SR 492)	0	10	5	10	5	0	0	5	5	5	45	\$4,452,800	31	X 18

SW 80th Avenue from 38th Street to SR 40

22

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75/SR 326 Interchange Operational Improvements	0	2	0	0	5	7.5	0	10	10	10	44.5	TBD	NR	2 19
SR 40 (SW 60th Ave to I-75), Widening	0	2	0	0	10	5	0	10	10	7.5	44.5	\$25,800,000	57	23
SR 40/SR 35 Intersection Improvement	0	4	0	0	10	5	0	10	7	7.5	43.5	\$1,560,000	46	8 9
SW 20th Interchange (new interchange at I-75)	0	2	0	0	5	10	0	10	8.5	7.5	43	TBD	65	26
US 441 (Sumter County Line to CR 42), Widening	0	2	0	0	10	7.5	0	10	7	5	41.5	TBD	70	27
SW 49th (Marion Oaks Trail to SW 95th), 4-lane divided	0	8	10	5	5	0	0	0	8.5	5	41.5	\$27,990,164	26	2 10
SW 80th Ave (SW 90th to SW 80th), Widening	6	8	10	0	5	0	0	0	7	5	41	\$6,150,000	11	29
CR 484 (SW 49th Ave to CR 475A) Widening to 6 lanes, bridge replacement at I-75	0	2	0	0	5	10	0	10	9	5	41	\$55,000,000	64	8 13
Citywide Sidewalk Improvements (Ocala)	6	10	5	10	0	0	10	0	0	0	41	\$2,104,713	14	29
SR 40 (CR 314A to Levy Hammock Road), Widening	0	4	0	0	10	7.5	0	10	4	5	40.5	\$17,900,000	39	32
NE 35th St (200A to NE 25th), Widening	0	6	10	0	5	0	0	5	4	10	40	\$13,394,683	29	33
SR 40 (CR 314 to CR 314A), Widening	0	6	0	0	5	10	0	10	4	5	40	\$98,500,000	38	33
US 27 (I-75 to NW 27th), Widening	0	2	0	0	10	0	0	10	7.5	10	39.5	\$48,731,000	56	35
SW 80th Ave (SW 80th St to 1/2 mile N/O SW 38th St), Widening	4	8	10	0	5	0	0	0	7	5	39	\$19,459,582	16	36
SW 49th (South Segment, Marion Oaks Manor to 0.7 mi S/O CR 484), 4-lane divided	6	8	10	0	0	0	0	0	9	5	38	\$5,919,449	12	37
US 301 South (SE 143 Place to US 441), ITS Boxed Fund	0	8	0	0	10	0	0	10	5	5	38	TBD	48	37
US 441 (CR 42 to SE 132nd Street) Widening to 6 lanes	0	6	0	0	10	0	0	10	7	5	38	\$118,000,000	22	37
NW 49th/35th Street (CR 225A to 1.1 mile W/O NW 44th), New 2-lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$20,119,862	24	8 20
NW 49th/35th (1.1 mile W/O NW 44th to NW 44th), New 2 lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$2,650,000	27	40
SW 38th/40th St (SW 80th to SW 60th), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$14,940,000	28	42
SW 38th Avenue (SW 60th Ave to SW 43rd Court), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$12,810,000	43	42
Belleview to Greenway Trail (Lake Lillian to Cross Florida Greenway)	0	10	0	5	5	0	10	0	0	5	35	\$4,673,028	32	44



2022 List of Priority Projects (LOPP)

Fiscal Years 2024 to 2028

Pending TPO Board Adoption - June 28, 2022

Project Lists

Top 20 Projects

Strategic Intermodal System (SIS)

Non-Strategic Intermodal System Capacity (SIS)

Safety and Operations

Trails

Bicycle and Pedestrian

Planning

Project Phases

CST	Construction
DES	Design
PE	Preliminary Engineering
PD&E	Project Development and Environment
ROW	Right-of-Way

Ire Bethea Sr., TPO Chair

Rob Balmes, TPO Director

2022 Top 20 Priorities

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1	435209-1	Top 20	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension of NW 49th from NW 44th to NW 35th	CST	\$42,379,864		
2	433652-1	Top 20	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections	ROW	\$1,399,654	CST	\$5,500,000
3		Top 20	NW 44th Avenue, SR 40 to NW 11th St	Construction of four new roadway lanes			CST	\$14,000,000
4		Top 20	NW 80th/70th from N/O SR 40 to N/O US 27	Widening to four lanes			CST	\$11,488,960
5		Top 20	SW 44th Avenue from SR 200 to SW 20th	Four-Lane roadway construction	*CST	\$9,000,000		
6		Top 20	SW 44th Avenue from SW 20th to SR 40	Addition of two lanes to complete four lane roadway			CST	\$5,000,000
7		Top 20	CR 484 Penn Avenue Multimodal	Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park	*CST	\$2,537,000		
8		Top 20	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area			PE, CST	\$29,341,000
9	450340-1	Top 20	Emerald Road Extension	92nd Loop to FN Railroad Connection	ROW, CST	\$9,650,000		
10	237988-1	Top 20	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$6,000,000
11		Top 20	SW 49th from Marion Oaks Trail to SW 95th	Construction of a four lane divided roadway			CST	\$6,000,000
12	238651-1	Top 20	SR 200 from Citrus County to CR 484	Widening to four lanes and pedestrian/wildlife underpass connecting greenway			CST	\$37,800,000
13	433660-1	Top 20	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements	PE, CST	\$3,277,299		
14	238648-1	Top 20	US 41 from SW 110th to North of SR 40	Widening to four lanes, sidewalks/path, shoulders			CST	\$38,100,000
15	410674-2	Top 20	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians			CST	\$110,100,000
16		Top 20	CR 484 from SW 49th Ave to CR 475A	Widening to six lanes, bridge replacement at I-75			PD&E, DES, ROW, CST	\$55,000,000
17	449443-1	Top 20	NE 8th Avenue from SR 40 to SR 492	Construction of a roundabout on NE 8th Avenue	CST	\$4,452,800		
18		Top 20	CR 484 from Marion Oaks Pass to SR 200	Widening to six lanes			DES, ROW, CST	\$35,000,000
19		Top 20	I-75 at SR 326 Interchange	Interchange operational improvements			PE, DES, ROW, CST	TBD
20		Top 20	SW 80th Avenue from north of 38th Street to SR 40	Widening of roadway to four lanes			PE, DES, ROW, CST	\$20,000,000

2022 Strategic Intermodal System (SIS) Priorities

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1	435209-1	SIS	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension from NW 49th from NW 44th to NW 35th	CST	\$42,379,864		
2	433652-1	SIS	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections	ROW	\$1,399,654	CST	\$5,500,000
3		SIS	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area			PE, CST	\$29,341,000
4	237988-1	SIS	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$6,000,000
5		SIS	I-75 at SR 326 Interchange	Interchange operational improvements			PE, DES, ROW, CST	TBD
6	410674-2	SIS	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians			CST	\$110,100,000
7	443623-1	SIS	I-75 from SR 200 to CR 234 Alachua County	Widening, Modernization, Interchanges			PE, ROW, CST	TBD
8	443623-1	SIS	I-75 from SR 91 (Turnpike) to SR 200	Widening, Modernization, Interchanges			PE, ROW, CST	TBD
9		SIS	I-75 at SW 20th Street	Construction of a new interchange at SW 20th			PD&E, DES, ROW, CST	TBD
10		SIS	SR 40 from CR 314A to Levy Hammock	Reconstruction and widening to four lanes, medians			ROW, CST	\$17,900,000
11		SIS	SR 40 from CR 314 to CR 314A	Reconstruction and widening to four lanes, medians			ROW, CST	\$98,500,000
12		SIS	SR 326 from US 301 to old US 301	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
13		SIS	SR 326 from CR 200A to NE 36th	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD

2022 Non-SIS Capacity Priorities

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1		Non-SIS Capacity	NW 44th Avenue from SR 40 to NW 11th St	Construction of four new roadway lanes			CST	\$14,000,000
2		Non-SIS Capacity	NW 80th/70th from N/O SR 40 to N/O US 27	Widening to four lanes			CST	\$11,488,960
3		Non-SIS Capacity	SW 44th Avenue from SR 200 to SW 20th	Four-Lane roadway construction	*CST	\$9,000,000		
4		Non-SIS Capacity	SW 44th Avenue from SW 20th to SR 40	Addition of two lanes to complete four lane roadway			CST	\$5,000,000
5	450340-1	Non-SIS Capacity	Emerald Road Extension	92nd Loop to FN Railroad Connection	ROW, CST	\$9,650,000		
6		Non-SIS Capacity	SW 49th from Marion Oaks Trail to SW 95th	Construction of a four lane divided roadway			CST	\$6,000,000
7	238651-1	Non-SIS Capacity	SR 200 from Citrus County to CR 484	Widening to four lanes and pedestrian/wildlife underpass connecting greenway			CST	\$37,800,000
8	238648-1	Non-SIS Capacity	US 41 from SW 110th to North of SR 40	Widening to four lanes, sidewalks/path, shoulders			CST	\$38,100,000
9		Non-SIS Capacity	CR 484 from SW 49th Ave to CR 475A	Widening to six lanes, bridge replacement at I-75			PD&E, DES, ROW, CST	\$55,000,000
10		Non-SIS Capacity	CR 484 from Marion Oaks Pass to SR 200	Widening to six lanes			DES, ROW, CST	\$35,000,000
11		Non-SIS Capacity	SW 80th Avenue from north of 38th Street to SR 40	Widening of roadway to four lanes			PE, DES, ROW, CST	\$20,000,000
12		Non-SIS Capacity	NW 49th/35th Street from CR 225A to 1.1 mile W/O NW 44th	New two-lane roadway			CST	\$5,000,000
13	238720-1	Non-SIS Capacity	SR 40 from US 41 to CR 328	Reconstruction, widening to four lanes			ROW, CST	\$96,200,000
14		Non-SIS Capacity	NW/NE 35th Street from W. Anthony to 200A	Widening of the roadway to four lanes			CST	\$9,368,352
15		Non-SIS Capacity	SR 40 from SW 60th to I-75 Widening	Widening of the roadway to six lanes			PD&E, DES, CST	\$25,800,000
16		Non-SIS Capacity	US 441 from Sumter County to CR 42	Widening of the roadway to six lanes			PD&E, DES, CST	TBD
17		Non-SIS Capacity	SW 80th Avenue from SW 90th to SW 80th	Widening of the roadway to four lanes			CST	\$6,150,000
18		Non-SIS Capacity	NE 35th Street from CR 200A to NE 25th	Widening of the roadway to four lanes			ROW, CST	\$13,394,683
19		Non-SIS Capacity	US 27 from I-75 to NW 27th	Widening to six lanes			PD&E, DES, ROW, CST	\$48,731,000
20		Non-SIS Capacity	SW 80th Avenue from SW 80th to 1/2 mi SW 38th)	Widening to four lanes			CST	\$19,459,582

2022 Non-SIS Capacity Priorities

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
21		Non-SIS Capacity	SW 49th from Marion Oaks Manor to S/O CR 484	Construct four-laned divided roadway			CST	\$5,919,449
22		Non-SIS Capacity	US 441, CR 42 to SE 132nd Street	Widening to six lanes			ROW, CST	\$118,000,000
23		Non-SIS Capacity	NW 49th/35th Street from 1.1 mile W/O NW 44th to NW 44th	New two-lane roadway			CST	\$2,650,000
24		Non-SIS Capacity	SW 38th/40th Street from SW 80th to SW 60th	Widening to four lanes			CST	\$13,860,000
25		Non-SIS Capacity	SW 38th Avenue from SW 60th to SW 43rd Court	Widening to four lanes			CST	\$12,000,000
26		Non-SIS Capacity	SW 49th/40th from SW 66th to SW 42nd	Four-lane divided roadway with flyover			CST	\$11,584,919
27		Non-SIS Capacity	SW 20th Street from I-75 to SR 200	Widening of roadway to four lanes			DES, ROW, CST	TBD
28	411256-4	Non-SIS Capacity	US 301 from north of CR 42 to SE 14nd Place	Widening to four lanes			PD&E, DES, ROW, CST	\$13,100,000
29		Non-SIS Capacity	Dunnellon Bypass from CR 40 to US 41	New two-lane roadway connection			PD&E, DES, ROW, CST	TBD
30		Non-SIS Capacity	SW 90th Street from SW 60th to E/O SW 60th	Installation of new 2-lane roadway			CST	\$2,870,000
31	431798-2; 431798-4	Non-SIS Capacity	NW 36th Avenue from SR 492 to NE 35th St	Widening of roadway to four lanes in two segments, sidewalk and bike lanes			ROW, CST	\$8,300,000
32	431797-3	Non-SIS Capacity	NE 25th Avenue from NE 24th St to NE 35th St	Widening of roadway to four lanes, sidewalks and bike lanes			ROW, CST	\$8,300,000
33		Non-SIS Capacity	NW 37th Avenue from SR 40 to US 27	New two-lane roadway			PE, DES, ROW, CST	TBD
34		Non-SIS Capacity	NW 35th Ave Road from NW 35th to SR 326	Roadway extension			PD&E, DES, ROW, CST	TBD
35		Non-SIS Capacity	NW 44th Avenue from NW 60th to SR 326	Widening of roadway to four lanes			PD&E, DES, ROW, CST	\$22,562,800
36		Non-SIS Capacity	US 41 from SR 40 to Levy County Line	Widening of roadway to four lanes			PD&E, DES, ROW, CST	\$87,900,000
37		Non-SIS Capacity	Marion Oaks Extension and Flyover	SW 18th to CR 475/I-75, Flyover interstate			PD&E, DES, ROW, CST	\$66,244,000
38		Non-SIS Capacity	SR 35 (US 301) from CR 25 to SE 92nd	Widening of roadway to four lanes			PD&E, DES, CST	\$38,185,000

2022 Safety and Operations Priorities

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1	433652-1	Safety and Operations	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections	ROW	\$1,399,654	CST	\$5,100,000
2		Safety and Operations	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area			PE, CST	\$29,341,000
3	237988-1	Safety and Operations	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$6,000,000
4	433660-1	Safety and Operations	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements	PE, CST	\$3,277,299		
5	449443-1	Safety and Operations	NE 8th Avenue from SR 40 to SR 492	Construction of a roundabout on NE 8th Avenue	CST	\$4,452,800		
6		Safety and Operations	I-75 at SR 326 Interchange	Interchange operational improvements			PE, DES, ROW, CST	TBD
7	431935-1	Safety and Operations	SR 40 from US 441 to NE 8th Avenue	Resurfacing and operational improvements			CST	\$2,400,000
8		Safety and Operations	US 301 South from SE 143rd Place to US 441	ITS Boxed Fund Communications			CST	TBD
9		Safety and Operations	West Pennsylvania Avenue at US 41 redesign and intersection improvements	Improvements to roadway and intersection from Cedar Street to US 41 in downtown Dunnellon			Planning, DES, CST	TBD
10		Safety and Operations	SR 35 intersections at CR 25A, Foss Road, Robinson Road	Intersection operational and safety improvements			Design, ROW, CST	\$7,583,400
11		Safety and Operations	SW 40th/SW 38th Realignment at SR 200	Intersection and operations improvements			ROW, CST	TBD

2022 Trail Priorities

Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1	439238-2	Trails	Bellevue to Greenway Trail	New trail connection from Lake Lillian in Bellevue to Cross Florida Greenway	CST	\$2,975,178		
2		Trails	Indian Lake Trail	New trail to provide direct access to Indian Lake State Park			CST	\$2,850,000
3		Trails	Watula and NE 8th Road Trail	New trail from Tusawilla Park to CR 200A			CST	TBD
4	435484-2	Trails	Pruitt Trail from SR 200 to Pruitt Trailhead	Construction of 12-foot trail south of CR 484	CST	\$2,158,000		
5		Trails	Pruitt Trail from Pruitt Trailhead to Bridges Road Trailhead	Construction of trail gap connection			CST	TBD
6		Trails	Santos to Baseline Trail	New trail connection			DES, CST	TBD
7	436756-1	Trails	Downtown Ocala to Silver Springs Trail	Shared use trail with on-road and separated trail from downtown Ocala to Silver Springs State Park	PE	\$253,001	CST	\$1,000,000
8		Trails	Black Bear Trail from Levy Hammock to US 17 along SR 40	27-mile trail segment along the SR 40 corridor			PD&E, DES, CST	TBD
9		Trails	Nature Coast Trail	Construction of Trail from Dunnellon to Levy County			PD&E, DES, CST	TBD
10		Trails	Silver Springs to Hawthorne Trail	Construction of a trail connection			PD&E, DES, CST	TBD

2022 Bicycle and Pedestrian Priorities

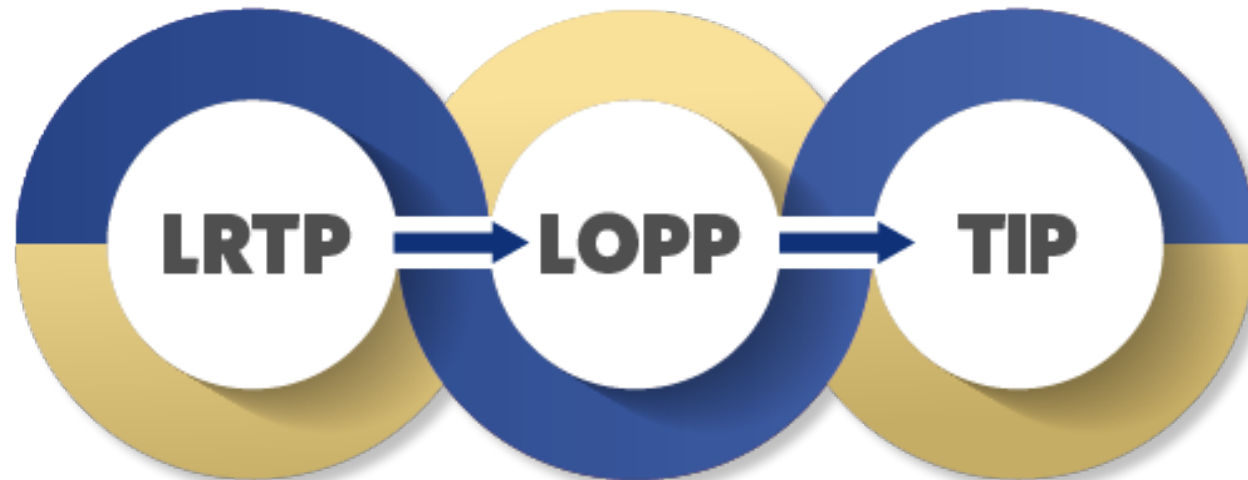
Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1		Bicycle and Pedestrian	CR 484 Penn Avenue Multimodal	Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park	*CST	\$2,537,000		
2	436375-1	Bicycle and Pedestrian	Citywide Sidewalk Improvements	City of Ocala sidewalk improvements			CST	\$822,006
3	439238-2	Bicycle and Pedestrian	Bellevue to Greenway Trail	New trail connection from Lake Lillian in Bellevue to Cross Florida Greenway	CST	\$2,975,178		
4		Bicycle and Pedestrian	US 301 from north of 62nd Ave to SE 115th Lane	Installation of sidewalk along US 301			CST	TBD
5		Bicycle and Pedestrian	SR 35 from SE 118th Place to SE Campbell	Construction of new sidewalk to complete gap			CST	TBD
6		Bicycle and Pedestrian	CR 484 Penn Avenue Multimodal, Phase II	Construction of pedestrian bridge to support multimodal project in Dunnellon			PE, DES, ROW, CST	TBD

2022 Planning Study Priorities

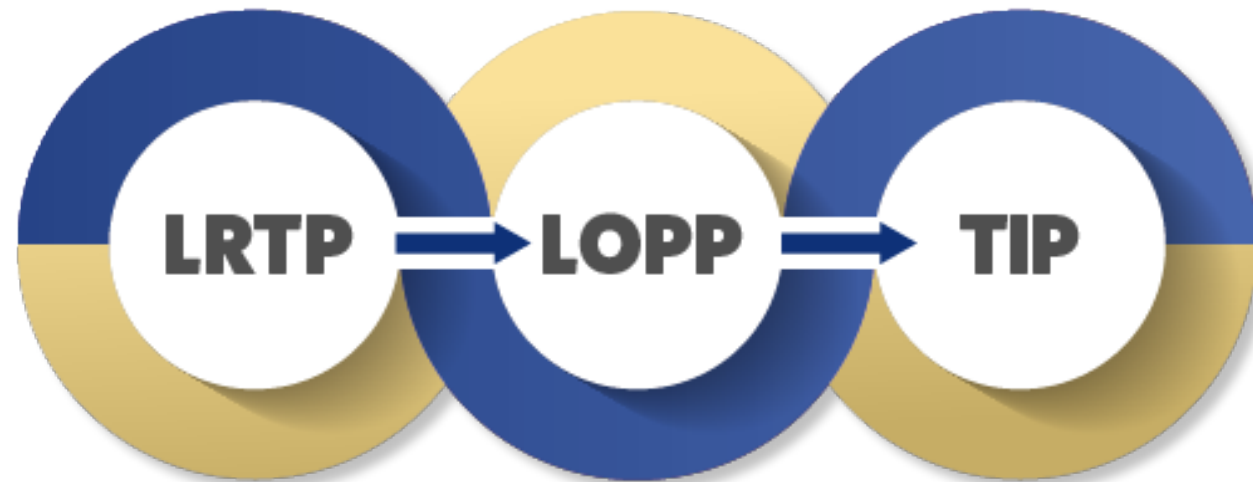
Rank	FDOT Project Number	Project List	Project Name/Limits	Description	FY 23 to 27 TIP Programmed Phase(s)	FY 23 to 27 TIP Programmed Funding	Proposed Phase(s)	Funding Requested
1		Planning	CR 484 from SW 49th Ave to CR 475A	Widening to six lanes, bridge replacement at I-75			PD&E, Design, ROW, CST	\$55,000,000
2		Planning	SR 35 at SR 464/Maricamp Road	Intersection Flyover Study			PD&E, DES, CST	TBD
3		Planning	SR 40 from SW 60th to I-75 Widening	Widening of the roadway to six lanes			PD&E, DES, CST	\$25,800,000
4		Planning	I-75 at SW 20th Street	Construction of a new interchange at SW 20th			PD&E, DES, ROW, CST	TBD
5		Planning	US 441 from Sumter County to CR 42	Widening of the roadway to six lanes			PD&E, DES, CST	TBD
6		Planning	US 27 from I-75 to NW 27th	Widening to six lanes			PD&E, DES, ROW, CST	\$48,731,000
7		Planning	SW 20th Street from I-75 to SR 200	Widening of roadway to four lanes			DES, ROW, CST	TBD
8	411256-4	Planning	US 301 from north of CR 42 to SE 14nd Place	Widening to four lanes			PD&E, DES, ROW, CST	\$13,100,000
9		Planning	Dunnellon Bypass from CR 40 to US 41	New two-lane roadway connection			PD&E, DES, ROW, CST	TBD
10		Planning	NW 37th Avenue from SR 40 to US 27	New two-lane roadway			PE, DES, ROW, CST	TBD
11		Planning	SR 326 from US 301 to old US 301	Widening of roadway to four lanes			PD&E, DES, ROW, CST	TBD
12		Planning	US 41 from SR 40 to Levy County Line	Widening of roadway to four lanes			PD&E, DES, ROW, CST	\$87,900,000
13		Planning	Marion Oaks Extension and Flyover	SW 18th to CR 475/I-75, Flyover interstate			PD&E, DES, ROW, CST	\$66,243,434
14		Planning	SR 35 (US 301) from CR 25 to SE 92nd	Widening of roadway to four lanes			PD&E, DES, CST	\$38,185,000
15		Planning	SW 40th/SW 38th Realignment at SR 200	Intersection and operations improvements			ROW, CST	TBD
16		Planning	SR 326 from CR 200A to NE 36th	Widening of roadway to four lanes			PD&E, DES, CST	TBD

2022 Draft

List of Priority Projects (LOPP)



Annual process to submit lists of priority projects to FDOT to be considered for federal and/or state funding involving State and Local projects (FY 2024-2028)



2022 LOPP Schedule

- **TAC and CAC Presentations – May 10**
- **TPO Board Presentation – May 24**
- **TAC and CAC Recommendations – June 14**
- **TPO Board Adoption – June 28**
- **Submission to FDOT – June 30**

Draft 2022 LOPP
75 projects, 7 Lists

Project Lists

- Top Priorities (Top 20)
- Strategic Intermodal System (SIS) (13)
- Non SIS Capacity (38)
- Safety and Operations (11)
- Trails (10)
- Bicycle/Pedestrian (6)
- Planning Studies (16)

Project Lists

- Developed based on the TPO Board adopted Policies and Procedures document (April 2022).
- Major emphasis on:
 - Prior Rank, Funding Commitment, Funding Programmed, Partnerships, *Project Readiness

*Emerald Road (#9), NE 8th Roundabout (#31) in 2021

2022 LOPP DRAFT REVIEW

- **TAC and CAC Meetings (May and June)**
- **TPO Board Meeting (May 28)**
- **TPO Board Member Comments (3)**
- **TAC, CAC and TPO Staff
Recommendations**

Recommendations (3)

- **Defer to TAC and Board regarding any adjustments to the draft project lists and rankings.**
- **Exception: Rank the two Pruitt Trail projects 4 and 5 in the Trails Priorities List**
 4. Pruitt Trail (SR 200 to Trailhead)
 5. Pruitt Trail (Trailhead to Bridges Road)

- **Maintain the draft project rankings for all project lists based on the Board adopted Policies and Procedures Guidance.**
- **Defer to Board for any project ranking adjustments through the Strategic Refinement Process.**

- **Per the LOPP Policies and Procedures Guidance (*Strategic Refinement*), request Board approval of a revised set of draft LOPP project rankings based upon incorporation of Board member comments.**
- **Proposed revised lists (7) in Board packet and as follows:**

Top Priorities (20)

1	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension of NW 49th from NW 44th to NW 35th
2	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections
3	NW 44th Avenue, SR 40 to NW 11th St	Construction of four new roadway lanes
4	NW 80th/70th from N/O SR 40 to N/O US 27	Widening to four lanes
5	SW 44th Avenue from SR 200 to SW 20th	Four-Lane roadway construction
6	SW 44th Avenue from SW 20th to SR 40	Addition of two lanes to complete four lane roadway
7	CR 484 Penn Avenue Multimodal	Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park
8	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area
9	Emerald Road Extension	92nd Loop to FN Railroad Connection
10	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection

11	SW 49th from Marion Oaks Trail to SW 95th	Construction of a four lane divided roadway
12	SR 200 from Citrus County to CR 484	Widening to four lanes and pedestrian/wildlife underpass connecting greenway
13	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements
14	US 41 from SW 110th to North of SR 40	Widening to four lanes, sidewalks/path, shoulders
15	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians
16	CR 484 from SW 49th Ave to CR 475A	Widening to six lanes, bridge replacement at I-75
17	NE 8th Avenue from SR 40 to SR 492	Construction of a roundabout on NE 8th Avenue
18	CR 484 from Marion Oaks Pass to SR 200	Widening to six lanes
19	I-75 at SR 326 Interchange	Interchange operational improvements
20	SW 80th Avenue from north of 38th Street to SR 40	Widening of roadway to four lanes

Strategic Intermodal System (SIS)

1	I-75 at NW 49th Street Interchange	Construction of a new interchange and roadway extension from NW 49th from NW 44th to NW 35th
2	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections
3	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area
4	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection
5	I-75 at SR 326 Interchange	Interchange operational improvements
6	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians
7	I-75 from SR 200 to CR 234 Alachua County	Widening, Modernization, Interchanges
8	I-75 from SR 91 (Turnpike) to SR 200	Widening, Modernization, Interchanges
9	I-75 at SW 20th Street	Construction of a new interchange at SW 20th
10	SR 40 from CR 314A to Levy Hammock	Reconstruction and widening to four lanes, medians
11	SR 40 from CR 314 to CR 314A	Reconstruction and widening to four lanes, medians
12	SR 326 from US 301 to old US 301	Widening of roadway to four lanes
13	SR 326 from CR 200A to NE 36th	Widening of roadway to four lanes

Non - SIS Capacity

1	NW 44th Avenue from SR 40 to NW 11th St	Construction of four new roadway lanes
2	NW 80th/70th from N/O SR 40 to N/O US 27	Widening to four lanes
3	SW 44th Avenue from SR 200 to SW 20th	Four-Lane roadway construction
4	SW 44th Avenue from SW 20th to SR 40	Addition of two lanes to complete four lane roadway
5	Emerald Road Extension	92nd Loop to FN Railroad Connection
6	SW 49th from Marion Oaks Trail to SW 95th	Construction of a four lane divided roadway
7	SR 200 from Citrus County to CR 484	Widening to four lanes and pedestrian/wildlife underpass connecting greenway
8	US 41 from SW 110th to North of SR 40	Widening to four lanes, sidewalks/path, shoulders
9	CR 484 from SW 49th Ave to CR 475A	Widening to six lanes, bridge replacement at I-75
10	CR 484 from Marion Oaks Pass to SR 200	Widening to six lanes
11	SW 80th Avenue from north of 38th Street to SR 40	Widening of roadway to four lanes
12	NW 49th/35th Street from CR 225A to 1.1 mile W/O NW 44th	New two-lane roadway
13	SR 40 from US 41 to CR 328	Reconstruction, widening to four lanes

14	NW/NE 35th Street from W. Anthony to 200A	Widening of the roadway to four lanes
15	SR 40 from SW 60th to I-75 Widening	Widening of the roadway to six lanes
16	US 441 from Sumter County to CR 42	Widening of the roadway to six lanes
17	SW 80th Avenue from SW 90th to SW 80th	Widening of the roadway to four lanes
18	NE 35th Street from CR 200A to NE 25th	Widening of the roadway to four lanes
19	US 27 from I-75 to NW 27th	Widening to six lanes
20	SW 80th Avenue from SW 80th to 1/2 mi SW 38th)	Widening to four lanes
21	SW 49th from Marion Oaks Manor to S/O CR 484	Construct four-laned divided roadway
22	US 441, CR 42 to SE 132nd Street	Widening to six lanes
23	NW 49th/35th Street from 1.1 mile W/O NW 44th to NW 44th	New two-lane roadway
24	SW 38th/40th Street from SW 80th to SW 60th	Widening to four lanes
25	SW 38th Avenue from SW 60th to SW 43rd Court	Widening to four lanes
26	SW 49th/40th from SW 66th to SW 42nd	Four-lane divided roadway with flyover
27	SW 20th Street from I-75 to SR 200	Widening of roadway to four lanes
28	US 301 from north of CR 42 to SE 14nd Place	Widening to four lanes

29	Dunnellon Bypass from CR 40 to US 41	New two-lane roadway connection
30	SW 90th Street from SW 60th to E/O SW 60th	Installation of new 2-lane roadway
31	NW 36th Avenue from SR 492 to NE 35th St	Widening of roadway to four lanes in two segments, sidewalk and bike lanes
32	NE 25th Avenue from NE 24th St to NE 35th St	Widening of roadway to four lanes, sidewalks and bike lanes
33	NW 37th Avenue from SR 40 to US 27	New two-lane roadway
34	NW 35th Ave Road from NW 35th to SR 326	Roadway extension
35	NW 44th Avenue from NW 60th to SR 326	Widening of roadway to four lanes
36	US 41 from SR 40 to Levy County Line	Widening of roadway to four lanes
37	Marion Oaks Extension and Flyover	SW 18th to CR 475/I-75, Flyover interstate
38	SR 35 (US 301) from CR 25 to SE 92nd	Widening of roadway to four lanes

Safety and Operations

1	SR 40 Intersections at SW 40th Avenue and SW 27th Avenue	Traffic operations, turn lanes at I-75 interchange and SW 40th and SW 27th intersections
2	US 27/I-75 Interchange Operations, NW 44th to NW 35th	Safety and operational improvements at interchange area
3	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection
4	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements
5	NE 8th Avenue from SR 40 to SR 492	Construction of a roundabout on NE 8th Avenue
6	I-75 at SR 326 Interchange	Interchange operational improvements
7	SR 40 from US 441 to NE 8th Avenue	Resurfacing and operational improvements
8	US 301 South from SE 143rd Place to US 441	ITS Boxed Fund Communications
9	West Pennsylvania Avenue at US 41 redesign and intersection improvements	Improvements to roadway and intersection from Cedar Street to US 41 in downtown Dunnellon
10	SR 35 intersections at CR 25A, Foss Road, Robinson Road	Intersection operational and safety improvements
11	SW 40th/SW 38th Realignment at SR 200	Intersection and operations improvements

Trails

1	Bellevue to Greenway Trail	New trail connection from Lake Lillian in Bellevue to Cross Florida Greenway
2	Indian Lake Trail	New trail to provide direct access to Indian Lake State Park
3	Watula and NE 8th Road Trail	New trail from Tusawilla Park to CR 200A
4	Pruitt Trail from SR 200 to Pruitt Trailhead	Construction of 12-foot trail south of CR 484
5	Pruitt Trail from Pruitt Trailhead to Bridges Road Trailhead	Construction of trail gap connection
6	Santos to Baseline Trail	New trail connection
7	Downtown Ocala to Silver Springs Trail	Shared use trail with on-road and separated trail from downtown Ocala to Silver Springs State Park
8	Black Bear Trail from Levy Hammock to US 17 along SR 40	27-mile trail segment along the SR 40 corridor
9	Nature Coast Trail	Construction of Trail from Dunnellon to Levy County
10	Silver Springs to Hawthorne Trail	Construction of a trail connection

Bicycle and Pedestrian

1	CR 484 Penn Avenue Multimodal	Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park
2	Citywide Sidewalk Improvements	City of Ocala sidewalk improvements
3	Belleview to Greenway Trail	New trail connection from Lake Lillian in Belleview to Cross Florida Greenway
4	US 301 from north of 62nd Ave to SE 115th Lane	Installation of sidewalk along US 301
5	SR 35 from SE 118th Place to SE Campbell	Construction of new sidewalk to complete gap
6	CR 484 Penn Avenue Multimodal, Phase II	Construction of pedestrian bridge to support multimodal project in Dunnellon

Planning Studies

1	CR 484 from SW 49th Ave to CR 475A	Widening to six lanes, bridge replacement at I-75
2	SR 35 at SR 464/Maricamp Road	Intersection Flyover Study
3	SR 40 from SW 60th to I-75 Widening	Widening of the roadway to six lanes
4	I-75 at SW 20th Street	Construction of a new interchange at SW 20th
5	US 441 from Sumter County to CR 42	Widening of the roadway to six lanes
6	US 27 from I-75 to NW 27th	Widening to six lanes
7	SW 20th Street from I-75 to SR 200	Widening of roadway to four lanes
8	US 301 from north of CR 42 to SE 14nd Place	Widening to four lanes
9	Dunnellon Bypass from CR 40 to US 41	New two-lane roadway connection
10	NW 37th Avenue from SR 40 to US 27	New two-lane roadway
11	SR 326 from US 301 to old US 301	Widening of roadway to four lanes
12	US 41 from SR 40 to Levy County Line	Widening of roadway to four lanes
13	Marion Oaks Extension and Flyover	SW 18th to CR 475/I-75, Flyover interstate
14	SR 35 (US 301) from CR 25 to SE 92nd	Widening of roadway to four lanes
15	SW 40th/SW 38th Realignment at SR 200	Intersection and operations improvements
16	SR 326 from CR 200A to NE 36th	Widening of roadway to four lanes

Questions and Comments

Requesting Board Adoption

2022 LOPP Lists

List of Priority Projects (LOPP) – Draft Project Rankings

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75 at NW 49th Street Interchange	10	10	7.5	10	0	7.5	0	10	10	10	75	\$60,467,240	1	1
SR 40/I-75 Interchange Operational Improvements (SW 40th Ave to SW 27th Ave)	8	8	0	0	10	10	0	10	10	7.5	63.5	\$10,100,000	7	2
NW 44th Avenue (SR 40 to NW 11th Street), four new lanes	10	8	10	5	0	5	0	5	10	7.5	60.5	\$14,000,000	3	3
SR 40 Downtown Operational Improvements (US 441 to NE 8th Ave)	10	8	0	5	10	7.5	0	10	5	5	60.5	\$4,613,800	5	3
US 41 (SW 110th Street to SR 40), Widening	8	8	0	5	10	7.5	0	10	7	5	60.5	\$43,806,800	8	3
CR 484 - Pennsylvania Avenue Multi-Modal Improvements and Trail, Phase A	0	6	5	5	5	10	10	10	5	0	56	TBD	21	6
NW 80th/70th (.19 miles N/O SR 40 to 1/2 mile N/O US 27), Widening	0	8	10	5	5	5	0	5	8.5	7.5	54	\$30,194,464	25	7
Emerald Road Extension (SE 92nd Loop to FN Railroad), New 2-lane roadway	8	10	10	10	0	0	0	0	5.5	10	53.5	\$9,650,000	9	8
SW 44th Avenue (SR 200 to SW 20th Street), 2-lane extension	10	8	10	5	5	0	0	5	8.5	0	51.5	\$7,000,000	2	9
US 441 Intersection Operation Improvements at SR 464/SW 17th St	10	10	0	0	5	10	0	5	6	5	51	\$4,783,636	4	10
SW 44th Avenue (from SW 20th Street to SR 40), Add 2 lanes to complete 4-lane roadway	0	8	10	5	0	5	0	5	10	7.5	50.5	\$5,000,000	NR	11
SR 200 (CR 484 to Citrus County Line), Widening	4	8	0	0	10	7.5	0	10	5	5	49.5	\$124,491,000	19	12
US 27/I-75 Interchange Operational Improvements (NW 44th Avenue to NW 35th)	0	2	0	0	10	7.5	0	10	10	10	49.5	\$29,341,000	59	12
I-75 from SR 200 to CR 234 in Alachua County, Widening, Modernization, Interchanges	0	4	0	5	5	10	0	10	5.5	10	49.5	TBD	NR	12
SR 40 (US 41 to CR 328), Widening	0	6	0	0	10	10	0	10	6	7.5	49.5	\$100,000,000	55	12
I-75 from SR 91 (Turnpike) to SR 200, Widening, Modernization, Interchanges	0	4	0	5	5	7.5	0	10	10	7.5	49	TBD	NR	16
SR 40 (End of 4 Lanes to East of CR 314), Widening, Multi-use Trail	6	8	0	5	5	10	0	10	4	0	48	\$120,000,000	15	17
SW 44th Avenue (SR 200 to SW 20th Street), 2-new lanes to complete 4-lane corridor	6	8	10	5	5	0	0	5	8.5	0	47.5	\$7,000,000	13	18
CR 484 (Marion Oaks Pass to SR 200), Widening	0	6	5	0	5	10	0	10	6	5	47	\$35,360,000	42	19
SR 35/Baseline Road at SR 464/Maricamp Road, Intersection Flyover	0	2	0	0	10	10	0	10	7	7.5	46.5	TBD	NR	20
NW/NE 35th Street (W Anthony Rd to 200A), Widening	4	6	10	0	5	0	0	5	6	10	46	\$9,368,352	17	21
NE 8th Avenue (SR 40 to SR 492)	0	10	5	10	5	0	0	5	5	5	45	\$4,452,800	31	22

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75/SR 326 Interchange Operational Improvements	0	2	0	0	5	7.5	0	10	10	10	44.5	TBD	NR	23
SR 40 (SW 60th Ave to I-75), Widening	0	2	0	0	10	5	0	10	10	7.5	44.5	\$25,800,000	57	23
SR 40/SR 35 Intersection Improvement	0	4	0	0	10	5	0	10	7	7.5	43.5	\$1,560,000	46	25
SW 20th Interchange (new interchange at I-75)	0	2	0	0	5	10	0	10	8.5	7.5	43	TBD	65	26
US 441 (Sumter County Line to CR 42), Widening	0	2	0	0	10	7.5	0	10	7	5	41.5	TBD	70	27
SW 49th (Marion Oaks Trail to SW 95th), 4-lane divided	0	8	10	5	5	0	0	0	8.5	5	41.5	\$27,990,164	26	27
SW 80th Ave (SW 90th to SW 80th), Widening	6	8	10	0	5	0	0	0	7	5	41	\$6,150,000	11	29
CR 484 (SW 49th Ave to CR 475A) Widening to 6 lanes, bridge replacement at I-75	0	2	0	0	5	10	0	10	9	5	41	\$55,000,000	64	29
Citywide Sidewalk Improvements (Ocala)	6	10	5	10	0	0	10	0	0	0	41	\$2,104,713	14	29
SR 40 (CR 314A to Levy Hammock Road), Widening	0	4	0	0	10	7.5	0	10	4	5	40.5	\$17,900,000	39	32
NE 35th St (200A to NE 25th), Widening	0	6	10	0	5	0	0	5	4	10	40	\$13,394,683	29	33
SR 40 (CR 314 to CR 314A), Widening	0	6	0	0	5	10	0	10	4	5	40	\$98,500,000	38	33
US 27 (I-75 to NW 27th), Widening	0	2	0	0	10	0	0	10	7.5	10	39.5	\$48,731,000	56	35
SW 80th Ave (SW 80th St to 1/2 mile N/O SW 38th St), Widening	4	8	10	0	5	0	0	0	7	5	39	\$19,459,582	16	36
SW 49th (South Segment, Marion Oaks Manor to 0.7 mi S/O CR 484), 4-lane divided	6	8	10	0	0	0	0	0	9	5	38	\$5,919,449	12	37
US 301 South (SE 143 Place to US 441), ITS Boxed Fund	0	8	0	0	10	0	0	10	5	5	38	TBD	48	37
US 441 (CR 42 to to SE 132nd Street) Widening to 6 lanes	0	6	0	0	10	0	0	10	7	5	38	\$118,000,000	22	37
NW 49th/35th Street (CR 225A to 1.1 mile W/O NW 44th), New 2-lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$20,119,862	24	40
NW 49th/35th (1.1 mile W/O NW 44th to NW 44th), New 2 lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$2,650,000	27	40
SW 38th/40th St (SW 80th to SW 60th), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$14,940,000	28	42
SW 38th Avenue (SW 60th Ave to SW 43rd Court), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$12,810,000	43	42
Bellevue to Greenway Trail (Lake Lillian to to Cross Florida Greenway)	0	10	0	5	5	0	10	0	0	5	35	\$4,673,028	32	44

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
SW 49th/40th (SW 66th to SW 42nd Flyover), 4-laned divided	8	8	10	0	0	0	0	0	7	0	33	\$11,584,919	10	45
SW 20th Street from I-75 to SR 200. Widen to 4 lanes	0	2	0	0	5	10	0	5	5.5	5	32.5	TBD	NR	46
US 301 (CR 42 to SE 142nd Place), Widening	0	2	0	0	10	0	0	10	5	5	32	TBD	44	47
SW 80th Ave (N/O 38th to SR 40), Widening	0	2	0	0	5	5	0	5	7	7.5	31.5	\$20,000,000	NR	48
Watula and NE 8th Road Trail (Tusawilla Park to CR 200A)	0	8	0	0	5	0	10	0	0	7.5	30.5	TBD	47	49
Indian Lake Trail	0	8	0	5	0	0	10	0	0	7.5	30.5	\$2,850,000	34	49
West Pennsylvania Avenue, Cedar Street to US 41 re-design and intersection improvements	0	0	0	0	5	0	0	10	6	7.5	28.5	TBD	NR	51
Dunnellon Bypass, CR 40 to US 41 new 2-lane roadway	0	2	0	0	0	7.5	0	5	7	7.5	29	TBD	NR	52
SW 90th Street (SW 60th Ave to 0.8 miles E/O SW 60th Ave), Install 2-lane road	0	8	10	0	0	0	0	0	6	5	29	\$2,870,000	30	52
NE 36th Avenue (SR 492 to NE 35th Street)	0	4	0	0	5	5	0	0	7	7.5	28.5	\$8,300,000	51	54
NE 25th Avenue (SR 492 to NE 35th)	0	4	0	0	10	0	0	0	7	7.5	28.5	\$8,300,000	52	54
US 301 (320' N of SE 62nd Ave Rd to SE 115th Lane), Sidewalk	0	8	0	0	10	0	10	0	0	0	28	TBD	37	56
NW 37th Avenue from SR 40 to US 27, new 2-lane roadway	0	2	0	0	0	5	0	5	8.5	7.5	28	TBD	NR	56
Pruitt Trail, SR 200 to Pruitt Trailhead	0	8	5	5	0	0	10	0	0	0	28	\$2,158,000	NR	56
SR 326 (US 301 to old US 301), Widening	0	2	0	0	10	0	0	0	5	10	27	TBD	58	59
NW 35th Avenue Road (NW 35th Street to SR 326), Roadway Extension	0	2	0	0	0	0	0	5	10	10	27	TBD	43	59
SR 35 Sidewalk (SE 118th PL to SE Campbell Road), Belleview	4	8	0	0	5	0	10	0	0	0	27	TBD	20	59
NW 44th Avenue (NW 60th to SR 326), Widening to 4 lanes	0	2	0	0	5	0	0	5	7	7.5	26.5	\$27,562,800	54	62
US 41 (SR 40 to Levy County), Widening	0	2	0	0	5	0	0	10	4	5	26	\$87,900,000	61	63
SR 35 intersection operational improvements at SR 25, Foss Road, Robinson Road	0	4	0	0	5	0	0	5	7	5	26	\$7,583,400	45	64
Santos to Baseline Trail	0	2	0	0	5	0	10	0	0	7.5	24.5	TBD	36	65
Downtown Ocala to Silver Springs Trail	0	4	0	0	5	0	10	0	0	5	24	\$1,250,000	33	66

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
Marion Oaks Extension and Flyover (SW 18th to CR 475/I-75), Flyover	0	2	10	0	0	0	0	0	7	5	24	\$66,243,434	69	66
Pruitt Trail (Pruitt Trailhead to Bridges Road Trailhead Segment)	0	8	0	5	0	0	10	0	0	0	23	TBD	41	68
Black Bear Trail	0	2	0	0	5	0	10	0	0	5	22	TBD	49	69
SW 40th/SW 38th Avenue Realignment at SR 200	0	6	0	0	5	0	0	5	6	0	22	TBD	62	70
Nature Coast Trail	0	2	0	0	0	0	10	0	0	7.5	19.5	TBD	68	71
Silver Springs to Hawthorne Trail	0	2	0	0	0	0	10	0	0	7.5	19.5	TBD	50	71
SR 326 (CR 200A to NE 36th), Widening	0	2	0	0	5	0	0	0	5	7.5	19.5	TBD	63	71
SR 35 (US 301) (CR 25 to SE 92nd), Widening	0	2	0	0	5	0	0	0	7	5	19	\$38,185,000	67	74
CR 484 - Pennsylvania Avenue Multi-Modal Improvements with Bridge, Phase B	0	2	0	0	0	0	10	0	0	0	12	TBD	53	75

*Source: TPO Transportation Improvement Program; 2045 Long Range Transportation Plan; FDOT CFL Roads website; Local Governments in Marion County

2022 Strategic Intermodal System (SIS) Project Priorities

SIS Projects	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2022 Rank
I-75 at NW 49th Street Interchange	10	10	7.5	10	0	7.5	0	10	10	10	75	\$60,467,240	1
SR 40/I-75 Interchange Operational Improvements (SW 40th Ave to SW 27th Ave)	8	8	0	0	10	10	0	10	10	7.5	63.5	\$10,100,000	2
US 27/I-75 Interchange Operational Improvements (NW 44th Avenue to NW 35th)	0	2	0	0	10	7.5	0	10	10	10	49.5	\$29,341,000	3
I-75 from SR 200 to CR 234 in Alachua County, Widening, Modernization, Interchanges	0	4	0	5	5	10	0	10	5.5	10	49.5	TBD	3
I-75 from SR 91 (Turnpike) to SR 200, Widening, Modernization, Interchanges	0	4	0	5	5	7.5	0	10	10	7.5	49	TBD	5
SR 40 (End of 4 Lanes to East of CR 314), Widening, Multi-use Trail	6	8	0	5	5	10	0	10	4	0	48	\$120,000,000	6
I-75/SR 326 Interchange Operational Improvements	0	2	0	0	5	7.5	0	10	10	10	44.5	TBD	7
SW 20th Interchange (new interchange at I-75)	0	2	0	0	5	10	0	10	8.5	7.5	43	TBD	8
SR 40 (CR 314A to Levy Hammock Road), Widening	0	4	0	0	10	7.5	0	10	4	5	40.5	\$17,900,000	9
SR 40 (CR 314 to CR 314A), Widening	0	6	0	0	5	10	0	10	4	5	40	\$98,500,000	10
SR 326 (US 301 to old US 301), Widening	0	2	0	0	10	0	0	0	5	10	27	TBD	11
SR 326 (CR 200A to NE 36th), Widening	0	2	0	0	5	0	0	0	2	7.5	16.5	TBD	12

*Source: TPO Transportation Improvement Program; 2045 Long Range Transportation Plan; FDOT CFL Roads website; Local Governments in Marion County

2022 Non-SIS Capacity Project Priorities

Non SIS Capacity Projects	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2022 Rank
NW 44th Avenue (SR 40 to NW 11th Street), four new lanes	10	8	10	5	0	5	0	5	10	7.5	60.5	\$14,000,000	1
US 41 (SW 110th Street to SR 40), Widening	8	8	0	5	10	7.5	0	10	7	5	60.5	\$43,806,800	2
NW 80th/70th (.19 miles N/O SR 40 to 1/2 mile N/O US 27), Widening	0	8	10	5	5	5	0	5	8.5	7.5	54	\$30,194,464	3
Emerald Road Extension (SE 92nd Loop to FN Railroad), New 2-lane roadway	8	10	10	10	0	0	0	0	5.5	10	53.5	\$9,650,000	4
SW 44th Avenue (SR 200 to SW 20th Street), 2-lane extension	10	8	10	5	5	0	0	5	8.5	0	51.5	\$7,000,000	5
SW 44th Avenue (from SW 20th Street to SR 40), Add 2 lanes to complete 4-lane roadway	0	8	10	5	0	5	0	5	10	7.5	50.5	\$5,000,000	6
SR 200 (CR 484 to Citrus County Line), Widening	4	8	0	0	10	7.5	0	10	5	5	49.5	\$124,491,000	7
SR 40 (US 41 to CR 328), Widening	0	6	0	0	10	10	0	10	6	7.5	49.5	\$100,000,000	7
SW 44th Avenue (SR 200 to SW 20th Street), 2-new lanes to complete 4-lane corridor	6	8	10	5	5	0	0	5	8.5	0	47.5	\$7,000,000	9
CR 484 (Marion Oaks Pass to SR 200), Widening	0	6	5	0	5	10	0	10	6	5	47	\$35,360,000	10
NW/NE 35th Street (W Anthony Rd to 200A), Widening	4	6	10	0	5	0	0	5	6	10	46	\$9,368,352	11
SR 40 (SW 60th Ave to I-75), Widening	0	2	0	0	10	5	0	10	10	7.5	44.5	\$25,800,000	12
SW 49th (Marion Oaks Trail to SW 95th), 4-lane divided	0	8	10	5	5	0	0	0	8.5	5	41.5	\$27,990,164	13
US 441 (Sumter County Line to CR 42), Widening	0	2	0	0	10	7.5	0	10	7	5	41.5	TBD	13
SW 80th Ave (SW 90th to SW 80th), Widening	6	8	10	0	5	0	0	0	7	5	41	\$6,150,000	15
CR 484 (SW 49th Ave to CR 475A) Widening to 6 lanes, bridge replacement at I-75	0	2	0	0	5	10	0	10	9	5	41	\$55,000,000	15
NE 35th St (200A to NE 25th), Widening	0	6	10	0	5	0	0	5	4	10	40	\$13,394,683	17
US 27 (I-75 to NW 27th), Widening	0	2	0	0	10	0	0	10	7.5	10	39.5	\$48,731,000	18
SW 80th Ave (SW 80th St to 1/2 mile N/O SW 38th St), Widening	4	8	10	0	5	0	0	0	7	5	39	\$19,459,582	19
SW 49th (South Segment, Marion Oaks Manor to 0.7 mi S/O CR 484), 4-lane divided	6	8	10	0	0	0	0	0	9	5	38	\$5,919,449	20
US 441 (CR 42 to to SE 132nd Street) Widening to 6 lanes	0	6	0	0	10	0	0	10	7	5	38	\$118,000,000	20
NW 49th/35th Street (CR 225A to 1.1 mile W/O NW 44th), New 2-lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$20,119,862	22

2022 Non-SIS Capacity Project Priorities

Non SIS Capacity Projects	Prior Year Rank	Project Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2022 Rank
NW 49th/35th (1.1 mile W/O NW 44th to NW 44th), New 2 lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$2,650,000	22
SW 38th/40th St (SW 80th to SW 60th), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$14,940,000	24
SW 38th Avenue (SW 60th Ave to SW 43rd Court), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$12,810,000	24
SW 49th/40th (SW 66th to SW 42nd Flyover), 4-laned divided	8	8	10	0	0	0	0	0	7	0	33	\$11,584,919	26
SW 20th Street from I-75 to SR 200. Widen to 4 lanes	0	2	0	0	5	10	0	5	5.5	5	32.5	TBD	27
US 301 (CR 42 to SE 142nd Place), Widening	0	2	0	0	10	0	0	10	5	5	32	TBD	28
SW 80th Ave (N/O 38th to SR 40), Widening	0	2	0	0	5	5	0	5	7	7.5	31.5	\$6,150,000	29
Dunnellon Bypass, CR 40 to US 41 new 2-lane roadway	0	2	0	0	0	7.5	0	5	7	7.5	29	TBD	30
SW 90th Street (SW 60th Ave to 0.8 miles E/O SW 60th Ave), Install 2-lane road	0	8	10	0	0	0	0	0	6	5	29	\$2,870,000	30
NE 36th Avenue (SR 492 to NE 35th Street)	0	4	0	0	5	5	0	0	7	7.5	28.5	\$8,300,000	32
NE 25th Avenue (SR 492 to NE 35th)	0	4	0	0	10	0	0	0	7	7.5	28.5	\$8,300,000	32
NW 37th Avenue from SR 40 to US 27, new 2-lane roadway	0	2	0	0	0	5	0	5	8.5	7.5	28	TBD	34
NW 35th Avenue Road (NW 35th Street to SR 326), Roadway Extension	0	2	0	0	0	0	0	5	10	10	27	TBD	35
NW 44th Avenue (NW 60th to SR 326), Widening to 4 lanes	0	2	0	0	5	0	0	5	7	7.5	26.5	\$27,562,800	36
US 41 (SR 40 to Levy County), Widening	0	2	0	0	5	0	0	10	4	5	26	\$87,900,000	37
Marion Oaks Extension and Flyover (SW 18th to CR 475/I-75), Flyover	0	2	10	0	0	0	0	0	7	5	24	\$66,243,434	38
SR 35 (US 301) (CR 25 to SE 92nd), Widening	0	2	0	0	5	0	0	0	7	5	19	\$38,185,000	39

*Source: TPO Transportation Improvement Program; 2045 Long Range Transportation Plan; FDOT CFL Roads website; Local Governments in Marion County

2022 Safety and Operations Project Priorities

Safety and Operations Projects	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2022 Rank
SR 40/I-75 Interchange Operational Improvements (SW 40th Ave to SW 27th Ave)	8	8	0	0	10	10	0	10	10	7.5	63.5	\$10,100,000	1
SR 40 Downtown Operational Improvements (US 441 to NE 8th Ave)	10	8	0	5	10	7.5	0	10	5	5	60.5	\$4,613,800	2
US 441 Intersection Operation Improvements at SR 464/SW 17th St	10	10	0	0	5	10	0	5	6	5	51	\$4,783,636	3
US 27/I-75 Interchange Operational Improvements (NW 44th Avenue to NW 35th)	0	2	0	0	10	7.5	0	10	10	10	49.5	\$29,341,000	4
NE 8th Avenue (SR 40 to SR 492)	0	10	5	10	5	0	0	5	5	5	45	\$4,452,800	5
I-75/SR 326 Interchange Operational Improvements	0	2	0	0	5	7.5	0	10	10	10	44.5	TBD	6
SR 40/SR 35 Intersection Improvement	0	4	0	0	10	5	0	10	7	7.5	43.5	\$1,560,000	7
US 301 South (SE 143 Place to US 441), ITS Boxed Fund	0	8	0	0	10	0	0	10	5	5	38	TBD	8
West Pennsylvania Avenue, Cedar Street to US 41 re-design and intersection improvements	0	2	0	0	5	0	0	10	6	7.5	30.5	TBD	9
SR 35 intersection operational improvements at SR 25, Foss Road, Robinson Road	0	4	0	0	5	0	0	5	7	5	26	\$7,583,400	10
SW 40th/SW 38th Avenue Realignment at SR 200	0	6	0	0	5	0	0	5	6	0	22	TBD	11

*Source: TPO Transportation Improvement Program; 2045 Long Range Transportation Plan; FDOT CFL Roads website; Local Governments in Marion County



TO: Board Members

FROM: Rob Balmes, Director

RE: List of Regional Priority Projects Adoption

In collaboration with the Central Florida MPO Alliance (CFMPOA), the TPO is annually required to submit a list of regionally significant transportation priority projects. The following three (3) lists summarize the regional lists that require Board approval. Included with this memo are the current regional priority lists with Ocala/Marion projects highlighted in yellow.

Transportation Regional Incentive Program (TRIP)

The purpose of TRIP is to encourage partnerships for transportation projects that are regionally significant. TRIP funds are awarded by the Florida Department of Transportation (FDOT) and are used to match local or regional funds up to 50% of the total project costs. To be eligible, there must be a 50% local match commitment and endorsement of the project by three contiguous counties to receive consideration (two in addition to Marion).

In 2021, 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 CR 475A

Strategic Intermodal System (SIS) Needs

The current SIS Needs list is based on existing unfunded needs to support improvements in Marion County. Currently, four projects are listed in Marion County.

- I-75 Interchange at SR 40 from SW 40th to SW 27th
- SR 40 from end of Four Lanes to CR 314
- SR 40 from CR 314 to CR 314A
- SR 40 from CR 314A to Levy Hammock Road

Tier 3 SunTrail Projects

The current Tier 3 SunTrail regional projects list contains four 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

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

- 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

Attachment(s)

- Central Florida MPO Alliance – Current List of Regional Priority Projects (2021)

Committee and TPO Staff Recommendations

Transportation Regional Incentive Program (TRIP)

- The Technical Advisory Committee (TAC) recommends the following three projects to the 2022 TRIP list.
 - Marion Oaks Manor Extension: Marion Oaks Manor to CR 42 Flyover at I-75
 - County Road 484: SW 49th Avenue to CR 475A
 - **Add** – NW/SW 44th Avenue: SR 200 to US 27

Strategic Intermodal System (SIS)

- TPO Staff recommends the following 2022 SIS list.
 - I-75 Interchange at SR 40 from SW 40th to SW 27th
 - SR 40 from end of Four Lanes to CR 314
 - SR 40 from CR 314 to CR 314A
 - SR 40 from CR 314A to Levy Hammock Road
 - **Add** – I-75 at US 27 Interchange Operations (new)
 - **Add** – I-75 from SR 200 to CR 234 Alachua County (new)
 - **Add** – I-75 from SR 91 (Turnpike) to SR 200 (new)
 - **Add** – I-75 at SR 326 Interchange Operations (new)

Tier 3 SunTrail

- The TAC and Citizens Advisory Committee (CAC) recommend the following four projects to the 2022 SunTrail list.
 - Silver Springs to Mount Dora, Part of Heart of Florida Trail
 - Santos to Baseline Trail: Santos Trailhead, Part of Heart of Florida Trail
 - Pruitt Trail: Pruitt Trailhead to Bridges Road Trailhead, Part of Heart of Florida Trail
 - Nature Coast Connector: Dunnellon to Chiefland, Part of Nature Coast Trail

Action Requested

- Adoption of Regional Priorities Lists as recommended by committees and staff

If you have any questions about the Draft TIP and public review process, please contact me at: 438-2631.

FY 2020/21 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
TRIP Projects

CENTRAL FLORIDA MPO ALLIANCE TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECTS								Notes/Comments
FM #	Project Name	Project Limits	Description	Primary Performance Measure	Proposed Phase & Cost	Programmed Phases & Costs	Project Sponsor	
Metroplan Orlando*								
	Neptune Road	Partin Settlement Road to US 92/441	Widen from 2 to 4 lanes	System Performance	PE - \$6,829,000 // CST - \$44,896,000		Osceola County	
	President Barak Obama Pkwy, Ph. 2	Metrowest Blvd to Raleigh St.	New 4-lane divided roadway	System Performance	PE - \$1,895,000 // CST - \$12,308,066		Orlando	
	Econlockhatchee Trail	Dowden Rd. to Curry Ford Rd.	Widen from 2 to 4 lanes	System Performance	PE - \$1,250,000 // CST - \$14,600,000		Orlando	
	President Barak Obama Pkwy, Ph. 3	Raleigh St. to Old Winter Garden Rd.	New 4-lane divided roadway	System Performance	PE - \$2,606,000 // CST - \$16,895,000		Orlando	
River to Sea TPO*								
4159641 -a	Old Kings Road	Palm Harbor Pkwy to Farnum Lane	widen from 2 to 4 lanes	System Performance	CST/CEI - \$18,650,000		Palm Coast	
4159641-b	Old Kings Road	Farnum Lane to Forest Grove Dr	widen from 2 to 4 lanes	System Performance	CST/CEI - \$17,450,000		Palm Coast	
4355611	Old Kings Road Extension - Phase II	Matanzas Woods Pkwy to Old Kings Rd	New 2 lane roadway	System Performance	CST/CEI - \$7,381,000		Palm Coast	
4336751	Matanzas Woods Parkway (west)	US 1 to SB I-95 Ramps	Widen from 2 to 4 lanes	System Performance	PE - \$1,903,000 // ROW/ENV - \$211,000 CST/CEI - \$13,916,000		Palm Coast	
	Matanzas Woods Parkway (east)	I-95 SB Ramps to Old Kings Rd Extension	Widen from 2 to 4 lanes	System Performance	PE - \$1,207,000 // ROW/ENV - \$400,000 CST/CEI - \$8,848,000		Palm Coast	
	Old Kings Road	Town Center Blvd to Palm Coast Pkwy	Widen from 2 to 4 lanes	System Performance	CST - \$7,800,000		Palm Coast	
	Old Kings Road South	SR 100 to Old Dixie Hwy	Widen from 2 to 4 lanes	System Performance	TDB		Palm Coast	
	SR 100	Old Kings Rd to Belle Terre Pkwy	Widen from 4 to 6 lanes	System Performance	ROW - \$3,170,000 // CST - \$31,700,000		Palm Coast	
	Palm Coast Parkway	US 1 to Belle Terre Pkwy	Corridor Improvements	System Performance	TDB		Palm Coast	
	Hand Avenue	Clyde Morris Blvd to SR 5A (Nova Rd)	Widen from 2 to 4 lanes	System Performance	PE - \$1,000,000 // ROW -- TBD CST/CEI - \$6,000,000		Volusia County	
	W Volusia Beltway (Veterans Memorial Pkwy)	Graves Ave to S of Rhode Island Ave	Widen from 2 to 4 lanes	System Performance	PE - \$750,000 // ROW -- TBD CST/CEI - \$4,200,000		Volusia County	
	Josephine Street	Old Mission Rd to Tatum St	Widen from 2 to 4 lanes	System Performance	PE - \$1,400,000 // ROW -- TBD CST/CEI - \$8,400,000		Volusia County	
Space Coast TPO								
4269054	Ellis Road	I-95/John Rhodes to Wickham	Extend/Widen from 2 to 4 lanes	System Performance	CST - \$26,249,416	ROW FY 2021 to 2025 \$33,000,000	Brevard County	
4415841	Traffic Management Center	Pineda Causway / West of US 1	Operations Center	System Performance	CST - \$7,000,000	PE FY 2020 \$980,000	Brevard County	
4372101	Malabar Road (CR 514)	SJHP to Minton	Widen from 2 to 4 lanes	System Performance	PE - \$3,100,000	PD&E FY 2020 \$1,000,000	City of Palm Bay	
4372041	Babcock Street (CR-507)	Micco/Deer-Run-to-Malabar-Rd	Widen from 2 to 4 lanes	System Performance	ROW - (TBD)	PE FY 2021 \$3,932,000	Brevard County	Not in CFP
4372031	Hollywood Blvd	Palm Bay Rd to US 192	Widen from 2 to 4 lanes	System Performance	ROW - \$7,539,776	PE FY 2020 \$1,000,000	Brevard County	
4414121	St. Johns Heritage Pkwy	Babcock-to-Malabar-Rd	New 2-lane roadway	System Performance	PD&E - (TBD)	Planning - FY 2020 \$1,000,000	City of Palm Bay	Not in CFP
4363701	Washingtonia Extension	Ellis to Viera DRI limits	New 2 lane roadway	System Performance	PD&E (TBD)	Planning FY 2017 \$350,000	Brevard County	Candidate
	Minton Road (CR-509)	Malabar Road to US 192	Widen from 4 to 6 lanes	System Performance	PE - (TBD)	Planning (Preliminary Feasibility Study)	Brevard County	Determined not needed
	Barnes Blvd (CR-502)	Murrell Rd to US 1	Widen from 2 to 4 lanes	System Performance	PE - (TBD)	ROW (partial ROW by County)	Brevard County	Not in CFP
Ocala-Marion TPO								
	Marion Oaks Manor Extension	Marion Oaks Manor to CR 42	Flyover connection/Interchange at I-75	System Performance	PD&E / PE / ROW / CST Total - \$41,934,000		Marion County	2045 LRTP Unfunded Needs & TPO LOPP
	County Road 484	SW 49th Avenue to SW 20th Avenue Road	Widen from 4 to 6 lanes	System Performance	PE / ROW / CST Total - \$44,280,000		Marion County	2045 LRTP Unfunded Needs & TPO LOPP

* Projects for Metroplan & River to Sea are not in a ranked order.

Note: As funding is identified, please contact the R2CTPO and Project Sponsor for current project costs.

FY 2020/21 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
 Strategic Intermodal System (SIS) Projects

CENTRAL FLORIDA MPO ALLIANCE SIS HIGHWAY PROJECTS FOR PRIORIZATION FULLY FUNDED PROJECTS									
Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
2	435209-1	I-75 Interchange	@ NW 49th Street	Construct New Interchange	System Performance	----	ROW (FY 2021/22) CST (FY 2024/25)	Fully Funded	Ocala/Marion TPO
16a	4358592-3	West SR 50	From Sumter/Hernando County Line to CR 757	Widen 2 to 4 lanes	System Performance	----	CST (FY 2021/22)	Fully Funded	Lake~Sumter MPO

FY 2020/21 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
Strategic Intermodal System (SIS) Projects

CENTRAL FLORIDA MPO ALLIANCE SIS HIGHWAY PROJECTS FOR PRIORITIZATION NEEDS									
Rank	FM #	Project Name	Project Limits	Description	Primary Performance Measure	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
1	4269054	Ellis Rd	From I-95 (John Rhodes Blvd) to Wickham Rd	Widen 2 to 4 Lanes	System Performance	CST \$27,000,000	PE underway ROW (FY 2021-2025)	----	Space Coast TPO
2	2424848 & 4314561	I-4*	From W. of CR 532 (Polk/Osceola Line) to W of SR 528/Beachline Expy	Beyond the Ultimate - General Use & Managed Lanes	System Performance	ROW \$552 Million	ROW 2020/21-2023/24 (additional funds needed)	CST \$1.339 Billion	MetroPlan
3a	2425924	I-4*	From E. of SR 434 to Seminole/Volusia Co. Line	Beyond the Ultimate - General Use & Managed Lanes	System Performance	ROW \$40 million	Partial ROW 2021/22	CST \$813,181,000	MetroPlan
3b	4084642	I-4*	From Volusia/Seminole Co. Line to SR 472	Beyond the Ultimate - General Use & Managed Lanes	System Performance	ROW \$47,923,000	PE 2016/17	CST \$613,310,000	River to Sea TPO
3c	2012103	I-4*	From W. of US 27 to W of CR 532 (Polk/Osceola Line)	Beyond the Ultimate - General Use & Managed Lanes	System Performance	ROW \$51,686,000	PE 2016/17	CST \$347,080,000	Polk TPO
4	4102511	SR 15 (US 17)	From Ponce de Leon Blvd to SR 40	Widen 2 to 4 lanes	System Performance	CST \$56,000,000	ROW 2021 to 2022 \$5,069,894	----	River to Sea TPO
5a	4074023	SR 528	From SR 524 (Industry Rd) to SR 3	Widen 4 to 6 Lanes (include a Multiuse Trail)	System Performance	ROW \$9,000,000	PE underway \$6,000,000	CST	Space Coast TPO
5b	4074024	SR 528	From East of SR 3 to Port Canaveral Interchange	Widen 4 to 6 Lanes (include a Multiuse Trail)	System Performance	ROW \$7,070,000	PE \$5,000,000	CST	Space Coast TPO
5c	4371811	SR 528 (Turnpike)	From SR 520 to SR 524 (Industry Rd)	Widen 4 to 6 Lanes	System Performance	PE	PD&E	ROW/CST	Space Coast TPO
6	4289471	SR 40	From Williamson Blvd to Breakaway Trail	Widen 4 to 6 lanes	System Performance	ROW \$6,795,000	PE FY 2022/23 ROW FY 2024/25	CST \$22,990,000	River to Sea TPO
7	2408371	SR 40	From Cone Rd to SR 11	Widen 2 to 4 lanes	System Performance	CST \$49,097,065	ROW FY 2023/24	----	River to Sea TPO
8	4270561	SR 50	From Crittenden Road to Villa City	Realign Road and add multi-use trail (South Lake Trail, Phase 3)	System Performance	ROW \$18,400,000	PD&E / PE / ROW (FY 2020/21) \$5.8 M	CST \$17,000,000	Lake~Sumter MPO
9	2408361	SR 40	From SR 11 to SR 15 (US 17)	Widen 2 to 4 lanes	System Performance	CST \$42,251,728	ROW FY 2023 to 2025 \$4,206,411	----	River to Sea TPO
10	410674-2	SR 40	End of Four Lanes to CR 314	Widen 2 to 4 lanes, new bridges and add multi-use trail	System Performance	CST \$102,800,000	ROW FY 2021/2022 \$405,312	ROW/Design/CST \$146,552,836	Ocala/Marion TPO
11	4336521	I-75 Interchange	From SW 40th Avenue to SW 27th Avenue	Operations and capacity improvements	System Performance	CST \$5,500,000	Design; ROW (FY 2021 – 2023)	CST \$5,500,000	Ocala/Marion TPO
12a	410674-3	SR 40	From CR 314 to CR 314A	Widen 2 to 4 lanes and add multi-use trail (Black Bear Scenic Trail)	System Performance	PE	----	ROW/Design/CST Cost TBD	Ocala/Marion TPO
12b	410674-4	SR 40	From CR 314A to Levy Hammock Road	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	System Performance	PE	----	ROW/Design/CST Cost TBD	Ocala/Marion TPO
13b	4358592-4	West SR 50	From CR 757 to Sumter/Lake County Line	Widen 2 to 4 lanes	System Performance	ROW \$86,300,000	Study (FY 2015/16) PE (FY 2018/19)	CST	Lake~Sumter MPO
13c	4358592-5	West SR 50	From Sumter/Lake County Line to CR 33	Widen 2 to 4 lanes	System Performance	ROW \$92,000,000	Study (FY 2015/16) PE (FY 2018/19)	CST	Lake~Sumter MPO
14	N/A	SR 25/US 27	From CR 561 to Florida's Turnpike (north ramps)	Widen 4 to 6 lanes	System Performance	PD&E Cost TBD	N/A	PE ROW/CST	Lake~Sumter MPO
15	4404241	405 Bridge (NASA Causeway)	Replace Bridges, Rehabilitate Nasa Pkwy (west) & Widen Space Commerce from Nasa Pkwy to Kennedy Pkwy	Replace Bridges, widen Space Commerce Way & add ITS	System Performance	CST \$165,000,000	PD&E/PE Underway INFRA Grant Awarded \$90,000,000	----	Space Coast TPO
16	#	SR 401 Bridge	From SR 401 Interchange to Cape Canaveral Air Force Station	Bridge Replacement	System Performance	PE Cost TBD	PD&E	CST	Space Coast TPO
17	4392201	I-95 Interchange	@ LPGA Blvd.	Interchange Improvements/Widening	System Performance	PE \$3,000,000	PD&E FY 2019/20	CST \$20,000,000	River to Sea TPO
18	4362921	I-95 Interchange	@ Pioneer Trail	New Interchange	System Performance	CST \$18,500,000	ENV FY 2020/21-\$4,000,000 ROW FY 2021/22 \$3,730,000	----	River to Sea TPO
19	4197722	I-95 Interchange	@ US-1	Interchange Improvements/Widening	System Performance	PE \$3,000,000	PD&E FY 2020/21 \$2,020,000	ROW/CST	River to Sea TPO
20	#	SR100	From Old Kings Road to Belle Terre Pkwy	Widen 4 to 6 lanes	System Performance	ROW \$3,170,000	PE	CST \$31,870,000	River to Sea TPO

* I-4 Ultimate Configuration is noted as a Public Private Partnership project

FY 2020/21 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS
Regional Trails Tier Three Transportation Alternatives

CENTRAL FLORIDA MPO ALLIANCE REGIONAL TRAIL PROJECTS FOR PRIORIZATION -- SUNTRAIL TIER THREE & TRANSPORTATION ALTERNATIVES										
Rank	FM #	Project Name	Project Limits	Description / Regional Trail	Primary Performance Measure	Project Length (Miles)	Proposed Phase & Cost	Programmed Phases & Costs	Unfunded Phase(s) & Cost	MPO/TPO
T3-1a	430975-3	Wekiva Trail	From CR 437 to Red Tail Blvd	Mt. Dora Bikeway		4.2	CST \$2,681,291	ROW FY 2019/20 \$2,910,864	----	Lake~Sumter MPO
T3-1b	430975-2	Wekiva Trail	From Tremain St. to CR 437	Mt. Dora Bikeway		4.8	PE \$2,100,000	PD&E Completed 2015	ROW \$10,350,000 CST \$7,895,683	Lake~Sumter MPO
T3-2	----	Silver Springs to Mount Dora	From SE 64th Ave Trailhead to CR 42	Heart of Florida; Mt. Dora Bikeway		16.6	PE \$550,000	Trail in Marion County will be on existing public lands.	CST \$7,300,000	Ocala/Marion TPO
T3-3	407402-3 407402-4	East Coast Greenway/528	From US-1 to Port Canaveral	East Coast Greenway		8.8	----	ROW FY 2024	CST phase needed in same FY as road widening & reconstruction	Space Coast TPO
T3-4	----	Black Bear Scenic Trail	From Levy Hammock Rd to US 17	Heart of Florida		27.3	PD&E \$1,138,110	----	PE/ROW/ CST (a portion of the trail is included w/ road widening #4106742)	Lake~Sumter MPO, River to Sea TPO, Ocala Marion TPO
T3-5a	330225-9	Shingle Creek Trail Phase 2c North	Osceola Pkwy - From Tapestry Subdivision to Orange County Line	Shingle Creek Regional Trail			CST \$8,000,000	PE FY16/17	----	MetroPlan Orlando
T3-5b	330225-9	Shingle Creek Trail Phase 2c South	Yates Connector-From Toho Vista to Lancaster Ranch	Shingle Creek Regional Trail		2.9	CST \$7,782,168	PE FY16/17	----	MetroPlan Orlando
T3-5c	330225-9	Shingle Creek Trail Phase 2d North	Overpass at Osceola Pkwy.	Shingle Creek Regional Trail		----	CST \$10,599,768	PE FY16/17	----	MetroPlan Orlando
T3-6	----	Space Coast Trail - US-1	From SR 50 to Grace Street	East Coast Greenway		3.1	PE Cost TBD	Feasibility Study complete	CST \$3,700,000	Space Coast TPO
T3-7	----	Pine Hills Trail Phase 2	From Silver Star Road to Clarcona-Ocoee Road	Shingle Creek Regional Trail		2.3	PE \$500,000	PD&E	ROW / CST \$1,591,942	MetroPlan Orlando
T3-8	430225-1	West Orange Trail Phase 5a	From Lester Road to Kelly Park	Heart of Florida; Mt. Dora Bikeway		4.2	PE \$500,000	----	ROW / CST	MetroPlan Orlando
T3-9	430225-7	Tav-Dora Trail	From Tremain St. to Wooton Park	Mt. Dora Bikeway		8.3	PE Cost TDB	PD&E FY 2022/23 \$500,000 (LF)	ROW / CST	Lake~Sumter MPO
T3-10	----	West Orange Trail Phase 5b	From Rock Springs Road to Wekiva Springs SP entrance	Heart of Florida; Mt. Dora Bikeway		2.8	PE \$500,000	PD&E	PE / ROW / CST	MetroPlan Orlando
T3-11	----	West Orange Trail Phase 4	From Kelly Park to CR 435 (Orange Co)	Heart of Florida; Mt. Dora Bikeway		3.7	PE \$500,000	PD&E	ROW/ CST	MetroPlan Orlando
T3-12	441626-1	North Lake Trail	From CR 450 to SR 40	River to Hills Trail		19.5	PD&E \$2,200,000	Study Complete FY 2018	PE / ROW / CST	Lake~Sumter MPO
T3-13	----	Santos to Baseline Trail	Santos Trailhead	Heart of Florida		4.5	CST \$1,500,000	Design	ROW/CST	Ocala/Marion TPO
New	----	Pruitt Trail	Pruitt Trailhead to Bridged Road Trailhead	Heart of Florida		5	-	ROW	CST	Ocala/Marion TPO
New	----	Nature Coast Connector	Dunnellon to Chiefland	Nature Coast		-	-	----	CST	Ocala/Marion TPO
				Total Miles Requested		113				



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Ocala/Marion County Project Status Update as of May 31, 2022

The following is a brief status update on major FDOT road construction projects in Marion County as of the May cutoff. The next cutoff date is June 30, 2022. 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.

MARION COUNTY

Upcoming Projects:

C.R. 484 and I-75 Interchange and Roadway Improvements (FDOT Financial Information Numbers 443170-1 & 433651-1)

Current Projects:

- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: September 2022
- Estimated Completion: TBD

Current Projects:

441136-1 Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split.

- Contractor: Anderson Columbia Inc.
- Estimated Start: October 2021
- Estimated Completion: Fall 2022
- Project Cost: \$15.4 million
- Update: Contractor sub. Art Walker continues to work on median widening during nights. Sub. contractor BKW continues working on median drainage improvements ahead of widening operations. Curb and gutter work recently began, and US&S will begin signalization work on NW 20th. Week of May 30th. Milling and paving operations resumed on this project, contractor currently working on paving median turn-lanes and U-turns

439238-1 Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200

- Contract: T5675
- Contractor: C.W. Roberts Contracting, Inc.
- Start: January 2021
- Estimated Completion: Summer 2022
- Cost: \$15.7 million
- Update: Daytime and nighttime lane closures continue for widening, milling, and paving operations which continue at various locations throughout the project



TO: Board Members

FROM: Rob Balmes, Director

RE: 2020 Census Schedule of Activities Update

Summary

The Federal Highway Administration (FHWA), Florida Division, recently provided an update regarding the estimated timeframe for activities involving the 2020 Census. Attached to this memo is the most current schedule of activities. Some of the major activities of notable interest to Ocala/Marion County include:

- By the fall of 2022, the Census Bureau is expected to publish a Federal Registrar notice announcing the official urbanized areas tied to the new methodology.
- By winter/spring 2023, FHWA/FTA are expected to publish a notice regarding the designation of Transportation Management Areas (TMA) for urban areas over 200,000.
- Prior to October 2023, states are expected to revisit distribution formula funds for MPOs (CPG-PL) tied to the 2020 census population.

The Florida Department of Transportation (FDOT) has requested to deliver presentations to the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) in August regarding their process to update roadway Functional Classifications and Urban Boundary adjustments. Further information will be provided to the Board in August.

Attachment(s)

- Census Estimated Schedule of Activities Summary

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

Census Issues

Census Urbanized Areas and MPO/TMA Designation

Estimated Schedule of Activities as of May 19, 2022

Date	Activity
February 19, 2021	The United States Census Bureau published a Federal Register notice with the proposed criteria for defining urban areas based on the results of the 2020 Decennial Census.
March 24, 2022	The Census Bureau published a Federal Register notice with the final criteria for defining urban areas based on the results of the 2020 Decennial Census.
Fall 2022	The Census Bureau will publish a Federal Register notice announcing the qualifying urban areas based on the results of the 2020 Decennial Census and release TIGER/Line geographic shapefiles on their website.
Fall 2022	HEPGIS will provide urban area boundaries, including the ability to download shapefiles.
Winter 2022/Spring 2023	USDOT (FHWA and FTA) will publish a Federal Register notice designating Transportation Management Areas (TMAs) for urban areas with populations more than 200,000, as determined by the Census Bureau and the results of the 2020 Decennial Census.
Before October 1, 2023 (Before the first full Federal fiscal year after the Census Bureau publishes the urban areas based on the results of the 2020 Decennial Census)	States should revisit their intra-State distribution formulas for metropolitan planning (PL) funds allocations to MPOs to ensure that the new Census 2020 population figures are being used and that any new MPOs are part of the calculation.
Before the next regularly scheduled metropolitan transportation plan update, after October 1, 2023, or within 4 years of the designation of the new urban area boundary, whichever occurs first	Existing MPOs should expand their Metropolitan Planning Areas (MPAs) to include all territory in urban areas with populations more than 50,000, as determined by the Census Bureau and the results of the 2020 Decennial Census (if necessary).
Fall 2023 (1 year after the Census Bureau publishes the urban areas based on the results of the 2020 Decennial Census)	New MPOs should be designated by Governor(s) to represent all new urban areas with populations more than 50,000, as determined by the Census Bureau and the results of the 2020 Decennial Census. Urban areas that are located within the MPA of an existing MPO do not require designation of a new MPO.
Summer/Fall 2024 (Within 18 months of TMA designation)	New TMAs must have a Congestion Management Process (CMP).
April 15, 2025, and June 15, 2025 (dates of 2025 HPMS data submissions to FHWA)	Any adjustments to urban area boundaries should be approved by the Governor(s) (or Governor's designee) and FHWA Division Office(s). FHWA will consider all urban area boundaries final as of April 15, 2025, and will use the original 2020 Census boundaries for all urban areas that have not been adjusted. The 2025 HPMS data submissions on April 15, 2025, and June 15, 2025, should conform to the approved urban area boundary.
Fall 2026 (4 years after the Census Bureau publishes the urban areas based on the results of the 2020 Decennial Census)	New MPOs should have a formally adopted Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).



TO: Board Members

FROM: Rob Balmes, Director

RE: 2022 Traffic Counts Report and Map

Summary

On June 1, 2022, the TPO published the 2022 Traffic Counts Report and Online Map 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 (FDOT).

Included with the meeting packet is the 2022 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)

- 2022 Traffic Counts Report

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

2022 Traffic Counts Report



www.ocalamariontpo.org

Board Members

Ire Bethea Sr., Chair
City of Ocala

Craig Curry, Vice-Chair
Marion County

Kathy Bryant - Marion County

Kristen Dreyer - City of Ocala

Jeff Gold - Marion County

Kent Guinn - City of Ocala

James Hilty - City of Ocala

Ronald Livsey - City of Belleview

Barry Mansfield - City of Ocala

Michelle Stone - Marion County

Bill White - City of Dunnellon

Carl Zalak, III - Marion County

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



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Traffic System Manager

Mike Roberson
Signal Technician II

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Cheryl Burke
Data Collection Manager

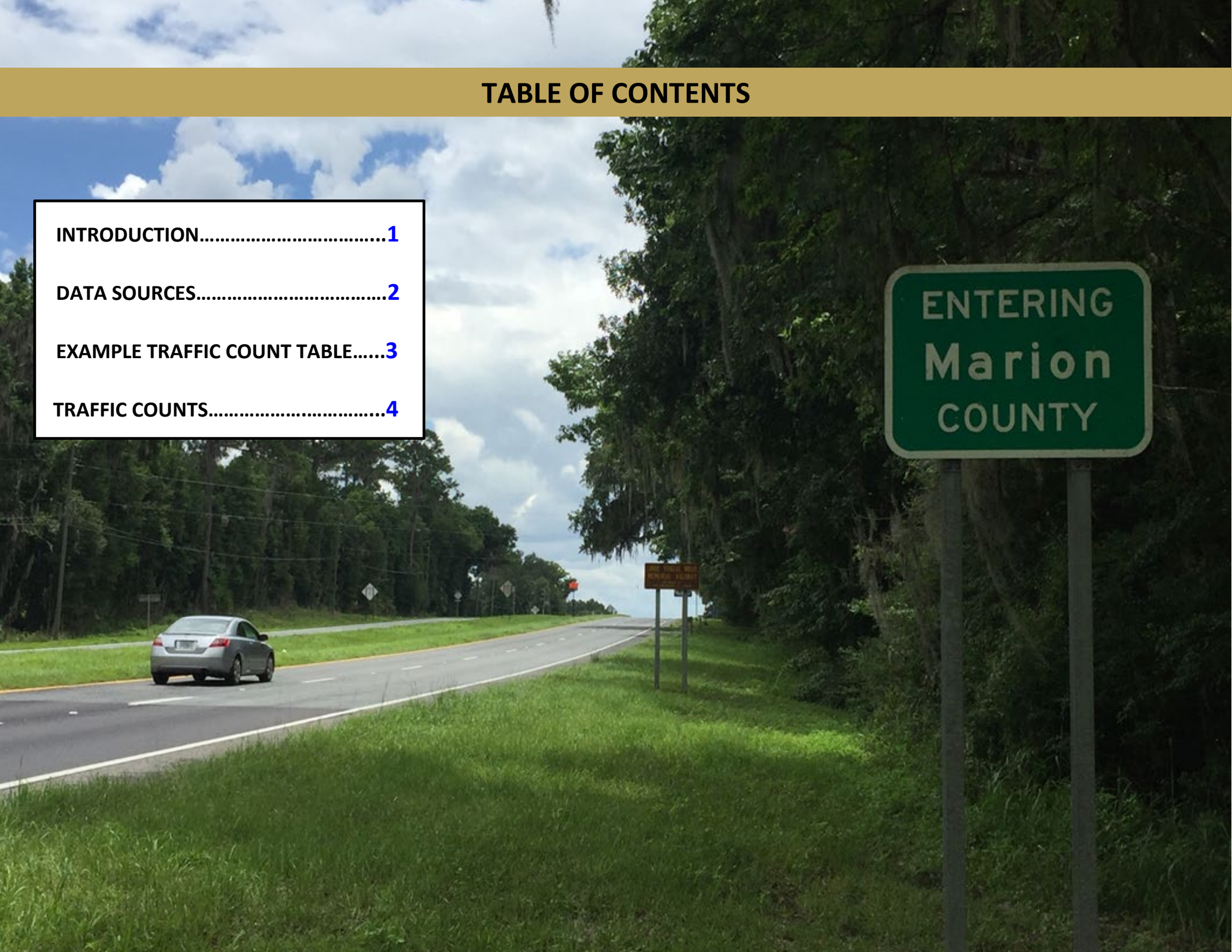


US 301/Pine Avenue, Ocala
July 22, 1952

SECTION 3601 & 3603 ROADS 25 & 500 MARION COUNTY PINE STREET, OCALA 7-22-52.
Looking north at the intersection with Broadway.

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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 major roadways in Marion County. Traffic counts in this report were recorded over a five-year period from 2017 to 2021. 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.

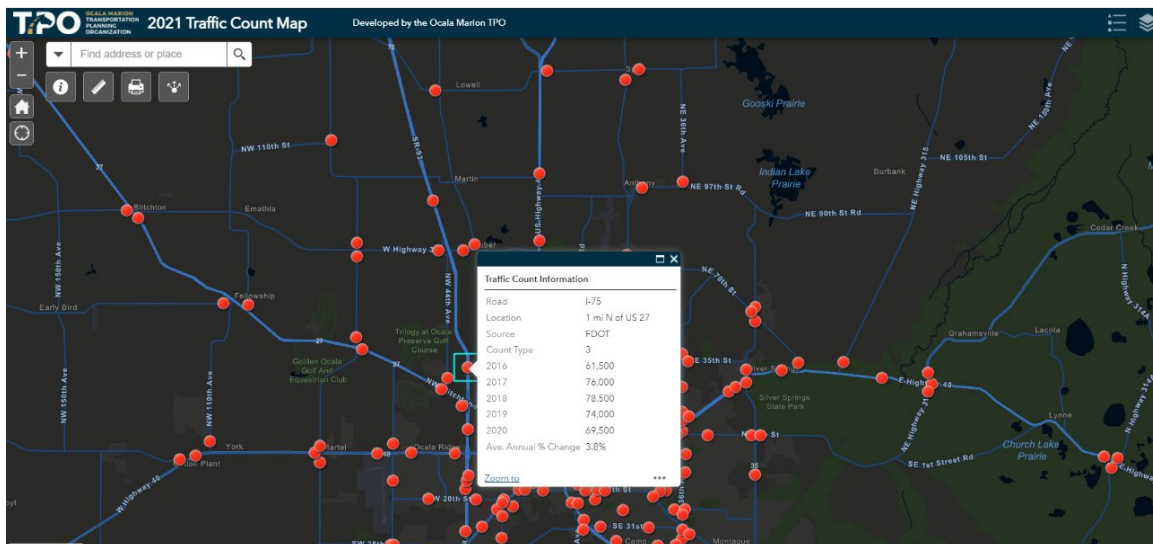
A traffic count indicates the number of vehicles that pass over a point on a particular section of road. Traffic counts taken at the same location over multiple years help provide a better understanding as to how the volume of traffic is changing along a particular roadway. This information may also 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 2022 Traffic Count Report contains traffic counts for locations in the cities of Belleview, Dunnellon, Ocala and the unincorporated areas of Marion County. All traffic counts have been collected by one of three sources: City of Ocala, Marion County or the Florida Department of Transportation (FDOT). Counts collected by Marion County are raw count data. Counts by the City of

Ocala are a combination of raw and adjusted counts. Data collected by FDOT are all adjusted using seasonal and axle factors, resulting in Annual Average Daily Traffic (AADT) volumes. Seasonal factors are used to adjust data so that counts taken at different times of the year can be compared accurately. Axle factors are used to adjust axle counts into vehicle counts. All traffic counts in this report were rounded to the nearest 100.

Count Station Types

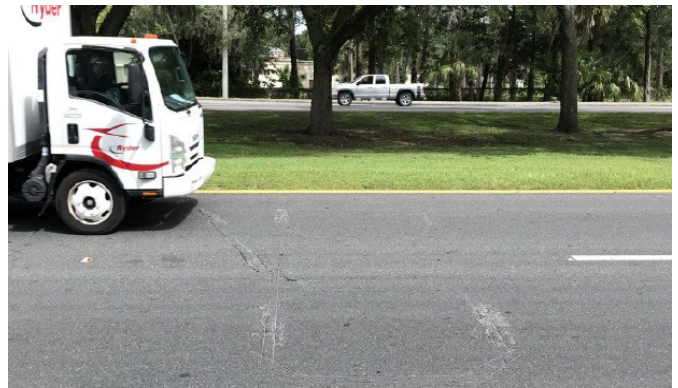
There are two main types of count station facilities that are used to record traffic volumes: 'Temporary' stations and 'Permanent' stations.

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 TRAFFIC COUNT 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/Two-Day Count:** A single 24 to 48-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 COUNTS

The Traffic Count Report includes traffic count information from 2017 to 2021 on the following roadways located in the cities of Belleview, Dunnellon, Ocala and unincorporated areas of Marion County. The roadways are listed in alphabetical order.

- Baseline Extension
- CR 25
- CR 25A
- CR/SR 35
- CR 40
- CR 42
- CR 200A
- CR 225
- CR 225A
- CR 312
- CR 314
- CR 314A
- CR 315
- CR 316
- CR 318
- CR/SR 326
- CR 328
- CR 329
- CR 464
- CR 464A
- CR 464B
- CR 464C
- CR467
- CR 475
- CR 475A
- CR 475B
- CR 484
- 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 92nd Loop (*new*)
- 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	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
Baseline Extension								
SE 110th St to US 441	MC	3	5,500	5,600	5,700	4,700	4,500	-4.5%
CR 25								
E of SR 35	MC	3	12,200	12,000	11,700	11,000	9,000	-7.1%
W of SR 35	MC	3	11,100	10,900	10,900	10,100	NC	-3.0%
E of SE 110th St Road	MC	3	11,100	11,600	11,900	11,400	6,000	-11.1%
E of SE 108th Terrace Road	FDOT	3	7,500	7,700	5,500	NC	NC	N/A
W of CR 464	MC	3	6,200	6,500	6,300	6,300	5,500	-2.7%
E of CR 464	MC	3	7,400	7,900	7,900	7,900	7,500	0.4%
S of CR 42	MC	3	10,600	11,000	11,300	11,200	10,800	0.5%
CR 25A								
S of CR 316	MC	3	2,000	2,300	2,300	2,400	5,300	35.0%
N of SR 326	MC	3	8,600	8,800	8,700	6,500	7,700	-1.4%
S of NW 63rd Street	MC	3	4,900	4,700	5,000	6,100	5,000	1.6%
CR/SR 35								
N of SR 326	MC	3	2,600	2,600	2,500	2,800	3,100	4.7%
S of SR 326	MC	3	5,000	5,300	5,100	5,800	2,500	-10.2%
N of SR 40	MC	3	8,300	8,600	NC	5,600	9,300	17.4%
CR 40								
E of CR 336	MC	3	8,500	9,200	NC	2,500	2,600	-23.7%
W of US 41	MC	3	3,200	3,500	3,800	5,000	4,000	7.4%
CR 42								
E of CR 475	MC	3	4,200	4,500	4,800	5,100	5,200	5.5%
E of US 301	MC	3	14,300	15,900	15,700	14,100	17,400	5.8%
W of US 441	MC	3	20,900	22,600	8,800	8,400	20,200	20.8%
E of US 441	MC	3	9,600	10,200	10,300	10,700	12,000	5.8%
W of CR 25	FDOT	3	9,700	9,900	10,100	9,500	9,700	0.1%
W of SE 182nd Ave Rd	MC	3	7,000	7,500	7,100	10,100	10,600	12.3%
E of CR 450	MC	3	3,700	4,000	4,600	4,700	4,100	3.1%
CR 200A								
S of CR 316	MC	3	4,500	4,500	4,600	8,000	5,500	11.2%
S of CR 329	MC	3	4,800	5,400	5,500	7,100	5,700	5.9%
N of SR 326	MC	3	9,800	10,000	10,000	2,700	10,700	56.3%
S of SR 326	MC	3	6,200	6,200	6,300	6,100	6,900	2.9%
N of NE 49th Street	MC	3	7,700	7,900	7,500	8,300	7,800	0.5%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
CR 200A (continued)								
US 441 to Magnolia Ave	OCA	2	9,600	5,900	7,700	9,200	NC	3.8%
N of NE 35th Street	MC	3	8,700	8,800	8,800	8,300	8,600	-0.2%
S of NE 35th Street	MC	3	11,800	11,400	11,900	9,800	11,500	0.2%
NE 28th Street to NE 25th	OCA	2	13,100	14,300	9,100	13,200	NC	6.0%
NE 8th Road to N Magnolia Avenue	OCA	1	9,600	8,300	5,200	4,300	NC	-22.7%
CR 225								
N of US 27	MC	3	900	1,200	1,200	1,000	1,000	4.2%
CR 225A								
N of NW 110th Street	MC	3	2,100	2,400	2,700	2,700	4,800	26.1%
N of CR 326	MC	3	3,000	2,800	3,000	3,300	2,900	-0.4%
S of CR 326	MC	3	7,100	7,300	7,400	7,900	5,000	-6.4%
N of US 27	MC	3	7,100	7,100	7,400	6,700	7,200	0.6%
CR 312								
E of CR 475A	MC	3	2,600	2,600	2,600	2,200	2,700	1.8%
CR 314								
W of SR 19	MC	3	2,900	3,200	3,400	4,400	3,700	7.5%
N of SR 40	MC	3	2,800	2,800	2,700	2,400	3,500	7.8%
S of SR 40	MC	3	1,600	1,700	1,800	2,400	2,200	9.3%
W of SR 35	MC	3	5,300	5,400	5,300	5,500	5,400	0.5%
E of SR 35	MC	3	6,100	6,300	6,300	6,500	5,400	-2.6%
CR 314A								
N of SR 40	MC	3	1,900	2,200	2,300	2,300	2,400	6.2%
S of SR 40	MC	3	5,400	5,500	5,500	5,100	5,600	1.1%
E of CR 464C	MC	3	3,700	3,800	3,900	3,400	5,000	9.9%
CR 315								
S of CR 21 Putnam Co Line	MC	3	3,200	3,100	3,000	4,600	4,100	9.0%
S of CR 316	MC	3	4,100	4,300	3,900	3,900	4,100	0.2%
N of SR 40	MC	3	3,500	3,500	3,300	3,700	3,900	3.0%
CR 316								
W of US 441	MC	3	1,800	1,800	1,800	1,600	1,400	-5.9%
E of CR 200A	MC	3	2,200	2,400	2,500	2,600	2,300	1.4%
W of CR 315	MC	3	2,300	2,600	2,700	2,400	3,200	9.8%
E of CR 315	MC	3	3,000	3,200	3,300	6,700	4,200	18.9%
W of SR 19	MC	3	1,600	2,000	2,100	2,400	1,700	3.8%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
CR 318								
W of US 301	MC	3	3,200	3,600	3,700	3,700	3,300	1.1%
E of I-75	MC	3	4,100	4,500	4,400	4,000	4,700	4.0%
W of I-75	MC	3	1,500	1,500	1,400	1,100	3,500	47.5%
E of CR 335	MC	3	1,800	2,000	1,900	2,200	2,200	5.5%
CR/SR 326								
W of US 27	MC	3	2,900	3,300	3,500	3,800	4,700	13%
W of I-75	MC	3	6,900	7,100	7,200	7,700	7,200	1.2%
E of I-75	FDOT	3	22,500	22,000	22,000	20,500	20,500	-2.3%
1 mi W of SR 25/US 441	FDOT	3	10,800	12,300	11,800	11,600	11,800	2.5%
E of US 441	MC	3	11,700	12,000	11,700	12,300	NC	1.7%
E of US 441	FDOT	3	12,100	12,400	11,800	11,600	11,800	-1.4%
E of CR 200A	MC	3	12,000	12,300	12,300	11,400	13,200	2.7%
W of CR 35	MC	3	7,000	7,200	7,200	9,900	NC	13.5%
N of SR 40	MC	3	3,700	3,600	3,700	5,500	NC	16.2%
CR 328								
N of SR 40	MC	3	3,100	3,100	3,100	5,100	5,300	17.1%
CR 329								
W of CR 25A	MC	3	1,600	1,700	1,700	1,400	1,900	6.1%
E of US 441	MC	3	5,400	5,600	5,700	6,200	5,300	-0.1%
E of CR 200A	MC	3	4,200	4,700	4,800	4,400	5,100	5.4%
CR 464								
E of SR 35	MC	3	37,800	38,600	39,800	35,900	34,400	-2.2%
W of Oak Road	MC	3	13,800	14,600	15,100	12,800	16,000	4.7%
W of SE 108th Terrace Road	MC	3	8,300	8,400	8,600	7,100	8,700	2.2%
N of CR 25	MC	3	3,300	3,700	3,900	3,000	3,000	-1.4%
CR 464A								
N of 38th Street	MC	3	6,900	6,600	6,900	6,300	5,800	-4.1%
SR 464 to SE 31st St	MC	3	NC	NC	NC	NC	NC	N/A
SW 10th to SR 464	MC	3	6,900	7,100	8,800	NC	NC	N/A
CR 464B								
W of NW 110th Avenue	MC	3	2,100	2,200	2,200	3,000	3,200	11.9%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
CR 464C								
E of SE 141st Terrace Road	MC	3	4,400	4,600	4,700	4,900	4,800	2.2%
CR 467								
S of SE 95th Street	MC	3	3,300	3,700	4,100	4,700	4,600	8.9%
N of CR 484	MC	3	4,300	4,500	4,700	5,400	6,000	8.8%
S of CR 484	MC	3	3,800	4,100	4,200	4,400	4,500	4.3%
CR 475								
N of SE 52nd Street	MC	3	7,600	7,800	7,800	7,900	8,000	1.3%
N of CR 328	MC	3	6,700	6,700	6,500	6,600	7,200	1.9%
N of CR 312	MC	3	6,500	6,600	6,400	7,000	7,600	4.1%
N of CR 484	MC	3	4,900	5,300	5,300	5,500	5,500	3.0%
S of CR 484	MC	3	5,100	5,400	5,600	5,500	5,400	1.5%
S of CR 475A	MC	3	7,500	8,100	8,500	8,000	9,000	4.9%
CR 475A								
N of SW 66th Street	MC	3	12,000	12,500	12,400	12,200	13,600	3.3%
S of SW 66th Street	MC	3	9,300	9,800	9,500	7,200	10,300	5.3%
W of CR 475B	MC	3	5,700	5,700	6,100	6,800	6,800	4.6%
N of CR 484	MC	3	6,200	6,800	6,900	6,800	7,100	3.5%
S of CR 484	MC	3	5,700	6,200	6,200	5,700	5,800	0.6%
E of CR 475	MC	3	2,100	2,500	2,700	1,600	1,500	-5.0%
W of US 301/SR 35	MC	3	2,100	2,200	2,400	2,700	2,200	2.0%
CR 475B								
W of I-75	MC	3	3,400	3,300	3,700	2,600	11,000	75.6%
CR 484								
E of US 41	MC	3	8,500	9,200	9,400	9,800	9,400	2.6%
W of SR 200	MC	3	8,900	9,400	9,700	11,300	11,300	6.3%
E of SR 200	MC	3	7,700	8,400	8,500	3,800	8,000	16.4%
W of I-75	MC	3	29,200	30,100	32,500	30,700	NC	1.8%
E of I-75	MC	3	27,500	30,000	32,000	31,100	NC	4.3%
E of CR 475A	MC	3	21,500	24,100	25,600	24,000	22,800	1.8%
E of CR 475	MC	3	18,300	20,400	20,800	18,500	22,400	5.9%
E of CR 467	MC	3	18,000	20,000	20,500	18,300	18,900	1.5%
W of US 441	MC	3	9,500	10,400	11,200	10,700	8,900	-1.0%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
Fort King Street								
SE 1st Ave to SE 11th Ave	OCA	2	6,300	6,300	6,300	5,200	5,800	-1.5%
SE 11th Ave to SE 16th Ave	OCA	3	5,900	6,300	6,800	4,600	5,000	-2.2%
SE 16th Ave to SE 25th Ave	OCA	3	8,400	4,200	8,900	8,700	9,900	18.4%
SE 25th Ave to SE 36th Ave	OCA	3	6,400	6,500	6,700	5,500	NC	-4.4%
SE 36th Ave to SR 35	OCA	2	7,600	3,700	7,400	7,500	7,000	10.8%
I-75								
0.5 mi N of CR 318	FDOT	3	57,000	64,500	67,500	56,500	57,500	0.8%
1.5 mi N of SR 326	FDOT	3	56,500	64,000	66,000	61,500	62,500	2.8%
1 mile north of US 27	FDOT	3	76,000	78,500	74,000	69,500	84,500	3.3%
0.4 mi S of US 27	FDOT	3	75,000	78,500	83,000	78,000	91,000	5.3%
0.6 mi S of SR 40	FDOT	2	78,500	76,000	97,500	91,500	N/A	6.3%
0.23 mi N of SW 66th St (Telemetered)	FDOT	T	94,500	93,700	97,200	87,100	103,000	2.7%
From SR 44 to CR 484	FDOT	3	78,000	80,000	81,000	70,500	72,500	-1.6%
Magnolia Avenue								
US 441 to CR 200A	OCA	3	2,800	1,100	1,900	1,700	NC	0.5%
CR 200A to NE 10th St	OCA	2	4,100	3,000	3,500	2,800	3,200	-4.0%
NE 10th St to NW 6th	OCA	2	4,900	2,500	4,000	4,800	3,900	3.1%
NW 3rd St to SR 40	OCA	3	5,200	2,600	2,900	2,400	NC	N/A
SR 40 to SE 3rd St	OCA	3	NC	NC	NC	3,800	NC	N/A
Marion Oaks Boulevard								
S of CR 484	FDOT	3	13,300	14,300	14,500	14,300	15,100	3.3%
Marion Oaks Course								
N of CR 484	MC	3	9,300	9,900	6,900	7,500	13,300	15.5%
S of CR 484	FDOT	3	NC	6,900	NC	6,500	7,600	N/A
Marion Oaks Drive								
W of Marion Oaks Blvd	FDOT	3	4,700	4,400	4,400	4,400	4,800	0.7%
Marion Oaks Manor								
W of Marion Oaks Drive	FDOT	3	1,800	1,800	1,800	1,800	2,200	5.6%
Marion Oaks Trail								
E of SW 73rd Ave Road	FDOT	3	1,750	1,800	1,800	1,800	2,100	4.9%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
MLK Jr. Avenue								
Ocala City Limits to NW 22nd Street	OCA	3	6,500	NC	3,300	7,200	6,600	20.2%
NW 21st Street to US 27	OCA	2	7,200	7,200	8,300	8,600	7,700	2.1%
US 27 to SR 40	OCA	2	13,100	12,800	22,700	19,400	7,800	0.2%
SR 40 to SR 200	OCA	2	12,800	NC	21,400	19,900	13,600	9.5%
SR 200 to SW 17th Street	OCA	3	8,900	6,200	7,300	6,800	6,600	-5.6%
NE 1st Avenue								
SR 40 to NE 3rd Street	OCA	1	2,300	NC	3,300	NC	NC	N/A
NE 8th Avenue								
NE 14th Street to SR 40	OCA	3	7,700	6,800	11,300	9,100	6,900	2.7%
NE 11th Avenue								
NE 2nd Street to SR 40	OCA	3	1,300	NC	1,500	1,300	NC	N/A
NE 12th Avenue								
NE 14th Street to SR 40	OCA	3	900	NC	NC	750	NC	N/A
NE 16th Avenue								
NE 2nd Street to SR 40	OCA	3	2,900	NC	3,400	3,400	NC	N/A
NE 17th Avenue								
SR 492 to NE 3rd Street	OCA	2	NC	1,900	2,200	2,100	2,200	5.3%
NE 19th Avenue								
NE 24th Street to NE 14th	OCA	3	2,600	NC	2,800	3,000	2,900	1.9%
NE 25th Avenue								
N of NE 28th Street	MC	3	8,500	8,400	8,400	8,800	7,600	-2.5%
NE 28th St to NE 24th	OCA	3	8,600	5,000	9,200	8,800	8,000	7.2%
NE 24th St to NE 14th	OCA	2	NC	11,200	8,300	11,400	9,900	-0.6%
NE 14th St to SR 40	OCA	3	14,800	17,700	15,000	9,400	6,700	-15.4%
NE 2nd Street								
NE 8th Ave to NE 11th	OCA	3	1,500	NC	800	1,800	NC	N/A
NE 16th Ave to NE 25th	OCA	3	2,300	NC	1,400	2,400	2,400	10.8%
NE 3rd Street								
NE 16th Ave to NE 25th	OCA	3	3,100	3,500	3,500	3,100	3,200	1.2%
NE 25th Ave to SR 40	OCA	3	1,600	NC	2,100	1,700	2,000	9.9%
NE 7th Street								
SR 40 to NE 36th Ave	OCA	3	9,400	NC	5,200	4,600	NC	N/A
NE 36th Ave to City Limits	OCA	3	7,700	6,400	7,900	8,000	NC	2.6%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
NE 24th Street								
NE 8th Rd to NE 19th	OCA	2	3,200	4,400	6,400	5,400	3,700	9.0%
NE 25th Ave to NE 36th	OCA	3	2,800	2,300	2,800	2,600	1,800	-8.5%
NE 49th Street								
E of CR 200A	MC	3	3,400	3,500	3,400	3,800	3,600	1.6%
NE 175th Street Road								
E of US 301	MC	3	2,100	2,300	2,300	2,400	2,600	5.6%
NE 8th Avenue Road								
NE 24th Street to NE 14th St	OCA	3	6,400	6,400	6,400	6,200	6,900	2.0%
NE 97th Street Road								
E of NE 21street Ave	MC	3	2,800	2,900	3,100	3,000	2,600	-1.5%
NE Jacksonville Road								
N Magnolia Ave to CR 200A	OCA	3	NC	1,600	1,300	1,200	NC	N/A
NE Watula Avenue								
SR 40 to NE 3rd Street	OCA	3	1,100	NC	300	1,000	1,000	N/A
NE/SE 25th Avenue								
SR 40 to SE Ft King Street	OCA	2	NC	24,100	14,500	9,800	14,300	-8.8%
SE Ft King to SR 464	OCA	2	18,700	17,800	18,400	16,700	18,300	-0.3%
N of NE 49th Street	MC	3	3,600	3,800	3,700	3,300	3,100	-3.5%
S of NE 49th Street	MC	3	6,600	6,600	6,700	5,200	4,700	-7.6%
NE/SE 36th Avenue								
N of NE 97th St Rd	MC	3	1,800	1,900	2,000	1,700	1,600	-2.5%
S of SR 326	MC	3	3,900	4,100	4,000	3,200	3,800	0.4%
N of NE 35th Street	MC	3	9,400	9,500	9,400	8,800	9,100	-0.7%
City Limits to NE 24th	OCA	3	11,400	10,500	11,100	10,000	NC	-4.0%
NE 24th St to NE 14th	OCA	1	12,100	11,500	10,700	10,100	11,400	-1.2%
NE 14th St to SR 40	OCA	2	14,800	8,100	15,100	15,500	NC	14.6%
SR 40 to NE Ft King St	OCA	1	19,200	18,300	17,900	17,000	NC	-4.0%
NW 21st Avenue								
NW 27th Ave to ML K	OCA	3	1,700	NC	1,700	1,900	1,600	N/A
NW 22nd Avenue								
N MLK Ave to US 441	OCA	3	2,700	NC	2,700	2,900	NC	N/A
NW 30th Avenue								
SR 40 to US 27	OCA	3	5,700	NC	1,900	3,700	NC	N/A

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
NW 44th Avenue								
N of US 27	MC	3	8,900	8,800	8,900	8,200	8,700	-0.4%
NW 60th Avenue								
N of SR 40	MC	3	9,600	9,700	9,700	10,000	11,600	5.0%
NW 80th Avenue								
N of SR 40	MC	3	5,300	5,400	5,400	4,800	7,000	9.2%
NW 110th Avenue								
N of SR 40	MC	3	4,000	4,000	3,800	7,800	4,800	15.5%
NW 3rd Street								
US 441 to Magnolia	OCA	3	NC	NC	1,800	1,500	1,700	-1.7%
NW 21st Street								
MLK Jr. to NW 27th Ave	OCA	3	1,700	NC	1,700	1,900	1,600	-1.3%
NW 22nd Street								
US 441 to MLK Ave	OCA	3	2,700	NC	2,700	2,900	NC	N/A
NW/NE 28th Street								
US 441 to NW 2nd Ave	OCA	3	4,000	NC	3,300	3,300	5,200	N/A
NW 1st Ave to Jacksonville Road	OCA	1	4,600	5,800	NC	16,500	NC	N/A
NW/NE 35th Street								
W of NW 16th Ave	MC	3	6,300	6,400	6,600	6,700	10,200	14.6%
W of US 441	MC	3	12,900	13,400	13,000	14,000	16,500	6.6%
W Anthony Rd to NW 2nd	OCA	3	8,800	8,300	9,800	9,300	NC	2.4%
W of NE 25th Ave	MC	3	8,300	8,400	8,500	9,800	8,700	1.6%
E of NE 25th Ave	MC	3	8,100	8,300	8,200	7,900	7,600	-1.5%
E of NE 36th Ave	MC	3	6,400	6,500	6,500	7,100	6,600	0.9%
NW/SW 27th Avenue								
NW 21st St to US 27	OCA	3	5,300	NC	6,200	5,600	NC	N/A
US 27 to SR 40	FDOT	3	19,800	20,000	20,500	20,300	18,300	-1.8%
NW/SW 38th Avenue								
S of US 27	MC	3	2,200	2,300	3,200	3,400	2,700	7.3%
Powell Road								
W of US 41	MC	3	4,000	4,100	4,200	4,000	4,800	5.0%
SE 3rd Avenue								
SE 8th St to CR 464A	OCA	2	5,600	8,000	12,500	10,500	NC	27.7%
CR 464A to SR 464	OCA	3	4,900	NC	5,700	2,900	4,600	8.6%
SR 464 to SE 23rd Pl	OCA	3	3,600	NC	3,600	4,400	2,700	-5.5%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
SE 11th Avenue								
SR 40 to SE Ft King Street	OCA	1	3,200	2,700	2,900	2,300	3,100	1.5%
SE Ft King St to SR 464	OCA	3	3,200	NC	3,700	2,700	3,500	6.1%
SR 464 to CR 464A	OCA	3	2,200	NC	2,400	1,400	2,100	5.8%
SE 18th Avenue								
SR 464 to SE 31st Street	OCA	2	8,200	8,400	8,600	6,500	8,600	3.2%
SE 22nd Avenue								
SE Ft King St to SR 464	OCA	3	1,800	NC	2,000	1,900	NC	N/A
SE 30th Avenue								
SE Ft King St to SE 17th Street	OCA	3	1,400	NC	4,200	2,800	3,400	62.7%
SE 36th Avenue								
SE Ft King St to SE 17th Street	OCA	2	17,300	16,900	16,600	15,800	18,700	2.4%
SE 17th St to SR 464	OCA	2	16,000	13,000	15,500	13,900	17,200	3.5%
SR 464 to SE 31st Street	OCA	3	10,600	NC	NC	5,400	NC	N/A
SE 31st St to SE 38th St	MC	3	7,500	7,700	7,400	8,300	5,700	-5.1%
SE Watula Avenue								
SE Ft. King to 8th Street	OCA	3	4,200	NC	4,300	4,600	4,100	N/A
SR 40 to NE 3rd Street	OCA	3	1,100	NC	300	1,000	1,000	N/A
SE 8th Street								
SE 1st Ave to SE 3rd Ave	OCA	3	NC	3,000	2,800	2,400	NC	N/A
SE 3rd Ave to SE 11th Ave	OCA	3	2,800	NC	1,400	1,900	NC	N/A
SE 36th Ave to SE 45th Ter	OCA	3	2,100	NC	2,000	1,800	NC	N/A
SE 17th Street								
SE 25th Ave to SE 30th Ave	OCA	2	3,900	4,200	3,900	4,000	3,200	-4.2%
SE 30th Ave to SE 36th Ave	OCA	3	3,600	NC	3,400	4,600	5,400	15.7%
SE 24th Street								
SR 464 to SE 36th Ave	OCA	3	7,700	NC	9,600	8,200	9,600	9.1%
SE 36th Ave to SE 44th Ct	OCA	3	8,500	12,200	9,600	7,300	NC	-0.6%
SE 31st Street								
US 441 to CR 464A	OCA	2	17,500	18,600	18,300	19,200	23,900	8.5%
CR 464A to SE 36th Ave	OCA	2	11,200	NC	14,500	11,000	10,800	1.2%
SE 36th Ave to SR 464	OCA	2	6,400	3,700	8,700	7,800	7,800	20.7%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
SE 38st Street								
CR 464A to SE 36th Ave	OCA	3	7,900	NC	4,900	6,600	NC	N/A
W of SE 36th Ave	MC	3	5,900	5,400	6,000	6,400	5,400	-1.6%
SE 52nd Street								
W of US 441	MC	3	3,000	3,200	3,100	3,000	3,100	0.9%
E of US 441	MC	3	6,000	6,200	6,100	6,700	5,500	-1.6%
SE 80th Street								
W of US 441	MC	3	4,900	5,200	5,000	4,800	6,200	6.9%
E of US 441	MC	3	4,300	4,400	4,400	4,300	5,900	9.3%
SE 95th Street								
W of US 441	MC	3	5,200	5,600	5,700	6,000	6,500	5.8%
SE 110th Street								
W of US 441	MC	3	5,400	5,600	5,800	5,600	6,500	5.0%
SE 132nd Street Road								
E of CR 484	MC	3	11,300	12,000	11,400	11,200	13,500	5.0%
W of US 441	MC	3	9,900	10,500	11,000	10,000	13,200	8.4%
SE 100th Avenue								
S of CR 25	MC	3	4,600	5,300	5,400	5,100	4,700	0.9%
SE 147th Street/147th Place								
W of US 441	MC	3	4,000	4,300	4,400	5,500	4,800	5.5%
SE 110th Street Road								
E of Oak Rd	MC	3	2,600	2,800	2,900	3,300	3,200	5.5%
SE 114th Street Road								
W of CR 464C	MC	3	3,200	3,500	3,600	4,200	4,500	9.0%
SE Oak Road								
S of CR 464	MC	3	2,900	3,200	3,500	5,000	5,100	16.1%
SE 44th Avenue Road								
N of SE 52nd St	MC	3	7,200	7,300	7,500	7,600	8,100	3.0%
SE 92nd Place Road								
E of US 441	MC	3	5,800	7,100	7,200	7,000	9,900	15.6%
SE 92nd Loop								
SE 110th St Rd and East Highway 25	MC	3	NC	NC	NC	NC	8,100	N/A
South Magnolia Avenue								
SE 3rd St to SE 8th Street	OCA	3	3,600	4,800	4,000	3,200	5,900	20.3%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
SR 19								
N of CR 316	FDOT	3	2,900	3,100	3,500	3,800	3,800	8.9%
S of CR 316	FDOT	3	4,000	4,200	4,200	4,300	4,300	3.9%
SE of CR 314	FDOT	3	1,900	2,100	1,900	1,900	1,900	1.6%
N of SR 40	FDOT	3	1,500	1,700	1,700	1,900	1,900	3.3%
SR 35								
S of SR 40	FDOT	3	14,500	14,700	12,200	12,000	12,200	-3.9%
S of Fort King Street	MC	3	19,300	19,800	20,000	21,700	NC	4.0%
N of SR 464	FDOT	3	20,500	21,000	21,000	20,400	20,500	0%
1 mi S of SR 464	FDOT	3	21,500	21,500	26,000	26,000	27,000	6.2%
S of SE 97th Place	MC	3	NC	12,200	12,700	15,400	14,200	5.9%
N of SR 25	FDOT	3	NC	11,600	11,800	12,400	12,600	2.8%
SR 40								
NE of US 41	FDOT	3	8,400	8,600	8,800	8,200	8,400	0.1%
E of CR 328	FDOT	3	15,600	15,500	16,400	16,200	16,600	1.6%
W of CR 225A	FDOT	3	19,200	20,400	20,500	18,700	19,100	0%
W of SW 60th Ave	MC	3	21,000	21,300	21,300	23,600	NC	4.1%
SW 52nd Ave to SW 60th Avenue	OCA	3	NC	24,300	27,800	21,700	NC	N/A
W of I-75	FDOT	3	28,500	31,500	31,000	30,000	31,000	2.3%
SW 27th Ave to SW 33rd Ave	FDOT	3	31,500	30,000	34,000	33,000	32,500	1.0%
ML King Ave to SW 27th Ave	FDOT	3	26,500	25,500	25,500	23,000	23,000	-3.4%
W of US 441	FDOT	3	22,000	20,000	19,300	19,200	19,800	-2.5%
E of US 441	FDOT	3	31,000	30,500	32,000	31,000	32,000	0.9%
N Magnolia Ave to NE 8th Avenue	FDOT	1	31,000	30,500	32,000	31,000	32,000	0.9%
NE 8th Ave to NE 11th	OCA	3	30,000	32,900	35,000	28,000	NC	-1.3
NE 11th Ave to NE 25th	FDOT	3	29,500	30,000	30,500	27,000	28,000	-1.1%
NE 25th Ave to NE 36th	FDOT	3	25,500	25,500	24,500	24,500	25,000	-0.5%
NE 36th Ave to City Limits	FDOT	3	22,500	22,000	22,500	22,500	21,800	-0.8%
E of NE 24th (Telemetered)	FDOT	T	21,000	21,000	21,700	20,200	21,800	1.1%
0.9 mi E of SR 35	FDOT	2	13,400	14,400	14,600	12,800	13,000	-0.5%
1.2 mi E of CR 315	FDOT	3	13,600	14,000	14,200	14,000	12,600	-1.8%
E of CR 314	FDOT	3	12,000	12,300	13,400	13,200	13,400	2.9%
W of CR 314A	FDOT	3	12,300	12,500	13,400	13,200	13,400	2.2%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
SR 40 (continued)								
E of CR 314A	FDOT	3	8,200	8,400	8,600	8,100	8,300	0.4%
SE 183rd to County Line	FDOT	3	4,900	8,400	6,300	6,100	6,300	11.6%
SR 200								
South of CR 484	MC	3	15,700	16,400	16,900	17,900	19,300	5.3%
NE of CR 484	FDOT	3	21,500	22,000	21,000	21,000	21,000	-0.6%
1 mi NE of CR 484	FDOT	3	38,000	35,000	36,000	30,000	31,000	-4.6%
S of SW 80th St	MC	3	30,400	31,800	30,700	27,600	NC	N/A
S of SW 66th Street	OCA	1	34,000	36,700	49,900	49,900	NC	N/A
W of 60th Avenue	FDOT	3	44,000	47,000	48,000	41,000	42,000	-0.8%
2.5 mi SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	41,500	41,000	42,000	41,000	39,600	-1.1%
W of I-75	FDOT	3	41,500	41,000	42,000	41,000	43,000	0.9%
0.5 mi E of I-75	FDOT	2	47,500	38,000	43,500	42,500	43,500	-1.4%
SW 26th St to SW 27th	FDOT	2	39,500	39,500	40,500	36,500	37,500	-1.2%
SW 27th Ave to SW 17th	FDOT	2	37,500	34,500	38,500	37,500	38,500	0.9%
SW 17th St to SW MLK	FDOT	2	25,000	24,000	24,000	22,000	22,000	-3.1%
SW MLK to US 441	FDOT	2	26,500	25,500	26,500	26,000	25,500	-0.9%
SR 464								
SR 200 to SW 19th Avenue Rd	FDOT	2	25,500	25,500	25,500	25,500	26,000	0.5%
SW 19th Avenue Road to SW 7th Avenue	FDOT	2	34,000	34,500	35,500	31,000	32,000	-1.3%
US 441 to SE 11th Ave	FDOT	3	32,000	30,500	31,000	29,000	30,000	-1.5%
SE 11th Ave to SE 25th Ave	FDOT	2	32,500	33,500	29,500	29,000	30,000	-1.8%
SE 25th Ave to SE 36th Ave	FDOT	3	36,500	35,000	35,500	34,500	35,500	-2.8%
36th Ave to SR 35 (Telemetered)	FDOT	T	30,800	30,400	31,100	29,000	32,200	1.3%
SR 492								
US 441 to N Magnolia Ave	FDOT	3	19,900	21,500	20,500	20,300	19,000	-1.0%
N Magnolia Ave to NE 8th Avenue	FDOT	3	18,400	18,600	21,000	21,000	21,000	3.5%
0.5 mi W of NE 17th Ave	FDOT	3	20,500	21,000	20,500	20,300	19,000	-1.8%
NE 19th Ave to NE 25 Ave	FDOT	3	21,000	19,800	19,800	19,400	19,400	-1.9%
NE 25th Ave to NE 36th Ave	FDOT	3	17,000	17,200	16,600	16,300	18,700	2.7%
NE 36th Ave to SR 40	FDOT	3	8,600	8,800	9,500	9,300	9,500	2.6%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
Sunset Harbor Road								
E of US 441	MC	3	6,100	6,300	6,600	6,300	12,400	25.1%
N of SE 155th Street	MC	3	3,500	3,700	3,800	4,900	12,700	49.1%
SW 103rd Street Road								
E of SR 200	MC	3	5,700	6,100	6,300	5,300	4,800	-3.8%
SW 17th Street Extension								
SW 33rd Ave to SW 27th Avenue	OCA	3	NC	5,400	5,700	NC	NC	N/A
SW 27th Ave to SR 200	OCA	3	12,800	13,600	14,100	7,300	12,500	8.2%
SW 19th Avenue Road								
SW 27th Ave to SW 17th Street	OCA	2	22,500	NC	14,100	15,100	19,300	N/A
SW 180th Avenue Road								
N of CR 484	MC	3	2,300	2,700	2,500	3,300	3,000	8.2%
SW 1st Avenue								
SW 5th St to SW 8th St	OCA	1	5,900	7,500	8,000	NC	NC	N/A
SR 200 to SR 464	OCA	3	NC	NC	5,000	4,600	3,300	N/A
SW 20th Street								
SW 60th Ave to I-75	OCA	2	13,400	10,600	10,000	7,200	10,800	-1.1%
I-75 to SW 31st Ave (CFCC Entrance)	OCA	2	13,100	12,400	15,900	12,200	16,200	8.1%
SW 27th Ave to SR 200	OCA	3	12,700	5,200	6,900	6,300	NC	-11.7%
SW 27th Avenue								
SW 20th St to SR 200	MC	3	21,500	NC	19,200	13,100	NC	N/A
SR 200 to SW 19th Ave Road	OCA	1	20,500	19,100	18,500	17,200	19,300	-1.2%
SW 34th St to SW 42nd	OCA	3	18,400	11,800	19,900	18,800	20,900	9.6%
SW 33rd Avenue								
SW 7th St to SW 20th St	OCA	3	3,600	NC	2,600	2,000	NC	N/A
SW 7th to SR 40	OCA	3	NC	NC	NC	NC	6,500	N/A
SW 37th Avenue								
SW 20th St to SW 7th St	OCA	3	4,500	NC	3,900	3,100	4,600	4.8%
SW 38th Avenue								
SR 40 to SW 20th Street	OCA	3	NC	3,900	1,500	NC	4,200	N/A
SW 20th St to SR 200	OCA	3	6,100	5,900	6,500	6,800	NC	3.8%
SW 38th Street								
W of SW 60th Avenue	MC	3	9,700	9,800	9,800	6,800	10,600	6.6%
E of SW 60th Avenue	MC	3	7,200	7,400	7,200	5,500	8,000	5.5%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
SW 42nd Street (CR 475C)								
SW 7th Ave to SW 27th Ave	OCA	2	18,800	NC	NC	NC	NC	N/A
SW 27th Ave to SW 31st	OCA	1	18,900	17,600	15,200	11,100	NC	-15.8%
SW 31st Ave to SR 200	OCA	2	17,600	15,900	21,900	14,900	19,900	7.4%
SW 49th Avenue								
N of SW 103rd St Rd	MC	3	7,500	7,800	10,000	10,900	11,700	12.1%
SW 60th Avenue								
SR 40 to SW 20th Street	OCA	2	16,100	20,600	21,000	26,700	NC	19%
S of SW 38th Street	MC	3	14,500	14,600	14,600	17,400	18,400	6.4%
N of SR 200	MC	3	14,400	14,800	14,800	19,300	18,400	7.1%
S of SR 200	MC	3	17,000	17,000	17,300	22,400	20,500	5.7%
SW 62nd Avenue Road								
S of SW 95th Street	MC	3	6,800	7,400	7,800	8,800	8,900	7.0%
N of SW 103rd St Rd	MC	3	5,900	6,400	6,900	8,300	6,800	4.6%
SW 66th Street								
E of SR 200	MC	3	5,200	5,300	5,400	4,400	6,800	10.0%
W of CR 475A	MC	3	7,100	7,200	7,000	6,000	10,800	16.1%
E of CR 475A	MC	3	5,200	5,300	5,400	4,900	5,800	3.2%
SW 80th Avenue								
S of SR 40	MC	3	8,100	8,400	8,200	8,400	9,000	2.7%
N of SR 200	MC	3	11,300	11,700	11,500	11,800	12,700	3.0%
S of SR 200	MC	3	3,300	3,500	3,500	3,600	4,300	7.1%
SW 90th Street								
W of SR 200	MC	3	4,500	5,100	5,300	4,900	8,400	20.3%
SW 95th Street Road/SW 95th Street								
E of SR 200	MC	3	3,200	3,500	3,900	3,700	6,300	21.5%
E of SW 62nd Ave Road	MC	3	9,600	10,700	11,000	11,100	11,500	4.7%
US 27								
W of NW 160th Ave	FDOT	3	7,100	7,500	7,600	9,300	8,000	3.8%
S of CR 326	FDOT	3	8,500	7,800	8,000	7,800	8,000	-1.4%
E of CR 225A	FDOT	3	17,900	16,700	16,900	17,500	17,900	0.1%
0.6 mi NW of I-75	FDOT	3	20,700	22,000	21,000	21,000	21,500	1.0%
I-75 to NW 27th Ave	FDOT	3	21,500	22,500	22,500	21,000	21,000	-0.5%
NW 27th Ave to NW MLK Jr Ave	FDOT	3	24,500	25,500	22,500	22,500	23,500	-0.8%
MLK Jr Ave to US 441	FDOT	3	25,500	28,000	28,000	25,000	26,000	0.8%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
US 41								
0.7 mi N of SR 40	FDOT	3	11,000	10,900	11,300	11,100	11,300	0.7%
1 mile N of CR 484	FDOT	3	20,000	20,500	21,000	21,000	21,000	1.2%
0.5 mi N of CR 484	FDOT	3	25,000	25,500	26,000	26,000	24,000	-0.9%
North of Citrus County Line	FDOT	3	21,500	21,500	21,500	21,500	21,500	0%
US 301								
0.4 mi N of CR 318	FDOT	3	13,700	14,500	15,200	14,800	15,100	2.5%
N of CR 316	FDOT	3	15,800	16,700	17,300	17,000	19,000	4.8%
N of CR 329	FDOT	3	13,500	13,700	14,900	14,700	15,000	2.7%
N of SE 118th PL	FDOT	3	14,000	13,700	13,500	13,300	13,500	-0.9%
N of CR 42	FDOT	3	17,900	17,100	17,300	17,100	17,500	-0.5%
S of CR 42	FDOT	3	26,000	21,200	19,900	19,700	23,000	-2.2%
US 441								
0.6 mi S of Alachua CL	FDOT	3	8,200	8,000	8,100	5,300	5,400	-8.5%
S of CR 320	FDOT	3	8,900	9,100	9,300	8,200	8,400	-1.2%
S of CR 318	FDOT	3	9,500	9,700	9,800	9,600	8,400	-2.9%
SE of CR 25A	FDOT	3	7,700	7,600	7,800	7,200	7,400	-0.9%
S of CR 316	FDOT	3	8,800	9,000	8,900	8,700	8,900	0.3%
N of NW 100th St	FDOT	3	27,500	29,000	22,500	22,500	28,500	2.4%
0.3 mi N of SR 326 (Telemetered)	FDOT	T	30,100	30,600	31,400	29,200	32,500	2.1%
S of SR 326	FDOT	3	18,300	18,600	16,600	16,300	16,700	-2.1%
1.1 mi N of CR 25A	FDOT	3	19,700	20,500	22,000	22,000	22,000	2.8%
West Anthony Rd to CR 25A	FDOT	3	22,000	22,000	22,000	19,300	21,200	-0.6%
N of NW 10th Street	FDOT	3	27,000	27,500	27,000	27,000	28,000	0.9%
N of SR 40	FDOT	3	26,500	29,500	29,500	28,000	29,000	2.5%
S of SR 40	FDOT	2	35,000	36,500	35,500	34,500	35,500	0.4%
S of SR 200	FDOT	2	29,500	26,000	26,000	26,000	32,000	2.8%
N of SR 464	FDOT	2	26,500	24,000	25,500	25,500	26,500	0.2%
SE 23rd Pl to SE 31st St	OCA	1	22,800	22,400	30,200	30,300	NC	N/A
S of CR 464A	FDOT	3	32,500	29,500	31,500	30,500	31,500	-0.6%
S of SE 52nd Street	MC	3	26,400	26,500	26,500	29,800	31,500	4.6%
S of SE 38th Terrace	FDOT	3	29,000	27,500	29,500	28,500	29,500	0.6%
N of 102nd Pl Rd	MC	3	26,000	27,000	27,400	29,000	27,000	1.1%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
US 441 (continued)								
0.7 mi N of US 301	FDOT	3	29,500	27,500	27,500	26,000	27,000	-2.1%
NW of US 301	FDOT	3	29,000	30,500	30,500	29,500	30,500	1.3%
0.5 mi SE of US 301	FDOT	3	16,600	13,200	16,000	15,800	16,200	0.5%
N of SE 147th Pl	MC	3	30,500	34,000	36,900	33,200	NC	3.3%
0.5 mi N of CR 42	FDOT	3	29,000	31,000	31,000	30,000	31,000	1.8%
County Line to CR 42	FDOT	3	39,500	39,500	39,500	37,500	38,000	-0.9%
West Anthony Road								
N of NW 35th Street	MC	3	5,200	5,300	5,200	5,500	5,300	0.5%
NW 35th St to US 441	FDOT	3	2,000	2,000	2,000	1,300	1,300	-8.8%
West Broadway Street								
US 441 to S Magnolia Avenue	OCA	3	800	NC	1,000	800	NC	N/A