



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

January 10, 2023

1:00 PM

AGENDA

1. **CALL TO ORDER AND ROLL CALL**
2. **PROOF OF PUBLICATION**
3. **PRESENTATIONS**
 - A. **Florida Department of Transportation (FDOT) District 5 Fiscal Years (FY) 2024 to 2028 Tentative Work Program**
FDOT will present the Tentative Five-Year Work Program for Marion County.
 - B. **2020 U.S. Census Update**
An update provided by TPO staff on the Census Urban Areas in Marion County.
 - C. **2023 TPO Major Activities**
A presentation by TPO staff on major activities in 2023.
4. **ACTION ITEMS**
 - A. **Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment #3**
Staff will present an amendment to the TIP for approval.
 - B. **TPO Title VI Plan Update**
Staff will present an update to the Title VI Plan document for approval.
5. **DISCUSSION ITEMS**
 - A. **US 301/441 at SE 80th Street**
6. **CONSENT AGENDA**
 - A. **November 8, 2022 Meeting Minutes**
7. **COMMENTS BY FDOT**
 - A. **Construction Report Update**
8. **COMMENTS BY TPO STAFF**
9. **COMMENTS BY CAC MEMBERS**

10. PUBLIC COMMENT (Limited to 2 minutes)

11. 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 Citizens Advisory Committee meeting will be held on
February 14, 2023*



TO: Committee Members

FROM: Rob Balmes, Director

RE: Florida Department of Transportation (FDOT) Fiscal Years (FY) 2024 to 2028 Tentative Five-Year Work Program Presentation

Summary

The Florida Department of Transportation (FDOT) District 5 will provide a presentation covering the Tentative Five-Year Work Program for fiscal years (FY) 2024 through 2028 in Marion County. The FDOT District 5 Work Program Public Hearing Week took place from December 5 to 9, including a Public Hearing Workshop meeting held both virtually and at the District Headquarters in DeLand on December 6, 2022.

The Five-Year Tentative Work Program may be accessed at the following link. The Marion County portion of the Work Program is also included with this memo.

<https://www.fdot.gov/topics/fdot-work-program/district-5-wp-public-hearings>

Attachment(s)

- Presentation
- Tentative Five-Year Work Program, Fiscal Years 2024 to 2028

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

Tentative Five-Year Work Program

Fiscal Year 2023/24 to Fiscal Year 2027/28



Ocala-Marion TPO
January 2023



ABOUT THE FDOT WORK PROGRAM

The FDOT Work Program is a five-year plan that includes:

- Public transit, seaport, airport and rail projects
- Transportation planning, Transportation Systems Management & Operations, engineering and design
- Right-of-Way acquisition and construction activities
- Projects based on MPO Priorities and SIS/FDOT Priorities
- FDOT Fiscal Year: July 1st to June 30th
- FDOT Work Program Public Hearing and Resources: [FDOT - WP Public Hearings](#)

Important Dates:

- District 5 Public Comment Deadline: December 23, 2022
- Florida Transportation Commission Public Hearing: March 6, 2023
- Central Office Submits Final Tentative Work Program to Executive Office of the Governor: March 21, 2023
- Florida State Legislation 2023 Session: March 7, 2023, to May 5, 2023
- Adoption: July 1, 2023

The year 2022 in review...

What were the effects of inflation on the Work Program?

Project Impacts:

- Cost Increases; material and labor shortages, premium pricing for certain materials (i.e., electrical, steel) and augmented project unknowns
- Limited competition; single bids at significant high costs, selective pursuits
- Dynamic cost estimation and predictions; forecasting of ongoing/future projects in the pipeline

ROW Impacts:

- Approximately 15% increase on land prices
- Higher severance damage and appraisal costs



Building the Tentative Work Program

Programs and Allocations:

- Resurfacing program allocations increased due to statewide needs – adjustment impacted allocations
- Changes in revenue and surcharge projections - adjustment to more conservative growth factors

2021 Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA):

- Extends and increases formula funding for transportation – FDOT received additional \$3.5B/35% increase
- New formula programs - Resiliency (PROTECT), Carbon Reduction (CARB/L/M/N/U), Bridge, and Electric Vehicle (EV)
- More federal funds available through competitive grant applications

Florida Economic Estimating Conference

Executive Summary

July 2022

Balancing the Tentative Work Program

- Project Commitments/Cost Increases
- Leverage fund sources
- Assess District needs
- Limited new projects:
 - Safety
 - Maintenance and Preservation
- Minimize project impacts – deferrals/deletions

“Most economic variables performed slightly better than or as well as expected in FY 21-22; however, many of the growth rates for short term have been lowered, especially in Fiscal Year 2022-23.”

FIVE-YEAR WORK PROGRAM FUNDING

The Five-Year Outlook

County	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	TOTAL
Marion	\$79,494,358	\$104,279,219	\$92,906,139	\$19,676,252	\$71,807,292	\$368,163,260

Ocala-Marion TPO Region – Funding Breakdown

Project Type	Five-Year Estimated (Marion)
Safety	\$6,771,494
Capacity	\$126,886,105
Preservation	\$129,003,207
Multi-modal	\$56,562,370
Operations	\$4,547,167
Bike/Ped	\$6,383,005
Misc.	\$38,009,912

Priority Projects

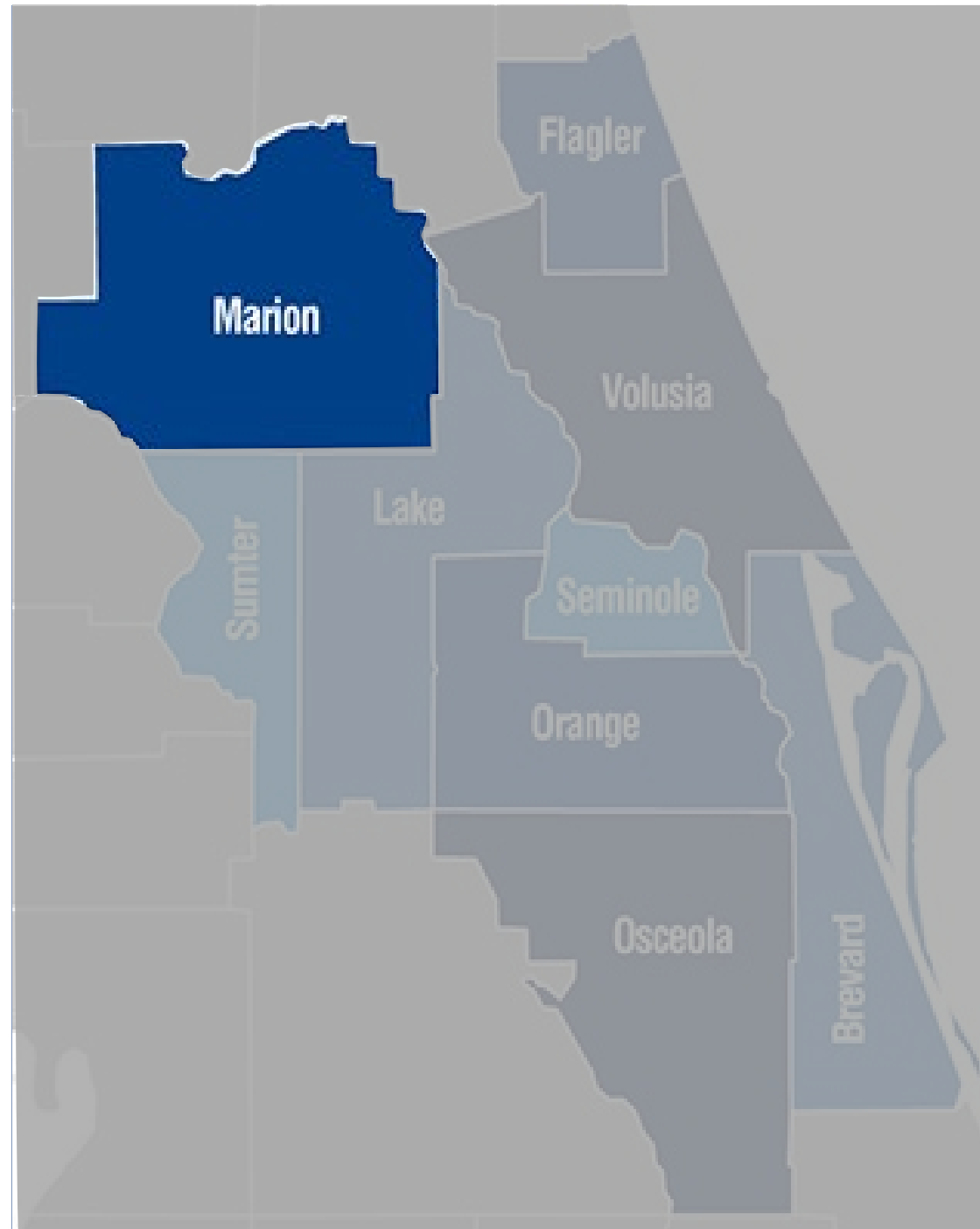
11

\$135,900,000





Key Projects



KEY PROJECTS

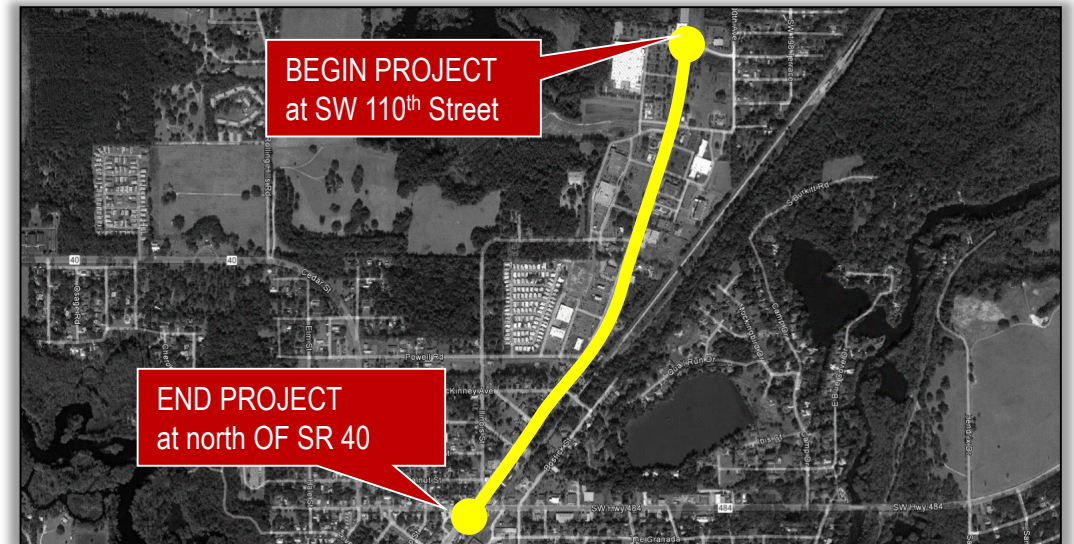
FM# 435209-1:

- TPO Priority #1, SIS #1
- I-75 (S.R. 93) at NW 49th Street, from end of NW 49th Street to end of NW 35th Street
- New Interchange
- Construction funded in FY 24/25
- Funding in Tentative Work Program: \$33,565,826



FM# 238648-1:

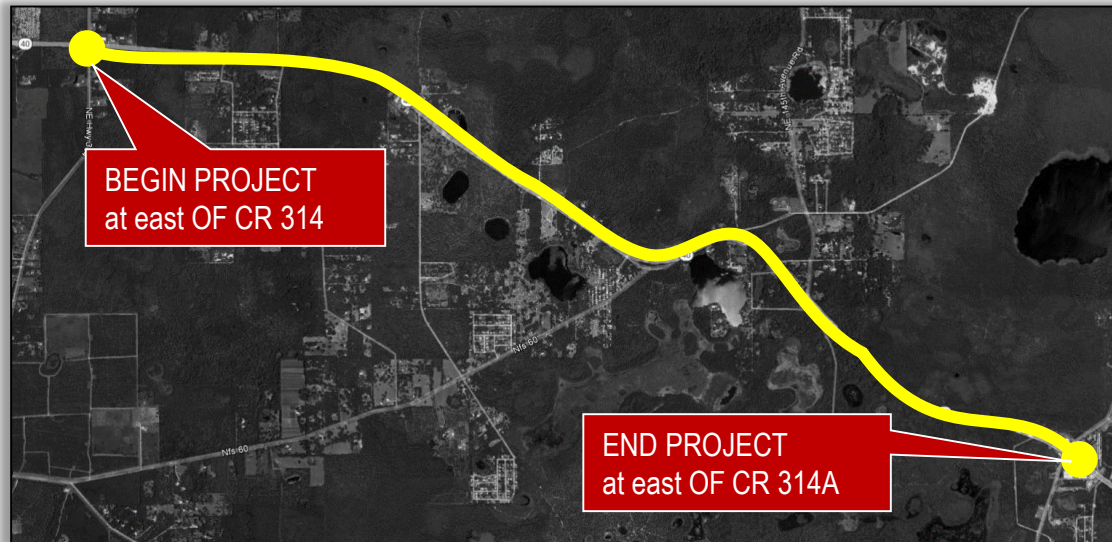
- TPO Priority #14, Non-SIS #8
- S.R. 45 (U.S. 41), from SW 110th Street to north of SR 40
- Add lanes and reconstruct
- Construction funded in FY 27/28
- Funding in Tentative Work Program: \$62,027,312



KEY PROJECTS

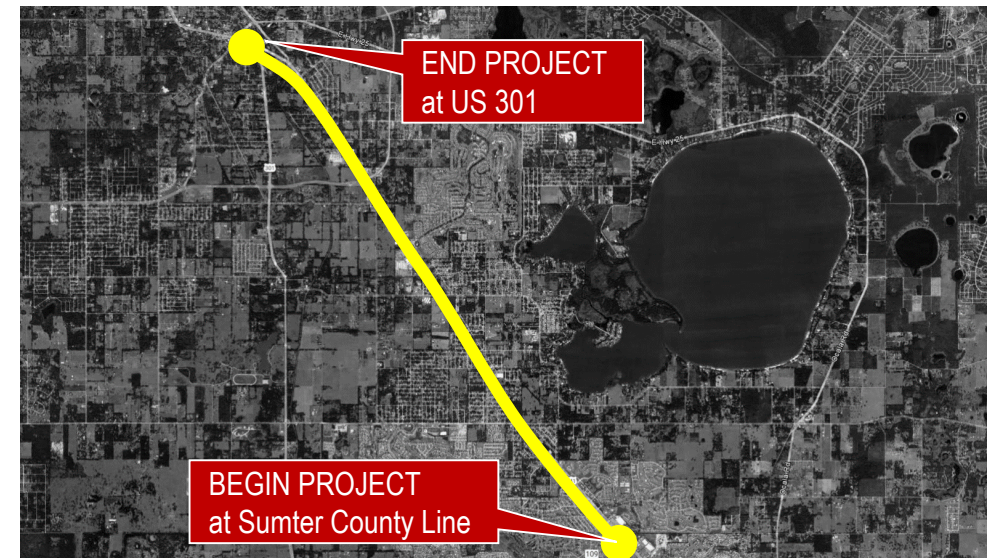
FM# 410674-3:

- SIS #11
- S.R. 40, from east of C.R. 314 to east of C.R. 314A
- Future Capacity
- Right of Way funded in FYs 23/24 and 24/25
- Funding in Tentative Work Program: \$25,293,495



FM# 450637-1:

- U.S. 27, from Sumter County Line to U.S. 301 / Abshier (Bellview)
- Resurfacing
- Design funded in FY 23/24 and Construction funded in FY 25/26
- Funding in Tentative Work Program: \$21,434,383



KEY PROJECTS

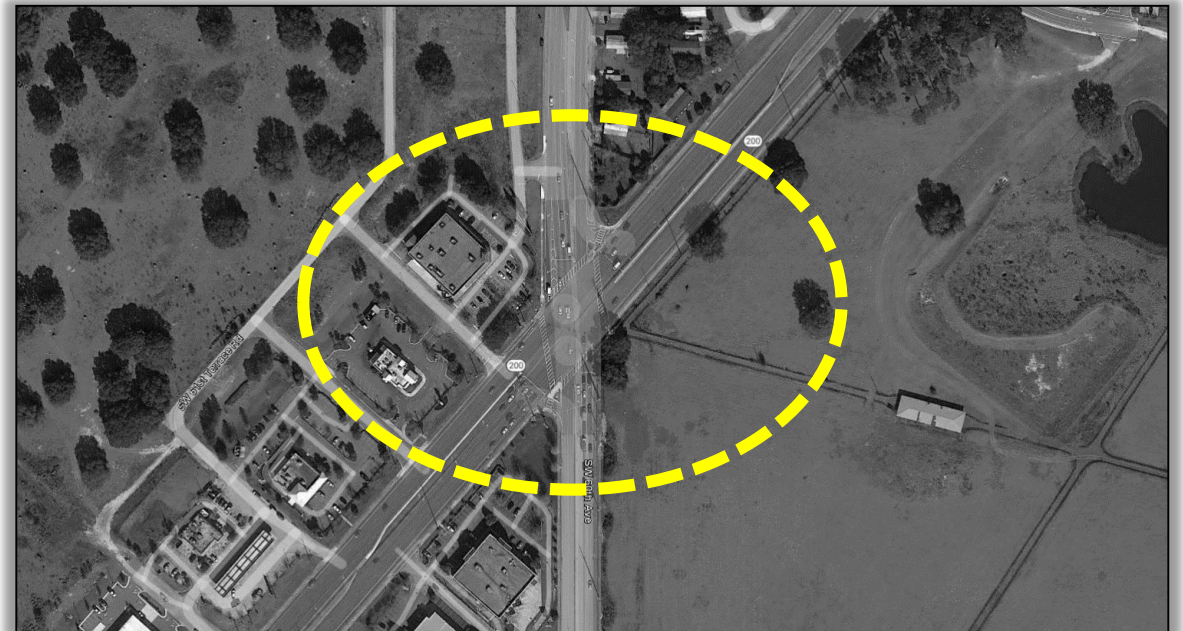
FM# 450948-1:

- S.R. 40, from NE 64th Avenue to west of NE 60th Court
- Resurfacing
- Design funded in FY 23/24 and Construction funded in FY 25/26
- Funding in Tentative Work Program: \$24,831,080



FM# 451253-1:

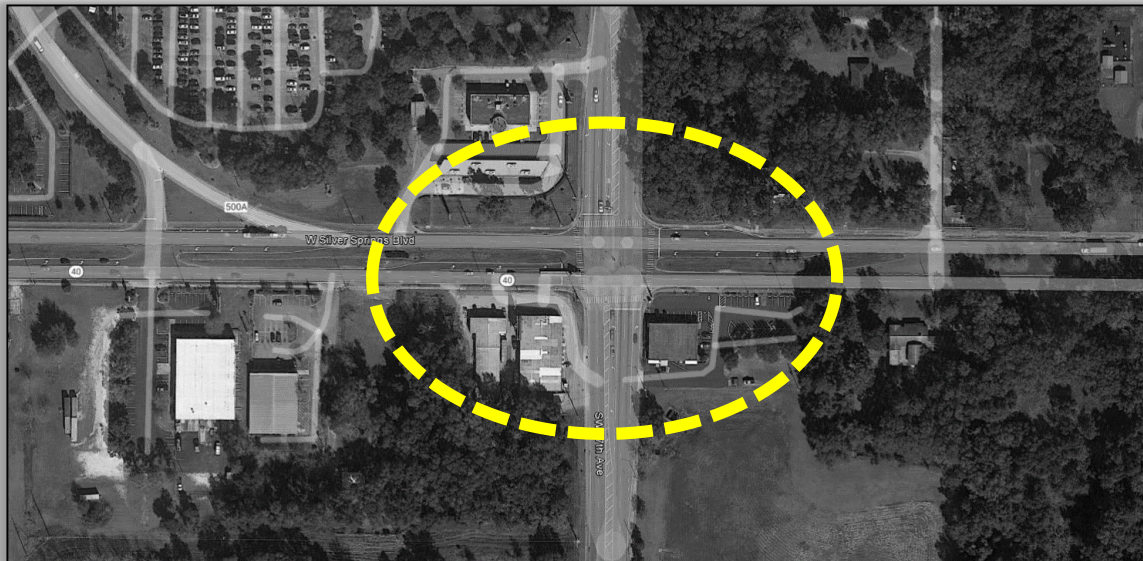
- S.R. 200 (SW College Road) at SW 60th Avenue
- Safety Project
- Design funded in FY 23/24 and Construction funded in FY 25/26
- Funding in Tentative Work Program: \$723,118



KEY PROJECTS

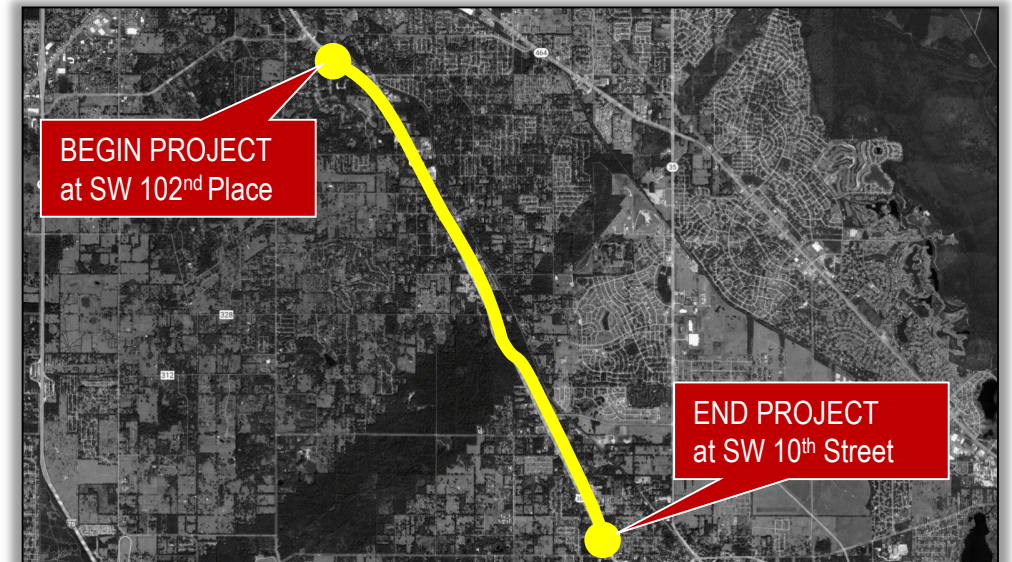
FM# 451251-1:

- S.R. 40 (W. Silver Springs Boulevard) at SW 27th Avenue
- Safety Project
- Design funded in FY 24/25 and Construction funded in FY 26/27
- Funding in Tentative Work Program: \$1,595,576



FM# 439238-2:

- Trail Priority #1, Bike/Ped Priority #3
- S.R. 25 (S.R. 500/US 441) from SE 102nd Place to SR 200/SW 10th Street
- Bike Lane/Sidewalk
- Construction funded in FY 24/25
- Funding in Tentative Work Program: \$3,972,004



THANK YOU

Katherine Alexander-Corbin
Program Management Administrator

Contact:

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Alternate Email: D5-WPPH@dot.state.fl.us

Website: www.fdot.gov/wpph/district5





TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2024 TO FISCAL YEAR 2028



SUMMARY REPORT - MARION COUNTY

AS OF **11/17/2022-10:33 AM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5
PROJECTS FUNDED JULY 1, 2023 TO JUNE 30, 2028
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT5

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Five

MARION COUNTY

Fixed Capital Outlay

450125-1 - OCALA OPERATIONS CENTER CONSTRUCTION RENOVATION

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$6,479,720				
Preliminary Engineering	State	\$1,143,480				
Total for Project 450125-1		\$7,623,200				

451648-1 - DEMO OF OLD BUILDINGS (SOUTH PART OF YARD)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$144,000			
Total for Project 451648-1			\$144,000			

451650-1 - EQUIPMENT STORAGE BUILDING W/ENCLOSED BAYS

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$950,400				
Total for Project 451650-1		\$950,400				

451651-1 - REMODEL SHOP & TIRE CHANGING AREA

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$788,000			
Total for Project 451651-1			\$788,000			

451652-1 - REMODEL WAREHOUSE

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$240,000			
Total for Project 451652-1			\$240,000			

451653-1 - REPLACE/RELOCATE STORAGE BINS WITH TWO COVERED BAYS

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$180,000				
Total for Project 451653-1		\$180,000				

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Five

MARION COUNTY

Fixed Capital Outlay

451654-1 - SECURITY - ELECTRONIC DOOR ACCESS (CREW & SHOP)

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$80,000				
Total for Project 451654-1		\$80,000				

451655-1 - VEHICLE WASH RACK

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$200,000			
Total for Project 451655-1			\$200,000			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Five

MARION COUNTY

Freight Logistics And Passenger Operations Program: Aviation

438417-1 - MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local			\$87,500		
	State			\$350,000		
Total for Project 438417-1				\$437,500		

438427-1 - MARION AIRFIELD PAVEMENT IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal		\$2,250,000			
	Local		\$50,000			
	State		\$200,000			
Total for Project 438427-1			\$2,500,000			

438477-1 - MARION-OCALA INTL TAXIWAY IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal			\$5,850,000		
	Local			\$130,000		
	State			\$520,000		
Total for Project 438477-1				\$6,500,000		

440780-1 - MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local		\$250,000			
	State		\$1,000,000			
Total for Project 440780-1			\$1,250,000			

444877-1 - MARION-OCALA INTL HANGAR

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local	\$250,000				
	State	\$1,000,000				
Total for Project 444877-1		\$1,250,000				

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Five

MARION COUNTY

Freight Logistics And Passenger Operations Program: Aviation

448575-1 - MARION-OCALA INTL ARFF BUILDING

Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local				\$200,000	
	State				\$800,000	
Total for Project 448575-1					\$1,000,000	

449774-1 - MARION COUNTY AIRPORT HANGAR

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Local		\$500,000			
	State		\$2,000,000			
Total for Project 449774-1			\$2,500,000			

451472-1 - MARION - MARION CO AIRPORT TAXIWAYS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal	\$3,937,500				
	Local	\$87,500				
	State	\$350,000				
Total for Project 451472-1		\$4,375,000				

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Five

MARION COUNTY

Freight Logistics And Passenger Operations Program: Transit

427188-2 - SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal	\$3,036,415	\$3,188,236	\$3,347,648	\$3,515,030	\$3,690,782
	Local	\$759,103	\$797,059	\$836,912	\$878,758	\$922,695
Total for Project 427188-2		\$3,795,518	\$3,985,295	\$4,184,560	\$4,393,788	\$4,613,477

442455-1 - MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2024	2025	2026	2027	2028
Operations	Local	\$771,931	\$791,297	\$815,036	\$839,487	
	State	\$771,931	\$791,297	\$815,036	\$839,487	
Total for Project 442455-1		\$1,543,862	\$1,582,594	\$1,630,072	\$1,678,974	

442455-2 - MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2024	2025	2026	2027	2028
Operations	Local					\$864,672
	State					\$864,672
Total for Project 442455-2						\$1,729,344

442460-1 - MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Operations	Federal	\$909,849	\$937,146	\$965,259	\$993,939	
	Local	\$909,849	\$937,146	\$965,259	\$993,939	
Total for Project 442460-1		\$1,819,698	\$1,874,292	\$1,930,518	\$1,987,878	

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Five

MARION COUNTY

Highways

238648-1 - SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal					\$12,536,035
	State					\$49,491,277
Total for Project 238648-1						\$62,027,312

410674-3 - SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A

Type of Work: PRELIM ENG FOR FUTURE CAPACITY

Phase	Funding Source	2024	2025	2026	2027	2028
Right of Way	State	\$18,116,000	\$7,177,495			
Total for Project 410674-3		\$18,116,000	\$7,177,495			

410674-4 - SR 40 FROM CR 314 A TO LEVY HAMMOCK ROAD

Type of Work: PRELIM ENG FOR FUTURE CAPACITY

Phase	Funding Source	2024	2025	2026	2027	2028
Environmental	State	\$125,000				
Total for Project 410674-4		\$125,000				

433651-1 - CR 484 FROM SW 20TH AVENUE TO CR 475A

Type of Work: INTERCHANGE IMPROVEMENT

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$46,260				
Total for Project 433651-1		\$46,260				

433651-4 - CR 484 FROM SW 20TH AVENUE TO CR 475A

Type of Work: LANDSCAPING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$213,492			
Total for Project 433651-4			\$213,492			

433652-1 - SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE

Type of Work: ADD TURN LANE(S)

Phase	Funding Source	2024	2025	2026	2027	2028
Right of Way	Federal	\$316,880				
	State	\$300,868				
Total for Project 433652-1		\$617,748				

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

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Florida Department of Transportation - District Five

MARION COUNTY

Highways

433660-1 - US 441 @ SR 464

Type of Work: TRAFFIC OPS IMPROVEMENT

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State			\$3,206,094	\$22,460	
Preliminary Engineering	State		\$160,000			
Total for Project 433660-1			\$160,000	\$3,206,094	\$22,460	

435209-1 - I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST

Type of Work: INTERCHANGE (NEW)

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$11,904,430			
	State		\$21,661,396			
Total for Project 435209-1			\$33,565,826			

435484-2 - PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal			\$2,158,000		
Total for Project 435484-2				\$2,158,000		

436756-1 - DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2024	2025	2026	2027	2028
Preliminary Engineering	Federal		\$253,001			
Total for Project 436756-1			\$253,001			

437826-1 - I-75 MARION COUNTY REST AREAS LANDSCAPING

Type of Work: LANDSCAPING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$502,062			
Total for Project 437826-1			\$502,062			

439234-1 - SR 200 FROM I-75 TO US 301

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$856,602			
	State		\$12,802,512			
Total for Project 439234-1			\$13,659,114			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

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Florida Department of Transportation - District Five

MARION COUNTY

Highways

439238-2 - SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET

Type of Work: BIKE LANE/SIDEWALK

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$3,972,004			
Total for Project 439238-2			\$3,972,004			

445218-1 - SR 25 FROM AVENUE I TO THE ALACHUA COUNTY LINE

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$1,058,000			
	State		\$5,095,845			
Total for Project 445218-1			\$6,153,845			

445302-1 - SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State	\$3,838,380				
Total for Project 445302-1		\$3,838,380				

447603-1 - NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE.

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$899,434				
	Local	\$259,179				
Total for Project 447603-1		\$1,158,613				

447861-1 - I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES

Type of Work: MCCO WEIGH STATION STATIC/WIM

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State			\$532,902		
Total for Project 447861-1				\$532,902		

448376-1 - I-75/SR-93 FROM SR-200 TO NORTH OF SR-500

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$15,485,998			
Total for Project 448376-1			\$15,485,998			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of November 17, 2022

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District Five

MARION COUNTY

Highways

448526-1 - SR-45/US-41/WILLIAMS ST FROM NORTH OF CITRUS CNTY LINE TO SW 110TH ST

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$4,050,020			
	State		\$388,430			
Total for Project 448526-1			\$4,438,450			

448635-1 - SR-25 FROM NORTH OF CR-25A TO AVENUE I

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal		\$5,770,820			
	State		\$2,252,056			
Total for Project 448635-1			\$8,022,876			

449261-1 - SW 60TH AVE FROM SW 54TH ST TO SECO ENERGY DRIVEWAY

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$199,243				
Total for Project 449261-1		\$199,243				

449277-1 - CR-484 AT THE INTERSECTION OF MARION OAKS BLVD

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$445,830				
	Local	\$30,000				
Total for Project 449277-1		\$475,830				

449317-1 - CR 484 AT SW 135TH ST RD

Type of Work: ADD LEFT TURN LANE(S)

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$369,605				
Total for Project 449317-1		\$369,605				

449443-1 - NE 8TH AVE FROM SR 40 TO SR 492

Type of Work: ROUNDABOUT

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal				\$4,452,800	
Total for Project 449443-1					\$4,452,800	

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Florida Department of Transportation - District Five

MARION COUNTY

Highways

450637-1 - US-27 FROM SUMTER CO LINE TO US 301 / ABSHIER (BELLVIEW)

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal			\$5,332,962		
Preliminary Engineering	Federal	\$2,250,000				
Construction	State			\$13,841,421		
Preliminary Engineering	State	\$10,000				
Total for Project 450637-1		\$2,260,000		\$19,174,383		

450665-1 - SR 40 FROM SW 80TH AVE TO SW 52ND AVE

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal			\$553,981		
Preliminary Engineering	Federal	\$1,250,000				
Construction	State			\$4,536,568		
Preliminary Engineering	State	\$10,000				
Total for Project 450665-1		\$1,260,000		\$5,090,549		

450948-1 - SR 40 FROM NE 64TH AVE TO W OF NE 60TH CT

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal			\$11,104,692		
Preliminary Engineering	Federal	\$1,950,000				
Construction	State			\$11,766,388		
Preliminary Engineering	State	\$10,000				
Total for Project 450948-1		\$1,960,000		\$22,871,080		

450951-1 - SR 40 FROM 25TH AVE TO NE 64TH AVE

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal			\$6,518,627		
Preliminary Engineering	Federal	\$2,050,000				
Construction	State			\$3,375,297		
Preliminary Engineering	State	\$10,000				
Total for Project 450951-1		\$2,060,000		\$9,893,924		

450952-1 - SR 40 FROM US 441 TO 25TH AVE

Type of Work: RESURFACING

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal			\$4,051,094		
Preliminary Engineering	Federal	\$2,000,000				
Construction	State			\$5,166,248		
Preliminary Engineering	State	\$10,000				
Total for Project 450952-1		\$2,010,000		\$9,217,342		

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Highways

451060-1 - CR 42 AT CR 25 INTERSECTION IMPROVEMENTS

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal			\$385,850		
Preliminary Engineering	Federal	\$197,880				
Total for Project 451060-1		\$197,880		\$385,850		

451251-1 - SR 40 (WEST SILVER SPRINGS BLVD) AT SW 27TH AVE

Type of Work: SAFETY PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal				\$707,490	
Preliminary Engineering	Federal		\$800,000			
Construction	State				\$8,086	
Preliminary Engineering	State		\$80,000			
Total for Project 451251-1			\$880,000		\$715,576	

451253-1 - SW SR 200 (SW COLLEGE RD) AT SW 60TH AVE

Type of Work: SAFETY PROJECT

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal			\$331,360		
Preliminary Engineering	Federal	\$350,000				
Construction	State			\$6,758		
Preliminary Engineering	State	\$35,000				
Total for Project 451253-1		\$385,000		\$338,118		

451716-1 - SR 93/I-75 SIGN STRUCTURE REPLACEMENTS

Type of Work: BRIDGE-REPAIR/REHABILITATION

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	State		\$1,555,266			
Preliminary Engineering	State	\$52,000				
Total for Project 451716-1		\$52,000	\$1,555,266			

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MARION COUNTY

Maintenance

413615-3 - LIGHTING AGREEMENTS

Type of Work: LIGHTING

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$441,220	\$454,457	\$468,088	\$487,617	
Total for Project 413615-3		\$441,220	\$454,457	\$468,088	\$487,617	

418107-1 - MARION PRIMARY IN-HOUSE

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$1,781,973
Total for Project 418107-1		\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$1,781,973

442738-1 - CITY OF OCALA MOA

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$50,000			\$50,000	
Total for Project 442738-1		\$50,000			\$50,000	

446910-1 - ASSET MAINTENANCE MARION COUNTY

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	State	\$1,611,043	\$2,371,820	\$2,371,820	\$2,371,820	\$971,820
Total for Project 446910-1		\$1,611,043	\$2,371,820	\$2,371,820	\$2,371,820	\$971,820

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MARION COUNTY

Miscellaneous

426179-1 - SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES

Type of Work: MISCELLANEOUS CONSTRUCTION

Phase	Funding Source	2024	2025	2026	2027	2028
Construction	Federal	\$3,576,916				
	State	\$5,140				
Total for Project 426179-1		\$3,582,056				

452186-2 - US-301/US-441/US-27 (OCALA) "GAP" 17 - EV DCFCS (PHASE II)

Type of Work: ELECTRIC VEHICLE CHARGING

Phase	Funding Source	2024	2025	2026	2027	2028
Capital	Federal	\$900,000				
Operations	Federal		\$1,500,000			
Total for Project 452186-2		\$900,000	\$1,500,000			

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MARION COUNTY

Transportation Planning

439331-4 - OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2024	2025	2026	2027	2028
Planning	Federal	\$669,715				
Total for Project 439331-4		\$669,715				

439331-5 - OCALA/MARION URBAN AREA FY 2024/2025-2025/2026 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2024	2025	2026	2027	2028
Planning	Federal		\$676,473	\$683,366		
Total for Project 439331-5			\$676,473	\$683,366		

439331-6 - OCALA/MARION URBAN AREA FY 2026/2027-2027/2028 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2024	2025	2026	2027	2028
Planning	Federal				\$683,366	\$683,366
Total for Project 439331-6					\$683,366	\$683,366



TO: TPO Board and Committee Members

FROM: Rob Balmes, Director

RE: 2020 U.S. Census Update, Urban Areas

Summary

On December 29, 2022, the U.S. Census Bureau released *only* the listing of 2020 Urban Areas. No maps are available until January 2023 according to the U.S. Census webpage and press release. This listing is based on the 2020 Final Urban Area Criteria, published in March 2022.

According to the U.S. Census, the population of the 2020 Ocala Urban Area is 182,647. Additionally, the U.S. Census designated other Urban Areas in Marion County, including: Marion Oaks with a population of 19,077; Rainbow Springs with a population of 4,667; and Lake Bryant with a population of 3,632. Without maps, no further insights are yet available as to other Urban Areas in Marion County, in particular, the southeast including Belleview (The Villages-Lady Lake) and southwest impacting Dunnellon (Beverly Hills-Homosassa Springs).

In order to be part of a Transportation Management Area (TMA), an Urban Area must have a minimum population of 200,000. Until maps are available, it is uncertain what the Urban Areas look like in Marion County and why the Ocala Urban Area is not part of the Villages-Lady Lake Urban Area and/or Marion Oaks Urban Area.

Per 49 U.S. Code Section 5303(k), TMA's may also be designated by the U.S. Transportation Secretary by request of the MPO and Governor.

Attached to this memo is the table listing of the 2020 Urban Areas for Marion County. The source of this information may also be found directly on the Census Bureau's website.

https://www.federalregister.gov/documents/2022/12/29/2022-28286/2020-census-qualifying-urban-areas-and-final-criteria-clarifications?utm_medium=email&utm_source=govdelivery

Federal Register Notice

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<https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html>

Census Webpage

Attachment(s)

- 2020 Census Urban Area Listing, Marion County
- 2020 Census FAQ's
- 49 U.S. Code, Section 5303(k)

If you have any questions, please contact me at: 438-2631. Further information will be immediately provided as it becomes available.

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UACE NAME	POP	HOUSING	AREALAND	AREALANDSQM	AREAWATER	AREAWATERSQ	POPDEN
64567 Ocala, FL	182,647	83,908	323,814,545	125.03	575,486	0.22	1,460.88
87285 The Villages--Lady Lake, FL	161,736	98,242	255,167,012	98.52	10,004,321	3.86	1,641.65
07472 Beverly Hills--Homosassa Springs--Pine Ridge, FL	96,729	50,309	307,760,295	118.83	9,556,843	3.69	814.03
54739 Marion Oaks, FL	19,077	7,620	42,289,206	16.33	16,200	0.01	1,168.36
73251 Rainbow Springs, FL	4,667	2,540	14,797,799	5.71	69,853	0.03	816.84
46489 Lake Bryant, FL	3,632	2,123	7,753,525	2.99	605,447	0.23	1,213.23

Each Urban Area must encompass 2,000 housing units or at least 5,000 people, measured at Census Block Level

This is a change from 2010 Census of 2,500 people

2020 Census Urban Areas FAQs

Updated December 2022

Release Schedule

Q: When will the 2020 Census Urban Areas be announced?

A: Release schedule for products:

December 29, 2022:

- Federal Register Notice with list of 2020 Census Urban Areas with their 2020 Census population, housing units, and land area, as well as separate tables of this same information.

January 2023:

- 2020 Census Urban Areas Wall Map
- TIGERweb service updated with 2020 Census Urban Areas
- TIGER/Line Shapefiles
- TIGER/Line Geodatabases
- Relationship Files
- Census Geocoder updated with 2020 Census Urban Areas

Later in 2023:

- Cartographic Boundary Files – May 2023
- Additional maps

Federal Register

Q: When were the final 2020 Census Urban Area criteria published in the *Federal Register*?

A: The criteria for defining 2020 Census Urban Areas were published in the *Federal Register* on Thursday, March 24, 2022., Final criteria clarifications will be published in the **2020 Census Qualifying Urban Areas and Final Criteria Clarifications** *Federal Register* Notice on Thursday, December 29, 2022.

Q: Where can I find the *Federal Register* Notice for the 2020 Census urban area final criteria?

A: <https://www.govinfo.gov/content/pkg/FR-2022-03-24/pdf/2022-06180.pdf>

Q: Where can I find the *Federal Register* Notice containing 2020 Census Urban Area final criteria clarifications?

A: <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html>

Q: When were the proposed 2020 Census Urban Area criteria published in the *Federal Register*?

A: The proposed 2020 Census Urban Area criteria were published in the *Federal Register* on February 19, 2021.

Q: Where can I find the proposed 2020 Census Urban Area criteria *Federal Register* Notice?

A: <https://www.federalregister.gov/documents/2021/02/19/2021-03412/urban-areas-for-the-2020-census-proposed-criteria>

Urban Areas Criteria

Q: What is the definition of an urban area?

A: Urban areas represent densely developed territory, and encompass residential, commercial, and other nonresidential urban land uses. Each urban area must encompass at least 2,000 housing units or at least 5,000 people. This is a change from the previous minimum of 2,500 people which had been in place since the 1910 Census.

Urban areas are defined primarily based on housing unit density measured at the census block level. Three housing unit densities are applied during the delineation process:

- Initial urban core: at least 425 housing units per square mile. Based on the national average of 2.6 people per occupied housing unit, this density threshold is similar to the 1,000 people per square mile used in 2000 and 2010 when delineating initial urban cores.
- Remainder of urban area: at least 200 housing units per square mile. This is similar to the 500 people per square mile density used for the 2000 and 2010 Censuses, based on the national average of 2.6 people per occupied housing unit.
- At least one high-density nucleus of at least 1,275 housing units per square mile required for qualification. This ensures that each urban area contains a high-density nucleus typical of what one would expect to find within an urban area. In addition to the change in minimum thresholds for qualification and the change to use of housing unit density, the Census Bureau also will no longer distinguish between urbanized areas of 50,000 or more people and urban clusters of less than 50,000 people.

Q: Can you tell us if the population for our urban area is above or below 50,000?

A: The population of each 2020 Census Urban Area is in the **2020 Census Qualifying Urban Areas and Final Criteria Clarifications** *Federal Register* Notice published December 29, 2022 and available on the Census Bureau's Urban and Rural website: <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html>.

Q: Why was the change made from the original proposed minimum qualification thresholds of 4,000 housing units or 10,000 people, to the final thresholds of 2,000 housing units or 5,000 people? Was it available for public comment? If so, what were the objections in the public comment?

A: This change was in response to public comment and concerns that the increase from the 2,500-people threshold of the past 110 years (the 2,500-people threshold was adopted in 1910) to 10,000 people or 4,000 housing units was too high and would result in loss of statistical data and loss of statistical comparability for those communities (data will still be available for all incorporated places and census designated places regardless of population size). We have periodically received comments from data users and rural analysts that our 2,500-people threshold was too low, especially when compared to minimum thresholds for urban areas used by other federal agencies. Lowering the threshold to 2,000 housing units or 5,000 people represents a compromise between those concerned about loss of data and those who have expressed concerns that our urban area threshold was too low and out of alignment with thresholds used by other agencies.

Q: Why was the originally proposed density of 385 housing units per square mile raised to 425 housing units per square mile?

A: There are three housing unit density thresholds for the final 2020 UA criteria. The change from 385 to 425 resulted from responses to various aspects of the criteria and our research in response to public comments. Some commenters noted that we utilized two population density thresholds (500 and 1,000 people per square mile, or PPSM) in previous decades and expressed concern that sole reliance on the proposed 385 housing units per square mile (HPSM) threshold (which was equivalent to 1,000 PPSM) would result in underbounding of some urban areas, especially when census blocks on the fringe of an urban area contained urban land uses, but had relatively large land areas, resulting in lower densities. Others expressed concern that exclusion of such blocks from an urban area resulted in too many noncontiguous pieces of qualifying urban territory. To address these concerns, we introduced the “low-density fill” criterion, which utilizes a 200 HPSM threshold to account for irregularly shaped census blocks on the fringe of an urban area that contain urban development, but because of relatively larger land area, have lower population densities. The “low-density fill” criterion also minimizes the number of noncontiguous UA pieces. Based on continued research and review of settlement patterns, we decided to adopt a higher threshold of 425 HPSM for delineation of initial cores in order to avoid initially extending too far into rural territory and then utilize the lower 200 HPSM threshold to fill in gaps. The third density threshold—1,275 HPSM—is utilized to ensure that each urban area contains at least one densely settled nucleus typical of what one would expect for an urban area.

Q: How will the classification of census blocks as urban or rural differ from 2010?

A: There are two main changes to the criteria that affect the classification of blocks as urban or rural. First, we are using census blocks as the only “geographic building block” throughout the entire delineation, whereas for the 2010 Census delineation process census tracts were utilized in the initial stage and then individual census blocks were analyzed and added to the qualifying census tracts. The use of census tracts at the initial stage improved processing of data, but led to the inclusion of some territory with typically rural land uses; that is, the overall population density of the census tract was high

enough to qualify for inclusion in an urban area, with the result that low-density census blocks containing rural land uses were defined as urban. The second change is that we will not be including low-density census blocks that form the hop and jump corridors (resulting in noncontiguous, multi-piece urban areas). Those low-density census block hop and jump connections were included for the 2010 Census as well as in previous decades. Both of these changes will result in blocks no longer qualifying as urban, but will have little impact on the total population/housing unit counts of the urban areas.

Q: How will urban area names change for the 2020 Census, will additional names be added on to the 2010 Urban Area names?

A: A number of 2020 Census Urban Areas have additional place names added because of the inclusion of housing unit counts as the secondary naming criteria. This was designed to provide more accurate naming in seasonal communities such as beach towns and mountain resorts, and more accurately reflect the known names of the urban areas overall. In most cases the primary name stayed the same as that from 2010, but there are cases where additional names were added for 2020.

Q: Why does the Census Bureau review and make changes to urban area criteria?

A: Since 1950, when the urbanized area concept was introduced, the Census Bureau has periodically reviewed and revised the criteria for delineating urban areas and introduced conceptual and methodological changes to ensure that the urban-rural classification keeps pace with changes in settlement patterns, development, and with changes in theoretical and practical approaches to interpreting and understanding the definition and extent of urbanization. This assures that the definitions of, and data for, Census Bureau-defined urban areas reflect changes in the nature of settlement as well as the needs of researchers and analysts when conceptualizing and reporting on the urban-rural landscape and urban-rural settlement. Fundamentally, we are delineating boundaries of a concept—urbanization—that can be seen on the landscape and changes over time as new development occurs and density of settlement increases, but also as changes in terms of the way in data users, researchers, and decision-makers perceive and interpret what is “urban” and what is “rural.” Periodic review of the urban-rural classification and criteria ensures its continued usefulness and relevance for statistical data tabulation and analysis, and ensures that the delineation process utilizes the best possible data, procedures, and methodologies.

Q: Is it true that the Census Bureau is no longer defining urbanized areas?

A: No. The Census Bureau will no longer identify an individual urban area as either an "urbanized area" or an "urban cluster", but we will refer to all qualified areas as “urban areas” regardless of population size. We will publish population and housing counts for each urban area when we announce results of the 2020 Census Urban Area delineation. Data users and programs will be able to use those counts and subsequent American Community Survey estimates to categorize urban areas according to population size.

Urban-Rural Classification

Q: Why does the Census Bureau delineate urban areas?

A: The Census Bureau delineates urban and rural areas for statistical purposes; that is, to tabulate and present data for the urban and rural population, housing, and territory within the United States, Puerto Rico, and the Island Areas. The Census Bureau's urban areas represent densely developed territory and encompass residential, commercial, and other non-residential urban land uses. The Census Bureau's urban and rural classification provides an important baseline for analyzing changes in the distribution and characteristics of urban and rural populations. The Census Bureau's delineation of urban areas also supports the Office of Management and Budget's delineation of metropolitan and micropolitan statistical areas. Urban areas of 50,000 or more people form the urban cores of metropolitan statistical areas; urban areas of at least 10,000 and less than 50,000 people form the urban cores of micropolitan statistical areas.

Q: How does the Census Bureau define "urban" and "rural?"

A: The Census Bureau's urban-rural classification is fundamentally a delineation of geographical areas, identifying both individual urban areas and the rural portion of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other nonresidential urban land uses. For the 2020 Census, an urban area will comprise a densely settled core of census blocks that meet minimum housing unit density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core. To qualify as an urban area, the territory identified according to criteria must encompass at least 2,000 housing units or at least 5,000 people. "Rural" encompasses all population, housing, and territory not included within any urban area. The specific criteria used to define urban areas for the 2020 Census were published in the Federal Register of March 24, 2022. Final criteria clarifications will be published in the **2020 Census Qualifying Urban Areas and Final Criteria Clarifications** *Federal Register* notice on Thursday, December 29, 2022 as well as separate tables on <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html>.

Q: Were there changes to the urban area delineation criteria for the 2020 Census?

A: Yes. A description of differences between the 2020 Census Urban Area criteria and 2010 Census Urban Area criteria are available on our website. Changes include:

- Raising the minimum threshold for qualification as an urban area to 2,000 housing units or 5,000 people.
- Use of primarily housing unit density instead of population density when delineating urban areas.
- No longer including low-density hop and jump corridor blocks in the urban area (resulting in noncontiguous urban areas).

- Use of Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) commuting data to determine whether to split agglomerations of continuous urban development and if so, where to draw the boundary.

Q: What are hops and jumps?

A: “Hops” and “jumps” provide a means for connecting outlying densely settled territory with the main portion of the urban area. A hop provides a connection from one urban area core to other qualifying urban territory along a road connection of 0.5 miles or less in length; multiple hops may be made along any given road corridor. This criterion recognizes that alternating patterns of residential development and non-residential development are a typical feature of urban landscapes. A jump provides a connection from one urban area core to other qualifying urban territory along a road connection that is greater than 0.5 miles, but less than or equal to 1.5 miles in length; only one jump may be made along any given road connection. The jump concept has been part of the urban area delineation process since the 1950 Census, providing a means for recognizing that urbanization may be offset by intervening areas that have not yet been developed. The Census Bureau changed the maximum jump distance from 1.5 miles to 2.5 miles with the Census 2000 criteria and retained the 2.5-mile distance in the 2010 Census criteria. The Census Bureau returned to the 1.5-mile maximum distance with the 2020 Census criteria.

Q: How often does the Census Bureau update the boundaries of urban areas?

A: The Census Bureau reviews and updates urban area boundaries every ten years, following the decennial census. Census blocks provide the “building blocks” for applying housing unit density and other measures and delineating each urban area. The use of housing unit density at the census block level provides the opportunity to update urban areas between decennial censuses based on address/housing unit counts contained in the Census Bureau’s Master Address File, which is updated annually. At this time, however, the Census Bureau has not made specific plans to update urban areas between censuses.

Q: How do urban areas compare to the Office of Management and Budget’s metropolitan and micropolitan statistical areas?

A: Urban areas form the urban cores of metropolitan and micropolitan statistical areas, respectively. Each metropolitan statistical area will contain at least one urban area of 50,000 or more people; each micropolitan statistical area will contain at least one urban area of at least 10,000 and less than 50,000 people. Metropolitan and micropolitan statistical areas represent the county-based functional regions associated with urban centers (hence, the generic term “core based statistical areas”).

Q: When did the Census Bureau begin defining urban and rural areas?

A: The Census Bureau first defined urban places in reports following the 1880 and 1890 Censuses. At that time, the Census Bureau identified as urban any incorporated place that had a minimum population

of either 4,000 or 8,000, depending on the report. The Census Bureau adopted the current minimum population threshold of 2,500 for the 1910 Census; any incorporated place that contained at least 2,500 people within its boundaries was considered urban. All territory outside urban places, regardless of population density, was considered rural. The Census Bureau began identifying densely populated urbanized areas of 50,000 or more population with the 1950 Census, taking into account the increased presence of densely settled suburban development in the vicinity of large cities. Outside urbanized areas, the Census Bureau continued to identify as urban any incorporated place or census designated place of at least 2,500 and less than 50,000 people. The Census Bureau introduced the urban cluster concept for the 2000 Census, replacing urban places located outside urbanized areas. Urban clusters were defined based on the same criteria as urbanized areas, but represented areas containing at least 2,500 and less than 50,000 people. Starting with the 2020 Census, the Census Bureau ceased distinguishing between urbanized areas and urban clusters. “Rural” continues to be defined as any population, housing, or territory outside urban areas.

Q: How has the Census Bureau’s urban-rural definition changed over time?

A: From the 1910 Census through the 1940 Census, the Census Bureau defined “urban” as any incorporated place that contained at least 2,500 people within its boundaries. Additional criteria were applied to classify certain New England towns and other areas as urban. This accounted for selected geographic areas that had urban characteristics but were not identified as incorporated places by the Census Bureau. Increasing suburbanization, particularly outside the boundaries of large incorporated places led the Census Bureau to adopt the urbanized area concept for the 1950 Census. At that time, the Census Bureau formally recognized that densely settled communities outside the boundaries of large incorporated municipalities were just as “urban” as the densely settled population inside those boundaries. The Census Bureau adopted a number of changes to the urban area definition and delineation criteria for the 2000 Census, notably, identifying urban clusters of at least 2,500 and less than 50,000 peoples, defined using the same density-based criteria as urbanized areas. The Census Bureau adopted two key changes for the 2020 Census: 1) raising the minimum threshold for qualification as an urban area to at least 2,000 housing units or at least 5,000 people and 2) using primarily housing unit density to identifying qualifying census blocks instead of population density.

Q: Who uses the Census Bureau’s urban and rural definitions?

A: There are a variety of ways in which the Census Bureau’s urban and rural definitions are used:

- Data users and researchers interested in analyzing data for urban and rural population and housing use the Census Bureau urban and rural areas, and data tabulated for those areas.
- Analysts use urban area data to study patterns of urbanization, suburban growth and development, and urban/rural land area change.
- Various federal and state agencies use the Census Bureau’s urban and rural definitions as the basis for their own urban and rural definitions and settlement classifications for use in tabulating and presenting statistical data. The National Center for Education Statistics uses the Census Bureau’s urban and rural definitions in its locale codes classification. The U.S. Department of Agriculture uses the Census Bureau’s urban-rural classification as the basis for

various urban and rural classifications used to analyze and report on demographic and economic patterns in rural areas.

- Other government agencies use the Census Bureau's urban and rural definitions to determine program eligibility and in their funding formulas. For example, the Federal Highways Administration uses Census Bureau urban areas of 50,000 or more population to establish Metropolitan Planning Organizations. For rural health programs, a clinic qualifies as a rural health clinic if it is located outside the boundaries of any Census Bureau urban area.

Q: Does the Census Bureau allow local governments and other groups to participate in the delineation of urban area boundaries?

A: No. The Census Bureau's urban and rural area definitions provide a baseline for a wide variety of data users, researchers, and analysts; it is important to our statistical data users that we define urban areas in a nationally consistent and objective manner. In addition, although the Census Bureau does not take into account the needs of specific non-statistical programs, we are aware of the potential programmatic advantages or disadvantages deriving from the size of an urban area and urban/rural status. For that reason also, it is important that we define urban areas in an objective manner, applying the same criteria and delineation methodology throughout the United States, Puerto Rico, and the Island Areas. Prior to each decennial census, the Census Bureau publishes in the *Federal Register* proposed criteria for delineating urban areas for public review and comment, in addition to meeting with various data user and stakeholder groups to ensure that the urban area concept and criteria continue to meet users' needs and expectations, while maintaining continuity with previous decades' definitions. The final criteria adopted for application with decennial census and other data to delineate urban areas reflects the comments received through the *Federal Register* comment process.

Q: Is there an appeals process if I disagree with the location of an urban area boundary?

A: The Census Bureau does not have an appeals process for their urban areas. We will work with tribal, federal, state, or local agencies as well as stakeholders, as appropriate, to ensure understanding of our classification and delineation of specific urban areas. The Census Bureau applies published criteria with statistical and other publicly available data to identify a nationally consistent set of urban areas, defined in as objective a manner as possible. Prior to each decennial census, the Census Bureau publishes in the *Federal Register* proposed criteria for delineating urban areas for public review and comment. The final criteria adopted for application to decennial census and other data to delineate urban areas reflect the comments received through the *Federal Register* comment process. Because of the numerous and varied use of the Census Bureau's urban-rural classification, many conflicting even within a single community, the specific definitions are not able to be challenged, rather the specific uses of the Census Bureau's urban-rural classification must be challenged to determine if their use is appropriate.

Q: How will my area's classification affect my funding?

A: Program eligibility and funding formulas are determined by the federal and state agencies making determining eligibility and providing funding. For information about how the new urban and rural

definitions may affect your area's funding, please contact the respective grant-making agencies. The Census Bureau will work with tribal, federal, state, or local agencies as well as stakeholders, as appropriate, to ensure understanding of our classification and the definition of specific urban areas.

Quick search by citation:

Title

LII > U.S. Code > Title 49 > SUBTITLE III > CHAPTER 53 > **§ 5303**
enter title

Section

section

Go!

49 U.S. Code § 5303 - Metropolitan transportation planning

U.S. Code Notes

(a) POLICY.—It is in the national interest—

(1) to encourage and promote the safe and efficient management, operation, and development of resilient surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas and better connect housing and employment, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and

(2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of

(7) PUBLICATION.—

(A) Publication of tips.—

A TIP involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review.

(B) Publication of annual listings of projects.—

(i) In general.—

An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review.

(ii) Requirement.—

The listing shall be consistent with the categories identified in the TIP.

(K) TRANSPORTATION MANAGEMENT AREAS.—

(1) IDENTIFICATION AND DESIGNATION.—

(A) Required identification.—

The Secretary shall identify as a transportation management area each urbanized area (as defined by the Bureau of the Census) with a population of over 200,000 individuals.

(B) Designations on request.—

The Secretary shall designate any additional area as a transportation management area on the request of the Governor and the metropolitan planning organization designated for the area.

(2) TRANSPORTATION PLANS.—

In a transportation management area, transportation plans shall be based on a continuing and comprehensive transportation planning process carried out by the metropolitan planning organization in cooperation with the State and public transportation operators.

(3) CONGESTION MANAGEMENT PROCESS.—

(A) In general.—



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2023 TPO Major Activities

Summary

Annually, the TPO provides board and committee members a summary listing of the anticipated program activities to meet organization goals and state and federal requirements. Included with this memo is a summary of the planned activities in calendar year 2023. A presentation will be provided at the meeting to share further information and how committee members will be involved throughout the calendar year in providing guidance and recommendations.

Attachment(s)

- 2023 Major Program and Project Activities Summary
- Presentation slides

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

Ocala Marion TPO

2023 Major Program and Project Activities

The following summary outlines major program and project activities planned to be completed by the TPO in 2023 to meet goals and state and federal requirements. Each activity is accompanied by a specific milestone. The activities are listed in chronological order of TPO Board action. **Dates highlighted in RED require Committee and Board action, and/or to meet state and federal requirements.**

Title VI Plan Update

Update to the TPO's Title VI/Non-Discrimination Plan

Timeframe: January

TPO Board: Presentation on January 24 for approval

Submission: Submit by January 31 to FDOT District 5 for their records

Safety (PM1) Targets and Federal Performance Reporting

Update and adopt PM1 safety targets to meet federal requirements for performance reporting

Timeframe: January to February

TPO Board: Presentation on February 28 for approval

Submission: Submission on March 1 to FDOT Central Office

Commission for Transportation Disadvantaged (CTD) Audit and Certification

Annual process by TPO staff to perform the CTD Audit and certification of the current Community Transportation Coordinator (CTC), Marion Transit

Timeframe: January to March

Milestones: Presentation to TDLCB for approval on March 16

TPO Board: Presentation on March 28 for approval

Submission: Due March 31 to Commission for Transportation Disadvantaged (CTD)

Florida Department of Transportation (FDOT) Joint Certification with the TPO

Annual joint certification completed for the prior calendar year (January to December 2022)

Timeframe: January to April

Milestones: FDOT/TPO Certification Meeting in February/March

FDOT Certification Package to TPO by end February

TPO Board: Presentation by FDOT on April 25 for approval

Submission: FDOT District 5 submits final Certification Package to Central Office

Pavement and Bridge (PM2), System Performance (PM3) Targets

Adopt PM2 and PM3 targets to meet federal requirements for federal performance reporting

Timeframe: March to April

TPO Board: Presentation on April 25 for approval

Submission: Submission on May 1 to FDOT Central Office

Ocala Marion TPO 2023 Major Program and Project Activities

Annual List of Priority Projects (LOPP) Process

Annual development of the LOPP project lists

Timeframe: February to May 2022

Milestones: Draft LOPP Lists (April)
Adoption of LOPP (May 23)

**TPO Board: Presentation of Draft LOPP on April 25
Presentation of Final LOPP on May 23 for adoption**

Submission: Due June 30 to FDOT District 5

Fiscal Years (FY) 2024 to 2028 Transportation Improvement Program (TIP)

Annual development of the TIP covering FY 2024 to FY 2028, including Federal Obligations Report

Timeframe: February to June

Milestones: Draft TIP and 30-day public comment period (May 16)
Adoption of TIP (June 27)

**TPO Board: Presentation of Draft TIP on May 23
Presentation of Final TIP and public comments for adoption on June 27**

Submission: Due June 30 to FDOT District 5

Traffic Counts Report and Online Map

Annual update to the Traffic Counts Report and Interactive Map for Marion County

Timeframe: April to May

Milestones: Revised report and interactive map to reflect most current information

TPO Board: Presentation of document and interactive map on May 23

Commitment to Zero Safety Dashboard

Roll-out of the Commitment to Zero Dashboard and Crash Interactive Map

Timeframe: February to May

Milestones: Dashboard and interactive map to reflect most current five-year period of crashes

TPO Board: Presentation of dashboard and interactive map on May 23

General Planning Consultant (GPC) Contract(s)

Process to solicit, review and select GPC contract(s) for on-call, task order planning support services

Timeframe: March to August

Milestones: GPC contract(s)

TPO Board: Presentation of GPC selection(s)/contract(s) on June 27 for approval

Ocala Marion TPO

2023 Major Program and Project Activities

Transportation Disadvantaged Service Plan (TDSP) Update

An annual update to the TDSP in service to the Transportation Disadvantaged Local Coordinating Board (TDLCB)

Timeframe: April to June

Milestones: TDSP Update

TPO Board: None. Presentation to TDLCB for approval and Commission for Transportation Disadvantaged (CTD)

Congestion Management Plan (CMP) – State of System Report Update

Update to the CMP State of System, including comprehensive Roadway Database

Timeframe: May to September

Milestones: CMP State of System and Roadway database updates

TPO Board: CMP State of System Update on September 26 for approval

2045 Long Range Transportation Plan (LRTP) Amendment #2 (if necessary)

Amendment of the 2045 LRTP to include new projects, funding changes

Timeframe: July to September

Milestones: 30-day Public Notice by August 25

TPO Board: Public Hearing and Presentation on September 26 for approval

Submission: Submit to FDOT District 5 by September 30

Roll Forward TIP Amendment for Fiscal Years (FY) 2024 to 2028

Present the Roll Forward TIP Amendment based on FDOT Work Program project changes for FY 2024 to FY 2028

Timeframe: August to September

Milestones: Presentation of Roll Forward TIP projects

TPO Board: Presentation of Roll Forward TIP on September 26 for approval

Submission: Due September 30 to FDOT District 5

2050 Long Range Transportation Plan (LRTP) Request for Qualifications (RFQ)

Process to develop a RFQ with Scope of Work for consultant services in support of the 2050 LRTP

Timeframe: January to November

Milestones: Internal partner and board member discussion meetings, January

Draft RFQ development and reviews, February to April

TPO Board: RFQ package for approval on May 23

Intended contract award for approval on September 26

Contract selection with scope of services approval on October 24

2023 Major Activities Overview Presentation

January 10, 2022

- ✓ **Title VI Plan Update (January)**
- **Safety (PM1) Targets (February)**
- **FDOT/TPO Joint Certification (Feb/March)**
- **List of Priority Projects (LOPP) (April, May)**

- **Pavement & Bridge (PM2), System Performance (PM3) Targets (May)**
- **FY 24 to FY 28 Transportation Improvement Program (TIP) (May, June)**
- **2022 Traffic Counts Report (May)**

- **Commitment to Zero Dashboard (May)**
- **GPC Planning Consultants (June)**
- **TDSP Annual Update (June) – TDLCB**
- **Congestion Management Plan – State of System Report Update (September)**

- **Roll Forward TIP Amendment (September)**
- **2045 LRTP Amendment (if necessary)**
- **2050 LRTP RFQ Process (October)**

Census 2020

- **Census Urban Areas – December 29, 2022**
- **Urban Area Maps - TBD**
- **Functional Classification and Urban Boundary process**



TO: Committee Members

FROM: Rob Balmes, Director

**RE: Amendment #3 of the FY 2023 to 2027
Transportation Improvement Program (TIP)**

Summary

Per the request of the Florida Department of Transportation (FDOT), one project is proposed to be amended in the Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP). The current I-75 Rest Area project (FM 438562-1) is receiving federal funding from the Carbon Reduction program and additional state funding to ensure completion. The original and proposed project pages may be found with this memo, along with the complete TIP document.

FM# 438562-1: I-75 (SR 93) Rest Area Marion County, from North of CR 484 to South of SR 200

- Funds to be added: \$12,437,031
 - Federal: \$6,524,619
 - State: \$5,912,412
- FY 23 Construction (CST) phase
- Total TIP Funding: \$42,379,024

Attachment(s)

- FDOT TIP Amendment Request
- TIP Current and proposed amended project pages
- FY 2023 to 2027 TIP document (project on page 36)

Recommendation(s)

TPO staff is requesting your review and approval. If you have any questions regarding the proposed TIP amendments, please contact me at 438-2631.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

December 12, 2022

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

RE: Request to Amend Fiscal Year (FY) 2022/23-2026/27 Transportation Improvement Program (TIP)

Dear Mr. Balmes:

The purpose of this letter is to request Ocala Marion TPO amend the FY 2022/23-2026/27 TIP.

Project #438562-1 will construct a rest area along I-75 in the northbound direction in Marion County. This project has received additional federal funding from the Carbon Reduction Act which will help keep production of the project moving forward and address industry cost increases for materials and services.

Please use the information in the table below to revise the TIP accordingly:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
438562-1	I-75 (SR 93) Rest Area Marion County			CST	CARB CARL DDR DIH DRA Total	\$ 5,850,000 \$ 674,619 \$11,499,944 \$ 51,350 \$24,303,111 \$42,379,024	2023

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

Sincerely,

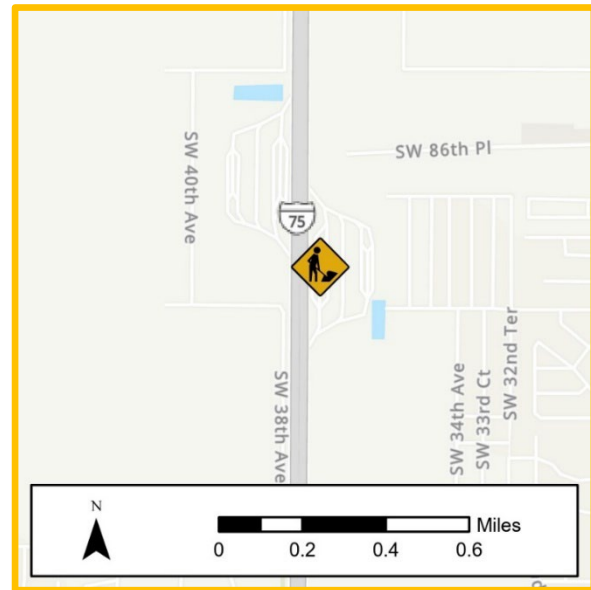
Anna Taylor

Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT
District Five Work Program, FDOT

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

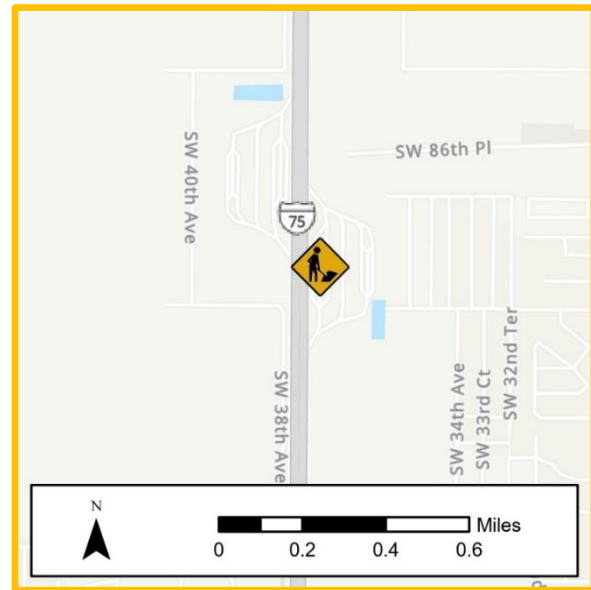
Total Project Cost:

\$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 (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:

\$45,743,230

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$11,499,944	\$0	\$0	\$0	\$0	\$11,499,944
CST	DIH	State	\$51,350	\$0	\$0	\$0	\$0	\$51,350
CST	DRA	State	\$24,303,111	\$0	\$0	\$0	\$0	\$24,303,111
CST	CARB	Federal	\$5,850,000	\$0	\$0	\$0	\$0	\$5,850,000
CST	CARL	Federal	\$674,619	\$0	\$0	\$0	\$0	\$674,619
Total:			\$42,379,024	\$0	\$0	\$0	\$0	\$42,379,024

Transportation Improvement Program

Fiscal Years 2023 to 2027



Adopted June 28, 2022 Amendment 1: August 23, 2022 Amendment 2: November 29, 2022 Amendment 3: January 24, 2023



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
No. 22-13

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 amendment of Transportation Improvement Program for FY 2023 to 2027.

CERTIFICATE

The undersigned duly qualified and acting Chair 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 29th day of November 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.

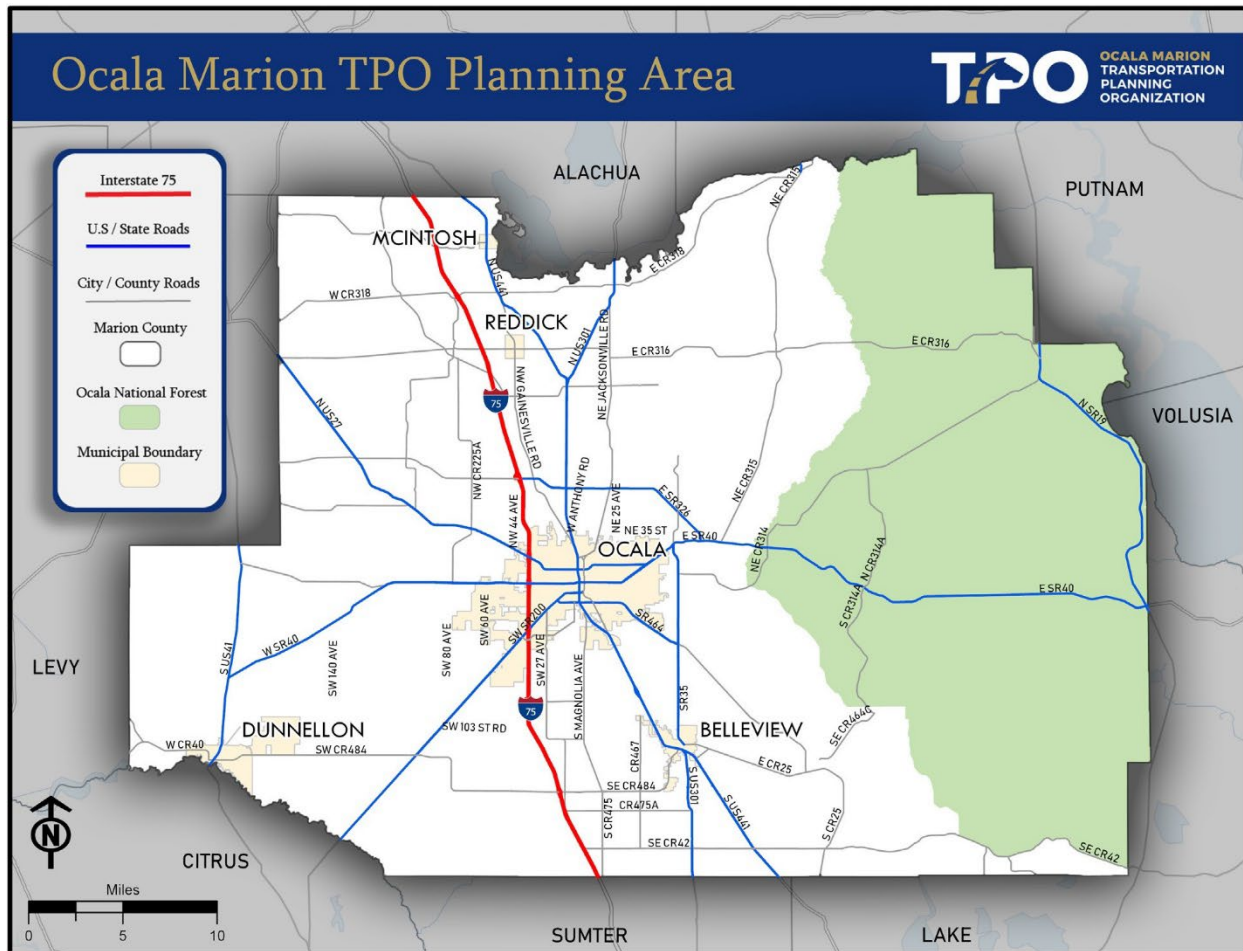


Figure 1: Map of TPO Planning Area

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.florat.org/est>.

2. PERFORMANCE MANAGEMENT

Performance Based Planning

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

1- Safety

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

2- Infrastructure Condition

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

3- Congestion Reduction

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

4- System Reliability

To improve the efficiency of the surface transportation system

5- Freight Movement and Economic Vitality

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

6- Environmental Sustainability

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

7- Reduced Project Delivery Delays

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

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

Performance Measures 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	Advanced Construction National Highway Resurfacing	Federal
ACSS	Advanced Construction (SS)	Federal
ART	Arterial Highways Program	State
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
GFSL	General Fund Surface Transportation Block (small urban)	Federal
LF	Local Funds	Local
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	\$969,054	\$47,520	\$0	\$0	\$0	\$1,016,574
ACNP	\$1,626,564	\$0	\$15,977,866	\$0	\$0	\$17,604,430
ACNR	\$8,852,307	\$0	\$9,576,547	\$0	\$0	\$18,428,854
ACSS	\$1,704,105	\$65,228	\$0	\$0	\$0	\$1,769,333
ART	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
BRRP	\$387,195	\$0	\$0	\$0	\$0	\$387,195
CARB	\$5,850,000	\$0	\$0	\$0	\$0	\$5,850,000
CARL	\$674,619	\$0	\$0	\$0	\$0	\$674,619
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	\$33,520,016	\$9,313,066	\$17,559,946	\$3,586,244	\$823,080	\$64,802,352
DIH	\$1,374,387	\$26,400	\$41,720	\$27,975	\$0	\$1,470,482
DPTO	\$733,602	\$755,610	\$1,740,682	\$801,626	\$825,675	\$4,857,195
DRA	\$24,303,111	\$0	\$0	\$0	\$0	\$24,303,111
DS	\$7,774,011	\$0	\$400,424	\$0	\$0	\$8,174,435
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	\$20,677,587	\$2,541,196	\$2,617,431	\$2,617,431	\$2,617,431	\$31,071,076
GFSL	\$28,528	\$0	\$0	\$0	\$0	\$28,528
GR23	\$10,537,000	\$0	\$0	\$0	\$0	\$10,537,000
LF	\$18,126,308	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$37,410,659
PL	\$898,984	\$669,715	\$676,473	\$683,366	\$683,366	\$3,611,904
RHH	\$0	\$0	\$0	\$0	\$0	\$0
SL	\$6,462,629	\$2,647,750	\$9,213,782	\$460,700	\$4,452,800	\$23,237,661
SN	\$391,725	\$1,069,388	\$3,005,068	\$561,853	\$0	\$5,028,034
TALL	\$20,988	\$11,289	\$253,001	\$622,203	\$0	\$907,481
TALN	\$0	\$166,133	\$0	\$0	\$0	\$166,133
TALT	\$83,855	\$1,610,141	\$0	\$513,244	\$0	\$2,207,240
TRIP	\$0	\$0	\$5,703,448	\$0	\$0	\$5,703,448
TRWR	\$0	\$0	\$3,418,567	\$0	\$0	\$3,418,567
Total:	\$179,036,068	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$349,050,922

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

Funding Source	2023	2024	2025	2026	2027	Total
Federal	\$59,301,766	\$9,738,209	\$44,507,944	\$12,274,056	\$8,747,536	\$134,569,511
State	\$101,607,994	\$15,650,865	\$42,279,548	\$10,381,404	\$7,150,941	\$177,070,752
Local	\$18,126,308	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$37,410,659
Total	\$179,036,068	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$349,050,922

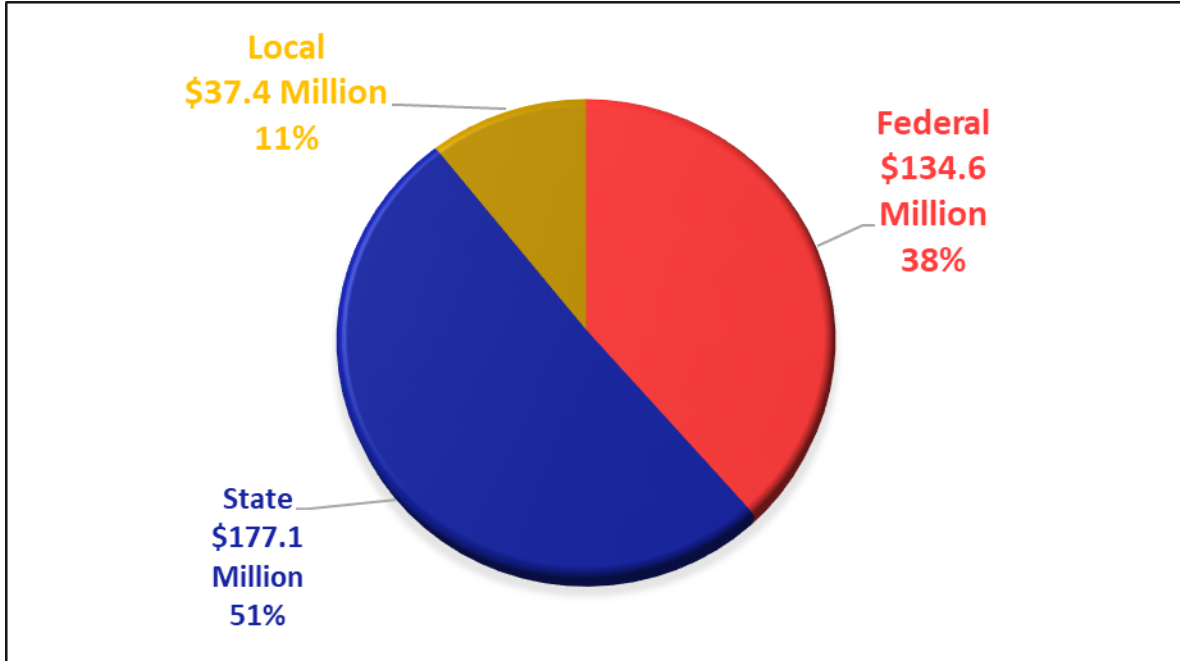


Figure 9: 5-Year Funding Summary by Source

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 Priorities** is provided in Figure 10 on the next page. The remaining six lists may be found on the TPO's website:

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

Figure 10: 2022 List of Priority Projects (LOPP), Top 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 Priorities	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 Priorities	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 Priorities	NW 44th Avenue, SR 40 to NW 11th St	Construction of four new roadway lanes			CST	\$14,000,000
4		Top Priorities	NW 80th/70th from N/O SR 40 to S/O US 27	Widening to four lanes			CST	\$30,000,000
5		Top Priorities	SW 44th Avenue from SR 200 to SW 20th	Four-Lane roadway construction	*CST	\$9,000,000		
6		Top Priorities	SW 44th Avenue from SW 20th to SR 40	Addition of two lanes to complete four lane roadway			CST	\$5,000,000
7		Top Priorities	CR 484 Penn Avenue Multimodal	Roadway reconstruction, shared use path connection from downtown Dunnellon to Blue Run Park	*CST	\$2,537,000		
8		Top Priorities	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 Priorities	Emerald Road Extension	92nd Loop to FN Railroad Connection	ROW, CST	\$9,650,000	CST	\$4,700,000
10	237988-1	Top Priorities	SR 40 at SR 35 intersection	Construction of a roundabout at the intersection			PE, ROW, CST	\$6,000,000
11		Top Priorities	SW 49th from Marion Oaks Trail to SW 95th	Construction of a four lane divided roadway			CST	\$18,000,000
12	238651-1	Top Priorities	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 Priorities	US 441 (Pine Avenue) at SR 464 (SE 17th)	Intersection/Turn lane improvements	PE, CST	\$3,277,299		
14	238648-1	Top Priorities	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 Priorities	SR 40 from End of four lanes to CR 314	Reconstruction, widening to four lanes, new bridges, medians			CST	\$110,100,000
16		Top Priorities	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 Priorities	NE 8th Avenue from SR 40 to SR 492	Construction of roundabouts on NE 8th Avenue	CST	\$4,452,800		
18		Top Priorities	CR 484 from Marion Oaks Pass to SR 200	Widening to six lanes			DES, ROW, CST	\$35,000,000
19		Top Priorities	I-75 at SR 326 Interchange	Interchange operational improvements			PE, DES, ROW, CST	TBD
20		Top Priorities	SW 80th Avenue from north of 38th Street to SR 40	Widening of roadway to four lanes			PE, DES, ROW, CST	\$25,000,000
21		Top Priorities	SR 35 and SR 464 Intersection Flyover	Flyover of SR 35 at SR 464			PE, DES, CST	\$35,000,000

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.

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

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.

Appendix K contains a summary report and listing of transportation projects included with the annual Roll Forward TIP Amendment process (Amendment #1). The project funding amounts are part of the year one (Fiscal Year 2023) summary totals as displayed in **Figures 8 and 9**.

Figure 11 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 11: 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).

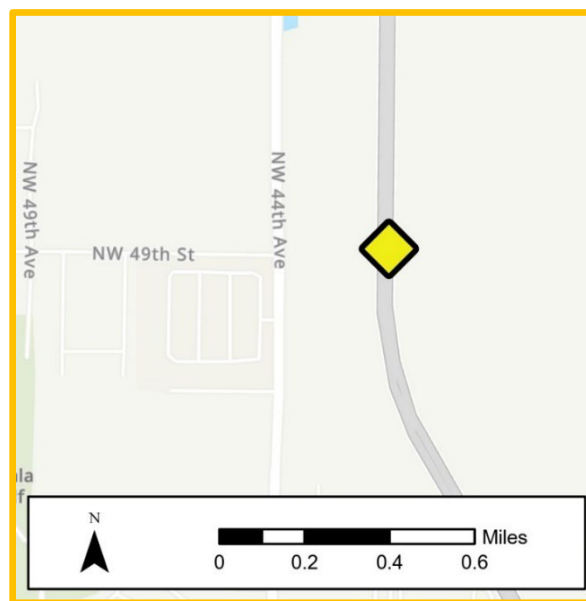
Fiscal Year: Identifies the federal fiscal year(s) when funding is programmed for the project.

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

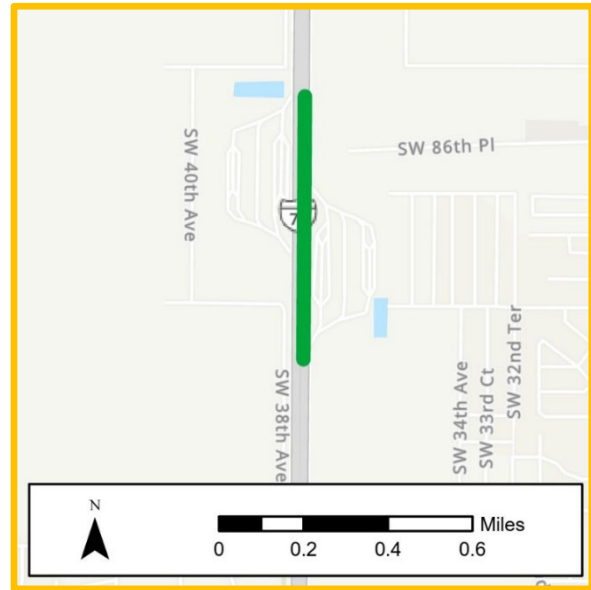
Total Project Cost:

\$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:

\$45,743,230

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$11,499,944	\$0	\$0	\$0	\$0	\$11,499,944
CST	DIH	State	\$51,350	\$0	\$0	\$0	\$0	\$51,350
CST	DRA	State	\$24,303,111	\$0	\$0	\$0	\$0	\$24,303,111
CST	CARB	Federal	\$5,850,000	\$0	\$0	\$0	\$0	\$5,850,000
CST	CARL	Federal	\$674,619	\$0	\$0	\$0	\$0	\$674,619
Total:			\$42,379,024	\$0	\$0	\$0	\$0	\$42,379,024

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

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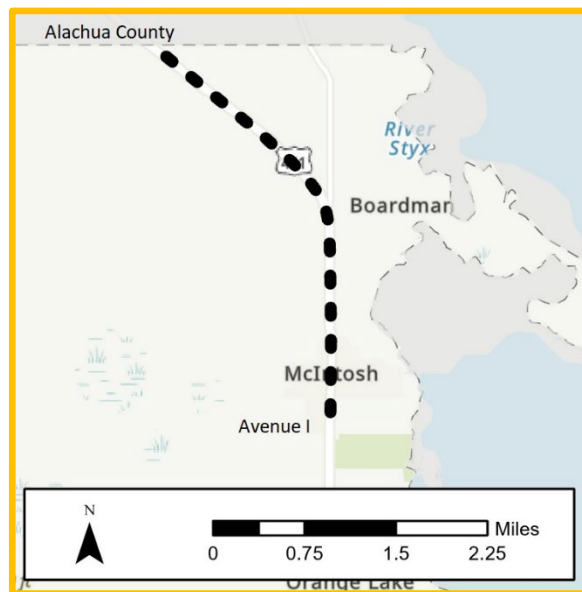
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Project: SR 25 (U.S. 441) from Avenue I to the Alachua County Line

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

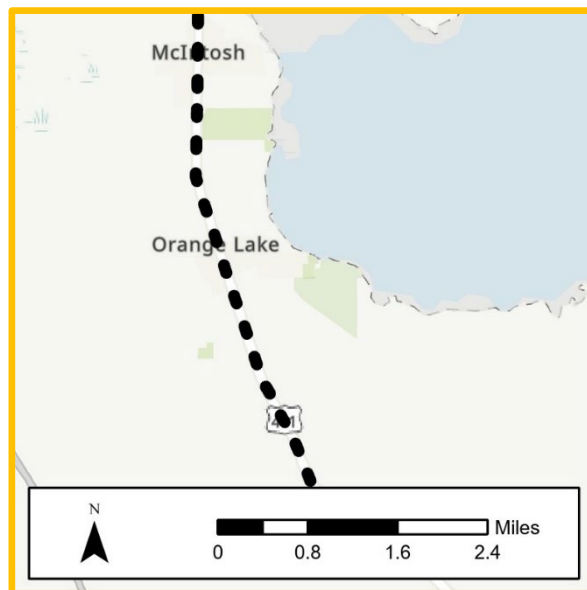
Total Project Cost:

\$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

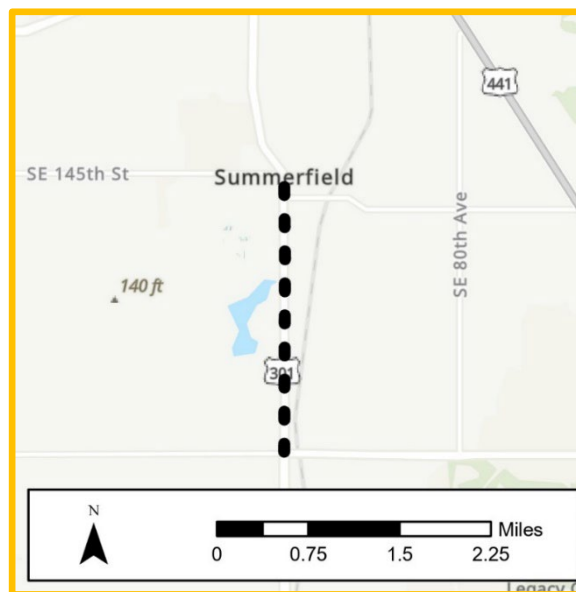
Total Project Cost:

\$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

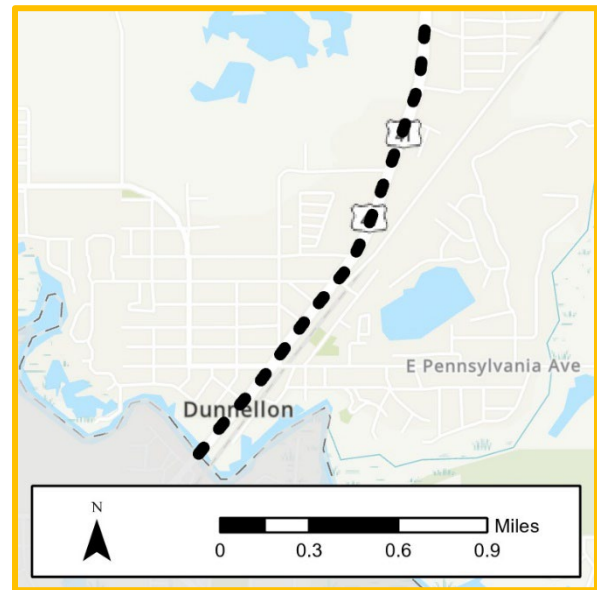
Total Project Cost:

\$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

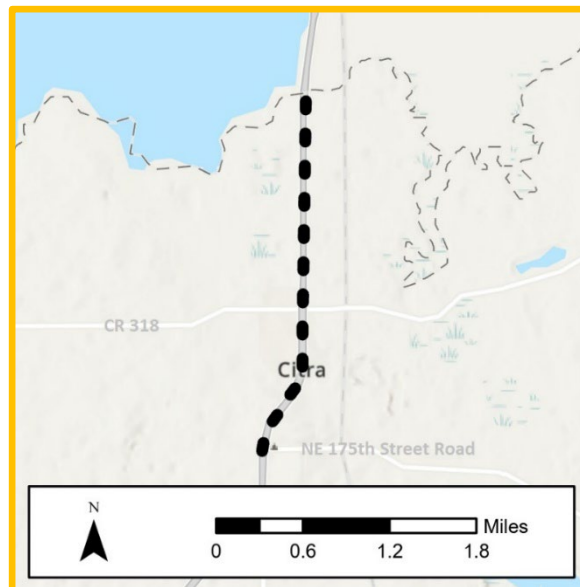
Total Project Cost:

\$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

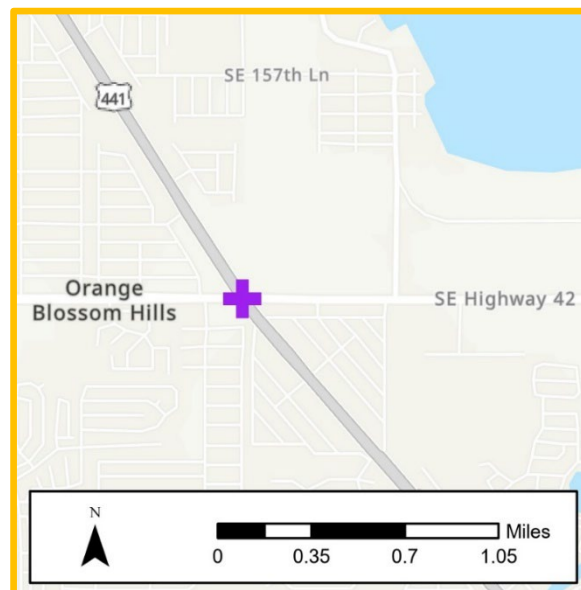
Total Project Cost:

\$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

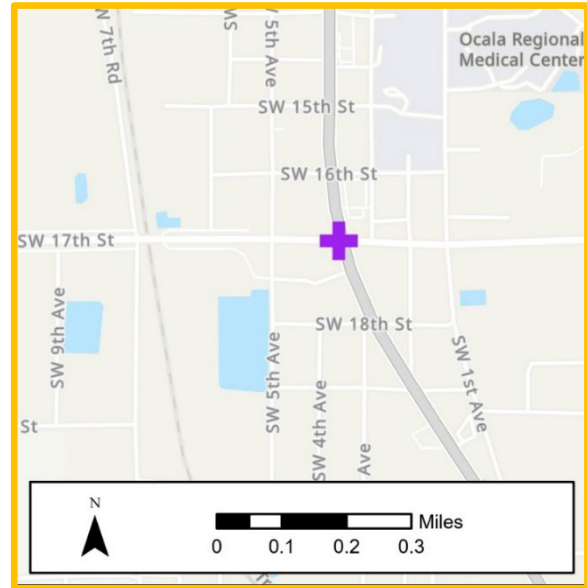
Total Project Cost:

\$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

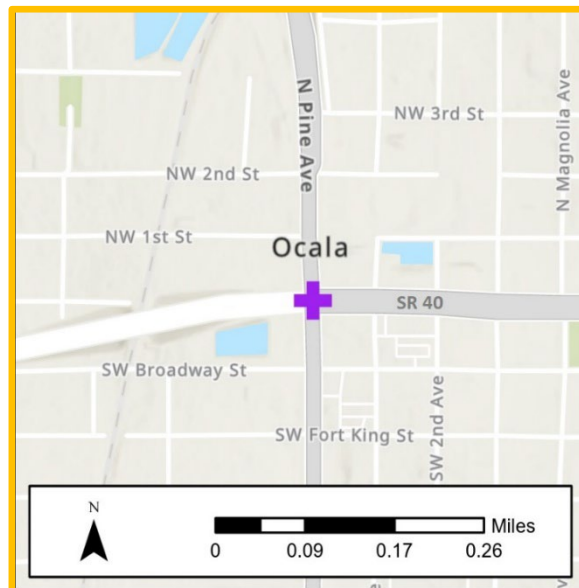
Total Project Cost:

\$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

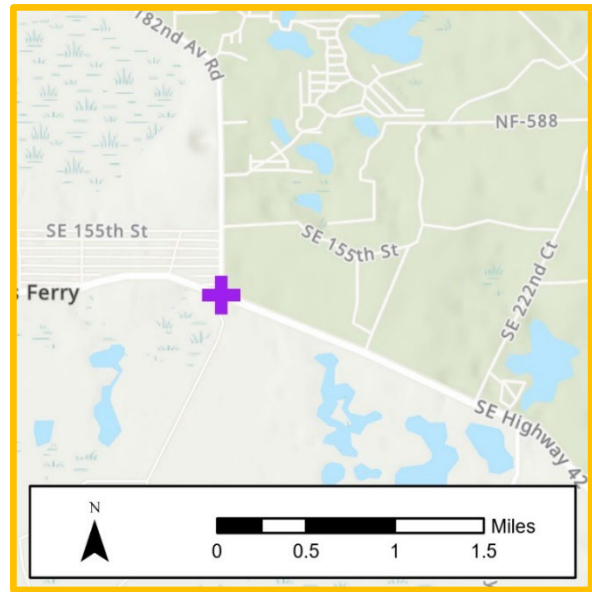
Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$17,767	\$0	\$0	\$0	\$0	\$17,767
Total:			\$17,767	\$0	\$0	\$0	\$0	\$17,767

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

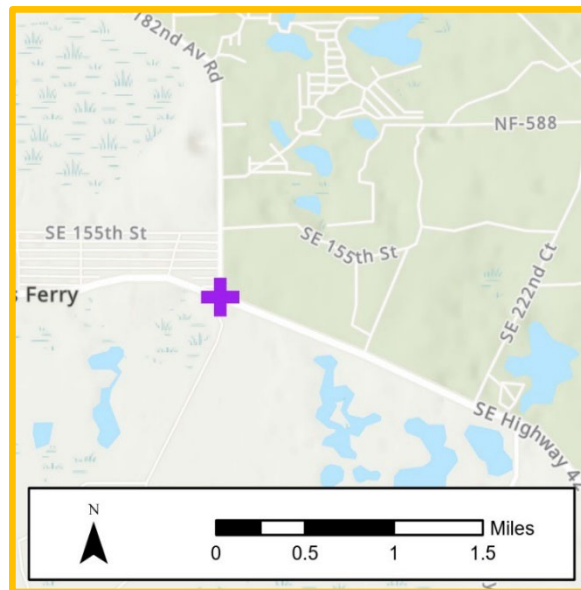
Total Project Cost:

\$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

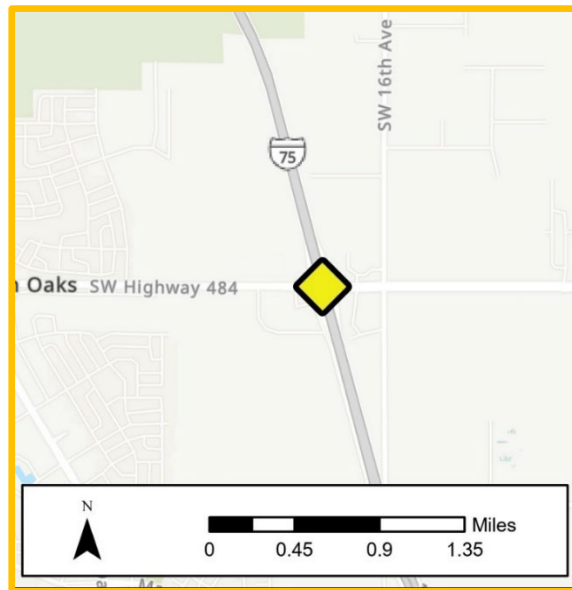
Total Project Cost:

\$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:

\$245,792

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SN	Federal	\$179,725	\$0	\$0	\$0	\$0	\$179,725
PE	SN	Federal	\$5,000	\$0	\$0	\$0	\$0	\$5,000
Total:			\$184,725	\$0	\$0	\$0	\$0	\$184,725

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

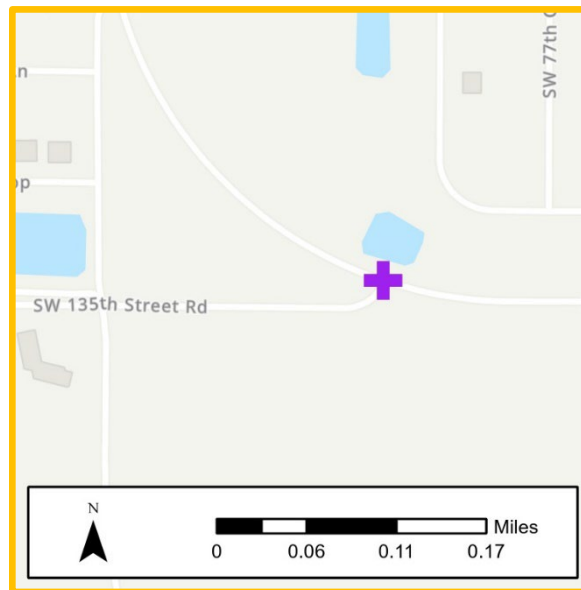
Total Project Cost:

\$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

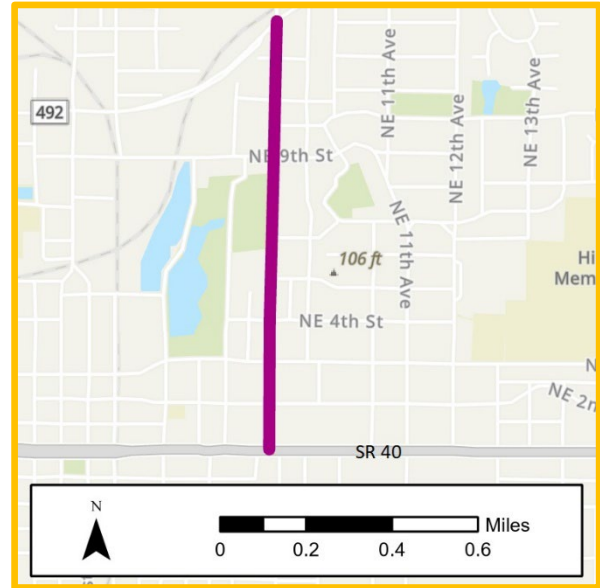
Total Project Cost:

\$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

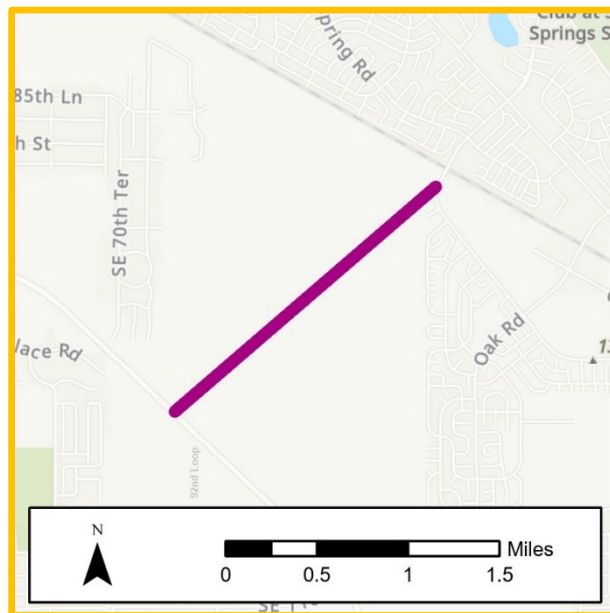
Total Project Cost:

\$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

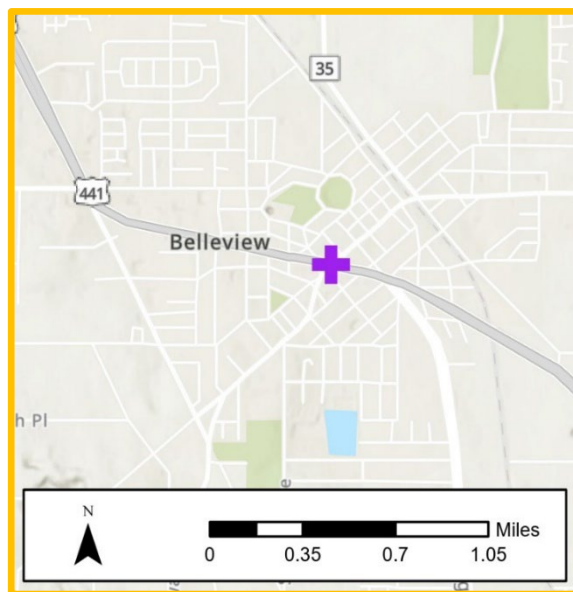
Total Project Cost:

\$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

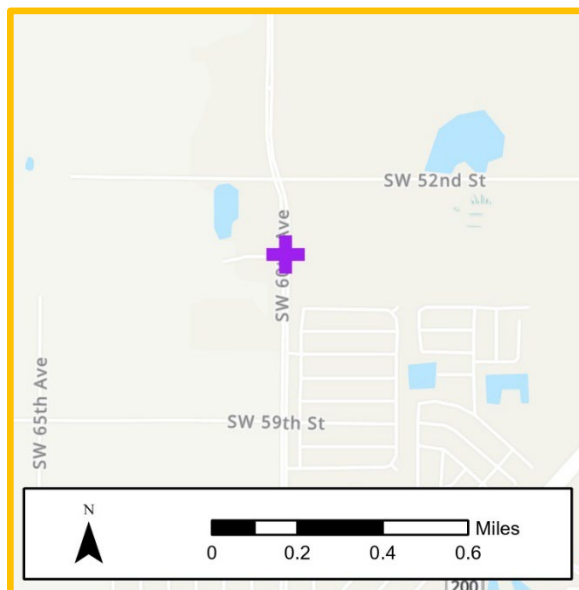
Total Project Cost:

\$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

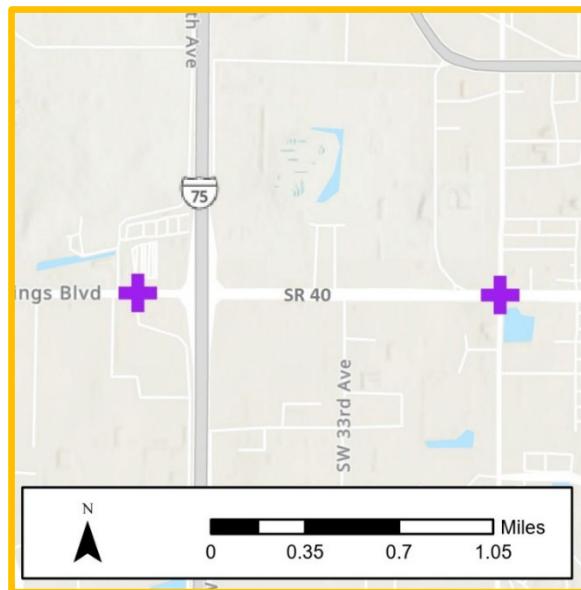
Total Project Cost:

\$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:

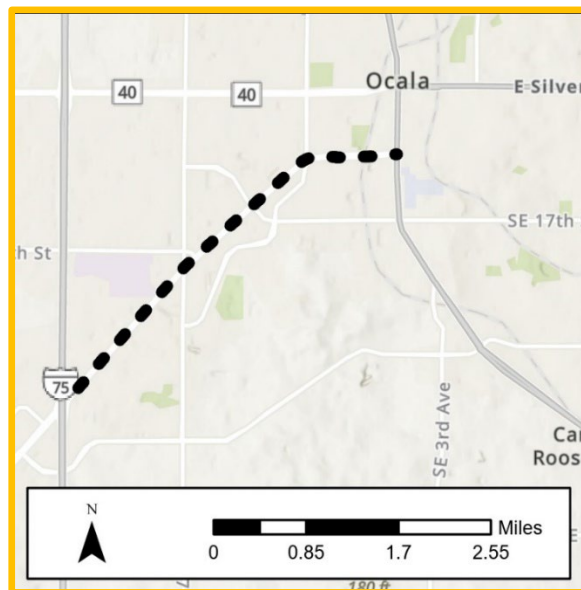
*\$6,546,377

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

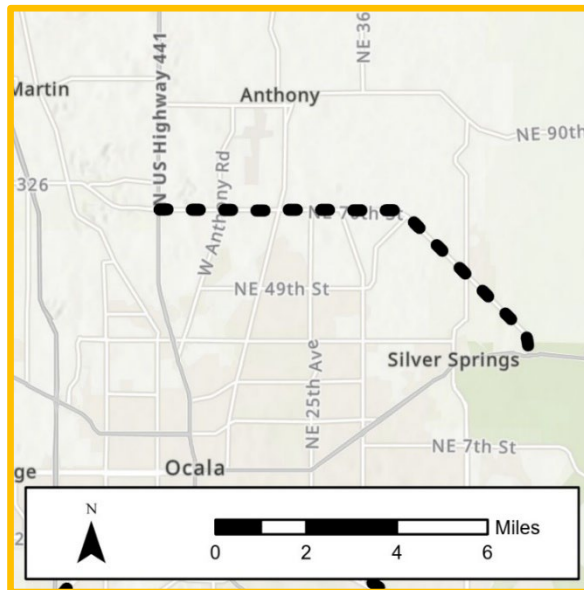
Total Project Cost:

\$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

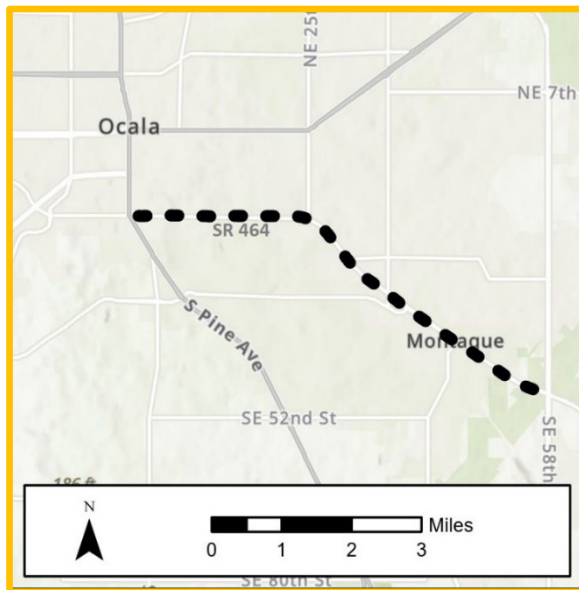
Total Project Cost:

\$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

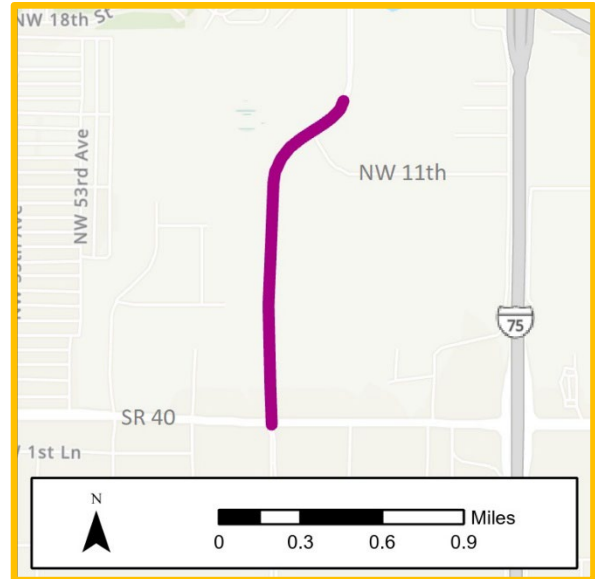
Total Project Cost:

\$436,844

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
PE	DIH	State	\$2,000	\$0	\$0	\$0	\$0	\$2,000
Total:			\$391,249	\$0	\$0	\$0	\$0	\$391,249

Project: NW 44th Street from SR 40 to NW 11th Street

Project Type: New Road Construction
 FM Number: 4355473
 Lead Agency: City of Ocala
 Length: 0.80 miles
 LRTP (Page #): Goal 2, Objective 2.1; Objective 2.3; Goal 3, Objective 3.2 (14);



Description:

Construction of a new four-lane roadway connection from SR 40 to NW 11th Street.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$14,269,963

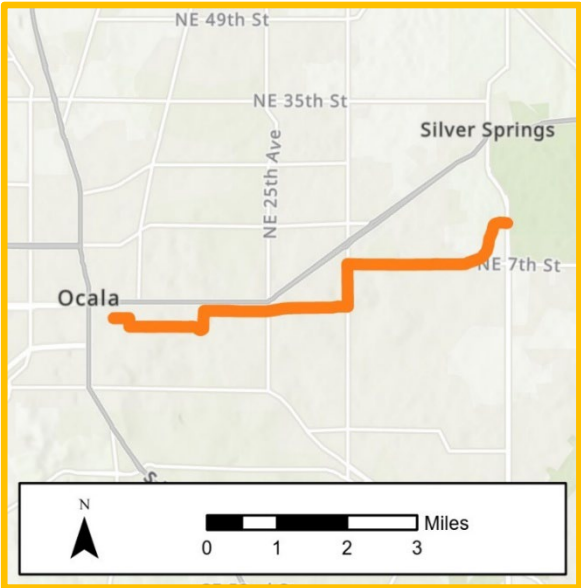
Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	GR 23	State	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
CST	LF	Local	\$6,269,963	\$0	\$0	\$0	\$0	\$6,269,963
Total:			\$14,269,963	\$0	\$0	\$0	\$0	\$14,269,963

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:

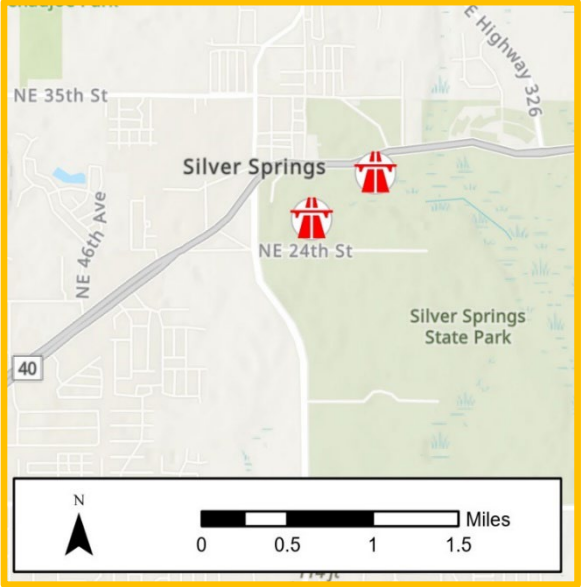
Construct 12-foot wide multi-use trail from SR 200 to the Pruitt Trailhead, south of CR 484.

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:

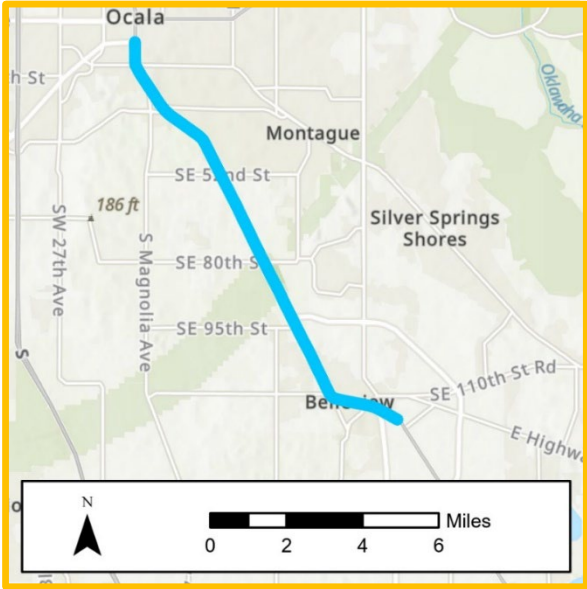
Construction of new sidewalks on SR 40 (Silver Springs Boulevard).

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:

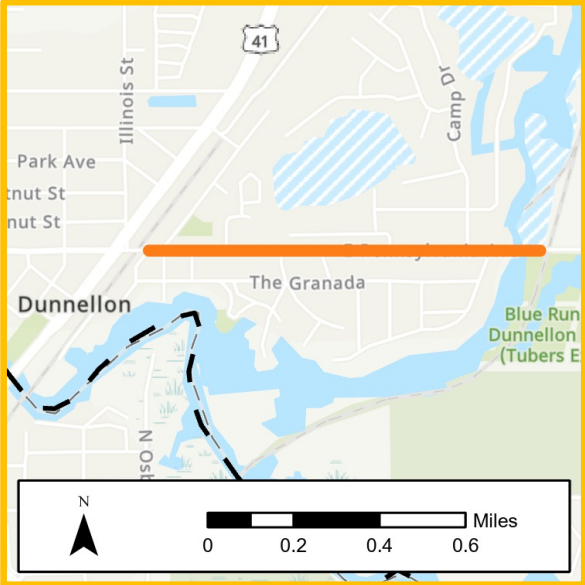
Addition of bike lanes and sidewalks to the resurfacing project on US 441/301.

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

Project: Dunnellon Trail from River View to Rainbow River Bridge

Project Type: Bike Path/Trail
 FM Number: 4509181
 Lead Agency: Marion County
 Length: 0.82 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (13);
 Goal 3, Objective 3.2 (14)



Description:

Construction of a multi-use trail and safety barrier separation on CR 484 (Pennsylvania Avenue) in the City of Dunnellon.

Prior <2023:
\$0

Future >2027:
\$0

Total Project Cost:
\$2,537,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	GR23	State	\$375,000	\$0	\$0	\$0	\$0	\$375,000
CST	GR23	State	\$2,162,000	\$0	\$0	\$0	\$0	\$2,162,000
Total:			\$2,537,000	\$0	\$0	\$0	\$0	\$2,537,000

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:

\$20,277,171

Future >2027:

\$0

Total Project Cost:

\$56,630,300

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	FTA	Federal	\$18,688,918	\$2,541,196	\$2,617,431	\$2,617,431	\$2,617,431	\$29,082,407
CAP	LF	Local	\$4,672,229	\$635,299	\$654,398	\$654,398	\$654,398	\$7,270,722
Total:			\$23,361,147	\$3,176,495	\$3,271,829	\$3,271,829	\$3,271,829	\$36,353,129

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:

\$1,568,699

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$898,984	\$669,715	\$0	\$0	\$0	\$1,568,699
Total:			\$898,984	\$669,715	\$0	\$0	\$0	\$1,568,699

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:

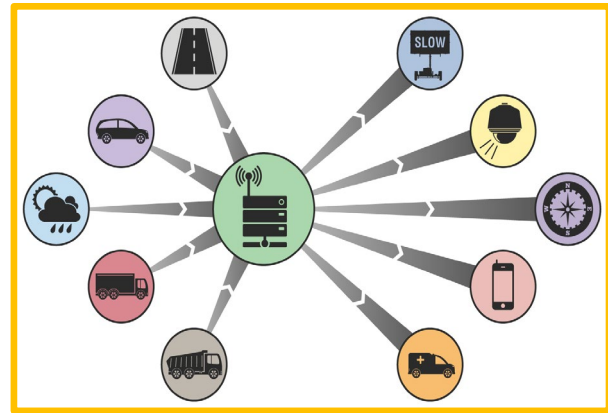
Routine maintenance.

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 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

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:

\$0

Future >2027:

\$0

Total Project Cost:

\$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

APPENDIX A: List of Figures

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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.

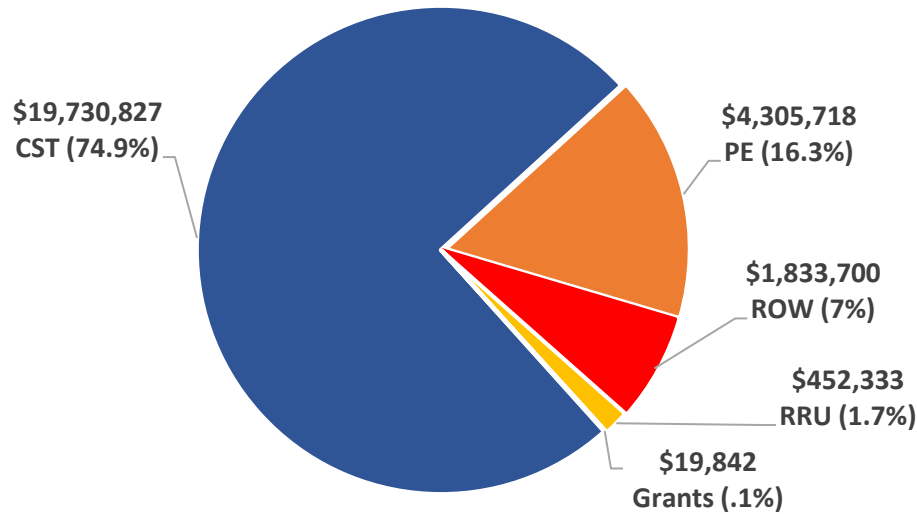
Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

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

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

ITEM NUMBER:238648 1 PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
 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

FLORIDA DEPARTMENT OF TRANSPORTATION
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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

FLORIDA DEPARTMENT OF TRANSPORTATION
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Ocala-Marion TPO

HIGHWAYS
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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

FLORIDA DEPARTMENT OF TRANSPORTATION
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OCALA-MARION TPO

HIGHWAYS
=====

ITEM NUMBER:441366 1 PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36110000 PROJECT LENGTH: .790MI 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 TYPE OF WORK:RESURFACING
ROADWAY ID:36210000 PROJECT LENGTH: 13.993MI 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 TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:36150000 PROJECT LENGTH: .014MI 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 TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:36060000 PROJECT LENGTH: .100MI 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

FLORIDA DEPARTMENT OF TRANSPORTATION
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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

FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS
 =====

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	3,588
TOTAL 448854 1	3,588
TOTAL 448854 1	3,588
TOTAL DIST: 05	24,512,043
TOTAL HIGHWAYS	24,512,043

FLORIDA DEPARTMENT OF TRANSPORTATION
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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	

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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Ocala-Marion TPO

MISCELLANEOUS
=====

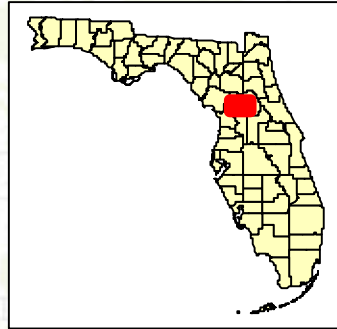
ITEM NUMBER:440900 2	PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
-----	-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
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

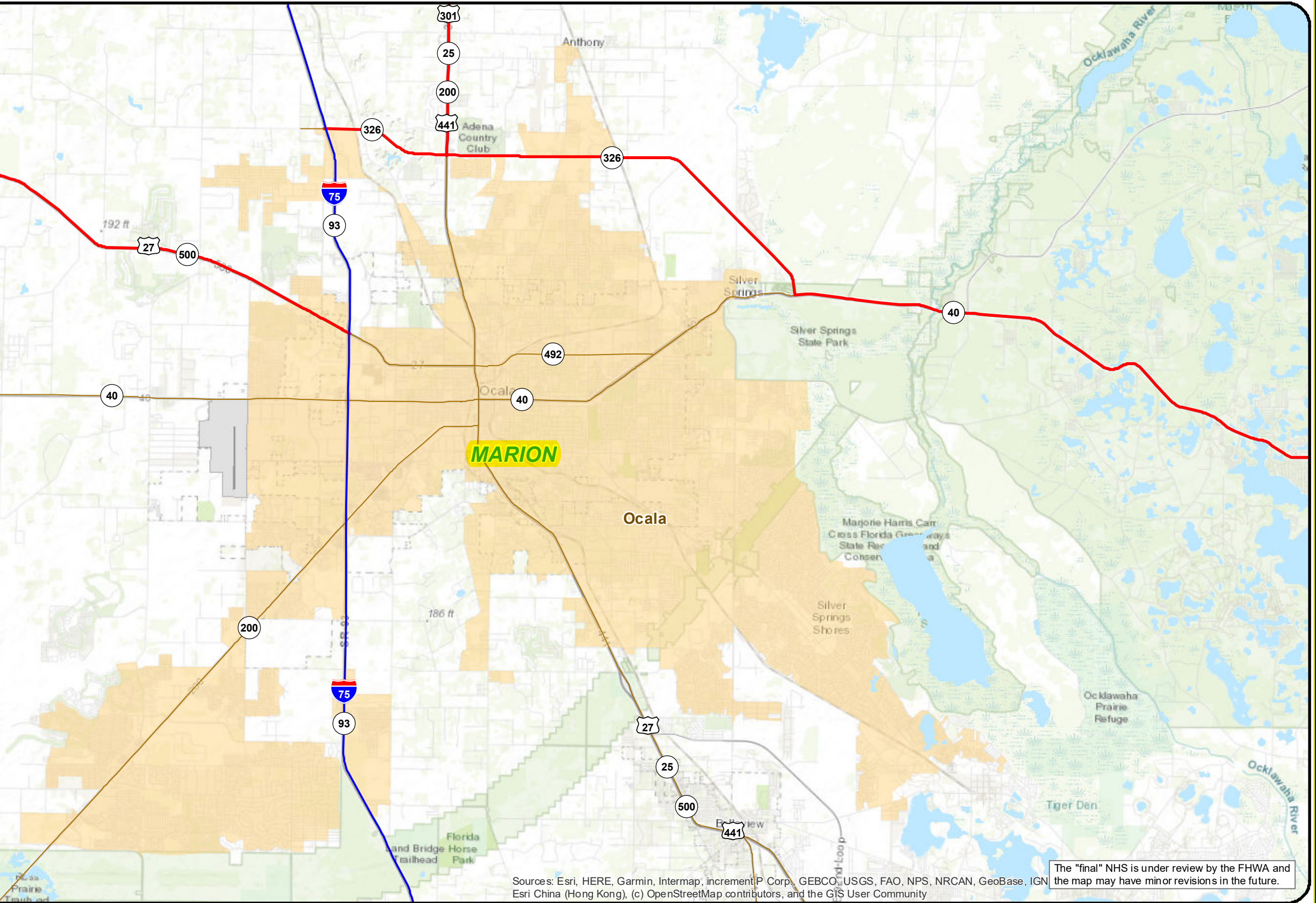
GRAND TOTAL **26,342,420**

**APPENDIX C: National Highway System (NHS) and
Strategic Intermodal System (SIS)**



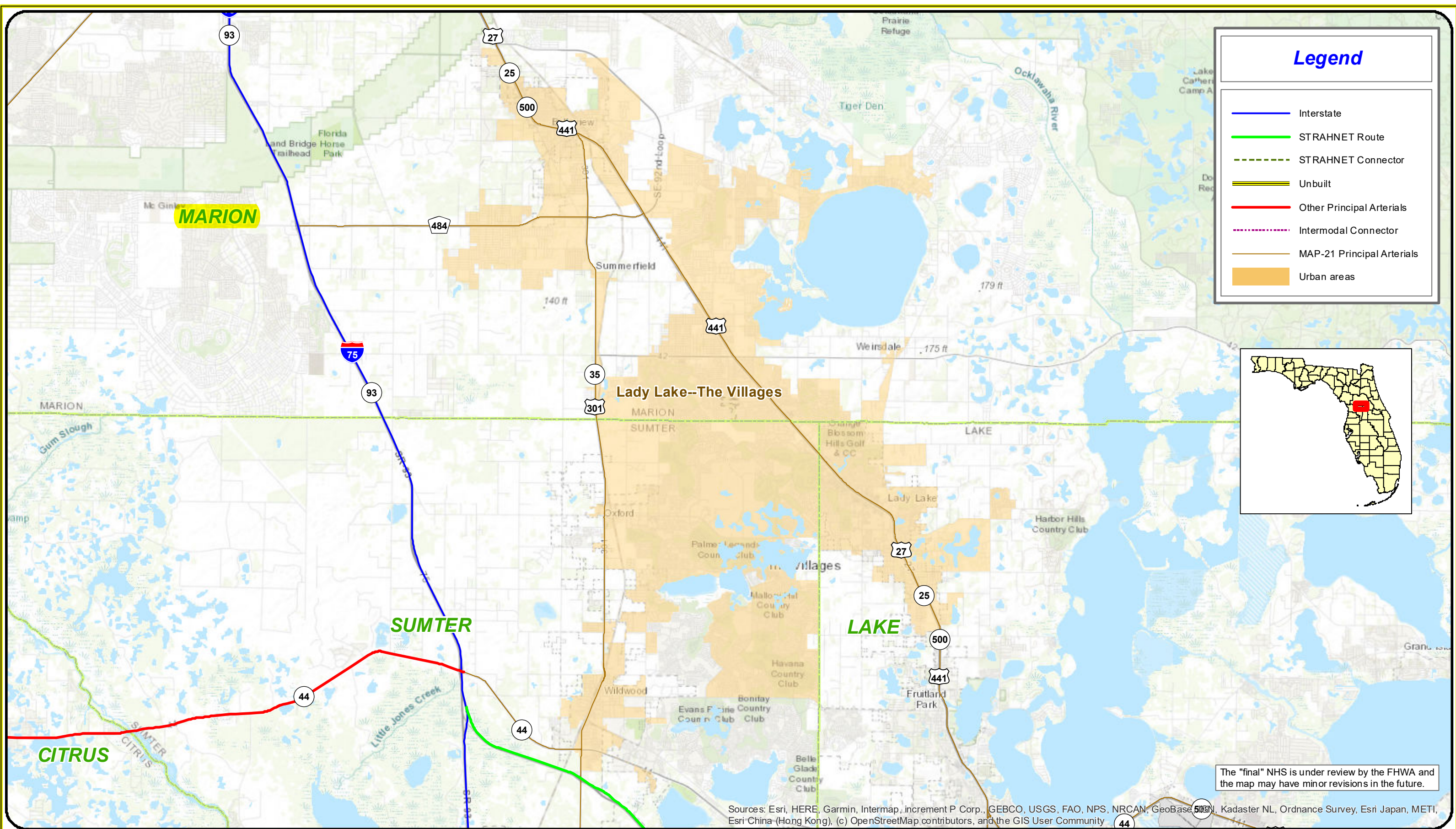
Legend

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



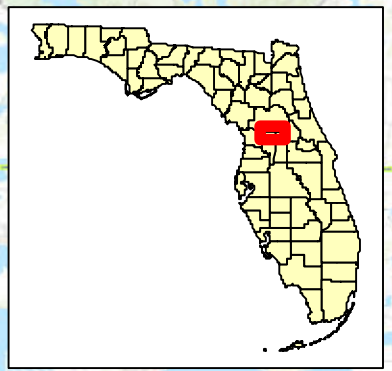
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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.

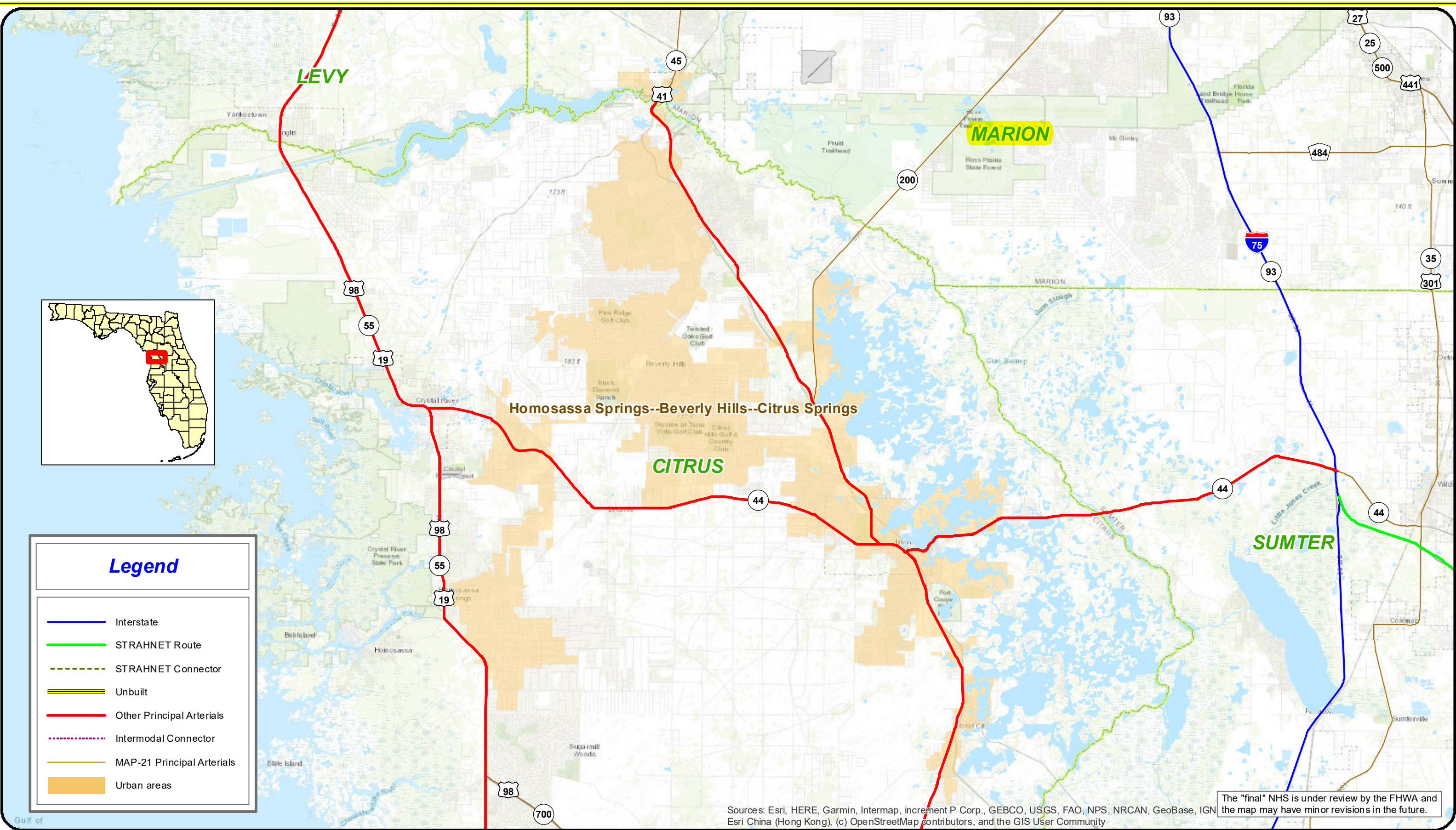
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, Swisstopo, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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



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.

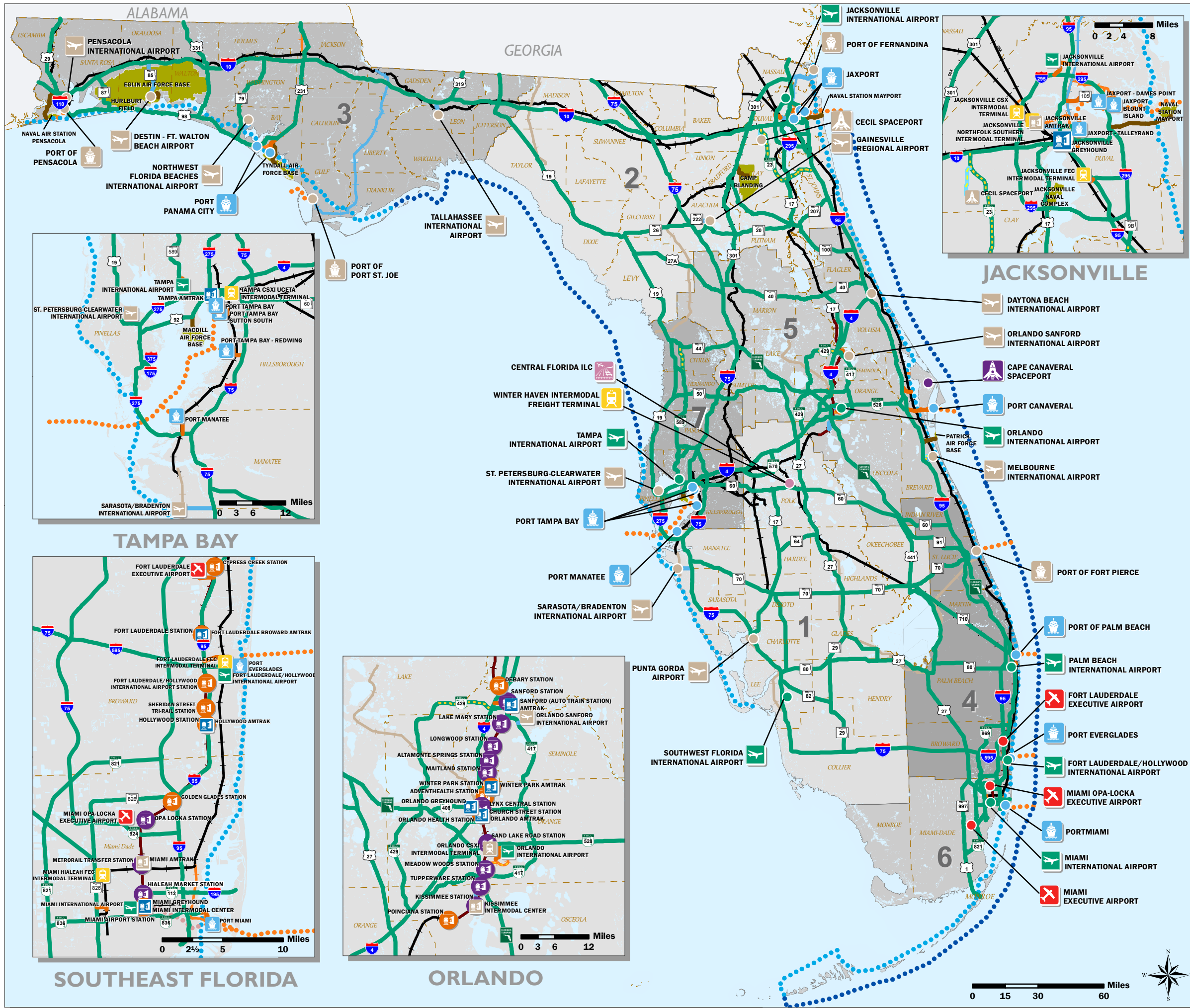
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community


Florida Department of Transportation
Transportation Data & Analytics

Florida's National Highway System

Homosassa Springs, Beverly Hills, Citrus Springs - 3/2/2022






0.5 1 2 3 4 Miles







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

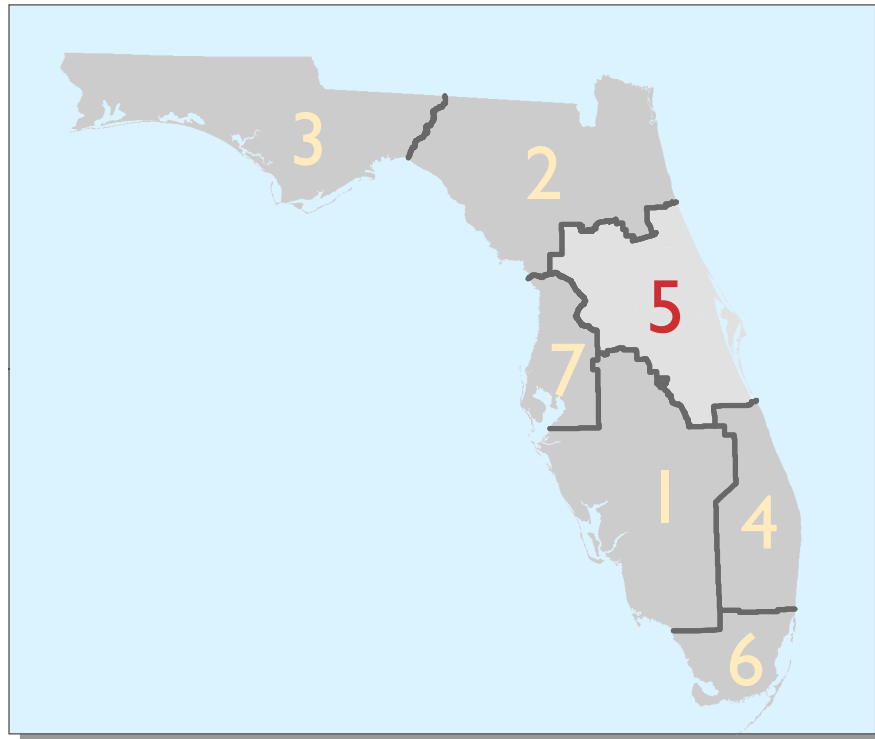
Rail & Urban Fixed Guideway

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

Waterways

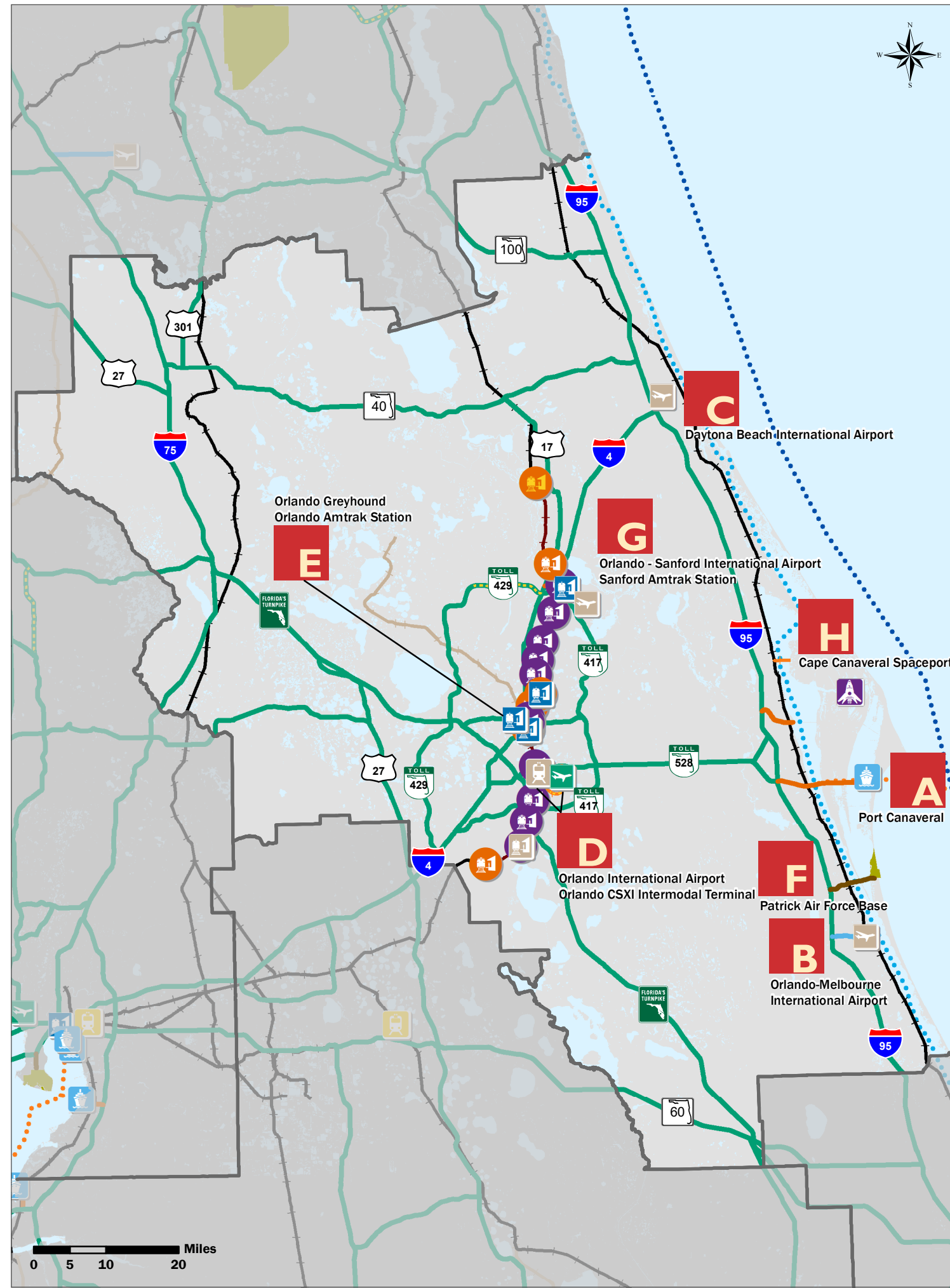
-  SIS Waterway
-  Strategic Growth Waterway
- SIS Waterway Connector
- SIS Waterway Shipping Lane

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.

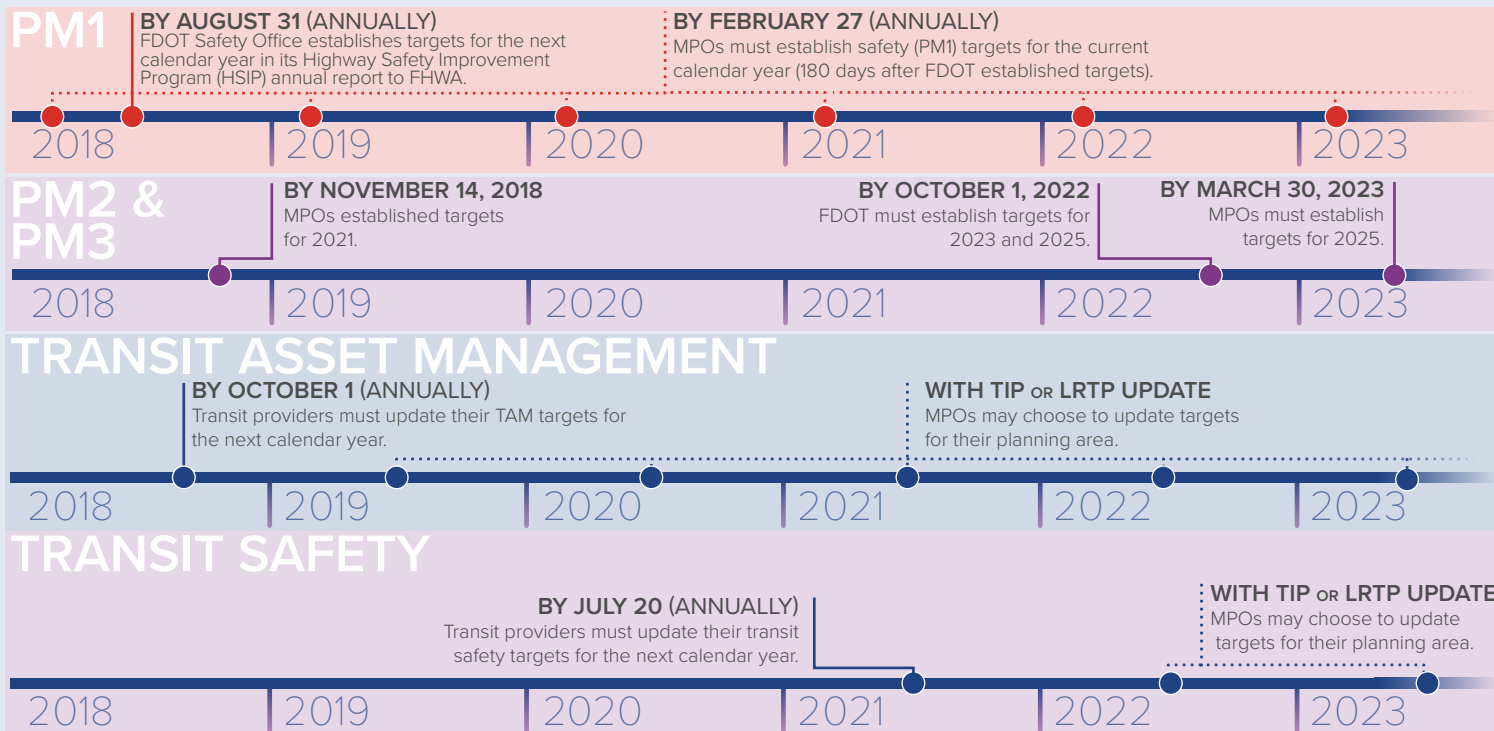
Transportation Improvement Programs

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

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

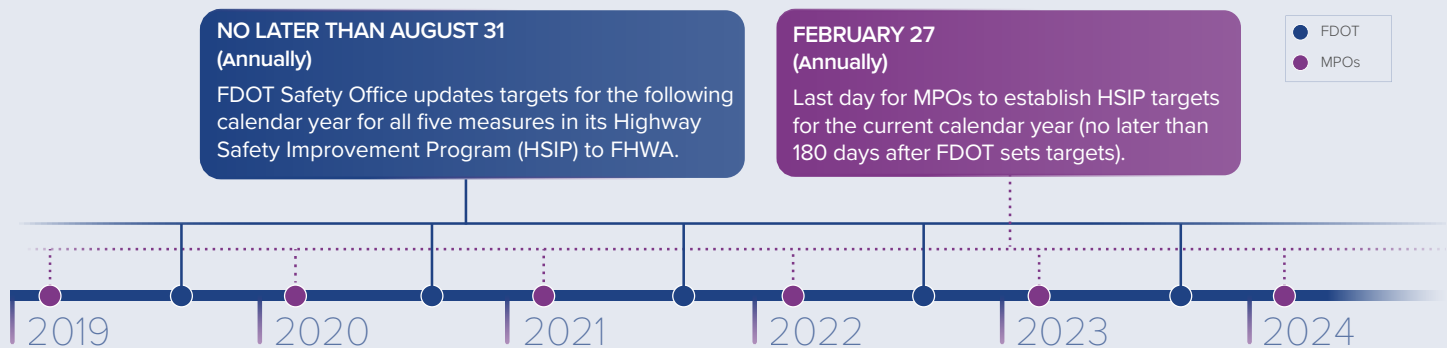
OVERVIEW

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

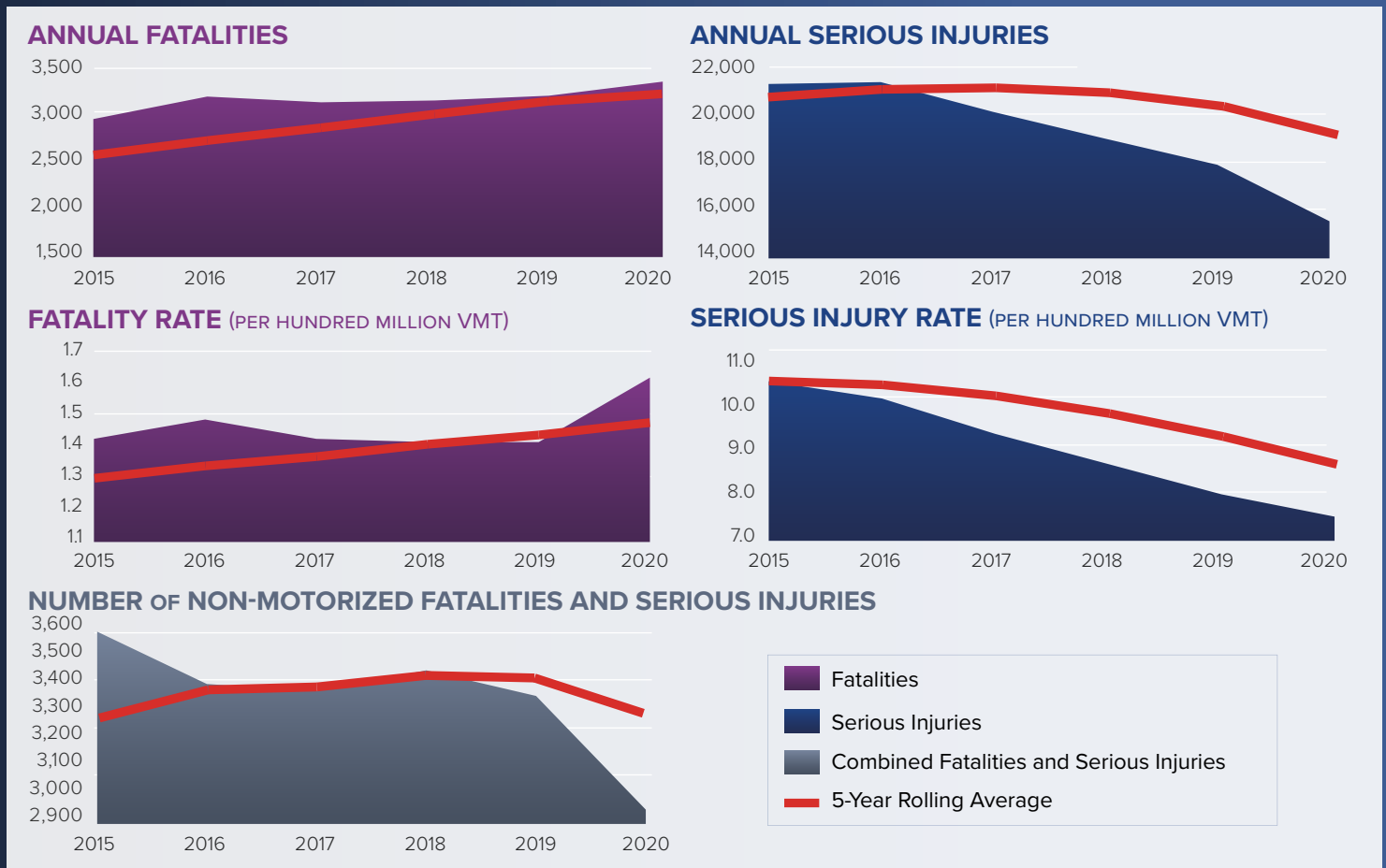
NUMBER OF FATALITIES	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	COORDINATION WITH OTHER PLANS Updates to FDOT's Florida Transportation Plan (FTP) and MPO's Long-Range Transportation Plans (LRTP) must include most recently reported safety performance 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)

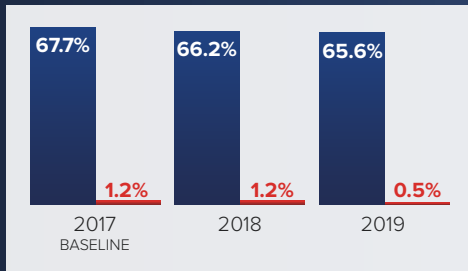
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



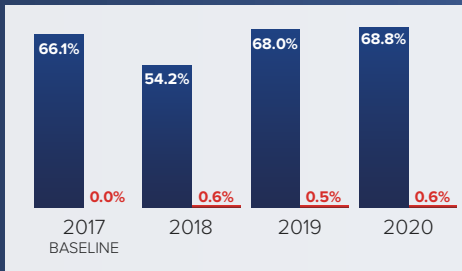
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

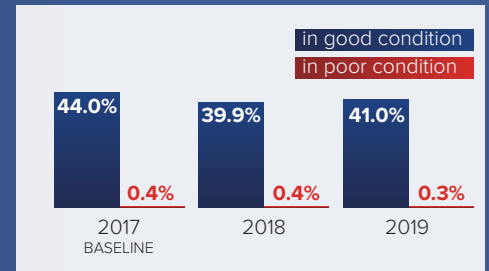
NHS Bridges



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.

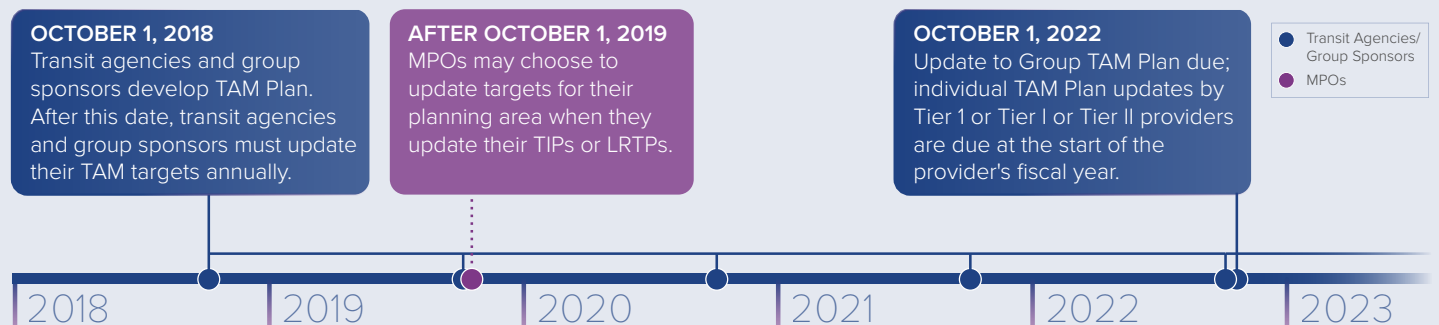
Transit Asset Categories and Related Performance Measures

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

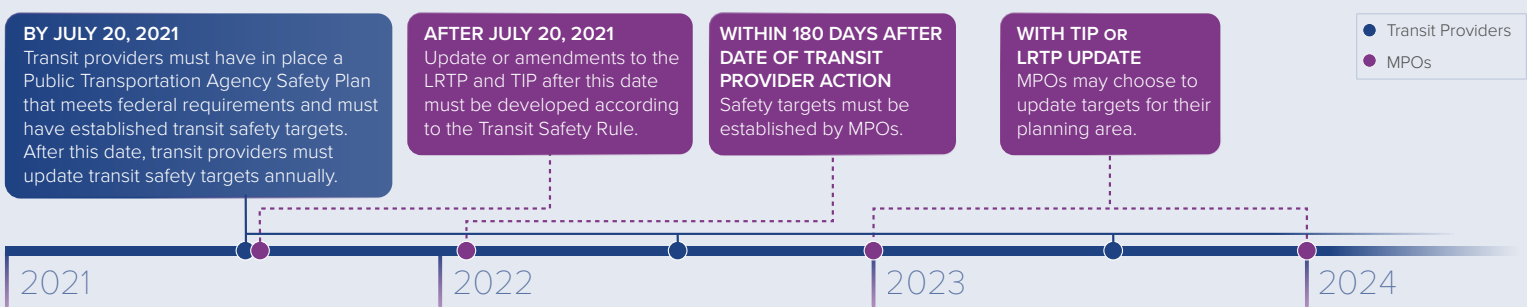
Total number of reportable events and rate per total vehicle revenue miles by mode.



SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMELINE



PTASP CERTIFICATION AND REVIEW

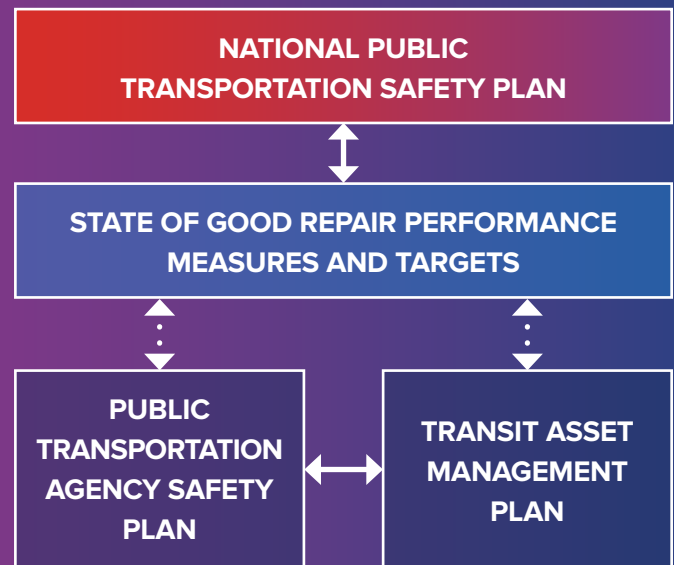
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

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

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:

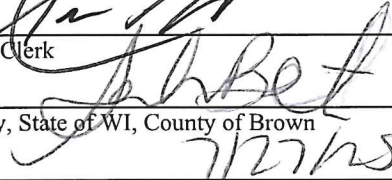
05/03/2022

and that the fees charged are legal.
Sworn to and subscribed before on 05/03/2022

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



Legal Clerk



Notary, State of WI, County of Brown

My commission expires

Publication Cost: \$72.32
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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

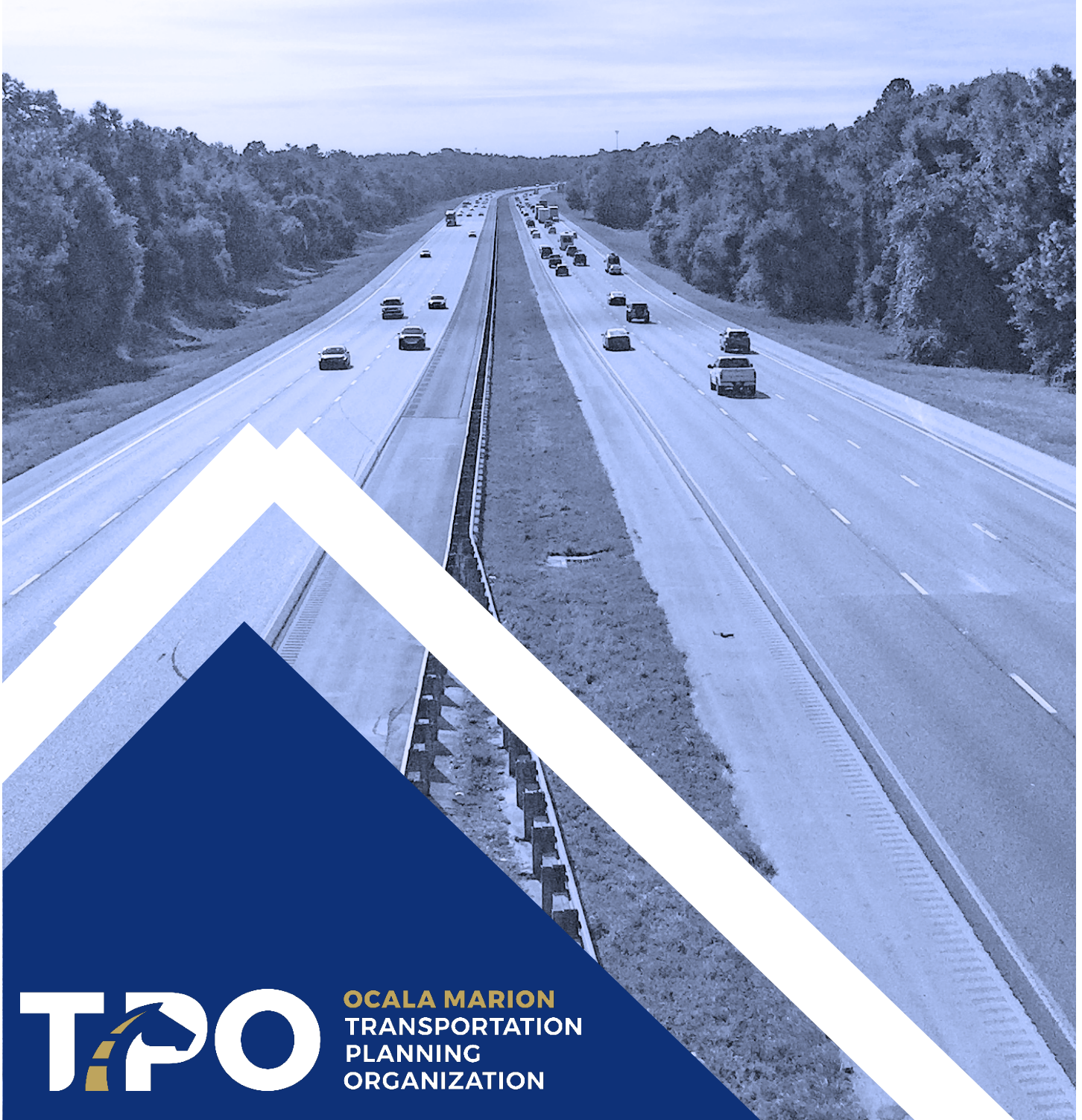
[No comment](#) [Click here to enter comments](#)

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.
FMTP	Freight Mobility and Trade Plan	FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development into the future.
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/ Federal Fiscal Year	The TPO's Fiscal Year is from July 1 to June 30. The Federal Fiscal Year is from October 1 to September 30.

ACRYONYM	NAME	DESCRIPTION
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
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.
IJA	Infrastructure Investment and Jobs Act	Commonly referred to as the Bipartisan Infrastructure Bill, IJA was signed into law by President Biden on November 15, 2021. IJA includes \$550 billion in new funding for transportation infrastructure. IJA 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.

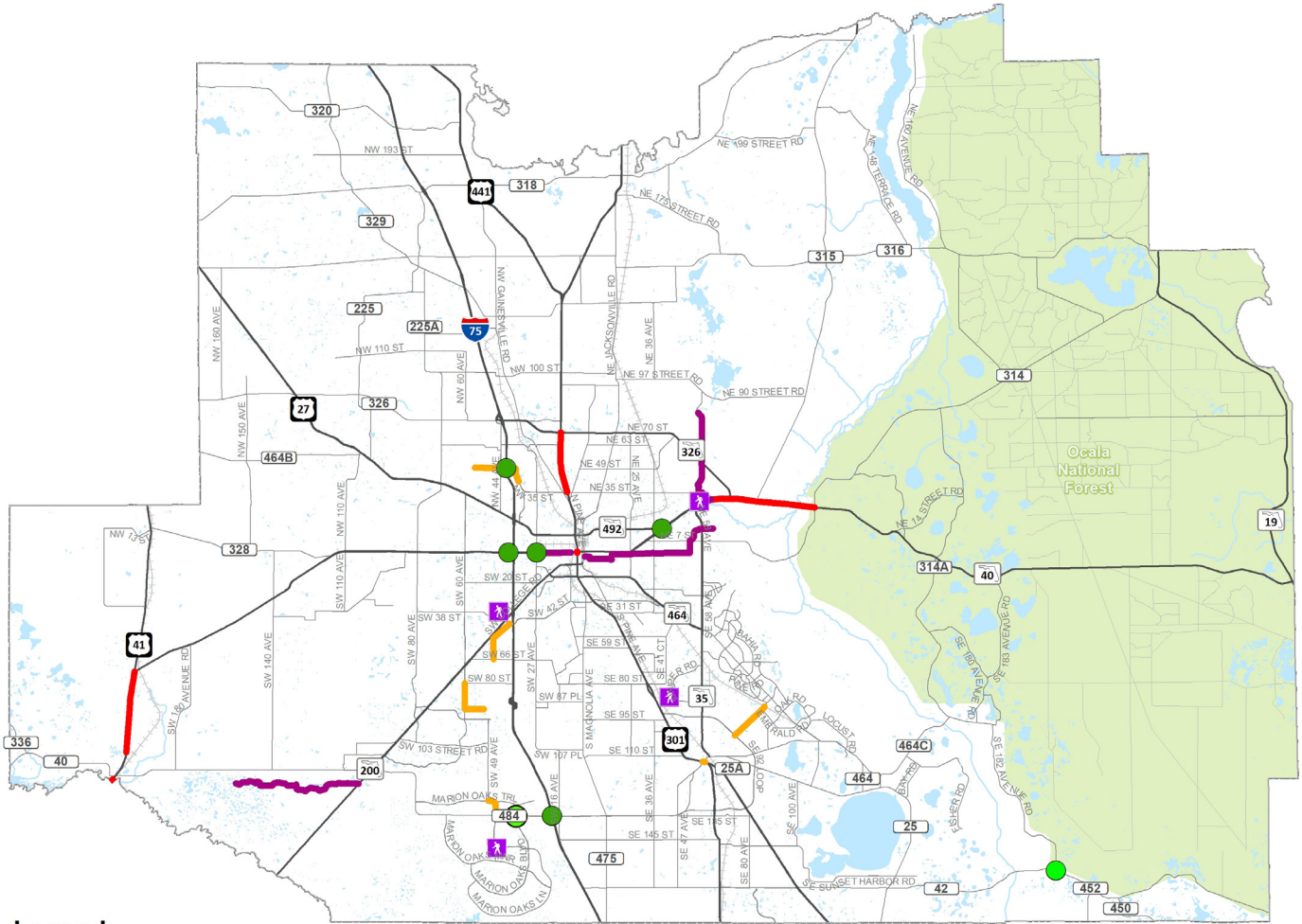
Changes to total project funding are also noted for major projects programmed in both the previous FY 2022 to FY 2026 TIP and the current FY 2023 to FY 2027 TIP.

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

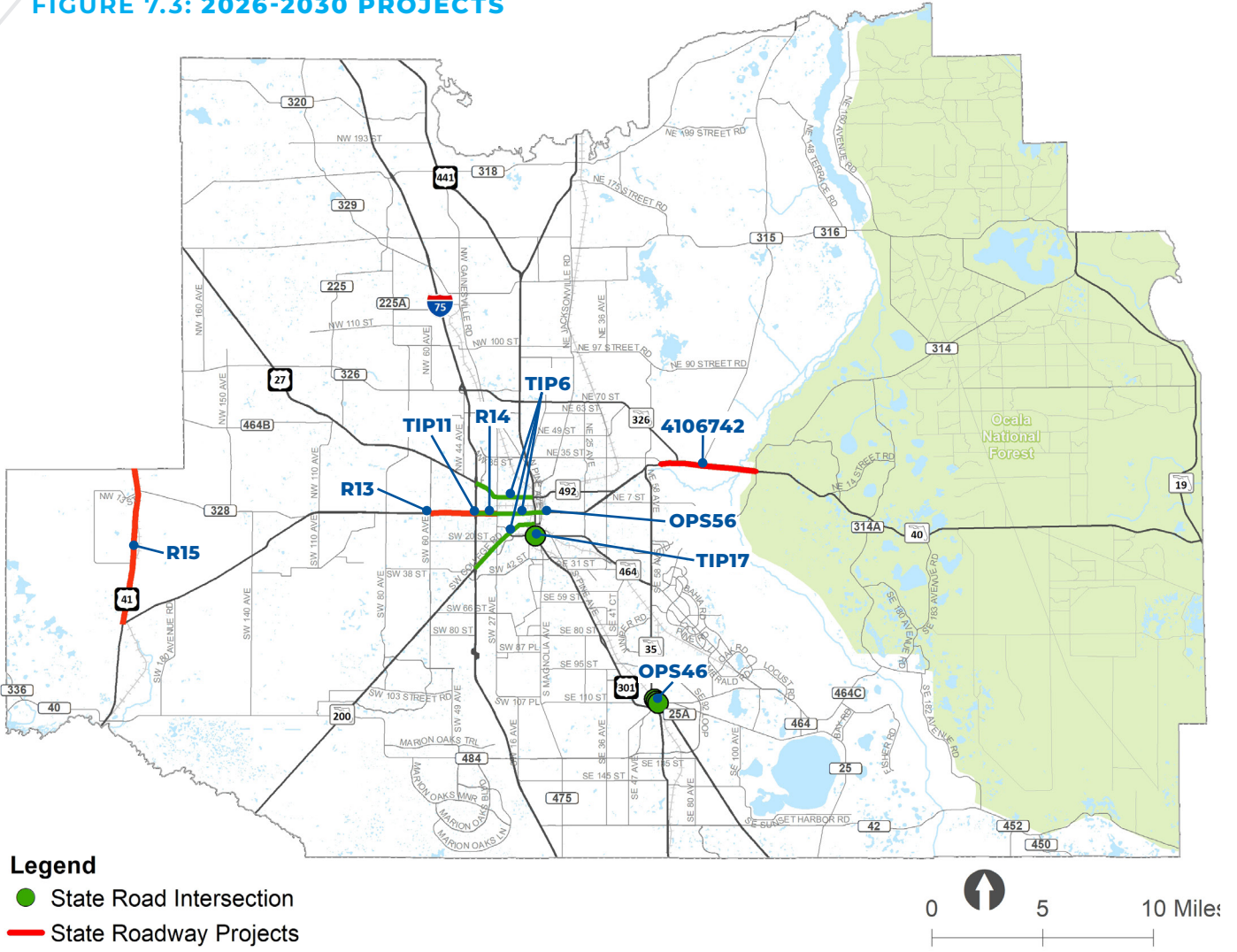
- Local Road Intersection
- State Road Intersection
- Local Roadway Projects
- State Roadway Projects
- Sidewalk Projects
- Trail/Sidewalk Projects



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



Legend

- State Road Intersection
- State Roadway 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		
Phase / Responsible Agency		Fiscal Year							All Years
		<2023	2023	2024	2025	2026	2027	>2027	
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	

		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
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	

		Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years	
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</p> <p>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*</p> <p>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

Phase / Responsible Agency	Fiscal Year							>2027	All Years
	<2023	2023	2024	2025	2026	2027			

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

Phase / Responsible Agency	Fiscal Year							>2027	All Years
	<2023	2023	2024	2025	2026	2027			

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

Phase / Responsible Agency	Fiscal Year							>2027	All Years
	<2023	2023	2024	2025	2026	2027			

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/RDWCY/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/RDWCY/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/RDWCY/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/RDWCY/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/RDWCY/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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APPENDIX K: Roll Forward TIP Amendment Report



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2023 to 2027

Roll Forward Amendment

Pending Approval August 23, 2022



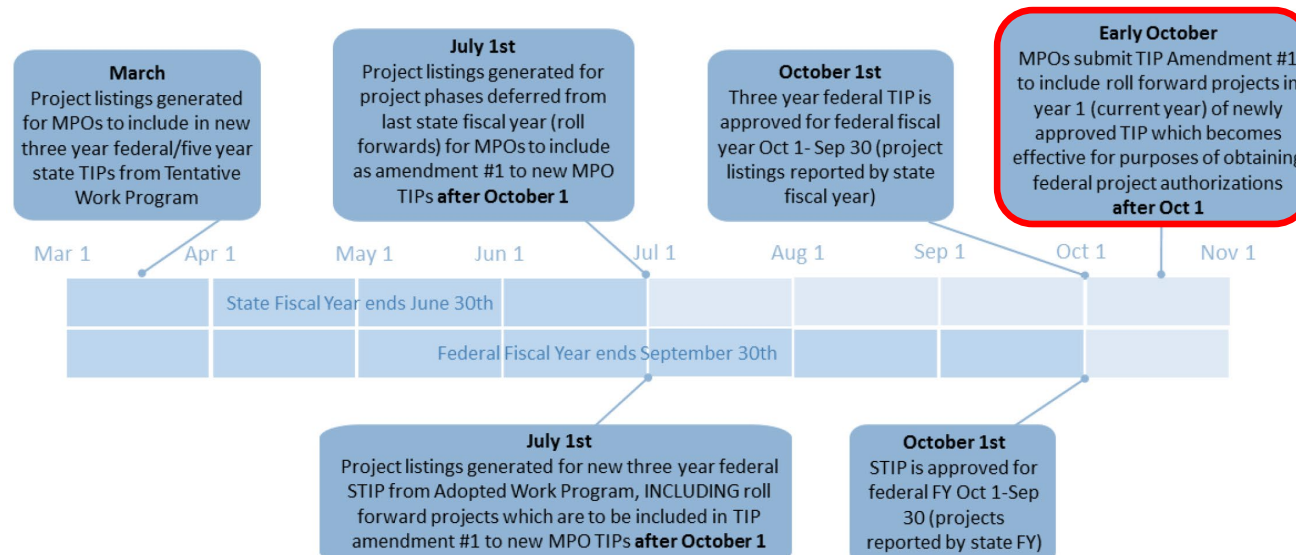
Roll Forward TIP Amendment

PURPOSE

The TPO's FY 2023 to FY 2027 Transportation Improvement Program (TIP) was adopted by the Board on June 28, 2022. The purpose of the TIP Roll Forward Amendment is to ensure full consistency by October 1 each year between the Ocala/Marion County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program.

In some cases, project funding programmed in the previous fiscal year of the prior TIP document was not authorized and encumbered prior to June 30. These projects then roll-forward in the FDOT Work Program for year one (FY 2023), but not into the TPO's TIP to meet the timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include roll-forward projects in the current fiscal year to ensure consistency with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

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



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

Roll Forward Summary

The following tables summarize roll forward projects for the FY 2023 to FY 2027 TIP. The table includes current FY 2023 project funding, amount of funding rolled forward, and revised FY 2023 project funding.

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
238648-1	SR 45 (US 41) From SW 110th Street to North of SR 40	Add Lanes and Reconstruction	PE	\$0	\$275,665	\$275,665
			ROW	\$0	\$4,666	\$4,666
			Total:	\$0	\$280,331	\$280,331
238677-4	SR 35/Belleview Bypass from US 27/441 to SR 35	New Road Construction	PE	\$0	\$1,196	\$1,196
238693-1	SR 35/Baseline Road from SE 92PL/Belleview Bypass to SR 464/Maricamp	Add Lanes and Reconstruction	DB	\$0	\$7,399	\$7,399
			PE	\$0	\$4,467	\$4,467
			Total:	\$0	\$11,866	\$11,866
238719-1	SR 40 from CR 328 to SW 80th Ave(CR 225A)	Add Lanes, Reconstruction	ROW	\$0	\$4,605	\$4,605
410674-3	SR 40 From East Of CR 314 To East Of CR 314A	Preliminary Engineering for Future Capacity	PE	\$0	\$16,570	\$16,570
			ROW	\$0	\$6,841,000	\$6,841,000
			Total:	\$0	\$6,857,570	\$6,857,570
411256-5	SR 35 (US 301) Dallas Pond Redesign	Drainage Improvements	CST	\$0	\$9,798	\$9,798
			PE	\$0	\$1,772	\$1,772
			ROW	\$0	\$1,291	\$1,291
			Total:	\$0	\$12,861	\$12,861
430655-1	SR 492 SR25/200/500 US301/441 to SR 40	Roadway Resurfacing	CST	\$0	\$3,490	\$3,490
431797-2	NE 25th Avenue From NE 14th Street (SR 492) TO NE 24th Street	Add Lanes and Reconstruction	PE	\$0	\$991	\$991
431797-3	NE 25th Avenue From NE 24th Street To NE 35th Street	Add Lanes and Reconstruction	PE	\$0	\$8,063	\$8,063
433651-1	CR 484 From SW 20th Avenue To CR 475A	Interchange Improvements	CST	\$0	\$19,833	\$19,833
			PE	\$0	\$12,912	\$12,912
			ROW	\$0	\$41,012	\$41,012
			Total:	\$0	\$73,757	\$73,757

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Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
433651-4	CR 484 From SW 20th Avenue To CR 475A	Landscaping Improvements	CST	\$179,725	\$0	\$179,725
			PE	\$0	\$5,000	\$5,000
			Total:	\$179,725	\$5,000	\$184,725
443170-1	SR 93 (I-75) From Sumter County To SR 200	Resurfacing of Interstate	CST	\$0	\$102,257	\$102,257
			PE	\$0	\$36,043	\$36,043
			Total:	\$0	\$138,300	\$138,300
445800-1	E SR 40 @ SR 492	Traffic Signals	CST	\$0	\$10,000	\$10,000
			PE	\$0	\$12,423	\$12,423
			Total:	\$0	\$22,423	\$22,423
434408-1	SR 40 Fort Brooks Road From East of NE 10th Street Road to East of NE 145TH Avenue Road	Resurfacing of Roadway	PE	\$0	\$2,684	\$2,684
435057-1	I-75 (SR 93) At CR 484, SR 326, CR 318	Lighting	PE	\$0	\$4,945	\$4,945
435466-1	I-75 2 Locations	Landscaping Improvements	CST	\$0	\$51,689	\$51,689
435492-2	SR 40 Intersection Improvements at Martin Luther King Boulevard	Intersection Improvements	CST	\$0	\$9,380	\$9,380
437344-1	SR 200/SW College Road From East of SW 60th Avenue to East of SW 38th Court	Resurfacing of Roadway	CST	\$0	\$13,622	\$13,622
			PE	\$0	\$4,886	\$4,886
			Total:	\$0	\$18,508	\$18,508
435660-2	SR 326 From SR 326 RXR Crossing 627142B To East Of CR 25A (NW Gainesville Road)	Addition of Turn lanes	CST	\$0	\$37,318	\$37,318
			ROW	\$0	\$23,888	\$23,888
			Total:	\$0	\$61,206	\$61,206
435686-1	SR 500 /US 441 @SE 98th Lane	Addition of Left Turn Lane	CST	\$0	\$51,654	\$51,654
			PE	\$0	\$13,291	\$13,291
			Total:	\$0	\$64,945	\$64,945
436879-1	SR 200 From South Of CR 484 To South Of SW 60th Avenue	Resurfacing of Roadway	CST	\$0	\$55	\$55
			PE	\$0	\$7,587	\$7,587
			Total:	\$0	\$7,642	\$7,642
437339-1	SR 500 /US 27 From Levy County Line To CR 326	Resurfacing of Roadway	CST	\$0	\$24,916	\$24,916
			PE	\$0	\$2,862	\$2,862
			Total:	\$0	\$27,778	\$27,778
437818-1	I-75 @ CR 318 Interchange	Landscaping Improvements	CST	\$0	\$12,971	\$12,971

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Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 2023	Amount Rolled Forward	Revised TIP FY 2023
437828-1	I-75 @ SW 20th Street & I-75 @ SW 43rd Street	Landscaping Improvements	CST	\$0	\$15,243	\$15,243
440880-1	Marion Oaks Sunrise/Horizon-Marion Oaks Golf Way To Marion Oaks Manor	Sidewalk	PE	\$0	\$648	\$648
441136-1	SR25/SR200/US301/US441 From CR 25A To US 301/US441 Interchange	Resurfacing of Roadway	CST	\$0	\$58,119	\$58,119
			PE	\$0	\$33,820	\$33,820
			Total:	\$0	\$91,939	\$91,939
443270-1	SR 25 / 200 To Alachua Bridges 360025 & 360026	Bridge Repair/Rehabilitation	CST	\$0	\$6,010	\$6,010
			PE	\$0	\$6,957	\$6,957
			Total:	\$0	\$12,967	\$12,967
445687-1	US 41 N / S Williams Street From Brittan Alexander Bridge To River Road	Safety Project	CST	\$0	\$29,963	\$29,963
			PE	\$0	\$18,206	\$18,206
			Total:	\$0	\$48,169	\$48,169
448924-1	SR-492 Over CSX Railroad	Bridge Repair/Rehabilitation	CST	\$389,249	\$0	\$389,249
			PE	\$0	\$2,000	\$2,000
			Total:	\$389,249	\$2,000	\$391,249
450506-1	Marion County I-75 Three Dynamic Message Signs	ITS Surveillance System	CST	\$0	\$559,945	\$559,945
418107-1	Marion County Primary In-House	Routine Maintenance	CRT MTN	\$1,831,973	\$0	\$1,831,973
426179-1	Silver Springs State Park Pedestrian Bridges	Miscellaneous Construction	ENV	\$0	\$50,000	\$50,000
			PE	\$0	\$103,650	\$103,650
			Total:	\$0	\$153,650	\$153,650
436474-2	Saddlewood Elementary School Sidewalks	New Sidewalks	CST	\$0	\$4,455	\$4,455
436474-4	Saddlewood Elementary School Sidewalks	New Sidewalks	CST	\$0	\$14,365	\$14,365
436474-5	Legacy Elementary School Sidewalks	New Sidewalks	CST	\$0	\$44,424	\$44,424
439310-1	Osceola Avenue Trail From SE 3rd Street To NE 5th Street	Bike Path/Trail	PE	\$0	\$101	\$101
431798-3	NE 36th Avenue From NE 20th Place to North of NE 25th Street	Rail Capacity Project	CST	\$0	\$78,201	\$78,201
			RRU	\$0	\$266,191	\$266,191
			Total:	\$0	\$344,392	\$344,392
427188-2	SunTran/Ocala/Marion Urban CAP/OPER. Fixed Route Section 5307-2009	Capital for Fixed Route	CAP	\$3,083,976	\$20,277,171	\$23,361,147
445377-1	Marion Ocala Section 5399 Small Urban Capital	Capital for Fixed Route	CAP	\$0	\$1,231,367	\$1,231,367
448170-1	Marion/Ocala Section 5339 Small Urban Capital	Capital for Fixed Route	CAP	\$0	\$470,711	\$470,711
449238-1	Marion-Ocala SunTran Section 5307 ARP Small Urban	Capital for Fixed Route	CAP	\$0	\$783,759	\$783,759

Roll Forward Totals: \$5,484,923 \$31,737,507 \$37,222,430

Project Phase Acronym Description

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

July 11, 2022

Ocala Marion TPO
ATTN: Rob Balmes, Executive Director
2710 E Silver Springs Blvd
Ocala FL 34470

RE: Request to Amend Fiscal Year (FY) 2022/23-2026/27 Transportation Improvement Program (TIP) – Annual Roll Forward

Dear Mr. Balmes:

The purpose of this letter is to request Ocala Marion TPO amend the FY 2022/23-2026/27 TIP with the Annual Roll-Forward Report. The Roll Forward report reconciles differences between the TIP and Florida Department of Transportation's (FDOT) Adopted Five-Year Work Program. This annual process is routine and assists the MPO with identifying projects using federal funds that were not committed during the previous state fiscal year (FY 2021/2022). These projects have automatically "rolled forward" in the FDOT Adopted Five-Year Work Program as of July 1, 2022. This amendment ensures that year one of the TIP matches year one of FDOT's Adopted Five-year Work Program.

The reason for this amendment is to ensure projects with federal funding can be authorized prior to the new Federal Fiscal Year (FFY) beginning on October 1 each year. Until then, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) continue to recognize the FY 2021/22 – 2025/26 TIP as the effective document. Adopting the Roll Forward Report and amending it into the TIP ensure projects will continue to be authorized without interruption.

The affected projects are listed in the attached Roll-Forward Report dated July 5, 2022. The MPO is requested to add this report to the FY 2022/23-2026/27 TIP in its entirety.

Feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us.

Sincerely,

DocuSigned by:

Rakinya Hinson

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Anna Taylor
Government Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
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 HIGHWAYS
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Ocala-Marion TPO

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	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	143,104		0	0	0	0	0	143,104
HPP	682,728		0	0	0	0	0	682,728
SA	987,634		0	0	0	0	0	987,634
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	38,000		0	0	0	0	38,000
DDR	547,588		0	0	0	0	0	547,588
DIH	372,283		0	0	0	0	0	372,283
DS	114,967		0	0	0	0	0	114,967
EB	6,851		0	0	0	0	0	6,851
GFSL	205,655		0	0	0	0	0	205,655
GFSN	30,330		0	0	0	0	0	30,330
SA	19,684	665		0	0	0	0	20,349
SL	213,966	30,000		0	0	0	0	243,966
SN	2,435,547	207,000		0	0	0	0	2,642,547
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	10,337,582		0	0	0	0	0	10,337,582
DIH	975,343	4,666		0	0	0	0	980,009
DS	3,121,944		0	0	0	0	0	3,121,944
HPP	90,955		0	0	0	0	0	90,955
SA	2,070,206		0	0	0	0	0	2,070,206
SL	5,718,406		0	0	0	0	0	5,718,406
TOTAL 238648 1	28,074,773	280,331		0	0	0	0	28,355,104
TOTAL PROJECT:	28,074,773	280,331		0	0	0	0	28,355,104

ITEM NUMBER:238677 4 PROJECT DESCRIPTION:SR 35 / BELLEVIEW BYPASS FROM US 27/441 TO SR 35 *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:NEW ROAD CONSTRUCTION
 ROADWAY ID:36050000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	26,621	1,196		0	0	0	0	27,817
TOTAL 238677 4	26,621	1,196		0	0	0	0	27,817
TOTAL PROJECT:	26,621	1,196		0	0	0	0	27,817

ITEM NUMBER:238693 1 PROJECT DESCRIPTION:SR 35 BASELINE ROAD FROM SE 92PL/BELLEVIEW BY PASS TO SR 464/MARICAMP *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:36009000 PROJECT LENGTH: 3.758MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	250,497	4,467		0	0	0	0	254,964
DS	189,210		0	0	0	0	0	189,210
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	810		0	0	0	0	0	810
DIH	546,592		0	0	0	0	0	546,592
DS	932		0	0	0	0	0	932

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SL	8,397,532	0	0	0	0	0	0	8,397,532
SN	1,771,589	0	0	0	0	0	0	1,771,589
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	79,992	0	0	0	0	0	0	79,992
DS	763,589	0	0	0	0	0	0	763,589
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,560,477	0	0	0	0	0	0	3,560,477
DER	48,328	0	0	0	0	0	0	48,328
DIH	176,683	7,399	0	0	0	0	0	184,082
DS	19,471,566	0	0	0	0	0	0	19,471,566
TOTAL 238693 1	35,257,797	11,866	0	0	0	0	0	35,269,663
TOTAL PROJECT:	35,257,797	11,866	0	0	0	0	0	35,269,663

ITEM NUMBER:238719 1 PROJECT DESCRIPTION:SR 40 FROM CR 328 TO SW 80TH AVE(CR 225A) *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36110000 PROJECT LENGTH: 4.035MI LANES EXIST/IMPROVED/ADDED: 3/ 2/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	1,628	0	0	0	0	0	0	1,628
DDR	205,169	0	0	0	0	0	0	205,169
DIH	241,144	0	0	0	0	0	0	241,144
DS	994,290	0	0	0	0	0	0	994,290
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	7,024,431	0	0	0	0	0	0	7,024,431
DIH	316,085	4,605	0	0	0	0	0	320,690
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	23,892	0	0	0	0	0	0	23,892
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,029,553	0	0	0	0	0	0	1,029,553
DIH	608,435	0	0	0	0	0	0	608,435
DS	11,417,482	0	0	0	0	0	0	11,417,482
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	6,795	0	0	0	0	0	0	6,795
TOTAL 238719 1	21,868,904	4,605	0	0	0	0	0	21,873,509
TOTAL PROJECT:	21,868,904	4,605	0	0	0	0	0	21,873,509

ITEM NUMBER:410674 3 PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A *SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY
ROADWAY ID:36080000 PROJECT LENGTH: 6.140MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	302,632	0	0	0	0	0	0	302,632
ART	1,549,011	0	0	0	0	0	0	1,549,011
DIH	332,564	16,570	0	0	0	0	0	349,134
DS	42,719	0	0	0	0	0	0	42,719
EB	136,930	0	0	0	0	0	0	136,930
SA	10,000	0	0	0	0	0	0	10,000
SL	5,416,792	0	0	0	0	0	0	5,416,792
SN	86,580	0	0	0	0	0	0	86,580
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ART	0	6,000,000	23,932,000	0	0	0	0	29,932,000

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ITEM NUMBER:435492 2 PROJECT DESCRIPTION:SR 40 INTERSECTION IMPROVEMENTS AT MARTIN LUTHER KING BLVD. *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:INTERSECTION IMPROVEMENT
ROADWAY ID:36110000 PROJECT LENGTH: .114MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF Ocala								
DDR	740,722		0	0	0	0	0	740,722
DIH	526		0	0	0	0	0	526
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	250		9,380	0	0	0	0	9,630
TOTAL 435492 2	741,498		9,380	0	0	0	0	750,878
TOTAL PROJECT:	741,498		9,380	0	0	0	0	750,878

ITEM NUMBER:437344 1 PROJECT DESCRIPTION:SR 200/SW COLLEGE ROAD FROM E OF SW 60TH AVE TO E OF SW 38TH COURT *NON-SIS*
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING
ROADWAY ID:36100000 PROJECT LENGTH: 2.767MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	2,720		0	0	0	0	0	2,720
DDR	183,653		0	0	0	0	0	183,653
DIH	67,114	4,886	0	0	0	0	0	72,000
DS	34,254	0	0	0	0	0	0	34,254
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	4,959,036		0	0	0	0	0	4,959,036
DIH	14,832	13,622	0	0	0	0	0	28,454
DS	255,045	0	0	0	0	0	0	255,045
TOTAL 437344 1	5,516,654	18,508	0	0	0	0	0	5,535,162
TOTAL PROJECT:	5,516,654	18,508	0	0	0	0	0	5,535,162

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	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	14,869		0	0	0	0	0	14,869
DI	3,245		0	0	0	0	0	3,245
DS	170,487		0	0	0	0	0	170,487
NHPP	398,753		0	0	0	0	0	398,753
SA	115,217		0	0	0	0	0	115,217
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	2,148	23,660	0	0	0	0	0	25,808
DDR	42,383	0	0	0	0	0	0	42,383
NHPP	435,644	228	0	0	0	0	0	435,872
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	9,738	0	0	0	0	0	0	9,738
NHPP	92,262	0	0	0	0	0	0	92,262
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	32,992	36,841	0	0	0	0	0	69,833

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Ocala-Marion TPO

ITEM NUMBER: 448924 1		PROJECT DESCRIPTION: SR-492 OVER CSX RR					*NON-SIS*	
DISTRICT: 05		COUNTY: MARION					TYPE OF WORK: BRIDGE-REPAIR/REHABILITATION	
ROADWAY ID: 36000076		PROJECT LENGTH: .102MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	43,595		0	0	0	0	0	43,595
DIH	0	2,000	0	0	0	0	0	2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	0	387,195	0	0	0	0	0	387,195
DIH	0	2,054	0	0	0	0	0	2,054
TOTAL 448924 1	43,595	391,249	0	0	0	0	0	434,844
TOTAL PROJECT:	43,595	391,249	0	0	0	0	0	434,844

ITEM NUMBER: 450506 1		PROJECT DESCRIPTION: MARION COUNTY I-75 THREE DYNAMIC MESSAGE SIGNS					*SIS*	
DISTRICT: 05		COUNTY: MARION					TYPE OF WORK: ITS SURVEILLANCE SYSTEM	
ROADWAY ID: 36210000		PROJECT LENGTH: 38.282MI					LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	0	559,945	0	0	0	0	0	559,945
TOTAL 450506 1	0	559,945	0	0	0	0	0	559,945
TOTAL PROJECT:	0	559,945	0	0	0	0	0	559,945
TOTAL DIST: 05	211,302,959	8,982,086	23,979,520	0	0	0	0	244,264,565
TOTAL HIGHWAYS	211,302,959	8,982,086	23,979,520	0	0	0	0	244,264,565

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

Ocala-Marion TPO

ITEM NUMBER: 418107 1
 DISTRICT: 05
 ROADWAY ID:

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

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL 418107 1	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL PROJECT:	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL DIST: 05	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300
TOTAL MAINTENANCE	41,108,435	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973	0	50,268,300

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

OCALA-MARION TPO

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

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT								
FTA	0	18,688,918	2,541,196	2,617,431	2,617,431	2,617,431	0	29,082,407
LF	0	4,672,229	635,299	654,398	654,398	654,398	0	7,270,722
TOTAL 427188 2	0	23,361,147	3,176,495	3,271,829	3,271,829	3,271,829	0	36,353,129
TOTAL PROJECT:	0	23,361,147	3,176,495	3,271,829	3,271,829	3,271,829	0	36,353,129

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	985,093	0	0	0	0	0	985,093
LF	0	246,274	0	0	0	0	0	246,274
TOTAL 445377 1	0	1,231,367	0	0	0	0	0	1,231,367
TOTAL PROJECT:	0	1,231,367	0	0	0	0	0	1,231,367

ITEM NUMBER:448170 1 PROJECT DESCRIPTION:MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	376,569	0	0	0	0	0	376,569
LF	0	94,142	0	0	0	0	0	94,142
TOTAL 448170 1	0	470,711	0	0	0	0	0	470,711
TOTAL PROJECT:	0	470,711	0	0	0	0	0	470,711

ITEM NUMBER:449238 1 PROJECT DESCRIPTION:MARION - OCALA SUNTRAN SECTION 5307 ARP SMALL URBAN AREA *NON-SIS*
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	627,007	0	0	0	0	0	627,007
LF	0	156,752	0	0	0	0	0	156,752
TOTAL 449238 1	0	783,759	0	0	0	0	0	783,759
TOTAL PROJECT:	0	783,759	0	0	0	0	0	783,759
TOTAL DIST: 05	0	25,846,984	3,176,495	3,271,829	3,271,829	3,271,829	0	38,838,966
TOTAL TRANSIT	0	25,846,984	3,176,495	3,271,829	3,271,829	3,271,829	0	38,838,966

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

OCALA-MARION TPO

ITEM NUMBER:436474 5 PROJECT DESCRIPTION:LEGACY ELEMENTARY SCHOOL SIDEWALKS TYPE OF WORK:SIDEWALK *NON-SIS*
 DISTRICT:05 COUNTY:MARION LANS EXIST/IMPROVED/ADDED: 0/ 0/ 0
 ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	260,159	44,424	0	0	0	0	0	304,583
SL	28,181	0	0	0	0	0	0	28,181
TALT	7,819	0	0	0	0	0	0	7,819
TOTAL 436474 5	296,159	44,424	0	0	0	0	0	340,583
TOTAL PROJECT:	700,754	63,244	0	0	0	0	0	763,998

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

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA								
LF	194,476	0	0	0	0	0	0	194,476
TALL	650,316	0	0	0	0	0	0	650,316
TALT	245,472	0	0	0	0	0	0	245,472
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	101	0	0	0	0	0	101
TALT	11,217	0	0	0	0	0	0	11,217
TOTAL 439310 1	1,101,481	101	0	0	0	0	0	1,101,582
TOTAL PROJECT:	1,101,481	101	0	0	0	0	0	1,101,582
TOTAL DIST: 05	3,133,452	216,995	3,665,439	0	0	0	0	7,015,886
TOTAL MISCELLANEOUS	3,133,452	216,995	3,665,439	0	0	0	0	7,015,886

GRAND TOTAL 292,620,556 **37,222,430** 32,653,427 5,103,802 5,103,802 5,103,802 0 377,807,819



TO: Committee Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

RE: Title VI/Nondiscrimination Plan

Summary

Attached is the Title VI/Nondiscrimination Plan 2022 update. This document has been created and currently updated, to ensure the TPO's commitment to comply with the Title VI/Nondiscrimination 1964 Civil Rights Act.

Attachment(s)

Title VI/Nondiscrimination 2022 update is attached for your review. The highlights in the document denote the updates.

Action Requested

Staff is seeking approval

If you have any questions, please contact me at 352.438.2634.



**OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION**
Website: Ocalamariontpo.org

TITLE VI NON-DISCRIMINATION PLAN



Adopted: January 24, 2023

Prepared in cooperation with: Cities of Ocala, Dunnellon, Belleview and Marion County
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.

Liz Mitchell, Title VI/Non-Discrimination Coordinator
liz.mitchell@marionfl.org

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

The highlights denote the updates.

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POLICY STATEMENT

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 Ocala Marion 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, and other nondiscrimination statutes, regulations and authorities. The Ocala Marion 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 familial status. The Ocala Marion 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.

COMPLAINT PROCEDURES

The Ocala Marion TPO has put in place a concise, prompt and reasonable complaint procedure to ensure that any discrimination is investigated and eliminated. The Title VI Coordinator has direct, easy and unimpeded access to the TPO Director for the purposes of discussing nondiscrimination issues. Any person(s) who believes has been subjected to discrimination based upon race, color, national origin, sex, age, disability, religion, income or family status in any of Ocala Marion TPO services, activities, plans, programs or employment practices may file a complaint with the Ocala Marion TPO.

The complaint should be submitted in writing and contain the identity of the complainant, the basis of allegation(s) (i.e. race, color, national origin, sex, age, disability, religion income or family status) and a description of the alleged discrimination with the date it occurred (refer to **APPENDIX B**). The official complaint will need to be submitted to our Title VI Coordinator or the TPO Director. The complaint can be submitted at the following location:

Liz Mitchell, Title VI/Nondiscrimination Coordinator
2710 E. Silver Springs Blvd.
Ocala, Florida 34470
Email: liz.mitchell@marionfl.org
Phone: (352) 438-2634

Ocala Marion TPO investigates complaints received no more than 180 days after the alleged incident. The Ocala Marion TPO will process complaints that are complete. Once the complaint is received, Ocala Marion TPO will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing him/her whether the complaint will be investigated by our office.

The Title VI/Nondiscrimination Coordinator has ninety (90) days to investigate the complaint. If more information is needed to resolve the case, the Coordinator may contact the complainant.

The complainant has ten (10) business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within ten (10) business days, the Coordinator can administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he will issue one of two letters to the complainant:

- Closure letter- A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed.
- or a
- Letter of Finding (LOF) - A LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur.

If the complainant wishes to appeal the decision, she/he has seven (7) days to do so from the time he/she receives the closure letter or the LOF.

Should the Ocala Marion TPO be unable to satisfactorily resolve a complaint, the Ocala Marion TPO will forward the complaint, along with a record of its disposition to the appropriate District of Florida Department of Transportation (FDOT). The written complaint may be submitted directly to FDOT if the complainant is unable or unwilling to complain to the Ocala Marion TPO. FDOT will serve as a clearinghouse, forwarding the complaint to the appropriate state or federal agency:

Florida Department of Transportation, Equal Opportunity Office
ATTN: Title VI Complaint Processing
605 Suwannee St. MS 65,
Tallahassee, Florida 32399

The staff of the Ocala Marion TPO will maintain a log of all complaints received by the agency. The log will include all the following information:

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

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

CIVIL RIGHTS CERTIFICATION AND ASSURANCE

The Ocala Marion Transportation Planning Organization (TPO) assures the Florida Department of Transportation that no person shall, on the basis of race, color, national origin, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program, or activity undertaken by this agency.

The Ocala Marion TPO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the recipient's Chief Executive Officer or authorized representative.
2. Issue a policy statement signed by the Executive Director or authorized representative, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in language other than English.
3. Insert the clauses of **APPENDIX E of this plan into every contract subject to the Acts and the Regulations.**
4. Develop a complaint process and attempt to resolve complaints of discrimination against the Ocala Marion TPO.
5. Participate in training offered on the Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or any other state or federal regulatory agency, take affirmative actions to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) days.
7. Have a process to collect racial and ethnic data on persons impacted by the agency's programs.
8. Submit the information required by FTA Circular 4702.1B to the primary recipients (refer to **APPENDIX A** of this plan).

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the agency.

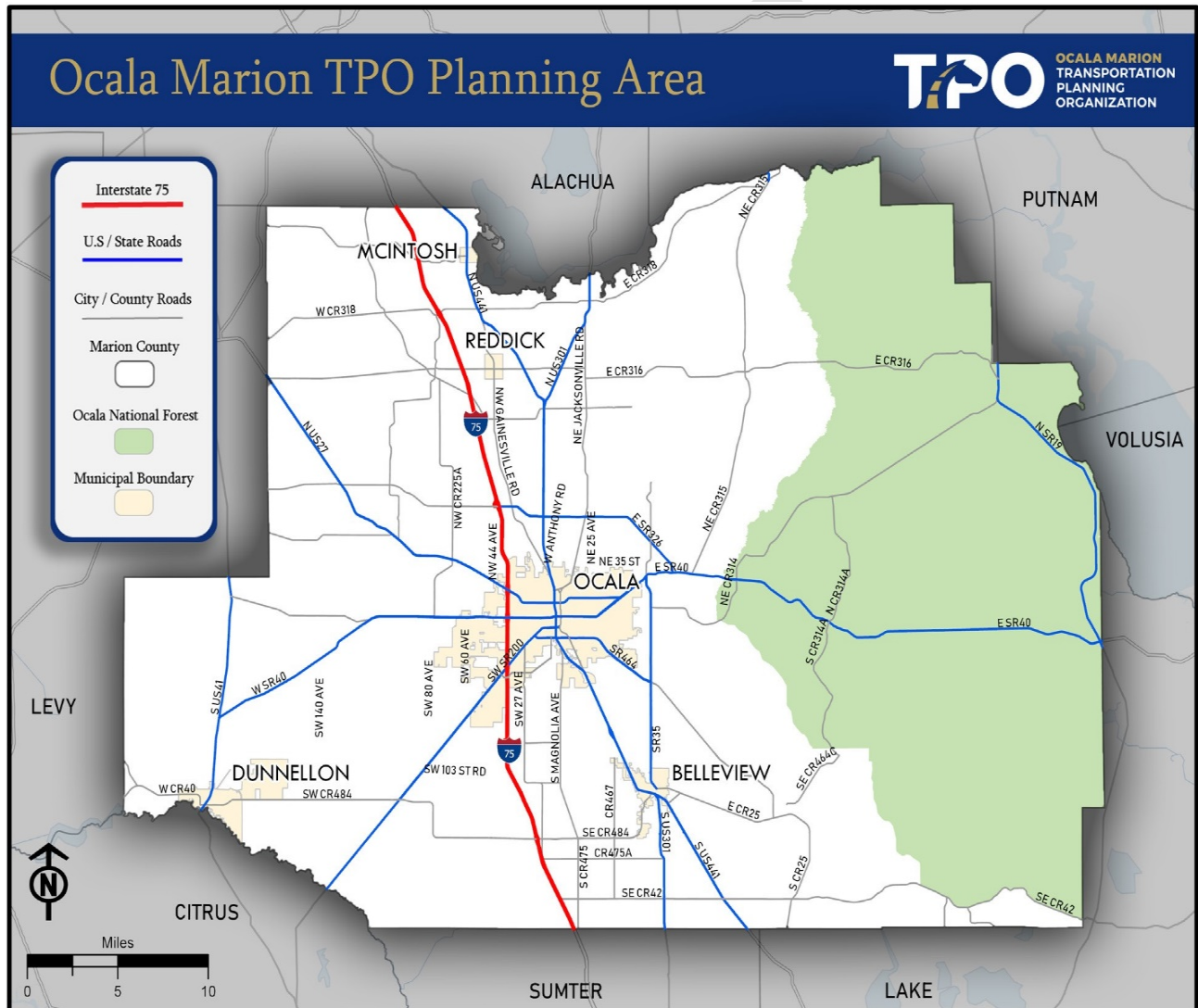
Date: _____

Robert Balmes
TPO Director
Ocala Marion TPO

INTRODUCTION

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 was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people, to provide a forum for the development of transportation policy and transportation planning services for all of Marion County. Due to rapid population growth in the 1980s, the planning boundaries of the entire county were added. The below map illustrates the TPO planning area which includes all of Marion County.

Map of TPO Planning Area



The Title VI/Nondiscrimination Policy, Americans with Disabilities Act (ADA), Public Participation Plan (PPP), Environmental Justice (EP), and Limited English Proficiency Plan (LEP) all work in unison to ensure that participation is solicited with specific tactics for outreach and involvement from all of the communities and citizens throughout Marion County.

GOVERNANCE

The Ocala Marion TPO is governed by the TPO Board and committees that work together to increase public involvement, transparency, awareness, economic vitality, and mobility. These committees are made up of an array of individuals with varying levels of expertise and backgrounds. This type of diversity helps garner greater efficiency, and effectiveness for accomplishing the transportation goals of the TPO planning area. In addition, having so many varying individuals involved in our committees helps to increase communication and awareness throughout the community. Communication, public involvement, and community awareness, are vital to the success of the transportation planning process.

THE GOVERNING BOARD

The TPO Board is the final level of review and decision-making body in the TPO organizational structure. The Board is comprised of elected officials representing local jurisdictions. Recommendations from TPO staff and the advisory committee's substructure are reviewed, discussed and then either approved or rejected through a voting process. All meetings are conducted in an open public forum with an opportunity for public comment. The public is encouraged to attend all TPO committee and board meetings. Meetings are advertised at least seven (7) days in advance on the websites of the TPO, Marion County, and the cities of Belleview, Dunnellon, and Ocala, in accordance with the notification requirements of Florida Statute - Sunshine Law:

s.286.011,

http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0200-0299/0286/Sections/0286.011.html

and

s.120.525,

http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0100-0199/0120/Sections/0120.525.html.

In addition to advertisement, meetings are also advertised on the TPO's social media platform.

The TPO Board voting membership is comprised of the following representatives:

- | | |
|---|---------------------|
| 1. City of Belleview City Commission | 1 member |
| 2. City of Dunnellon City Council | 1 member |
| 3. City of Ocala City Council | 5 members |
| 4. Marion County Board County Commissioners | 5 members |
| 5. FDOT District Five Secretary | 1 member Non-voting |

CITIZENS ADVISORY COMMITTEE (CAC)

The Citizens Advisory Committee (CAC) is comprised of Marion County residents who volunteer to provide input to the TPO from a citizen's point of view. A minimum of 6 and up to 15 members, with preferred representation from the following types of organizations and associations, or from individuals with educational or career experience in similar fields.

- Environmental and/or Conservation groups/associations
- Cycling and/or Trails advocacy group/associations
- Governor’s West Ocala Neighborhood Revitalization
- Council or other neighborhood groups/associations
- Business community groups/associations
- An equine group/association
- The transportation disadvantaged community
- Six (6) **additional** members that are residents of the TPO area

Appointments to this committee are made through an application process where the candidates are interviewed and are then recommended to the TPO board for approval. Consideration for appointment is based on geographic location, interviews, and overall background of each candidate with an emphasis on diversity to ensure broad socio-economic, racial, ethnic and geographic representation. The Ocala Marion TPO strives to maintain a cross-section of professional associations, neighborhood associations, civic and community associations, and private sector individuals representing individuals with disabilities, minority groups, and geographic areas of the region. CAC members assist in identifying the needs of the public and potential outreach opportunities.

TECHNICAL ADVISORY COMMITTEE (TAC)

The Technical Advisory Committee (TAC) membership is comprised of 11 members who are planners, engineers, technicians and other professionals representing local and state government agencies and local transit providers. The TAC recommendations are based on the professional experience of the committee members. TAC members review the Ocala Marion TPO work products and plans before they are presented to the Board.

The TAC is comprised of representatives from the following organizations:

1. City of Belleview: Public Works
2. City of Dunnellon: Public Works
3. City of Ocala: Traffic Engineering
4. City of Ocala: Growth Management
5. Marion County Board of County Commissioners: Traffic Engineering
6. Marion County Board of County Commissioners: Growth Services
7. Marion County School District
8. Marion County Tourism
9. Florida Department of Environmental Protection: Office of Greenways & Trails
10. SunTran - Mass Transit
11. Florida Department of Transportation (FDOT) District 5: a non-voting member

TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD

The Ocala Marion TPO provides staff support to the Transportation Disadvantaged Local Coordinating Board (TDLCB) in the region and oversight to the Community Transportation Coordinator (CTC). This board coordinates transportation needs of the disadvantaged in our community, including individuals with physical and economic challenges and senior citizens facing mobility issues. The TDLCB board assists the TPO in identifying local service needs and provides information, advice, and direction to the Community Transportation Coordinator (CTC) on services to be provided to the transportation disadvantaged community. Membership is comprised of one representative each from the City of Ocala, Marion County Public School Board, FDOT, and various health and labor not-for-profit organizations.

The TDLCB Board is comprised of representatives from the following organizations:

1. Marion County Board of County Commissioners
2. Marion County Department of Veteran Affairs
3. Department of Education and/or Marion County Public Schools
4. Ocala Housing Authority and/or Housing Finance Authority
5. Centers for Independent Living
6. CareerSource Citrus Levy Marion
7. Florida Center for the Blind
8. Agency for Health Care Administration and/or local health agency
9. Agency for Persons with Disabilities
10. Florida Department of Transportation
11. Florida Department of Elder Affairs
12. Public Transit System or local Mass Transit
13. Florida Department of Children and Families
14. Florida Association for Community Action
15. A person over sixty
16. A person with a disability

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

BODY	CAUCASIAN	LATINO	AFRICAN AMERICAN	ASIAN AMERICAN	NATIVE AMERICAN	OTHER
CAC	78%	0%	22%	0%	0%	0%
TAC	73%	0%	18%	9%	0%	0%
TDLCB	55%	13%	13%	0%	0%	19%

NOTICES PROVIDED:

The Ocala Marion TPO posts notice of Title VI compliance in the reception area and on its website, as well as this plan to inform individuals regarding the Title VI policies, and procedures. The Ocala Marion TPO provides the following notice of nondiscrimination on all its plans, documents, studies, and websites as well as advertised in the local newspaper, in accordance with the notification requirements of Florida Statute s.286.011, F.S. with each meeting.

TITLE VI/NONDISCRIMINATION STATEMENT

The Ocala Marion Transportation Planning Organization (TPO) complies with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, Title VI of the Civil Rights Act of 1964 and other federal equal opportunity laws and therefore does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in TPO programs and activities, as well as the TPO's hiring or employment practices. Title VI complaints related to the TPO can be submitted at, 2710 E. Silver Springs Blvd., Ocala, Florida 34470. 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 email liz.mitchell@marionfl.org.

PUBLIC PARTICIPATION

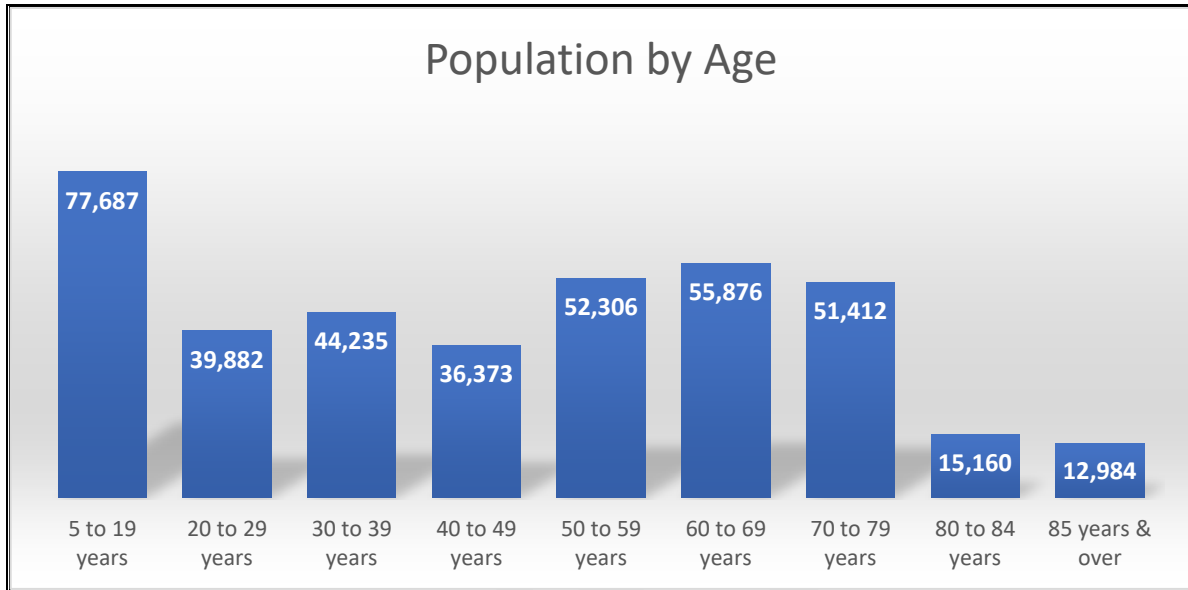
In order to plan for efficient, effective, safe, equitable and reliable transportation systems, the Agency must have the input of its public. The Agency spends extensive staff and financial resources in furtherance of this goal and strongly encourages the participation of the entire community. The Agency hosts an informative website that advises the public how it can access information and provide input. The Agency also holds public meetings, workshops and other events designed to gather public input on program and project planning. This includes engaging our minority and Limited English Proficiency (LEP) populations to receive input, and working diligently to increase awareness of the planning process for all our residents throughout the planning area.

The Public Participation Plan (PPP) for the TPO includes various goals, and objectives to increase public participation with the transportation planning process. This encompasses various outreach strategies such as, public forums, community meetings, project specific websites, and updating the TPO website. The strategies include holding these outreach events, activities, and meetings in locations that are accessible to all individuals. Therefore, meetings are held in Silver Springs Shores, Marion Oaks, City of Dunnellon, City of Belleview, as well as throughout the City of Ocala and other areas of unincorporated Marion County. This ensures that all communities have the chance to be involved in the transportation planning process, regardless of location. Public participation is highly encouraged and sought out to get a well-rounded view of the public's thoughts and concerns. The Ocala Marion TPO's PPP was updated in 2020. The update includes ways of measuring the TPO's effectiveness in public participation, various public participation opportunities, and strategies to increase our awareness to the citizens of Marion County. For more information regarding the PPP visit <http://www.ocalamariontpo.org>.

Further, the Agency sponsors, attends, and participates in other community events to promote its services to the public, such as community outreach programs like "Marion County Day" designed to inform the community of the programs available within the County. Finally, the Agency is constantly seeking ways of measuring the effectiveness of its public participation. Persons wishing to request special presentations by the Agency; volunteer in any of its activities; offer suggestions for improvement; or to simply learn more about Agency programs and services should visit the <http://www.ocalamariontpo.org> website.

DEMOGRAPHICS FOR THE OCALA MARION TPO AREA

The Ocala Marion TPO contains the incorporated cities of Belleview, Dunnellon, and Ocala, as well as Marion County in its entirety. Marion County has a population of 385,915, based on the 2021 ACS 1-year estimates Subject Tables. The following chart is a breakdown of population by age within the TPO planning area.



2021 ACS 1-year estimates Subject Tables

The Ocala Marion TPO planning area (Marion County) has experienced a higher percentage increase in its total population, than the State of Florida. The TPO has had an increase in total population of 7%, and the aging population from 2018 to 2021 estimates have a 6% increase. Overall, the State of Florida, has had a total population increase of 2.3%, and an increase of 5.5% for its aging population from 2018 to 2021. The following chart highlights the population percentages mentioned above:

Marion County	65 & Older	Total Population	State of Florida	65 & Older	Total Population
2018	104,024	359,977	2018	4,358,784	21,299,325
2021	110,581	385,915	2021	4,598,996	21,781,128
Percent Increase %	6%	7%	Percent Increase %	5.5%	2.3%

ACS Census 2021 - 1-year estimates

The TPO has experienced a higher percentage of growth with our total population since the year 2018, compared to the State of Florida as mentioned earlier. However, when examining the growth in greater detail, the percentage of growth is most concentrated with traditionally underserved and minority populations. Therefore, this makes the need to increase the TPOs public participation and awareness within these communities that much greater. The following chart highlights the percentage of growth mentioned earlier:

Demographics Marion County									
	White	Black	Hispanic or Latino	American Indian & Alaska Native	Asian	Native Hawaiian & Other Pacific Islander	Two or more races	Some other race (as identified by Census)	Total Population
2018	252,199	43,491	49,093	1,009	4,898	142	8330	815	359,977
2021	259,468	44,627	59,704	358	6,708	0	13,787	1263	385,915
Percent Increase %	2.9%	2.6%	21.6%	-64.5%	37%	-100%	65.5%	55%	7.2%

ACS Census 2021 - 1-year estimates

Demographics State of Florida									
	White	Black	Hispanic or Latino	American Indian & Alaska Native	Asian	Native Hawaiian & Other Pacific Islander	Two or more races	Some other race (as identified by Census)	Total Population
2018	11,344,261	3,252,558	5,562,452	41,492	580,229	9,694	426,855	81,784	21,299,325
2021	11,139,831	3,186,335	5,830,915	20,354	605,613	10,500	838,800	148,780	21,781,128
Percent Increase %	-1.8%	-2%	4.8%	-51%	4.3%	8.3%	96.5%	81.9%	2.3%

ACS Census 2021- 1-year estimates

The TPO is dedicated to increasing public participation and awareness with all the communities throughout the planning area. Staff will focus on advertising, continually updating the TPO website, and actively recruiting members from these communities to be a part of our committees, meetings, and any TPO associated activities to better serve the community.

For more information regarding goals, objectives, and strategies as it relates to public participation please see the TPOs Public Participation Plan (PPP). The PPP plan can be found on the TPOs website <http://www.ocalamariontpo.org>. Feel free to reach out to TPO staff for any additional questions or concerns at (352) 438-2630.

ENVIRONMENTAL JUSTICE (EJ)

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

For the 2045 Long Range Transportation Plan (LRTP), an EJ analysis was performed in the project evaluation and prioritization process, assessing projects in terms of their proximity to transportation disadvantaged populations, also referred to as Equity Areas. The identification of this segment of the Marion County population was accomplished through the analysis of US Census block group data on minority and low-income population levels. Additionally, block groups were analyzed in support of transit needs to account for higher than county averages of people without a vehicle, seniors over 65 and youth under age 16.

Based on the criteria used to identify the EJ population, the countywide average poverty rate in Marion County was 17.6% and the minority rate was 17.8%, in accordance with Census data. Areas in the County with both a poverty and minority rate above the countywide averages, respectively, were considered EJ areas for the purpose of the LRTP analysis. A minimum population threshold was also applied to isolate areas with substantial population. The threshold for both minority and poverty is a minimum of 500 population by census block group. Areas meeting either the minority or poverty definition were also considered, particularly in the identification of 2045 LRTP workshop locations to provide adequate citizen access to the planning process.

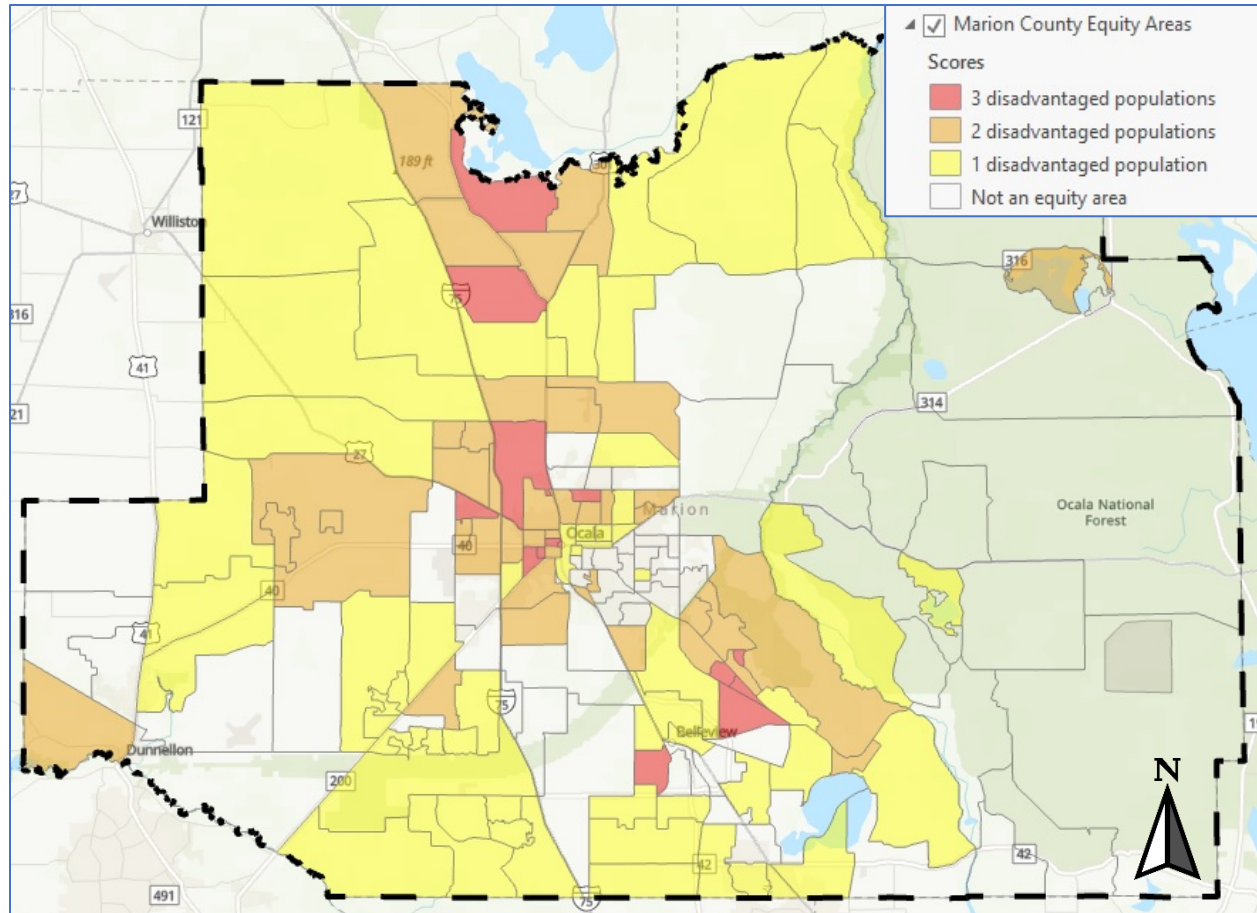
The following table summarizes the Needs Plan in EJ versus non-EJ areas. Roadway improvements were represented in terms of cost, due to the high degree of variability in the cost of various improvements. Only the portions of projects in EJ areas are included in the cost/mileage summaries in the EJ Areas column. Other improvements are represented in terms of miles of improvements. As reflected in the table, 16% of non-motorized and 13% of motorized projects in the Needs Plan are located in EJ areas, as measured by population distribution in EJ versus non-EJ areas.

2045 Long Range Transportation Plan, Assessment of Investments in Environmental Justice Areas

	EJ AREAS	NON-EJ AREAS	TOTAL
Population	62,300	270,900	333,200
Roadway Needs	\$194,256,000	\$1,247,293,000	\$1,441,549,000
Per Capita	\$3,118	\$4,604	\$4,326
ITS Needs Mileage	49.1	169.7	225.4
Per thousand residents	0.79	0.63	0.68
Bicycle/Pedestrian Needs (mileage)	84	431	515
Per thousand residents	1.34	1.59	1.55
Public Transit Needs (route mileage)	45.2	92.4	137.6
Per thousand residents	0.73	0.34	0.41

Note: Project cost estimates are represented in present day cost. Multimodal and ITS improvements represent all candidate projects in boxed fund programs.

The following map displays the transportation disadvantaged populations, which comprise the EJ Equity Areas of Marion County. The Equity Areas are based on the five disadvantaged groups – poverty, minorities; and higher than county average for no vehicle, seniors over 65 and youth under 16. Equity Areas with composite scores of 1, 2, or 3 have either 1, 2 or 3 disadvantaged groups.



LIMITED ENGLISH PROFICIENCY (LEP)

The Ocala Marion Transportation Planning Organization (TPO) is committed to increasing awareness and involvement with all individuals throughout the planning area, including those communities that have been traditionally underserved, and individuals that have Limited English Proficiency (LEP). In the Ocala Marion TPO service area there are residents who describe themselves as not able to communicate in English very well. The Ocala Marion TPO is federally mandated (Executive Order 13166) to take responsible steps to ensure meaningful access to the benefits, services, information and other important portions of its programs and activities for individuals who are LEP. Any person(s) requiring special language services (free of charge) should contact Liz Mitchell, Title VI Coordinator, at least seven (7) days in advance, so proper accommodations can be made to: Ocala Marion TPO, 2710 E. Silver Springs Blvd., Ocala, Florida 34470, Attn: Liz Mitchell (352) 438-2634, liz.mitchell@marionfl.org.

The TPO website allows translation of the site to various languages to significantly remove language as a barrier to access, and to help accommodate the navigation, and awareness of TPO related events, activities, and meetings. Also, the Title VI Statement and Complaint Procedure for filing a Title VI related complaint have been translated into Spanish and placed on the website. This allows for those individuals who are Limited English Proficient to be aware of their rights as it relates to Title VI and LEP. For more information including demographics,

outreach efforts, staff training, and overall procedures please see the TPO's LEP Plan in **APPENDIX D.**

AMERICANS WITH DISABILITIES ACT/SECTION 504 OF THE REHABILITATION ACT

The Americans with Disabilities Act (ADA) of 1990, Section 504 of the Rehabilitation Act of 1973 and related federal and state laws and regulations forbids discrimination against those who have disabilities and requires agencies and government entities to take reasonable steps to accommodate the disabled and ensure their needs are represented in transportation programs, plans, services and activities.

The Ocala Marion TPO makes every effort to ensure that its facilities, programs, services, and activities are accessible to those with disabilities. The TPO also makes every effort to ensure that its advisory committees, public participation activities and all other programs, services and activities include representation by communities with disabilities and disability service groups. The TPO will provide reasonable accommodation to individuals with disabilities who wish to participate in public meetings or events or who require special assistance to access facilities, programs, services or activities. Persons who require special accommodations, assistance or resources should contact Liz Mitchell, Title VI Coordinator, at least seven (7) days in advance, so proper accommodations can be made.

APPENDIX A GENERAL REQUIREMENTS

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

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

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

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

APPENDIX B

TITLE VI/NON-DISCRIMINATION PROGRAM COMPLAINT FORM

Complainant(s) Name:	Complainant(s) Address:
Complainant(s) Phone Number:	Date of Complaint:
Complainant(s) Representative's Name, Address, Phone Number and Relationship (e.g. friend, attorney, parent, etc.):	
Names of the Individual(s) Whom You Allege Discriminated Against You (If Known):	
Name and Address of Agency, Institution, or Department Whom You Allege Discriminated Against You:	

Discrimination Because of:	<input type="checkbox"/> Race	<input type="checkbox"/> Color	<input type="checkbox"/> National Origin	Date of Alleged Discrimination:
	<input type="checkbox"/> Sex	<input type="checkbox"/> Age	<input type="checkbox"/> Handicap/Disability	
	<input type="checkbox"/> Income Status	<input type="checkbox"/> Retaliation	<input type="checkbox"/> Other	

Please list the name(s) and phone number(s) of any person, if known, that the Florida Department of Transportation could contact for additional information to support or clarify your allegation(s):

Please explain as clearly as possible HOW, WHY, WHEN and WHERE you believe you were discriminated against. Include as much background information as possible about the alleged acts of discrimination. Additional pages may be attached if needed.

Complainant(s) or Complainant(s) Representatives Signature:	Date of Signature:
--	---------------------------

**Please submit to: Liz Mitchell
Title VI Coordinator
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: (352) 438-2634**

<http://www.ocalamariontpo.org>
 Additional Pages are attached

APPENDIX C
COMPLAINTS AND INVESTIGATIONS LOG

Date	Name of Complainant	Basis of Complaint (race, color, or national origin)	Complaint Summary	Action Taken/Status
Date	Name of Respondent	Lawsuit	Lawsuit Summary	Action Taken/Status
Date	Name of Complainant	Basis of Complaint (race, color, or national origin)	Complaint Summary	Action Taken/Status
Date	Name of Respondent	Lawsuit	Lawsuit Summary	Action Taken/Status

**APPENDIX D
LIMITED ENGLISH PROFICIENCY (LEP) PLAN**

In order to ensure meaningful access to programs and activities, the Ocala Marion Transportation Planning Organization (TPO) uses the information obtained in a Limited English Proficiency (LEP) survey that utilizes a four-factor analysis to determine the specific language services that are appropriate for the Ocala Marion TPO Metropolitan Planning Area (MPA). This analysis helps the TPO to determine if it communicates effectively with LEP persons and engages adequately and timely in language access planning. To complete this four-factor analysis the TPO utilized the U.S. Department of Transportation LEP guidance. The results are as follows:

Factor 1: According to Census data, only 3.9% or 14,415 individuals respectively, of the population 5 years and over, speak English less than “very well.” Therefore, due to this limited number of individuals who speak English less than “very well” there has been little to no contact with LEP individuals over the years.

Language Spoken at Home	Number	Speak English very well	Percent	Speak English less than very well	Percent
Population 5 years & over	367,879	353,464	96.1	14,415	3.9
Only English	318,862	--	86.7	--	--
Spanish or Spanish Creole	37,154	25,822	69.5	11,332	30.5
Other Indo-European	5,763	3,978	69	1,785	31
Asian and Pacific Island	4,194	3,119	74.4	1,075	25.6
All Other Languages	1,906	1,683	88.3	223	11.7

American Community Survey (ACS) 1-Year Estimates 2021

Factor 2: Considering the small amounts of individuals that live in the planning area who have Limited English Proficiency, the probability of interaction with LEP individuals is very low. Also, the Title VI Complaint procedures and forms have been translated into Spanish and are accessible on the website. Any other language deemed necessary will be made available upon request. In addition, the TPO website www.ocalamariontpo.org, has been translated into various languages.

Factor 3: Transportation is a vital part of people’s everyday lives. It affects the roads they drive on, congestion, development, and their safety on the roadways. Therefore, increasing awareness with all individuals regarding the transportation planning process is an objective of the TPO. Bilingual information (English/Spanish) is distributed in several different manners through:

- a. Managing a bilingual website
- b. Distributing bilingual informational material
- c. Providing bilingual translators at meetings
- d. Providing bilingual customer service staff
- e. Provide “I speak cards” at meetings and events

Factor 4: With such a limited number of individuals (< 5%) contained within the Metropolitan Planning Area (MPA), it would not be cost effective to translate all documents into Spanish. In addition, the TPO website can be translated into a wide array of languages.

TRANSLATION

When and if an interpreter is needed, first a determination of what language is needed. Then, depending on the language needed the TPO will utilize all available resources to ensure that the needs of that individual(s) are met. However, as there are no translation services within the Ocala area, further assistance would be sought out from the Ocala Police Department, and the University of Florida language department.

TRAINING

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

- Understanding the Title VI LEP program responsibilities;
- What language assistance is available;
- Documentation of language assistance requests;
- How to handle a complaint
- Availability of “I speak cards” at meetings and events

MONITORING

The TPO understands that its community profile is changing and the four-factor analysis may reveal the need for more or varied LEP services in the future. As such, it will annually examine its LEP plan to ensure that it remains reflective of the changes in the community.

APPENDIX E
STATEMENTS AND ASSURANCES

Inserted

DRAFT

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Ocala/Marion County TPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Ocala/Marion County TPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.



Name: Ire Bethea Sr.
Title: TPO Chair



Date

STATEMENTS AND ASSURANCES

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal*

Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
- b. Cancellation, termination or suspension of the contract, in whole or in part.

(6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

(7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on

the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)



Citizens Advisory Committee (CAC) Meeting

Marion County – Library Headquarters, Meeting Room B

2720 E. Silver Springs Blvd., Ocala, FL 34470

1:00 PM

MINUTES

Members Present:

Matt Fabian

Brandon Cave

Michelle Shearer (*arrived at 1:16pm*)

Richard Howard

Richard McGinley

Steve Rudnianyn

Suzanne Mangram

Members Not Present:

Davis Dinkins

Travis Magamoll

Others Present:

Rob Balmes

Elizabeth Mitchell

Shakayla Irby

Chris Keller, Benesch

Judy Johnson

Item 1. Call to Order and Roll Call

Chairman Richard McGinley called the meeting to order at 1:06pm and Secretary Shakayla Irby called the roll. There was a quorum present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on November 1, 2022. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 3a. Commitment to Zero Safety Action Plan

On September 20, 2022, the TPO made available to the public a draft of the Commitment to Zero Safety Action Plan. The draft Action Plan was made available for a 30-day public review period through October 20, 2022.

At the meeting, a presentation was delivered by the TPO's consultant, Mr. Chris Keller of Benesch. Chris shared a high-level overview of the draft Action Plan, plan development process and strategies for implementation.

Mr. Keller said that the Commitment to Zero was the TPO's call to action to eliminate traffic-related fatalities and serious injuries. It was a community-wide shift in how the region talks about, approaches, and addresses traffic safety. The current reality was every year, residents of Ocala/Marion were subject to approximately 9,500 traffic crashes that result in loss of like to about 85 people and seriously injuring 400 more.

In 2021, there was record of 93 fatalities and 262 serious injuries. From the beginning of 2022 to October 30, 2022 there had been record of 76 fatalities and 395 serious injuries.

Mr. Keller talked about the Strategies for Getting to Zero which included identified strategies and actions organized based on the five Safe System approach elements:

- Safe Road Users
 - Advocacy- encourage partner agencies to fully embrace the goal of Commitment to Zero.
 - Engagement- Sustain Commitment to Zero leadership, collaboration, and accountability through regular meetings with the Commitment to Zero working group or another formalized committee.
 - Education- Identify opportunities to provide transportation safety education to pre-high school students through school lesson plans, focus on age-appropriate topics such as seatbelt use, safe working and biking, etc.
- Safe Vehicles
 - Advocacy- advocate for eh advancement of vehicle design features, such as automatic braking and pedestrian protection regulations.
 - Education- Introduce and review regular mandatory driving safety course for all county/municipal employees, with regular refresher courses required for those employees who have access to a fleet vehicle.

- Safe Speeds
 - Advocacy- advocate for establishing target (survivable) speeds for all roads and promote the decoupling of speed zones from the 85th percentile speed.
 - Engineering/Planning- assess and evaluate posted speed limits countywide and work with partner agencies to develop a speed management program to address speeding concerns based on applicable data.
 - Enforcement/Emergency Response- program, fund, and conduct more high visibility enforcement campaigns aimed at increasing awareness and compliance of safe speeds.
- Safe Roads
 - Advocacy- support legislation to increase safety funding and efforts to establish a dedicated funding source aimed at eliminating KSI crashes.
 - Engagement- organize events that focus on livability aspects of the community's streets, e.g., Open Street events.
 - Education- organize pop-up safety demonstrations that can show how strategies can be implemented, e.g., curb extensions with paint/planters.
 - Engineering/Planning- track the effectiveness and success of safety-focused projects through before and after studies.
- Pre-/Post-Crash Care and Data
 - Engagement- convene a Commitment to Zero leadership panel consisting of elected officials from various partner agencies to discuss safety efforts, promote safety initiatives, and establish local safety priorities.
 - Data- annually report on Commitment to Zero progress, including crash statistics, safety-focused projects, and performance measures.
 - Enforcement/ Emergency Response- expand the role of the CTST and include their input on safety-focused projects aimed at eliminating KSI crashes.

Some of the emphasis areas were speed management, developing a culture of safety, run-off-road crashes implementing more forgiving roadway designs, intersection operations, and designing streets to meet the needs of non-motorized users.

Measuring progress through performance measures: data, engagement, and engineering.

Mr. Keller concluded his presentation saying the solutions to fatal and serious injury crashes would not be achieved overnight, it will require steadfast determination and perseverance. We all share the responsibility of being a part of the solution by working together we can be confident that significant changes can and would take place.

Mr. Keller also urged everyone to stay involved by visiting the TPO's Safety Action Plan webpage www.ocalamariontpo.org/.safety-plan and following the TPO's Facebook and Twitter social media pages @ocalamariontpo.

Ms. Shearer asked if there had been any outreach to the schools and mentioned that some of the younger children could talk to their parents about safety.

Mr. Keller replied that the school board had representation on the Commitment to Zero Working Group and that the TPO had also had meetings with the school board to discuss the safety action plan.

Mr. Balmes said one of the positive outcomes of the safety action plan was that it allowed an opportunity to collaborate more and identify events that we could work together on. Law Enforcement was eager to work together as a community to help spread the word of education and awareness of safety.

Ms. Shearer made mention of 441 and 80th and said she did not understand why it was not made wider and the traffic gets backed up. It seemed that a turn-lane was needed.

Mr. McGinley asked how many people on bicycle were killed.

Mr. Keller said that the different user types were recorded, however he did not have the exact number on hand. Ped and Bike crash types together were the second highest crash type for fatalities.

Mr. Cave asked if there had been any repeat crashes in some of the same areas.

Mr. Keller responded that there had been segments of roadways that were high injury network.

The committee continued discussion on ideas to promote safety in the community which included suggestions of proactive safety billboards and more safety road signage.

Mr. Howard made a motion to approve the Commitment to Zero Safety Action Plan.

Mr. Cave seconded, and the motion passed unanimously.

Item 3b. TPO Continuity of Operations Plan (COOP)

Mr. Balmes presented and provided a brief presentation of the COOP.

The TPO had prepared a draft Continuity of Operations Plan (COOP) document for the organization. Most, if not all the TPO's peers in Florida already had a COOP in place, so, it was a high priority document to complete in 2022, per the Unified Planning Work Program (UPWP).

The COOP is a standard government practice to help guide an organization through an extended emergency event or disaster. More specifically, for situations that result in a disruption limiting access to the TPO's office and/or boards and committee facilities.

The COOP document placed a major emphasis on operations and the core essential functions of the TPO that must be maintained regardless of the type of event or disaster.

Since the TPO is hosted by Marion County, the document referenced county procedures.

Additionally, the draft document had been shared with Marion County Administration and IT to obtain feedback.

The Draft COOP is attached to pages 8-19 of this set of minutes for reference.

Ms. Shearer made a motion to approve the TPO COOP. Mr. Howard seconded, and the motion passed unanimously.

3c. Proposed 2023 Meeting Schedule

A total of nine Citizen Advisory Committee (CAC) meetings were proposed during calendar year 2023 on the second Tuesday of the month at 1:00 PM in the months of January, February, March, April, May, June, September, October, and November.

It was anticipated several TPO programs and projects would require CAC member review and approval.

For 2023, TPO staff proposed a joint meeting between the CAC and Technical Advisory Committee (TAC) in May.

A presentation would be provided at the January meeting outlining the major activities planned and/or required for the 2023 calendar year.

The committee had discussion about the meeting schedule and meeting time for the year 2023.

Ms. Shearer stated that she would like to meet later to avoid traffic and proposed 3:30pm instead of the current 1:00pm.

The committee also asked Mr. Balmes if the priority projects could be provided prior to the joint CAC and TAC meeting in May.

Mr. Balmes said that the draft priority projects lists could be provided to the committee in April.

Ms. Mangram made a motion to approve the 2023 Meeting Schedule with a change to the May meeting from starting at 3:30pm to 1:00pm. Mr. Howard seconded, and the motion passed with Ms. Shearer opposing.

3d. Election of Officers

Per the bylaws of the Citizens Advisory Committee (CAC), a Chair and Vice-Chair shall be elected at the last regular meeting of the calendar year. Officers may be elected by a majority of the present voting members. The term shall be for one full calendar year.

Chair Richard McGinley and Vice-Chair Michelle Shearer held the current seats.

Mr. Howard made a motion to elect Michelle Shearer as Chair. Mr. Fabian seconded, and the motion passed unanimously.

Ms. Mangram made a motion to elect Richard Howard as Vice-Chair. Mr. Fabian seconded, and the motion passed unanimously.

Item 4. Consent Agenda

Mr. Rudnianyn made a motion to approve the Consent Agenda. Mr. Fabian seconded, and the motion passed unanimously.

5. Comments by FDOT

Mr. Balmes informed the board that the FDOT liaison had been assigned to assist with support and preparations for Tropical Storm Nicole and was unable to attend the meeting.

An updated construction report would be sent to the committee via email.

6. Comments by TPO Staff

Mr. Balmes gave comments on the 2045 Long Range Transportation Plan (LRTP) Amendment.

At the September 13 meeting, a presentation was delivered regarding the proposed 2045 Long Range Transportation Plan (LRTP) amendment. A public hearing was scheduled for September 27, 2022 at the Marion County Commission Auditorium. Due to the storm event, the meeting was cancelled.

A public hearing meeting had been rescheduled for November 29, 2022 at 4:00 pm at the Marion County Commission Auditorium. Per the TPO's Public Participation Plan (PPP) a series of notifications was sent to the public and partner agencies on October 28, 2022.

The Proposed Amendment to the 2045 LRTP document may be found on the TPO's website: <https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp>

Ms. Mitchell provided the committee with an informational handout referencing the National Grants Management Association (NGMA) Virtual Fall Forum Conference.

The NGMA handout is provided on pages 20-22 of this set of minutes for reference.

Item 7. Comments by CAC Members

There were no comments by CAC members.

Item 9. Public Comment

There was no public comment.

Item 10. Adjournment

Chairman Richard McGinley adjourned the meeting at 2:19pm.

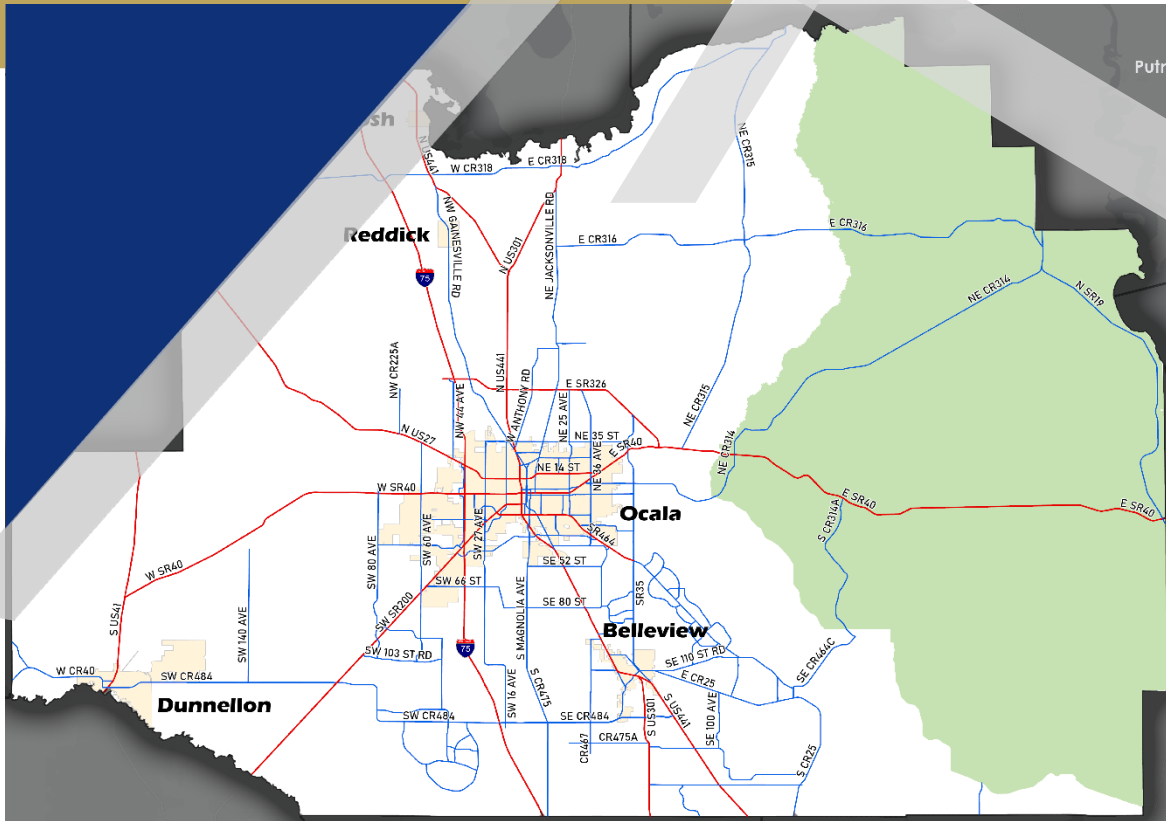
CAC Meeting Minutes – November 8, 2022
Approved –

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant

Continuity of Operations Plan (COOP) – **DRAFT**

November 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

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.

CONTINUITY OF OPERATIONS PLAN (COOP)

This Continuity of Operations Plan (COOP) was prepared by the Ocala/Marion County Transportation Planning Organization (TPO) to develop, implement and maintain a viable COOP capability. This document has been distributed to partner agencies that may be affected by its implementation. The document was prepared with financial assistance from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT) through the Florida Department of Transportation (FDOT). The contents do not necessarily reflect the official views or policies of the USDOT.

This COOP was approved by the TPO Board on November 29, 2022 [**Pending Board Approval**].

Ire Bethea Sr., Chair

Questions regarding the TPO's COOP should be directed to:

Rob Balmes, AICP CTP

Director

Ocala Marion Transportation Planning Organization

2710 E. Silver Springs Boulevard

Ocala, FL 34470

(352)-438-2631

rob.balmes@marionfl.org

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INTRODUCTION

This document summarizes the Ocala/Marion County Transportation Planning Organization (TPO) Continuity of Operations Plan (COOP). A COOP outlines guidance to TPO Staff and Board Members to ensure all federal and state required Essential Functions continue to be performed in the event of an extended interruption of services due to a declared emergency or disaster. This includes governance; advisory committees; delegation authority; plans and processes; and safekeeping of public records.

A COOP is a standard government practice and essential for all public agencies. This COOP document is organized based on circular guidance and templates from the Department of Homeland Security (DHS) and Federal Emergency Management Agency (FEMA).

The TPO is hosted by Marion County through a Staff Services agreement. Therefore, this COOP was also developed in a manner consistent with the Marion County Comprehensive Emergency Management Plan (CEMP) and Marion County Board of County Commissioners policies and procedures.

Unforeseen events in Marion County may involve, but are not limited to: hurricanes, tornadoes, flooding, fires, terrorist attacks, pandemics or other health outbreaks. The primary goal of the COOP is to ensure the TPO maintains continuous operations or resumes normal operations as soon as possible. This applies to circumstances when the impacts of an event limit or prevent access to the TPO's office facility (Marion County Growth Services Building – 2710 East Silver Springs Boulevard – Ocala, FL 34470), and the use of meeting facilities by TPO boards and committees.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION (TPO)

The TPO is a federally-mandated public agency responsible for planning and coordinating the allocation of federal and state funding to roadway, transit, freight, bicycle, pedestrian, aviation and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO is governed by a 12-member Board of locally elected officials responsible for the overall guidance of the transportation planning process in Marion County. The Board's guidance includes providing leadership and oversight for the development of transportation policies, plans, programs and strategies.

TPO Mission

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

TPO Vision

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

COOP ACTIVATION PROTOCOL

When a county, state or federal State of Emergency is declared, the TPO Director or his/her designee shall notify the TPO Chair (Vice-Chair if Chair is not available). Based upon the circumstances and type of event, the TPO Director will consult with the Chair to determine if the COOP should be activated. Each event will be a case by case situation, including the status of Marion County government operations and impacts or access to the TPO office and meeting facilities.

When the COOP is activated by the TPO Chair, the TPO Director will immediately inform staff members and direct all work activities to only involve Essential Functions. The TPO Director will also send formal email and/or phone notifications to the following:

- TPO Board Members
- Transportation Disadvantaged Local Coordinating Board (TDLCB) Members
- Technical Advisory Committee (TAC) Members
- Citizens Advisory Committee (CAC) Members
- Florida Department of Transportation (FDOT) District Five Government Liaison Team
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Commission for Transportation Disadvantaged (CTD)

The TPO maintains an active directory of email addresses, board and committee phone/cell numbers and staff cell numbers. All TPO employees are provided a copy of a comprehensive contact directory. A listing is provided in the Appendix for emergency and non-emergency partner agency contacts.

ESSENTIAL FUNCTIONS

In the event of an emergency or disaster requiring activation of the COOP, the TPO's responsibilities must continue to meet federal and state requirements, including grant invoicing, expense and contract payments. Actions that require an emergency Board meeting may be called by the Chair when in his/her opinion, an emergency exists which requires immediate action (e.g., budget or project amendments). Per TPO Board bylaws, a 24-hour advance notice of an emergency meeting shall be given prior to the meeting. Per the TPO Public Participation Plan (PPP) Emergency Procedure Resolution (April 28, 2020), the TPO shall also implement alternative virtual public participation during emergency situations. Depending upon the State of Emergency conditions, the use of alternate meeting locations and/or virtual meetings may also be options, including the requirement of proper public notification(s) in accordance with the TPO's PPP and Florida Sunshine Law.

The Essential Functions of the TPO that shall be performed to the maximum extent feasible during an activation of the COOP include:

- Execution core planning activities outlined in TPO’s Unified Planning Work Program (UPWP). Specific activities with strict federal and state deadlines are listed.
 - Unified Planning Work Program document (UPWP) (Biennial, April)
 - Long Range Transportation Plan (LRTP) (Five years, November 2025)
 - Transportation Improvement Program (TIP) (Annual, June)
 - List of Priority Projects (LOPP) (Annual, June)
 - Transportation Disadvantaged Service Plan (TDSP) (Annual, June)
 - Community Transportation Coordinator (CTC) Evaluation (Annual, March)
- Maintain communication with TPO Board, TDLCB, TAC and CAC members; hold emergency or regularly scheduled meetings in-person, virtually or hybrid as deemed appropriate and necessary.
- Maintain contact and process grant invoicing to the Florida Department of Transportation (FDOT) and the Florida Commission for Transportation Disadvantaged (CTD).
- Maintain payments associated with contracts, direct and indirect expenses through Marion County Procurement Services Department.
- As necessary, amend UPWP and adjust TPO budget through Marion County, due to direct costs incurred from the emergency event or disaster.
- Ensure TPO Budget is submitted to Marion County Clerk of the Court (Annual, April).
- Ensure bi-weekly progress reports and timesheets are processed through the TPO.
- Ensure bi-weekly county timesheets are processed through Marion County Payroll.
- Maintain coordination with Marion County Administration regarding status of emergency event and county protocols.
- Review Marion County Human Resources Emergency Response Plan for guidance on personnel management.
- Coordination with Marion County Information Technology (IT) Department, as needed, regarding data and records, software licenses, computer network access, equipment, etc.

COOP LEADERSHIP AND DEVOLUTION

The TPO has a current staff of four approved full-time employees. The TPO Director shall serve as the COOP lead and is responsible for all coordination with staff, board and committee members and partner agencies. The following procedures shall be followed during an emergency or disaster event.

- As the COOP lead, the TPO Director shall retain responsibility for the continued operation and administration of the TPO.
- The TPO Director shall maintain ongoing coordination with the Board Chair and staff, including daily check-ins and weekly meetings.
- The TPO Director shall maintain ongoing coordination with Marion County Administration and pertinent County Departments (e.g., IT, Procurement).
- The TPO Director shall maintain ongoing coordination with partner agencies (e.g., FDOT).

- In the event the TPO Director is not available or incapacitated, the Principal Planner shall be the Acting COOP lead, responsible for coordination with staff members, Board Chair, Marion County and partner agencies. The Grants Coordinator/Fiscal Planner shall be next in order of succession, with the Administrative Specialist serving a key role in all coordination.

TPO OFFICE AND MEETING FACILITIES

Currently, the TPO's office is located in the Growth Services Building at the Marion County McPherson Governmental Campus. In the event the TPO office is unavailable or closed due to an extended emergency event or disaster, the TPO Director or Acting COOP lead will maintain coordination with Marion County Administration to determine the length of the closure and if an alternate office location is necessary. Coordination will also take place with Marion County IT to ensure proper remote-work procedures are followed during the period of time when access to the office is not possible. TPO staff will maintain all operations virtually, until an alternative facility is available or the TPO office is re-opened.

If an event impacts the long-term or permanent condition of the TPO office at the Growth Services Building, the following options will be reviewed in order of preference. Coordination will take place between the TPO Director, TPO Board and Marion County Administration to determine the most feasible solution.

1. Coordinate with Marion County Administration for availability of office space located within the McPherson Campus or other county locations.
2. Assess office space availability in Marion County with local and state government partners.
3. Procurement of new office space of similar size and function to the current TPO office within Marion County.

The TPO conducts board and committee meetings at the following locations:

TPO Board Meetings

McPherson Governmental Campus Auditorium
601 SE 25th Avenue
Ocala, FL 34471

Transportation Disadvantaged Local Coordinating Board Meetings

Marion County Growth Services Training Room
2710 E. Silver Springs Boulevard
Ocala, FL 34470

Technical Advisory Committee (TAC) and Citizen Advisory (CAC) Meetings

Marion County Library Headquarters
2720 E. Silver Springs Boulevard
Ocala, FL 34470

If an event impacts the short-term, long-term or permanent condition of a meeting location, the following alternative locations will be considered.

TPO Board Meetings

Marion County Growth Services Training Room
2710 E. Silver Springs Boulevard
Ocala, FL 34470

Ocala City Hall
110 SE Watula Avenue
Second Floor – Council Chambers
Ocala, FL 34471

City of Belleview City Commission
5343 SE Abshier Boulevard
Commission Room
Belleview, FL 34420

City of Dunnellon City Hall
20750 River Drive
Dunnellon, FL 34431

Transportation Disadvantaged Local Coordinating Board Meetings

Marion Senior Services
1101 SW 20th Court
Ocala, FL 34471

Technical Advisory Committee (TAC) and Citizen Advisory (CAC) Meetings

Ocala/Marion County Visitors and Convention Bureau
109 West Silver Springs Boulevard
Ocala, FL 34475

Marion Senior Services
1101 SW 20th Court
Ocala, FL 34471

VITAL FILES, RECORDS AND DATABASES

The protection of electronic and hardcopy documents, records, and meeting recordings to support essential functions is critical to the operation of the TPO. Currently, the TPO’s electronic files and emails are backed up daily on a cloud-based server managed by the Marion County IT Department. Marion County IT has a Business Continuity Plan (BCP) that is reviewed annually by auditors. It outlines how the County’s technical operations will continue or be restored in the event of a disaster. The County also has two separate Data Centers that mirror each other for redundancy and three levels of backups. Marion County also maintains records of all TPO financial transactions in the cloud-based Tyler Munis Technologies platform.

In the event of a foreseeable emergency, TPO essential document files will be backed up manually by the use of an external hard drive. A folder is maintained by year (starting in 2022) on the County server titled “COOP Essential Documents”. This folder contains essential core planning documents, and will be copied to an external hard drive by the TPO Director only when the COOP is activated. The files may need to be accessed while staff is working virtually, but only used as a backup to the County IT server if unavailable. On an annual basis, the TPO Director places electronic copies of the following files in the “COOP Essential Documents” folder. Hard copies of all core planning documents and agreements are also filed in the TPO office.

- Current COOP document
- Agreements
 - Metropolitan Planning Agreement (2-year Consolidated Planning Grant)
 - Commission for Transportation Disadvantaged grant agreement (current fiscal year)
 - Federal Transit Administration (FTA) 5305d active grant agreements
 - TPO-Marion County Staff Services Agreement
 - Intergovernmental Coordination and Review (ICAR) Joint Agreement
 - Interlocal Agreement of the TPO
 - Planning Agreement with Lake~Sumter MPO
- Boards and Committees Bylaws
- Budget summary and tracking Files
- Recent grant invoice statements (past three months)
- Current consultant contracts
- Core planning documents and template files
 - UPWP (most up to date)
 - LRTP (current adopted)
 - TIP (most up to date)
 - Public Participation Plan (PPP)
 - LOPP (most recent adopted)
 - TDSP (most up to date)
 - Annual CTC Evaluation (prior year)
- Meeting minutes and recordings (past 12 months)
- TPO process documentation (TIP, Budget, Website, Social Media)
- TPO property inventory database

The TPO’s website (www.ocalamariontpo.org) is maintained on a cloud-based server by its current consultant vendor (SGS Technologie). The website contains all core planning documents, agreements, historic documents and a six-year history of meeting minutes and agendas. The website also contains the most current version of the COOP. These files may also serve as backup in the case of an extended emergency or disaster event. The website is accessible to staff and the consultant.

In the event of total destruction of the TPO office and there is no immediate access to cloud-based files, FDOT, FHWA, FTA and CTD have copies of the TPO's core planning documents.

COMPUTER EQUIPMENT

All TPO staff members currently operate laptop computers maintained by Marion County IT, with capabilities of connecting to the cloud-based county server via a secure Virtual Private Network (VPN). When the COOP is activated, staff members will be directed to maintain possession of their respective assigned laptops and operate them only in a safe and secure location. This includes the TPO's laptop assigned specifically for board and committee meetings. If staff are required to use laptops remotely for an extended period of time, they will be expected to continue following all County IT directives. This includes access to the county server via VPN and ensuring updates are performed on a regular basis.

COOP DEACTIVATION PROTOCOL

Deactivation of the COOP is based on when recovery from the event is underway and the TPO current or new office space is permitted for normal operations. In coordination with the TPO Board Chair, the TPO Director will notify staff, board and committee members. The following steps will be taken.

- Staff shall return to normal operations in the TPO office.
- Staff shall return all equipment, including laptops, monitors or other supplies that were removed from the TPO office.
- The TPO Director will coordinate with Marion County IT to reestablish phone connectivity, server connectivity, print/copier device function and other equipment.
- The TPO Director will conduct a complete inventory of all equipment, supplies and other property. The TPO maintains an up to date inventory of assets.

COOP MAINTENANCE

The COOP will be reviewed annually by the TPO Director. This includes placement of files in the "COOP Essential Documents" electronic folder. The TPO Board will be requested to review the COOP when updates are made to the document.

APPENDIX – CONTACT INFORMATION

All Emergencies	911
Federal Emergency Management Administration (FEMA), Region 4 Office	770-220-5200
State of Florida Emergency Information Line	1-800-342-3557
Florida Division of Emergency Management	850-815-4000
Marion County Emergency Management	352-369-8100
Florida Highway Patrol, Troop B	352-512-6630
Marion County Sheriff’s Office	352-732-8181
Marion County Fire Rescue	352-291-8000
Belleview Police Department	352-245-7044
Dunnellon Police Department	352-465-8510
Ocala Police Department	352-369-7000
Ocala Fire Rescue	352-629-8306
Ocala/Marion Transportation Planning Organization (TPO)	352-438-2630
Marion County	352-438-2300
City of Belleview	352-245-7021
City of Dunnellon	352-465-8500
City of Ocala	352-629-2489
Florida Department of Transportation, District 5	386-943-5479
Florida Commission for Transportation Disadvantaged	850-410-5700
Federal Highway Administration, Florida Division	850-553-2200
Federal Transit Administration, Region 4	404-865-5600

National Grants Management Association (NGMA)

Virtual Fall Forum Conference

Through recent legislation there is access to Infrastructure funding.

Grants are available for -

- Passenger rail
- Environmental Remediation
- Electric Vehicle Chargers
- Better Roads and Bridges
- High Speed Internet Access
- Upgrade airports and ports
- Resilient Infrastructure

The American Rescue Plan (ARPA) there is \$1.9 Trillion
Roughly \$350 Billion in direct relief to state, local, and tribal governments
Inflation Reduction Act (IRA) – 790 Billion

Bipartisan Infrastructure Law (BIL) - \$973 Billion

Rebuilding American Infrastructure with Sustainability and Equity
(RAISE)

Infrastructure for Rebuilding America (INFRA)

Transportation Infrastructure Finance & Innovation Act (TIFIA)

Railroad Rehab & Improvement Financing (RRIF)

Surface Transportation Block Grants (STBG)

Nat'l Infrastructure Project Assistance Program (MEGA)

Safe Streets and Roads for All

Bridge Investment Program

Reconnecting Communities Pilot Program & Planning Program

Promoting Resilient Operations for Transformative, Efficient, Cost saving

Transportation Discretionary Grant (PROTECT)

Tribal High Priority Project Program

Congestion Relief Program

Wildlife Crossings Safety Pilot Program

Nat'l Culvert Removal, Replacement & Restorative Grant

Advanced Transportation Technologies & Innovation Program (ATTAIN)

Highway Use Tax Evasion Program (HUTE)

Accelerated Innovation Deployment Demonstration Program (AID)

Tribal Transportation Program Safety Fund

Strategic Innovation for Revenue Collection

Prioritization Process Pilot Program

Nat'l Electric Vehicle Infrastructure Discretionary Grant (NEVI) (community)

Charging & Fueling Infrastructure Grant Program (corridor)

Nat'l Significant Federal Lands & Tribal Projects Program (NSFLTP)

State and Local Fiscal Recovery Funds (SLFRF)

Clean Water State Revolving Fund (CWSRF)
Drinking Water State Revolving Fund (DWSRF)
Broadband Equity, Access and Deployment (BEAD)

Those funds can be utilized for projects in:

- State, Territories, and Tribes
- Municipalities, Cities and Counties
- Capital Projects
- Public, Water and Education Infrastructure
- IT Technology and Broadband, Cyber resiliency
- Public Transit/Transportation and Electrification
- Power Infrastructure
- Environment and Climate resiliency
- Pollution, Drought, and Greenhouse Gas Reduction
- Environmental Justice
- Clean manufacturing
- Energy efficiency
- Rural Development
- Forestry
- Safety and Research
- Airports and Freight Rail

Challenges to acquiring these funds:

- Overlapping requirements and timelines
- More Competitive
- More accountability and engagement
- More potential for silos duplication of effort across gov. levels and regional partners
- Inability to manage the funds

In order to achieve a project and/or the community's goals you are able to –

- Braid** funding – multiple funding sources used in coordination for a project/program but expenses are tracked separately.
- Blending** – multiple funding sources are used in coordination for a project/program but expenditures are not tracked separately.
- Stacking** - having programs with overlapping allowable costs – can use funding sources to meet matching obligations for other sources

Stacking, Blending and/or Braiding can be used for:

- Eligibility
- Matching Requirements
- Periods of Performance
- Federal Rules and Regulations
- Reporting Requirements

Cost Tracking Capabilities

The basic take away is:

many municipalities, cities, counties, and communities are de-centralized or not coordinating in any way with each other. This causes overlap in projects, and overall loss of funding.

Many of these grant programs will be awarded based on interjurisdictional coordination and collaboration. Unite to create one common goal and gain leverage to complete a project. Overcome obstacles, partner up, use creative methods, share responsibility and accountability, create a “Team” environment and it will allow for greater probability of acquiring funding.

The money is there, educate, and partner with each other to access it!

***This information is not an exhaustive list of available grants, funds, or programs.**

For details on these grants and others please see the below websites for an overview of each grant, fact sheets and overall guidance.

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm

<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>



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 November 30, 2022

The following is a brief status update on major FDOT road construction projects in Marion County as of the November cutoff. The next cutoff date is December 30, 2022. Information is also available on www.cflroads.com. For questions, please contact Marquise McMiller at 386-943-5150 or via email at marquise.mcmiller@dot.state.fl.us.

MARION COUNTY

Upcoming Projects:

S.R. 40 Intersection Improvements (FDOT Financial Information Numbers (FIN) 433661-1 & 445800-1)

- Contract: T5747
- Contractor: CW Roberts Contracting, Inc.
- Estimated Start: February 2023
- Estimated Completion: Late 2023
- The traffic signals at the intersections will be upgraded and the roadway will be repaved. Adding a 7-foot-wide buffered bike lane and new pedestrian crosswalk.
- This project is estimated to be a 90-day project.
- Update: Contract work for this project is anticipated to begin around February 2023

C.R. 484 and I-75 Interchange Roadway Improvements (FDOT FIN 443170-1 & 433651-1)

- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: Early 2023
- Estimated Completion: Summer 2024
- The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484 from west of S.W. 20th Avenue to east of County Road (C.R.) 475A and will also be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.

Current Projects:

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Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split. (FDOT FIN 441136-1)

- Contract: T5705
- Contractor: Anderson Columbia Inc.
- Construction cost: \$15.4 million
- Estimated Start: Fall 2021
- Estimated Completion: Fall 2022
- Update: Controlling items of work for this project include widening, signalization, and pavement friction operations. Contractor has completed mainline resurfacing from SR-326 to the North end (US-301/US-441). Contractors are working on median turn lanes, drainage improvements, and curb & gutter operations.

Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200 (FDOT FIN 439238-1)

- Contract: T5675
- Contractor: C.W. Roberts Contracting, Inc.
- Construction cost: \$15.7 million
- Estimated Start: Winter 2021
- Estimated Completion: Winter 2022
- Update: Contractor has been working on paving, signalization, and signage operations. Emerald Coast needs to continue to work on the missing crosswalk striping and signs. JKI will continue to perform lighting and signal operations and motorists should expect nighttime lane closures within the project limits.

Bridge Rehabilitation SR 200 and SR 40 (FDOT FIN 447137-1)

- Contract: E58A8
- Contractor: M&J Construction Company
- Estimated Start: Summer 2022
- Estimated Completion: Fall 2022
- Update: This is a maintenance project that includes bridge epoxy overlay and joint rehabilitation for SR 200, Bridges 360059 & 360044 and SR 40, Bridge 360055. There are currently eastbound and westbound intermittent lane closures on SR 40 Bridge over the Ocklawaha River for bridge deck repairs with flagger operations.

Marion County ITS Operational Improvements (FDOT FIN 436361-1)

- Contract T5754
- Contractor: Chinchor Electric, Inc.
- Contract amount: \$ 488,000
- Estimated start: Fall 2022
- Estimated completion: Fall 2023
- Update: Contractor will be following a five-day work week and controlling items of work include CCTV Cameras, ITS Cabinet Equipment, Camera Cable. TMC work scheduled for mid-October as per the contractor. Lane closures within the project limits will be from 9:00 PM to 8:00AM, Left turn lanes approaching intersection of US-27 and Martin Luther King Jr. Blvd., one turn lane will be closed at a time, for the purpose of installing and testing video detection equipment (overhead work).