



TPO Board Meeting

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

**August 22, 2023
4:00 PM**

AGENDA

1. **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
2. **ROLL CALL**
3. **PROOF OF PUBLICATION**
4. **CONSENT AGENDA**
 - A. **Meeting Minutes – June 27, 2023 (Page #3)**
Recommended Action: Motion to approve
 - B. **Director Travel (Page #14)**
Recommended Action: Motion to approve
5. **ACTION ITEMS**
 - A. **SunTran Interlocal Agreement (Page #25)**
Recommended Action: Approval of the Interlocal Agreement with the City of Ocala and Marion County
 - B. **Congestion Management Plan, State of System Report (Page #38)**
Recommended Action: Approval of the 2023 State of System Report
6. **PRESENTATION ITEMS**
 - A. **TPO Budget Status Report (Page #100)**
A discussion by staff on the current budget status. Information only.
7. **COMMENTS BY FDOT**
 - A. **FDOT Construction Report (Page #102)**
8. **COMMENTS BY TPO STAFF**
 - A. **Apportionment Plan Process**
 - B. **Commitment to Zero Dashboard and Annual Report**
 - C. **PROTECT Discretionary Grant Application**
 - D. **MPOAC Meeting Updates (Page #107)**
 - E. **Staff Update**

9. COMMENTS BY TPO 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 Ocala Marion Transportation Planning Organization
will be held on September 26, 2023.*



TPO Board Meeting

Marion County Commission Auditorium

601 SE 25th Avenue, Ocala, FL 34471

June 27, 2023

4:00 PM

MINUTES

Members Present:

Councilman Ire Bethea
Commissioner Craig Curry
Councilmember Kristen Dreyer
Commissioner Ray Dwyer
Councilmember James Hilty
Councilman Tim Inskeep
Councilmember Barry Mansfield

Members Not Present:

Commissioner Kathy Bryant
Mayor Kent Guinn
Commissioner Michelle Stone
Commissioner Carl Zalak

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Rakinya Hinson, FDOT
Jim Wood, Kimley-Horn and Associates
Ji Li, City of Ocala
Tye Chighizola, City of Ocala
Chris Zeigler, Marion County
Sara Shepherd, Quest
Sean Lanier, City of Ocala
Doug Hinton, Marion County
Darren Park, City of Ocala
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

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

Item 2. Roll Call

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

Item 3. Proof of Publication

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview, Dunnellon, and Marion County meeting calendars on June 20, 2023. The meeting was also published to the TPO's Facebook and Twitter pages.

Item 4. Consent Agenda

Mr. Bethea made a motion to approve the Consent Agenda. Mr. Mansfield seconded, and the motion passed unanimously.

Item 5a. Functional Classification Map Approval, Marion County

Mr. Jason Learned, FDOT presented and said that every 10 years following the Census, the Florida Department of Transportation (FDOT) coordinated with Federal Highway Administration (FHWA) and local governments to conduct an update to the Functional Classification of roadways. Part of the process involved adjustments, as deemed necessary, prior to being finalized and approved by FHWA.

Functional Classification is a formal method by which roadways are grouped into classes or systems according to the character of traffic service they are intended to provide in relation to the total network. A hierarchy of roadways had been developed and ranges from neighborhood collector streets to principal arterials to the interstate.

At the August of 2022 TPO Board meeting the board was informed about the upcoming process between the FDOT, TPO and local governments to update/review the Functional Classification of roadways in Marion County.

At the April 11 Technical Advisory Committee (TAC) meeting, FDOT District Five presented an overview presentation regarding the Functional Classification process and discussed the schedule for completion. The process included a review period of an online draft comment map from April 13 to May 26.

The TAC and Citizens Advisory Committee were requested at the June 13 meetings to provide a final review of the Functional Classification Map for Marion County.

Committee Recommendation(s)

- On June 13, 2023, the Citizens Advisory Committee (CAC) approved the Functional Classification Map for Marion County.
- On June 13, 2023, the Technical Advisory Committee (TAC) approved the Functional Classification Map for Marion County, subject to a future amendment to include the following four projects:
 - Southwest 49th Avenue from CR 484 to Marion Oaks Trail
 - Southwest 44th Avenue from SR 200 to Southwest 20th Street
 - Southwest 44th Avenue from Southwest 20th Street to SR 40
 - Northwest 44th Avenue from SR 40 to Northwest 11th Street

TPO staff recommended approval of the Functional Classification Map for Marion County, subject to a future amendment to include the four recommended projects by the Technical Advisory Committee.

- Southwest 49th Avenue from CR 484 to Marion Oaks Trail
- Southwest 44th Avenue from SR 200 to Southwest 20th Street
- Southwest 44th Avenue from Southwest 20th Street to SR 40
- Northwest 44th Avenue from SR 40 to Northwest 11th Street

Mr. Hilty made a motion to approve the Marion County Functional Classification Map.
Ms. Dreyer seconded, and the motion passed unanimously.

Item 5b. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP), Amendment #6

Mr. Balmes presented and said per the request of the Florida Department of Transportation (FDOT), two projects were proposed to be amended to the FY 2023 to 2027 TIP.

FM# 450948-1: SR 40 from NE 64th Avenue to Lake County Line

- Resurfacing of SR 40 (25.7 miles)
- Preliminary Engineering (PE) and Construction (CST) phases
- Funds to be added to FY 2024, 2026
- Total: \$24,831,080

FM# 450951-1: SR 40 from NE 25th Avenue to NE 64th Avenue

- Resurfacing of SR 40 (4.2 miles)
- Preliminary Engineering (PE) and Construction (CST) phases
- Funds to be added to FY 2024, 2026
- Total: \$11,953,924

Ms. Dreyer made a motion to approve the FY 2023 to 2027 TIP, Amendment #6.
Mr. Bethea seconded, and the motion passed unanimously.

Item 5c. Draft Fiscal Years (FY) 2024 to 2028 Transportation Improvement Program (TIP) Adoption

Mr. Balmes said that the draft Fiscal Years 2024 to 2028 Transportation Improvement Program (TIP) was made available for public and partner agency review on May 2, 2023.

The TPO had received feedback from the Florida Department of Transportation (FDOT) and two comments from the public.

The following provides comments and updates made to the draft the FY 2024 to FY 2028 TIP since presented to the committees on May 9, 2023.

- **Public Comments:**
 - “In the draft TIP document for public review, the draft 2023 List of Priority Projects (Top 20 Priorities) is missing (Figure 12, page 26). Is there some reason that was omitted? It would be nice to see what's being proposed as the most important projects for 2023.”
 - **TPO Response:** Noted for public record. The citizen was provided a link to the current draft Top 20 list, and the process for adoption through the TPO Board. The citizen was thanked for the comment and action will be taken to add the most current draft Top 20 list in the draft TIP document.
 - “I live on SE 175th St. 34491. We frequently have overflow traffic in our neighborhood as the interstate backs up and drivers come on to 475, then onto SE 175th. I have emailed the sheriff, county commissioner, Marion County traffic dept. Several neighbors and I have come up with changes to our roads that we believe would help. Motorists are often speeding, not paying attention, littering, and disregarding pedestrians and their children and pets. We are concerned for our safety.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and asked to contact the TPO to share further details and recommendations.
- **FDOT Comments:**
 - Please add LRTP CFP page # for applicable projects. Page # for goals/objectives consistency is fine for projects not in CFP.

Ms. Dreyer made a motion to approve the Draft FY 2024 to 2028 TIP Adoption.

Mr. Mansfield seconded, and the motion passed unanimously.

Item 5d. Commitment to Zero Safety Action Plan Update

Mr. Balmes said that on November 29, 2022, the TPO Board adopted the Commitment to Zero Safety Action Plan. The Action Plan outlines a visionary framework and strategies for achieving the long-term goal of zero fatalities and serious injuries to the transportation system of Marion County.

Upon further guidance made available by the U.S. Department of Transportation (US DOT), along with an interest by local governments to pursue the federal discretionary Safe

Streets and Roads for All (SS4A) grant program, the TPO proposed to update the Action Plan.

In the **Strategies for Getting to Zero** section of the Action Plan, one of the TPO’s commitments outlined on page 39 (Safe Roads, Engineering/Planning) is to: ***“Review and update safety projects annually for the TPO’s List of Priority Projects (LOPP) process. Reference LOPP safety projects to the Commitment to Zero Safety Action Plan.”***

The TPO proposed to accomplish this strategy by updating the Action Plan to include safety and operations projects tied to both the LOPP, safety emphasis areas, and local government partner input. This project list will help support an annual review of safety project needs, along with local government SS4A applications to USDOT.

Additionally, as part of having a “compliant” Safety Action Plan, USDOT calls for a specific aspirational goal to achieve zero fatalities and serious injuries. Therefore, the TPO proposes a community-wide goal of achieving zero by 2045, which reflects the TPO’s current Long-Range Transportation Plan (LRTP) horizon year.

On June 13, 2023, the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) approved the proposed changes to the Safety Action Plan, including a listing of projects based on four primary criteria:

- Location on the Commitment to Zero High Injury Network (HIN)
- Five-year history of fatalities and serious injuries (2018-2022)
- Location in a 2045 LRTP Equity Area
- 2023 List of Priority Projects (LOPP) Ranking

Mr. Bethea made a motion to approve the Commitment to Zero Safety Action Plan Update. Mr. Hilty seconded, and the motion passed unanimously.

Item 5e. General Planning Consultant (GPC) Recommendations

Mr. Balmes presented and said since March 2023, the TPO had been coordinating with Marion County Procurement Services Department regarding a Request for Qualifications (RFQ) process for general planning consultant (GPC) contract(s). The TPO has managed GPC contracts over the past three years with three firms (Benesch, Kimley-Horn and Associates, Kittelson and Associates) for assistance in various planning project tasks. The tasks performed by the consultants are based on activities outlined in the TPO’s two-year Unified Planning Work Program (UPWP).

The timeline for the GPC process was from March 7 to May 17, 2023.

The TPO received four responses from the following firms:

1. Benesch
2. HDR Inc.
3. Kimley-Horn and Associates
4. Kittelson and Associates

The selection committee reviewed the four proposals and recommended the TPO contracts with:

1. Kimley-Horn and Associates
2. Kittelson and Associates
3. Benesch

TPO staff requested board approval of the selection committee recommendations and for the TPO Director to work with Marion County Procurement Services Department to begin contract negotiations with the three firms. The TPO Board will be asked to approve the contracts in September.

Mr. Mansfield made a motion to approve the GPC recommendations. Mr. Hilty seconded, and the motion passed unanimously.

Item 5f. 2050 Long Range Transportation Plan (LRTP) Request for Qualifications (RFQ) and Scope of Services

Mr. Balmes presented and said that the TPO is required by both federal law (23 CFR 450, 49 CFR 613) and Florida Statute (339.175) to develop a Long-Range Transportation Plan (LRTP) every five years with at least a 20-year planning horizon. The current LRTP was adopted on November 24, 2020 and is valid through November 24, 2025.

Since March 2023, the TPO had been developing a Scope of Services with the intent on working with a Consultant for the 2050 LRTP. The plan development process was anticipated to be from late 2023 to the end of 2025. The adoption of the 2050 LRTP must be no later than November 24, 2025.

The Scope of Services outlined the tasks that would be issued by the TPO to the Consultant. A draft of the Scope was circulated to local government partners and the TPO's Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC).

A five-person selection committee had been identified and included planning and engineering professionals from Marion County, the City of Ocala and the TPO. The Selection Committee's Consultant recommendation would be presented to the TPO Board for approval. Additionally, when contract negotiations take place with the approved Consultant, a final Scope and Budget would be presented to the TPO Board for approval. The dates of these approvals were anticipated at the September and October or November 2023 Board meetings.

A Request for Qualifications (RFQ) document had been developed by the Marion County Procurement Services Department, in coordination with the TPO, and modified to ensure all appropriate clauses and documentation are in full compliance with federal requirements. This includes Title VI Assurances and Disadvantaged Business Enterprise (DBE) language. The Florida Department of Transportation (FDOT) provided a review of the draft RFQ and Scope and confirmed all required documentation.

Scope Highlights

The Scope of Services in the RFQ included a total of 17 tasks to be performed by the

Consultant, in coordination and collaboration with the TPO. Some of the highlights included:

- The LRTP will reflect a required horizon year of 2050. The 2045 LRTP will be used as a foundation to build upon the 2050 LRTP.
- The Consultant will integrate the major emphasis areas of safety, equity, resilience, carbon reduction, housing, technology and emerging mobility.
- The Consultant will integrate the ten (10) Federal Planning Factors and apply a performance-based planning process.
- A LRTP Steering Committee will be formed and include professionals from all four local jurisdictions, along with federal, state and other regional partners.
- Due to the projected growth of Ocala/Marion County, the TPO is including a Scenario Planning task in the 2050 LRTP. Scenario Planning will be used as a tool to consider plausible growth build-out alternatives and their potential future impacts to the transportation system.

This task would be an additional expense beyond a standard LRTP update.

Mr. Bethea asked how often did the TPO have to do a LRTP.

Mr. Balmes responded that the LRTP occurred every 5 years.

Mr. Bethea asked what happens 5 years from now if the TPO is fully staffed, and mentioned that between now and then the TPO would require more money in the budget for the LRTP since there was additional funds now due to the lack of TPO staff.

Mr. Balmes said that part of the budget was tied to relying on Consultant support due to the lack of staff. He said with smaller agencies it is always a challenge making sure the funds were there. If the TPO had a larger staff the LRTP consultant budget would be less.

Proposed 2050 LRTP Budget

Consultant: \$435,000

Proposed Procurement Timeframe

July to October 2023 (including TPO Board action)

TPO staff requested board approval of the RFQ package, and for the TPO Director to work with Marion County Procurement Services Department to begin the advertisement and procurement process.

Mr. Bethea made a motion to approve the 2050 LRTP Request for RFQ and Scope of Services. Mr. Mansfield seconded, and the motion passed unanimously.

Item 5g. Alternate Member, Metropolitan Planning Organization Advisory Council (MPOAC)

Per the request of Chairman Curry, the TPO needed to fill the vacant Alternate Member seat to the Metropolitan Planning Organization Advisory Council (MPOAC) Governing Board. The seat had previously been filled by former Commissioner Jeff Gold.

The MPOAC met quarterly in the Orlando area. The TPO's current 2023 Governing Board Member was Councilmember Kristen Dreyer, City of Ocala.

The Alternate Member would attend the MPOAC Governing meetings when the Member is not available.

Mr. Balmes said that Commissioner Stone had expressed interest in being the alternate member.

Mr. Hilty made a motion to appoint Commissioner Stone as the Alternate Member to the MPOAC. Mr. Dwyer seconded, and the motion passed unanimously.

Item 6a. SunTran 2022/23 Annual Report

Mr. Tye Chighizola, City Projects Director presented to the TPO board and said that the Interlocal Agreement between the City of Ocala, Marion County, and the Ocala/Marion County TPO called for SunTran to provide an annual report to the TPO Board. The 2022/2023 Annual Report highlighted major activities, including potential grants, design/construction projects, and key performance indicators.

Mr. Chighizola presented a slideshow presentation to the board that highlighted the following topics:

- Transit Development Plan (TDP) adopted in 2022
- Active Purification Technology
- Downtown Transfer Station New Restroom Facility & Kiosk
- Salary upgrades for the bus drivers and maintenance staff
- FTA Low or No Emission and Grants for Buses and Facilities Competitive Programs FY 2023
- Bus Stop Shelter Improvements
- What is Next?
- FTA Triennial Review
- SunTran Building Renovation
- Key Performance Indicators

The presentation is provided for reference on pages of this set of minutes.

Item 7a. Update on the Interlocal Agreement with SunTran

Mr. Chighizola presented and said the Interlocal Agreement between the City of Ocala, Marion County, and the Ocala/Marion County TPO approved in 2019 will expire on September 20, 2023. Since July 1, 2019, the City Council has served as the policy board for SunTran, and the City's Growth Management Department as the administrative agency.

The city was requesting to extend the interlocal agreement for another four years until September 30, 2027. The most significant change in the draft agreement concerns the funding method for the local matches provided by the city and county. In 2019, the city and county agreed to modify the split from 60% city and 40% county to 75% city and 25% county based on service levels.

Staff proposed to eliminate the percentages in the agreement and establish a process to determine the split each year during the budget process for the city and county based on the current service levels.

As indicated in the annual report presentation, SunTran may be providing additional services in the next year, both in the city and county. The proposed process would allow for more involvement by the city and county concerning funding future services. The proposed agreement also included language that would allow for an amendment to the agreement to include other local governments participating in future funding based on service levels.

The fiscal year 2024 budget would continue with the 75/25% split (city \$414,000 and county 138,000) under the current agreement. If approved, the city and county would adopt budget resolutions in March of 2024 that would set the percentages for fiscal year 2025. Staff was proposing public hearings with the city, county, and TPO in July and August to finalize the interlocal agreement.

Item 7b. Apportionment Plan Process

Mr. Balmes said that on May 16, 2023, the Florida Department of Transportation (FDOT) sent a notice to all MPO/TPO's in Florida beginning the decennial Apportionment Plan and Urban Area Boundary/Functional Classification process. All MPO/TPO's are required to submit an Apportionment Plan to FDOT by November 14, 2023 (180 days).

Apportionment Plan

Every MPO/TPO reviews the composition of its membership in conjunction with the decennial census. MPO/TPO's must then submit a Membership Apportionment Plan that meets the requirements of both federal law and state statute.

Apportionment Plans are required at a minimum to contain a profile of the MPO/TPO, including the following:

- Census population (2020, 2010) of MPO planning area
- Current and proposed membership
- Planning area boundary map
- Board resolution for plan adoption

Proposed 2023 TPO Apportionment Plan Schedule

Draft Apportionment Plan for Review (with proposed planning area)

- TAC/CAC: September 12
- TPO Board: September 26

Final Apportionment Plan for Approval (with Board resolution)

- TAC/CAC: October 10
- TPO Board: October 24

Submission of approved Apportionment Plan to FDOT

- By November 14, 2023

Item 8. Comments by FDOT

Ms. Rakinya Hinson provided the most current construction report and encouraged the board to visit cflroads.com as a resource for specific information on FDOT projects.

Ms. Hinson also mentioned that the district was wrapping up the end of the fiscal year June 30th.

Mr. Dwyer inquired about crosswalks that were recently installed in Belleview that did not have flashing lights.

Ms. Hinson said that Mike McCammon with FDOT, Ocala Operations had reached out to obtain information and she would get that information to Mr. Balmes to share.

Item 8. Comments by TPO Staff

Mr. Balmes gave the following comments:

- The 2023 Traffic Counts Report was included in the packet for board members to view along with a link to the online map.
- PROTECT Grant opportunity that involved transportation resilience (ex: flooding, sinkholes, wildfires, breakdowns in the transportation network). There was notice of funding opportunity that would be due on August 18th. There was an opportunity for the TPO to apply for the 100% Federal share grant for a Resilience Improvement Plan. The reason for the plan would be to identify the vulnerabilities and different projects that could be implemented. The Technical Advisory suggested a follow-up meeting with local partners to see if there was a need for the plan in our community.

The board discussed the different types of situations the PROTECT grant would be able to support such as flooding and traffic diversions that created heavy traffic backups.

Ms. Dreyer asked if traffic apps provided data with the roadways and how often they are being used when traffic diversions occur.

Mr. Balmes said he would reach out to the Traffic Incident Management Team at FDOT to see about how to obtain that information.

Ms. Hinson said a gentleman by the name of Jeremy Dillmore at the district office that gave a presentation about the ability to collect additional traffic information and she would reach out to find out where the information was housed.

Item 10. Comments by TPO Members

Chairman Curry congratulated the SunTran and City of Ocala on being awarded the FY23 Low- and No-Emission and Grants for Buses and Bus Facilities in the amount of \$16 million. Chairman Curry said that having the funding would certainly be a “game changer”.

Item 11. Public Comment

There was no public comment.

Item 12. Adjournment

Chairman Craig Curry adjourned the meeting at 5:07pm.

TPO Board Meeting Minutes – June 27, 2023
Approved –

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



TO: TPO Board Members

RE: Director Travel Reimbursement Approval

TPO Director Rob Balmes travel reimbursement request for \$198.53, per TPO Travel Policy and current U.S. General Services Administration (GSA) travel and Internal Revenue Service (IRS) mileage rates.

1. July 25, 2023
Director Meeting with FDOT Secretary
DeLand, FL
Travel Reimbursement Requested: \$78.60
2. July 27, 2023
MPOAC Meetings
Orlando, FL
Travel Reimbursement Requested: \$119.93



Marion County Commission Authorization to Incur Travel Request

Some fields may not be applicable and may be left blank. Use your cursor to hover over a field for help. Digital Sign Available.

Traveler: Robert Balmes Date: 7/24/2023
Employee Number: 11612 Department: TPO
Travel Destination: DeLand, FL
Purpose: Meeting with FDOT Secretary
Departure Date: 7/25/2023 Time: 12:30 PM Return Date: 7/25/2023 Time: 4:30 PM

REGISTRATION INFORMATION

(Attach Registration Form)

GL Account #: _____

Registration Name: _____ Amount: _____

Registration Address: _____

City: _____ State: Florida Zip Code: _____

Check One: Mail Registration Check P-Card Purchase

HOTEL INFORMATION

GL Account #: _____

Hotel Name: _____

Hotel Address: _____

City: _____ State: Florida Zip Code: _____

Confirmation Number: _____ Hotel Amount: _____

Check One: Mail Hotel Check P-Card Purchase

FLIGHT INFORMATION

GL Account #: _____

Airline Name: _____ Flight Number: _____

Confirmation Number: _____ Flight Amount: _____

Departure Date: _____ Time: _____ Return Date: _____ Time: _____

RENTAL CAR INFORMATION

GL Account #: _____

Rental Car Company: _____

Confirmation Number: _____ Rental Amount: _____

Pick up Date: _____ Return Date: _____

TRAVELER'S ESTIMATED EXPENSES

GL Account #: BR408549-540101

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

County Vehicle Requested? YES NO (Gas Card Available)

Mileage Private Vehicle: 120 Miles @ \$ 0.655 \$78.600

Traveler's Total Estimated Expenses \$78.60

Travel Advance Check Requested? YES NO

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

ESTIMATED COST OF TRAVEL

Registration: _____

Hotel: _____


Flight: _____

Rental Car: _____

Other: _____

Traveler's Estimated Expenses: \$78.60

Total Estimated Cost of Travel \$78.60

Travelers Signature:  Date Signed: 7/24/23

Director/Designee Signature: _____ Date Signed: _____

Upon return from travel, employees must file Form TR2 including all receipts within 5 work days.

Approval: _____ Date Signed: _____
Assistant County Administrator (Travel over \$1,000, Director Travels & Out of State Travel)

Approval: _____ Date Signed: _____
County Administrator (ACA Travels & Out of Country Travel)

Review: _____ Date Signed: _____
Procurement Services

Instructions for Completing the Contractor Travel Form

Contractor: Name of the individual who performed travel.

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

Company: The consultant's company.

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

Residence (City): City where the consultant resides.

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

Telephone No: The telephone number of the contact person.

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

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

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

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

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

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

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

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

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

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

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

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

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

Column Total: Total cost of incidental expenses.

Summary Total: Total cost to the Department of Transportation.

Contractor: Individual who performed the travel.

Date: Date the travel form was prepared.

Job Title: Job title of the traveler.

Contractor's Supervisor: Traveler's supervisor.

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

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

Title: Job title of the authorized official.

Justification/Explanation: Explain any unusual claims for reimbursement.

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

Meal Allowances and Travel Status are as follows:

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

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

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

MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

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

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

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

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



MARION COUNTY
VOUCHER FOR REIMBURSEMENT
OF TRAVELING EXPENSES

Payee: Robert Balmes Invoice #: TRR
 Employee ID #: 11612 GL Account Code: BR408549-540101
 Department: TPO

(Procurement use only)

Use your cursor to hover over a field for help.

	Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure or Hour of Return	Total Meal Amt Per Day	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
								Amount	Type
Day 1	7/25/23	Ocala to DeLand	Meeting with FDOT Secretary	12:30 PM		60			
Day 2	7/25/23	DeLand to Ocala	Meeting with FDOT Secretary	4:30 PM		60			
Day 3									
Day 4									
Day 5									
Day 6									
Day 7									
Day 8									
Day 9									
Day 10									
Day 11									

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

Payee Signature: 
 Date Prepared: 7/24/23

		Total Meal Expenses	
0.655	@ Per Mile	Total Mileage Expenses	\$78.60
120	# All Miles	Total Incidental Expenses	

Net Amount Due To Traveler \$78.60

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

Director Signature: _____ Date Signed: _____

ACA Signature: _____ Date Signed: _____

Procurement Signature: _____ Date Signed: _____



Marion County Commission Authorization to Incur Travel Request

Some fields may not be applicable and may be left blank. Use your cursor to hover over a field for help. Digital Sign Available.

Traveler: Robert Balmes Date: 7/24/2023
Employee Number: 11612 Department: TPO
Travel Destination: Orlando, FL
Purpose: MPOAC Meetings
Departure Date: 7/27/2023 Time: 11:00 AM Return Date: 7/27/2023 Time: 8:30 PM

REGISTRATION INFORMATION

(Attach Registration Form)

GL Account #: _____

Registration Name: _____ Amount: _____

Registration Address: _____

City: _____ State: Florida Zip Code: _____

Check One: Mail Registration Check P-Card Purchase

HOTEL INFORMATION

GL Account #: _____

Hotel Name: _____

Hotel Address: _____

City: _____ State: Florida Zip Code: _____

Confirmation Number: _____ Hotel Amount: _____

Check One: Mail Hotel Check P-Card Purchase

FLIGHT INFORMATION

GL Account #: _____

Airline Name: _____ Flight Number: _____

Confirmation Number: _____ Flight Amount: _____

Departure Date: _____ Time: _____ Return Date: _____ Time: _____

RENTAL CAR INFORMATION

GL Account #: _____

Rental Car Company: _____

Confirmation Number: _____ Rental Amount: _____

Pick up Date: _____ Return Date: _____

Instructions for Completing the Contractor Travel Form

Contractor: Name of the individual who performed travel.

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

Company: The consultant's company.

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

Residence (City): City where the consultant resides.

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

Telephone No: The telephone number of the contact person.

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

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

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

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

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

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

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

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

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

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

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

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

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

Column Total: Total cost of incidental expenses.

Summary Total: Total cost to the Department of Transportation.

Contractor: Individual who performed the travel.

Date: Date the travel form was prepared.

Job Title: Job title of the traveler.

Contractor's Supervisor: Traveler's supervisor.

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

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

Title: Job title of the authorized official.

Justification/Explanation: Explain any unusual claims for reimbursement.

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

Meal Allowances and Travel Status are as follows:

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

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

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

MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

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

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

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

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



MARION COUNTY
VOUCHER FOR REIMBURSEMENT
OF TRAVELING EXPENSES

Payee: Robert Balmes Invoice #: TRR
 Employee ID #: 11612 GL Account Code: BR408549-540101
 Department: TPO

(Procurement use only)

Use your cursor to hover over a field for help.

	Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure or Hour of Return	Total Meal Amt Per Day	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
								Amount	Type
Day 1	7/27/23	Ocala to Orlando	MPOAC Meetings	11:00 AM		85		\$4.04	Tolls
Day 2	7/27/23	Orlando to Ocala	MPOAC Meetings	6:45 PM		85		\$4.04	Tolls
Day 3									
Day 4									
Day 5									
Day 6									
Day 7									
Day 8									
Day 9									
Day 10									
Day 11									

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

Payee Signature: [Signature]
 Date Prepared: 7/29/23

		Total Meal Expenses		
0.655	@ Per Mile	Total Mileage Expenses	\$111.35	
170	# All Miles	Total Incidental Expenses	\$8.08	

Net Amount Due To Traveler \$119.43

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

Director Signature: _____ Date Signed: _____

ACA Signature: _____ Date Signed: _____

Procurement Signature: _____ Date Signed: _____



TO: Board Members

FROM: Rob Balmes, Director

RE: SunTran Interlocal Agreement

Summary

A revised SunTran Interlocal Agreement between the City of Ocala, Marion County and the Ocala/Marion TPO is in draft format for Board review. Tye Chighizola, City of Ocala Projects Director, will provide a presentation to the Board on the proposed changes. The Agreement must be approved by the TPO Board, Marion County Board of County Commissioners and the City of Ocala Council. The current agreement expires on September 20, 2023.

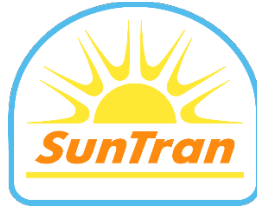
Attachment(s)

- SunTran Interlocal Agreement Memo
- Draft SunTran Interlocal Agreement, Proposed Changes
- Draft SunTran Interlocal Agreement

Action Requested

- TPO staff is recommending approval of the SunTran Interlocal Agreement.

If you have any questions about the draft proposed Interlocal Agreement, please contact me at: 438-2631.



August 11, 2023

To: Rob Balmes, TPO Director

From: Tye Chighizola, City Projects Director

RE: SunTran Draft Interlocal Agreement

The Interlocal Agreement between the City of Ocala, Marion County, and the Ocala/Marion County TPO approved in 2019 will expire on September 20, 2023. Since July 1, 2019, the City Council has served as the policy board for SunTran, and the City's Growth Management Department as the administrative agency.

The city requests extending the interlocal agreement for another four years until September 30, 2027. The most significant change in the draft agreement concerns the funding method for the local matches provided by the city and county. In 2019, the city and county agreed to modify the split from 60% city and 40% county to 75% city and 25% county based on service levels. Staff is proposing to eliminate the percentages in the agreement and establish a process to determine the split each year during the budget process for the city and county based on the current service levels.

As indicated in the adopted Transit Development Plan, SunTran may be providing additional services in the next year, both in the city and county. The proposed process will allow for more local government involvement in funding future services. The proposed agreement also includes language that would allow for an amendment to the agreement to include other local governments participating in future funding based on service levels.

The fiscal year 2024 budget will continue with the 75/25% split (city \$414,000 and county 138,000) under the current agreement. If approved, the city and county will adopt budget resolutions in March of 2024 that will set the percentages for fiscal year 2025. Staff is proposing public hearings with the city, county, and TPO in August and September to finalize the interlocal agreement.

I will present to the TPO Board and be available to answer any specific questions or concerns. If you have any questions, please contact me at tchighizola@ocalafl.org or (352) 401-3992.

**AMENDED INTERLOCAL AGREEMENT CONCERNING THE
PUBLIC TRANSPORTATION SYSTEM**

THIS INTERLOCAL AGREEMENT is made and entered into this _____ day of _____, ~~2019~~ 2023, by and between the CITY OF OCALA, a Florida municipal corporation (“CITY”), MARION COUNTY, a political subdivision of the State of Florida (“COUNTY”), and the Ocala/Marion County Transportation Planning Organization, a public entity created by Interlocal Agreement and pursuant to Section 163.01, Florida Statutes (“TPO”).

WHEREAS, the provision of adequate and effective public transportation services is an existing and growing problem in Marion County; and

WHEREAS, the public transportation system, known as “SunTran,” began operation on December 15, 1998, and has continued to provide the community with public transportation service; and

WHEREAS, CITY and COUNTY are authorized by Section 163.01, Florida Statutes, to enter into Interlocal Agreements to make the most efficient use of their powers by cooperating with each other on a basis of mutual advantage and thereby to provide services and facilities in a manner that will accord best with geographic, economic, population and other factors influencing the needs and development of the local community.

WHEREAS, CITY and COUNTY have entered into that certain Interlocal Agreement and desire to enter into the following agreement to clarify the respective rights and responsibilities concerning the operation of SunTran for the benefit of their respective constituents.

NOW, THEREFORE, for and in consideration of the mutual terms, covenants, and conditions to be complied with on the part of the respective parties hereto, it is agreed as follows:

1. **PURPOSE OF THIS AGREEMENT.** The purpose of this Agreement is to provide for public transportation services within the area of Marion County designated in the Transit Development Plan, as modified or amended, and to state the terms and conditions upon which cooperative

funding shall be provided and an understanding between the Parties as to the manner in which the services will be provided. The Agreement may be modified to include any other local governments within Marion County where public transit service may be provided.

2. **ESTABLISHMENT OF POLICY BOARD.** The City of Ocala City Council shall serve as the policy board for the public transportation system. The CITY shall be responsible for the establishment of all fares, service standards, rules, and regulations of the public transportation system. The CITY shall provide to the Ocala / Marion County TPO for their information and feedback an annual report in June of each year, which will include policies, strategies, ridership, operations, routes, coordination procedures, financial data, and other information pertinent to the public transportation system for the upcoming fiscal year.
3. **ESTABLISHMENT OF ADMINISTRATIVE AGENCY.** The CITY shall serve as the administrative agency for the public transportation system. The CITY shall provide public transportation ~~for the general public~~ by ~~the operation~~ ng of revenue vehicles over designated routes on a fixed schedule or designated areas as defined in the Transit Development Plan. CITY staff shall be responsible for the day-to-day administration and oversight ~~to~~ of the service.
4. **CONTRACTUAL AUTHORITY FOR THE ADMINISTRATIVE AGENCY.** The CITY, as ~~administrator of the system,~~ the system administrator shall be authorized to apply for and receive grants-in-aid or other assistance from the Federal Government and/or the State of Florida. Said grants or other assistance shall be used to carry out the purposes of this Interlocal Agreement. The CITY shall also receive any funds provided by local entities for the financial support of the public transit system as described in this Interlocal Agreement. The CITY is also authorized to enter into a management, operation, and maintenance contract with a private company to oversee the day-to-day operations of the public transportation system.
5. **CAPITAL AND OPERATIONAL CONTRIBUTIONS.** The CITY shall be authorized to acquire the physical equipment, motor vehicles, equipment, and facilities (i.e., buses, signage, bus stop furnishing, etc.) required to operate a public transportation system. The CITY shall be the legal

entity responsible for the operation and management of the public transportation system. The financial support for the purposes set forth in this Interlocal Agreement shall be ~~borne by each of the Parties as follows: the CITY shall pay seventy five percent (75%) and the COUNTY shall provide twenty five percent (25%) of any local monies required for any grant related to capital and operation of the public transportation system, subject to annual appropriation. determined each year as a percentage of the number of operating hours SunTran spends in either the CITY or COUNTY. The percentages between the CITY and COUNTY may vary from year to year based on service changes identified in the current Transit Development Plan (TDP). By March 1 of each year, the CITY shall present the project budget percentages to the TPO. By no later than March 30 each year, the percentages between the CITY and COUNTY shall be established by the adoption of a budget resolution by both the CITY and COUNTY. The adoption of the resolutions by the CITY and COUNTY shall serve as the formal local match request for the upcoming budgets. Local monies are defined as those necessary to match any State program (Block Grant, TRIP, CIGP, or other programs that may be established) or Federal program (Section 5305(d), 5307, 5309, or other programs that may be established). In addition, other necessary funds, capital or operating, not covered by any grant program or other financial assistance shall be the responsibility of the CITY and COUNTY in the same proportion process as described above. ~~The CITY shall, by March 30th of each year, submit to the COUNTY a request for the local County match for the upcoming budget year to be included in the COUNTY's proposed budget. The breakdown of the percentages listed above is based on the number of hours the public transportation provider spends in either the CITY or COUNTY. Currently, the percentage of hours spent in the CITY equates to seventy five (75) percent, whereas the percentage of hours spent in the COUNTY equates to twenty five (25) percent.~~ The funds for capital and operating costs shall be provided by the Parties to this Interlocal Agreement to the CITY on a quarterly basis, as invoiced by the CITY, and shall ~~reviewed~~ be reviewed on an annual basis or as needed. All revenues derived from the operation of the transit system, including advertisement, shall be utilized to reduce the ~~operating costs of the~~~~

~~system~~system's operating costs.

6. **TERM AND RENEWAL OF INTERLOCAL AGREEMENT.** The term of this Interlocal Agreement shall begin on ~~July 1, 2019~~ September 21, 2019~~23~~, and end on September ~~2030, 2023~~27. Before this Interlocal Agreement expires, the Ocala / Marion County TPO shall review the terms and conditions ~~Prior to the expiration of this Interlocal Agreement, the terms and conditions shall be reviewed by the Ocala / Marion County TPO~~ to discuss amendment or renewal.
7. **TERMINATION.** Either party may terminate this Interlocal Agreement by providing written notice of intent to terminate to the other party and the TPO at least ninety (90) days prior to the then current fiscal year; provided, that financial commitments made prior to termination are effective and binding for their full term and amount regardless of termination. In case of termination

DRAFT

by either party, the ~~transit system's administration, and the policy board's authority~~ ~~administration of the transit system and authority of the policy board~~ shall revert back to the TPO Governing Board.

The effective date of any termination shall be the end of the ~~then-current~~ ~~then-current~~ fiscal year, unless both parties agree to an alternative date of termination.

8. **TRANSFER OR DISPOSITION OF PROPERTY.** In the event of a transfer of administrative agency duties to another entity or agency, all property acquired pursuant to this Interlocal Agreement will transfer to the newly designated administrative agency. In the event of termination of the public transportation system, the disposition or distribution of any properties or monies acquired under the operation of this ~~Agreements~~ Agreement shall be on a proportionate rate basis, with the appropriate share to the Parties hereto being in direct proportion to each Party's contribution after required reimbursements to federal and/or state sources.
9. **AMENDMENT OF AGREEMENT.** Amendments or modifications of this Agreement may only be made by written agreement signed by all parties hereto with the same formalities as the original Agreement.
10. **AGREEMENT EXECUTION; COUNTERPARTS.** This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be original, and such counterparts together shall constitute one and the same instrument.
11. **EFFECTIVE DATE.** This Agreement shall become effective upon execution by all parties and filing with the Marion County Clerk of Court.
12. **PARTIES NOT OBLIGATED TO THIRD PARTIES.** No party hereto shall be obligated or be liable hereunder to any party not a signatory to this Agreement. There are no express or intended third-party beneficiaries ~~to~~ of this Agreement.

INTENTIONAL PAGE BREAK – SIGNATURES FOLLOW

IN WITNESS WHEREOF, the undersigned parties have caused this Interlocal Agreement to be duly executed in their behalf on this _____ day of _____, 2019~~20~~23.

MARION COUNTY

By: _____
Craig Curry, Chairperson

Attest: _____
Gregory C. Harrell
Marion County Clerk of the Circuit Court

Approved as to form and legality:

Matthew G. Minter
County Attorney

CITY OF OCALA, a Florida municipal corporation

By: _____
James P. Hilty, Sr. City Council President

Attest: _____
Angel B. Jacobs, City Clerk

Approved as to form and legality:

William Sexton
City Attorney

Ocala/Marion County Transportation Planning Organization

By: _____
Craig Curry, Chairperson

**AMENDED INTERLOCAL AGREEMENT CONCERNING THE
PUBLIC TRANSPORTATION SYSTEM**

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WHEREAS, the public transportation system, known as “SunTran,” began operation on December 15, 1998, and has continued to provide the community with public transportation service; and

WHEREAS, CITY and COUNTY are authorized by Section 163.01, Florida Statutes, to enter into Interlocal Agreements to make the most efficient use of their powers by cooperating with each other on a basis of mutual advantage and thereby to provide services and facilities in a manner that will accord best with geographic, economic, population and other factors influencing the needs and development of the local community.

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funding shall be provided and an understanding between the Parties as to the manner in which the services will be provided. The Agreement may be modified to include any other local governments within Marion County where public transit service may be provided.

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3. **ESTABLISHMENT OF ADMINISTRATIVE AGENCY.** The CITY shall serve as the administrative agency for the public transportation system. The CITY shall provide public transportation by operating revenue vehicles over designated routes on a fixed schedule or designated areas as defined in the Transit Development Plan. CITY staff shall be responsible for the day-to-day administration and oversight of the service.
4. **CONTRACTUAL AUTHORITY FOR THE ADMINISTRATIVE AGENCY.** The CITY, as the system administrator shall be authorized to apply for and receive grants-in-aid or other assistance from the Federal Government and/or the State of Florida. Said grants or other assistance shall be used to carry out the purposes of this Interlocal Agreement. The CITY shall also receive any funds provided by local entities for the financial support of the public transit system as described in this Interlocal Agreement. The CITY is also authorized to enter into a management, operation, and maintenance contract with a private company to oversee the day-to-day operations of the public transportation system.
5. **CAPITAL AND OPERATIONAL CONTRIBUTIONS.** The CITY shall be authorized to acquire the physical equipment, motor vehicles, equipment, and facilities (i.e., buses, signage, bus stop furnishing, etc.) required to operate a public transportation system. The CITY shall be the legal

entity responsible for the operation and management of the public transportation system. The financial support for the purposes set forth in this Interlocal Agreement shall be determined each year as a percentage of the number of operating hours SunTran spends in either the CITY or COUNTY. The percentages between the CITY and COUNTY may vary from year to year based on service changes identified in the current Transit Development Plan (TDP). By March 1 of each year, the CITY shall present the project budget percentages to the TPO. By no later than March 30 each year, the percentages between the CITY and COUNTY shall be established by the adoption of a budget resolution by both the CITY and COUNTY. The adoption of the resolutions by the CITY and COUNTY shall serve as the formal local match request for the upcoming budgets. Local monies are defined as those necessary to match any State program (Block Grant, TRIP, CIGP, or other programs that may be established) or Federal program (Section 5305(d), 5307, 5309, 5339 or other programs that may be established). In addition, other necessary funds, capital or operating, not covered by any grant program or other financial assistance shall be the responsibility of the CITY and COUNTY in the same process as described above. The funds for capital and operating costs shall be provided by the Parties to this Interlocal Agreement to the CITY on a quarterly basis, as invoiced by the CITY, and shall be reviewed on an annual basis or as needed. All revenues derived from the operation of the transit system, including advertisement, shall be utilized to reduce the system's operating costs.

6. **TERM AND RENEWAL OF INTERLOCAL AGREEMENT.** The term of this Interlocal Agreement shall begin on September 21, 2023, and end on September 30, 2027. Before this Interlocal Agreement expires, the Ocala / Marion County TPO shall review the terms and conditions to discuss amendment or renewal.
7. **TERMINATION.** Either party may terminate this Interlocal Agreement by providing written notice of intent to terminate to the other party and the TPO at least ninety (90) days prior to the then current fiscal year; provided, that financial commitments made prior to termination are effective and binding for their full term and amount regardless of termination. In case of termination

by either party, the transit system's administration, and the policy board's authority shall revert back to the TPO Governing Board. The effective date of any termination shall be the end of the then-current fiscal year, unless both parties agree to an alternative date of termination.

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9. **AMENDMENT OF AGREEMENT.** Amendments or modifications of this Agreement may only be made by written agreement signed by all parties hereto with the same formalities as the original Agreement.
10. **AGREEMENT EXECUTION; COUNTERPARTS.** This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be original, and such counterparts together shall constitute one and the same instrument.
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INTENTIONAL PAGE BREAK – SIGNATURES FOLLOW

IN WITNESS WHEREOF, the undersigned parties have caused this Interlocal Agreement to be duly executed in their behalf on this _____ day of _____, 2023.

MARION COUNTY

By: _____
Craig Curry, Chairperson

Attest: _____
Gregory C. Harrell
Marion County Clerk of the Circuit Court

Approved as to form and legality:

Matthew G. Minter
County Attorney

CITY OF OCALA, a Florida municipal corporation

By: _____
James P. Hilty, Sr. City Council President

Attest: _____
Angel B. Jacobs, City Clerk

Approved as to form and legality:

William Sexton
City Attorney

Ocala/Marion County Transportation Planning Organization

By: _____
Craig Curry, Chairperson



TO: Committee Members

FROM: Rob Balmes, Director

RE: Congestion Management Process, 2023 State of the System

Summary

In November 2021, the TPO Board adopted a revised Congestion Management Plan (CMP). One major element of the CMP is a State of the System. This element contains information related to level of service and congestion levels for the major federal-aid roadways (CMP Network) in Marion County.

In 2023, the TPO is conducting an update to the State of System. This activity includes revised level of service information, an updated comprehensive database table and associated map series for the CMP Network.

This update has been performed per the request of local government partner agencies in support of ongoing traffic study and impact analysis work performed in the community. This project also involves the development of context classifications for the state (FDOT) roadways in Marion County based on the release of the new Quality/Level of Service (Q/LOS) Handbook in January 2023. Local (non-state) roadways were analyzed using the 2020 Q/LOS Handbook.

Included with the meeting packet is a draft 2023 State of the System Report for review and approval at the board meeting.

Attachment(s)

- 2023 CMP Update Presentation
- Draft 2023 Congestion Management State of the System Report

Committee Recommendation(s)

- The Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) approved the 2023 State of the System Report on August 8, 2023.

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

Action Requested

- TPO staff is recommending approval of the 2023 CMP State of the System Report.

If you have any questions about the draft CMP State of the System Report, please contact me at: 438-2631.

Congestion Management Process

2023 System Performance Evaluation



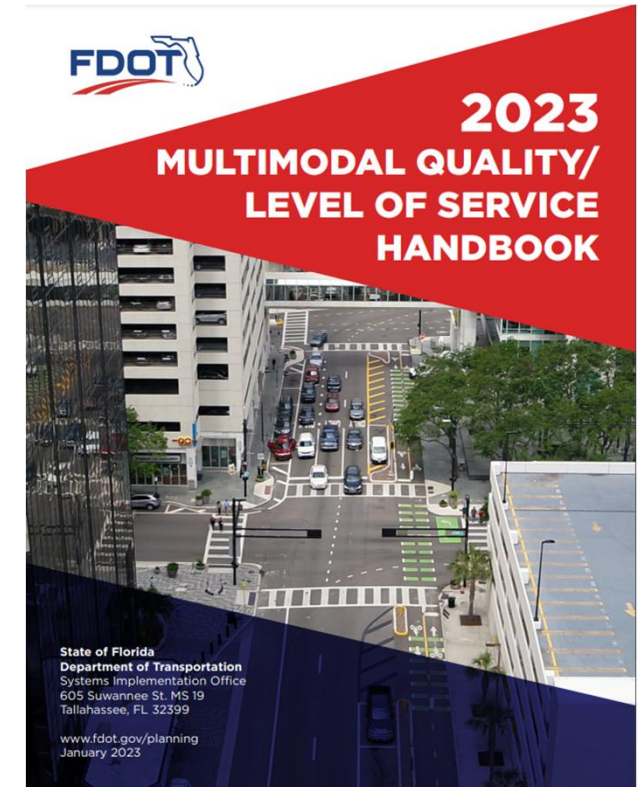
Ocala Marion CMP Process

- CMP Policy and Procedures Manual Adopted in August 2021
- First Year Systems Evaluation Completed in August 2021
- CMP Database developed to track roadway congestion levels on a bi-annual basis

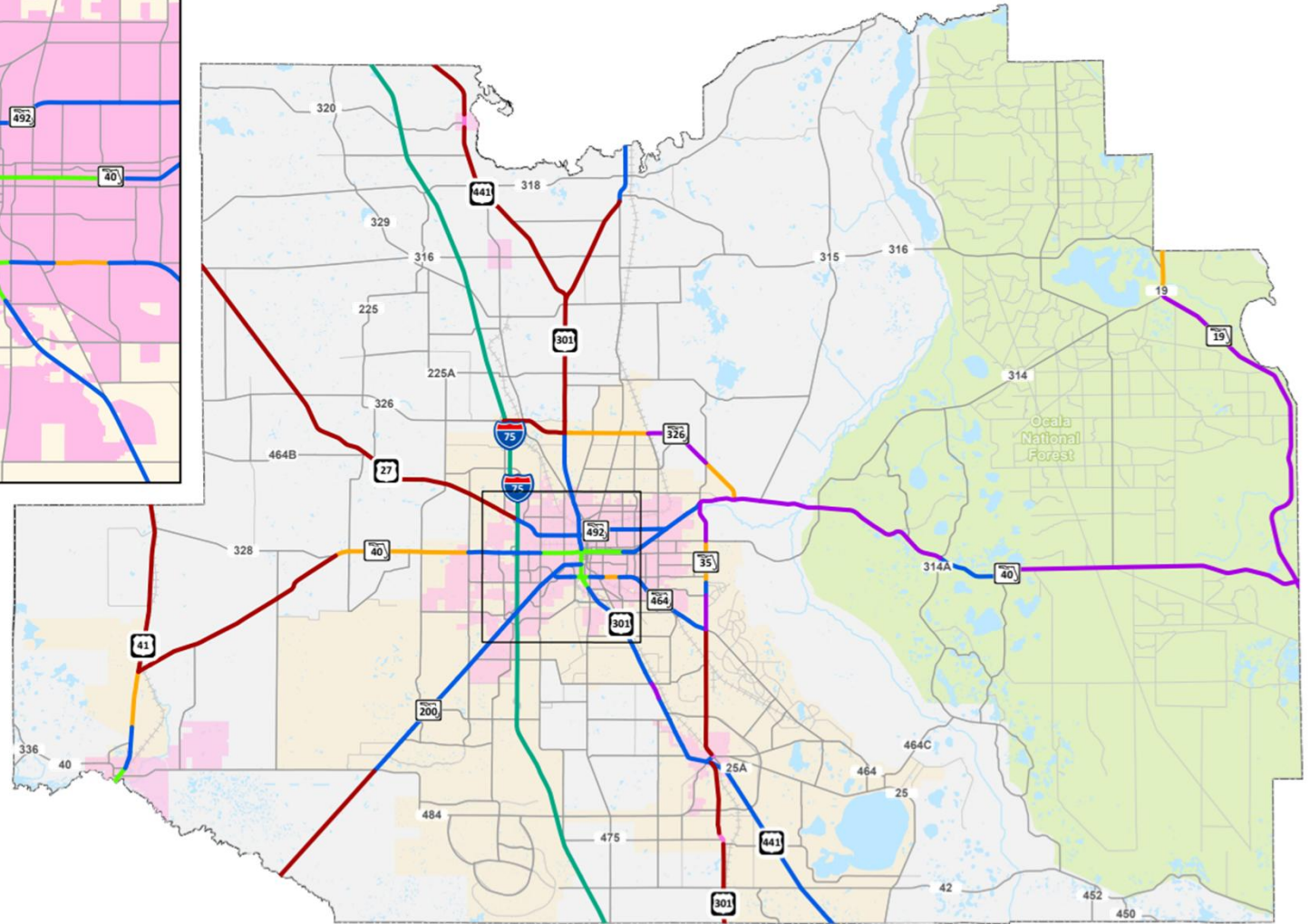
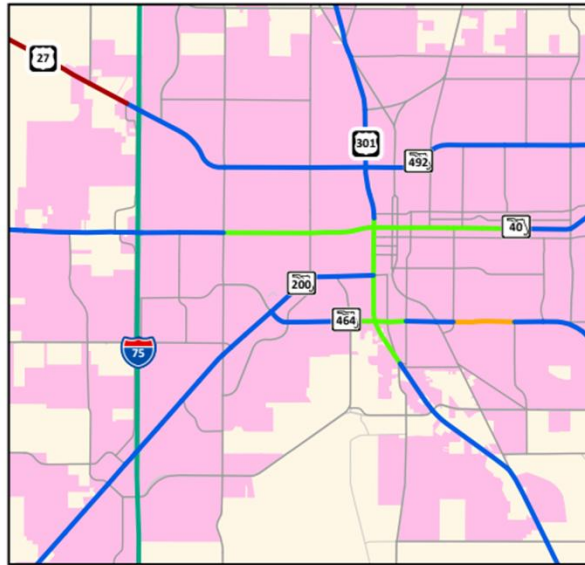


Roadway Level of Service

- Year 2022 Traffic Data
- FDOT Quality / Level of Service Tables
 - Area Type (Urban, Transitioning, Rural)
 - Facility Type (Interrupted, Uninterrupted, Freeway)
 - Number of Lanes
 - Speed Limit (Interrupted Flow)
 - Presence of Turn Lanes and Passing Lanes
 - State vs. Non-State Roadways
 - LOS Standard (A, B, C, D, E)
- 2023 Update considers Context Classification



FDOT Context Classification



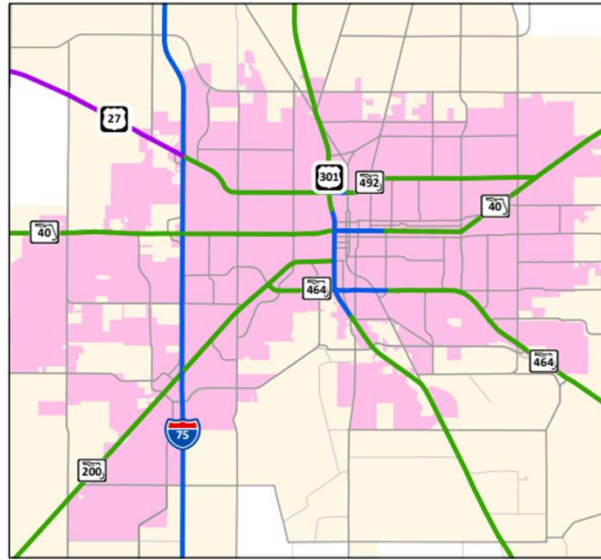
Marion County Context Classification

- C1 - Natural
- C2 - Rural
- C2T - Rural Town
- C3C - Suburban Commercial
- C3R - Suburban Residential
- C4 - Urban General
- LA - Limited Access
- City Boundaries
- Urban Area Boundary

**For state-maintained roadways within Marion County*



Service Volume Percent Change



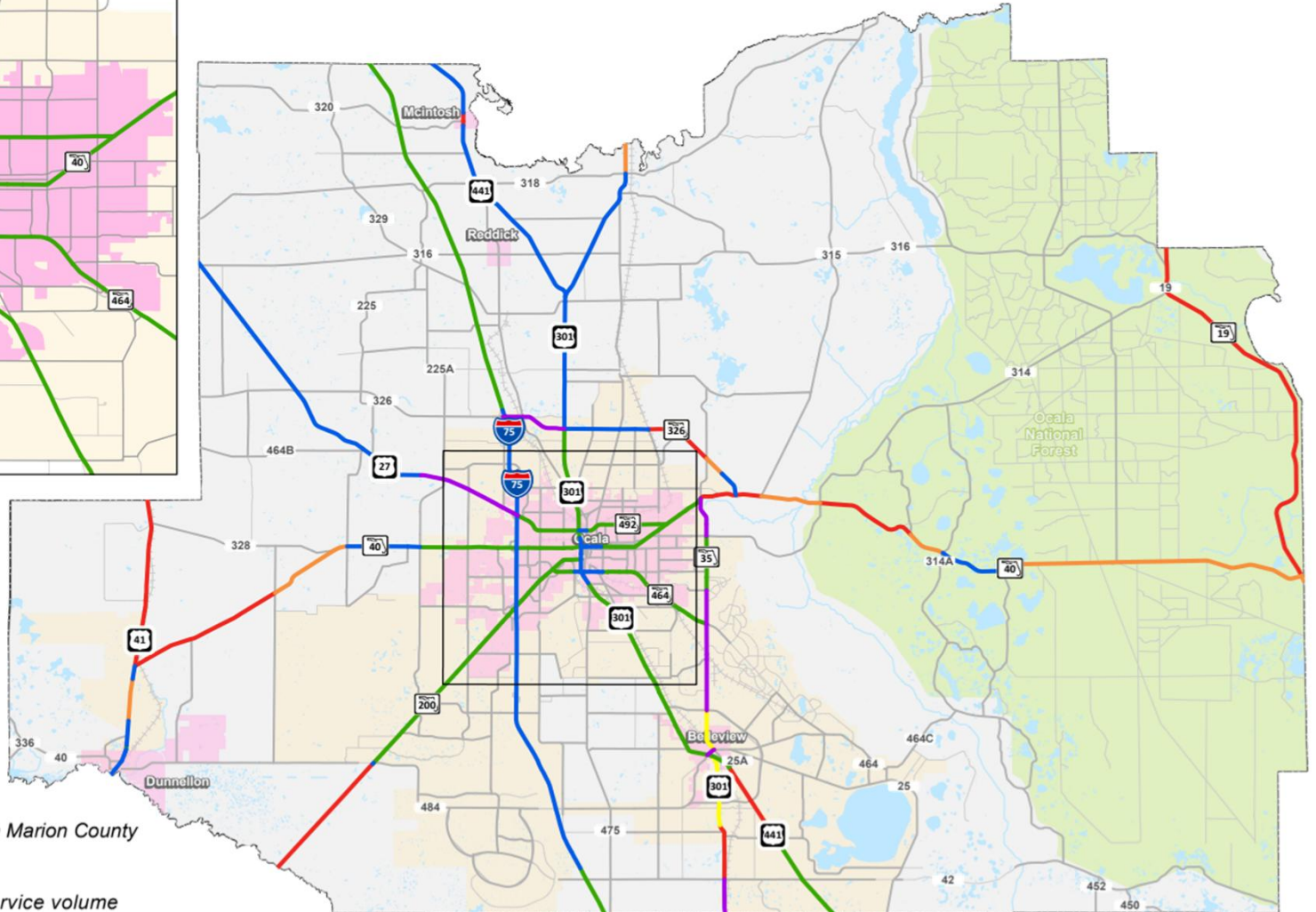
Marion County Service Volume % Change

- 25% - 50%
- 5% - 25%
- -5% - +5%
- -25% - -5%
- -50% - -25%
- < -50%

- City Boundaries
- Urban Area Boundary

**For state-maintained roadways within Marion County*

Positive change reflects a higher service volume with the 2023 Q/LOS Tables



Level of Service

CR 475A, S of SW 66th St



NW 27th Ave, S of US 27



SR 40, W of SE 25th Ave

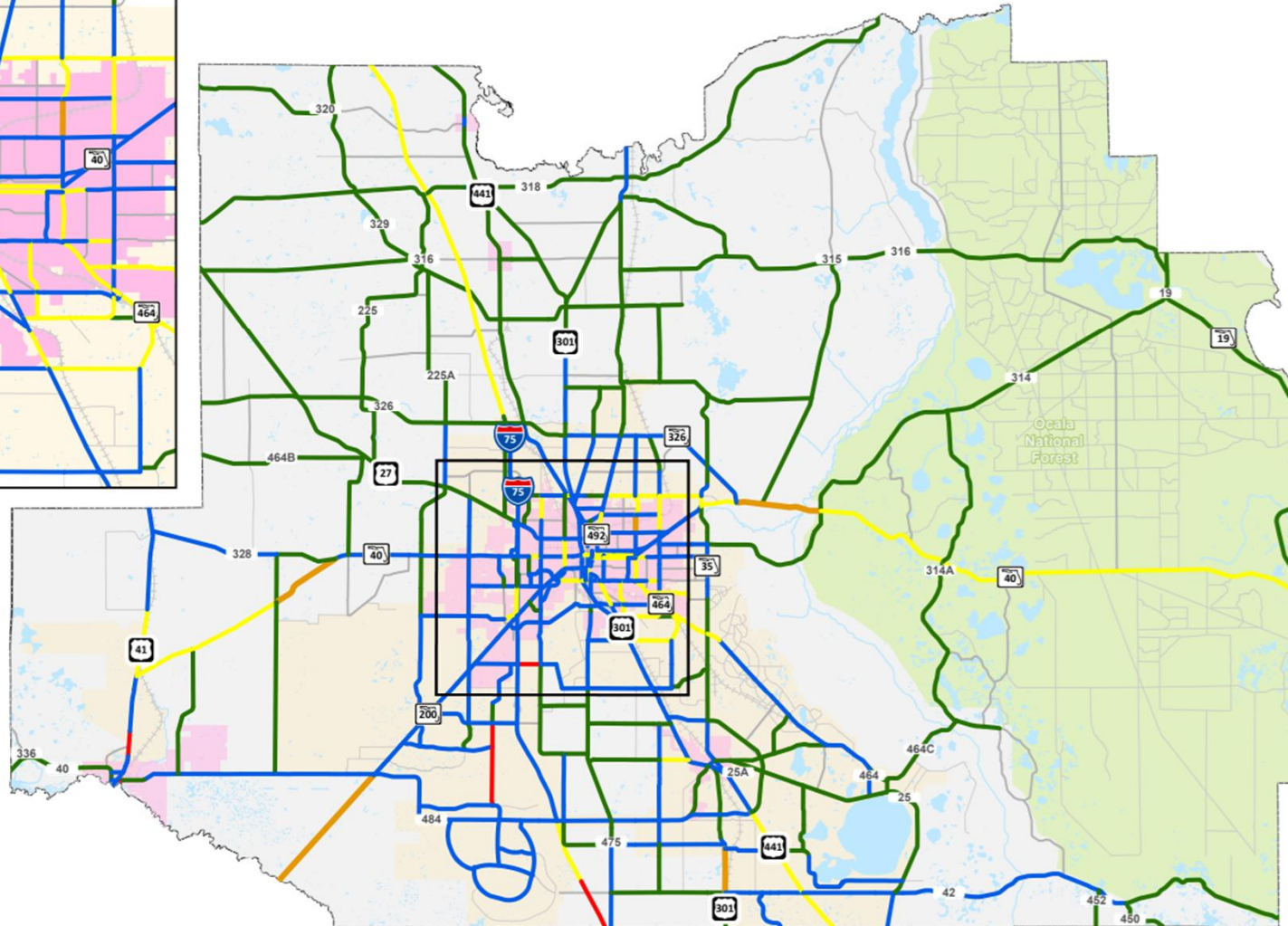
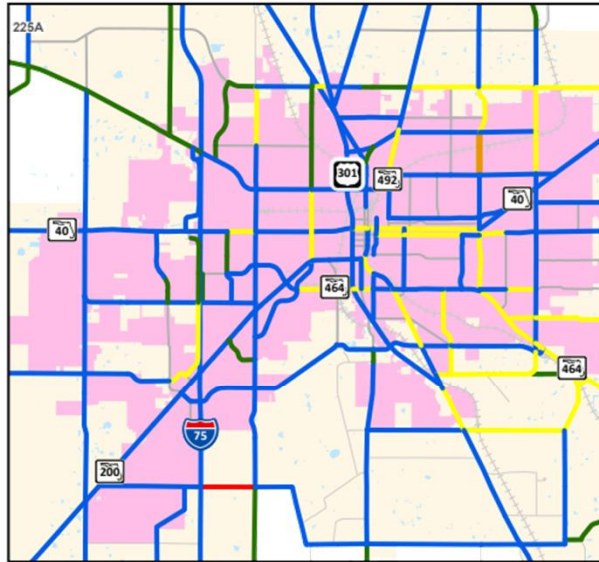


SR 200, S of CR 484



SW 49th Ave, S of SW 95th St

Level of Service Summary, 2023

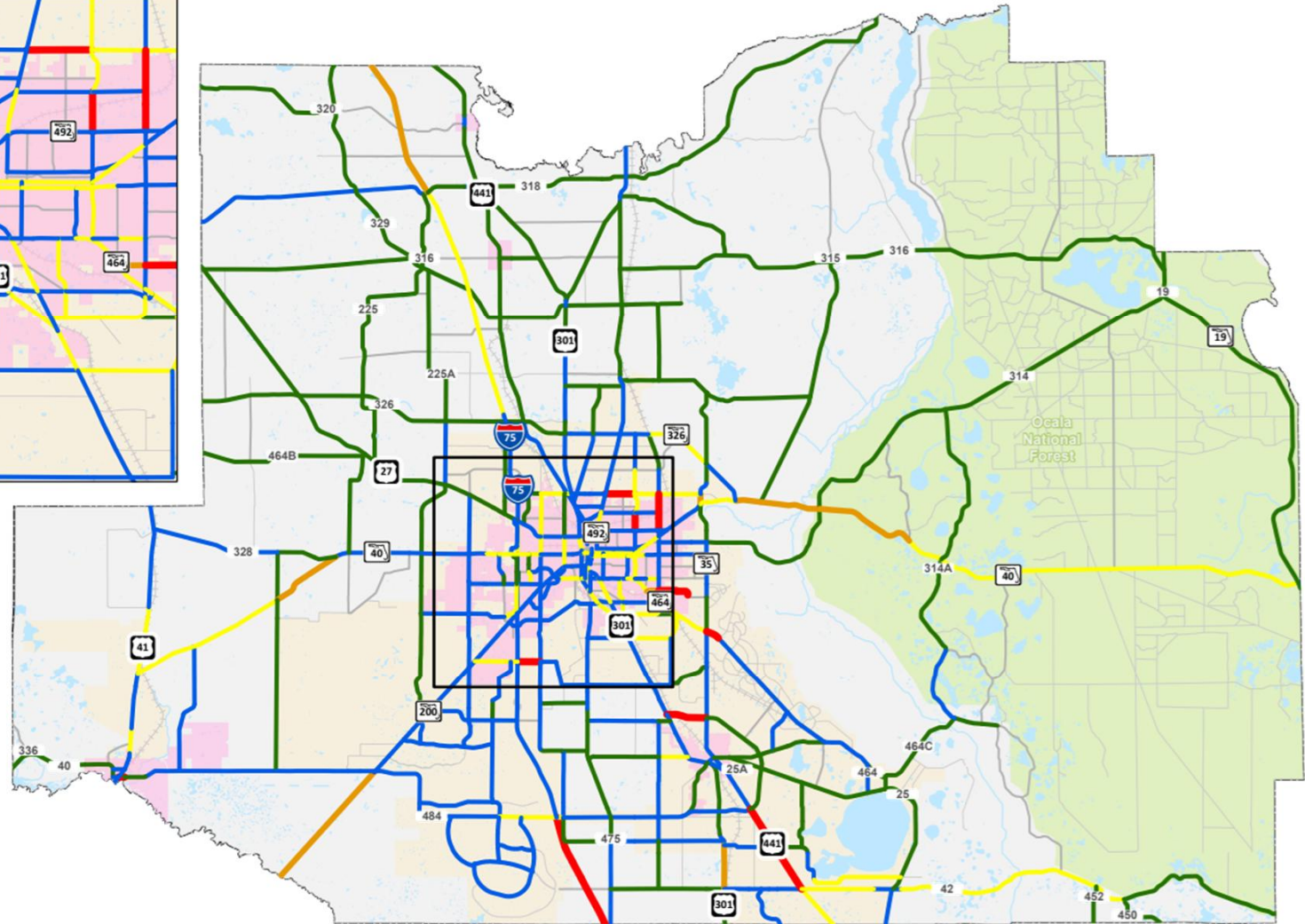
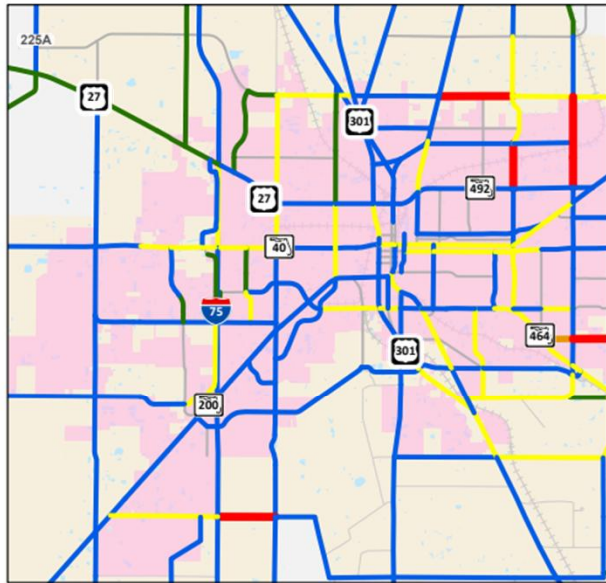


Marion County

2023 Daily LOS

- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- Not Counted
- City Boundaries
- Urban Area Boundary

Level of Service Summary, 2028



Marion County

2028 Daily LOS

- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- Not Counted
- City Boundaries
- Urban Area Boundary

Systemwide Performance

Level of Service (LOS) Summary, 2023

	LOS B	LOS C	LOS D	LOS E	LOS F
Roadway Miles	403	290	89	15	7
	50%	36%	11%	2%	1%
Change from 2021	-2%	-2%	+3%	+1%	--
Million Vehicle-Miles Traveled (MVMT)	787	1,830	871	88	112
	21%	50%	24%	2%	3%
Change from 2021	+1%	--	-2%	--	+1%

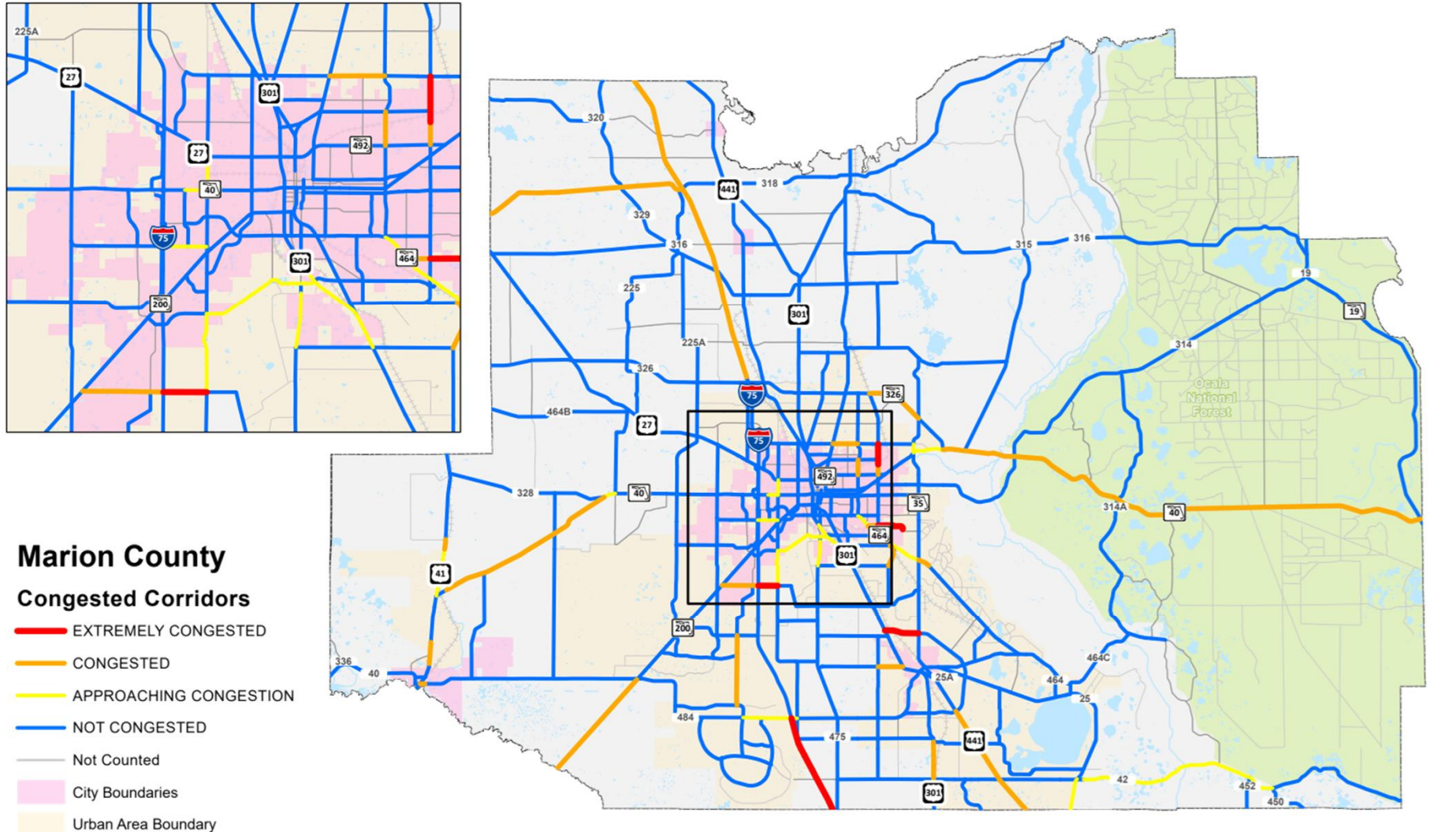
Roadways with Volumes Exceeding Adopted LOS

	2021	2021 Percent County-wide	2023	2023 Percent County-wide	2028	2028 Percent County-wide
Miles	25	3.3%	66	8.2%	86	10.7%
MVMT	378	11.8%	696	16.3%	1,036	24.2%

Congested Corridors Identification

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

Congested Corridors Identification



Changes in Congestion Ratings

- For state-roadways, changes in congestion rating were primarily caused by the changes in service volume as introduced in the 2023 FDOT Q/LOS Handbook
- For non-state roadways, changes in congestion rating were primarily caused by the volumes crossing over or under the congestion rating threshold.

Examples of Different Congestion Rating Changes

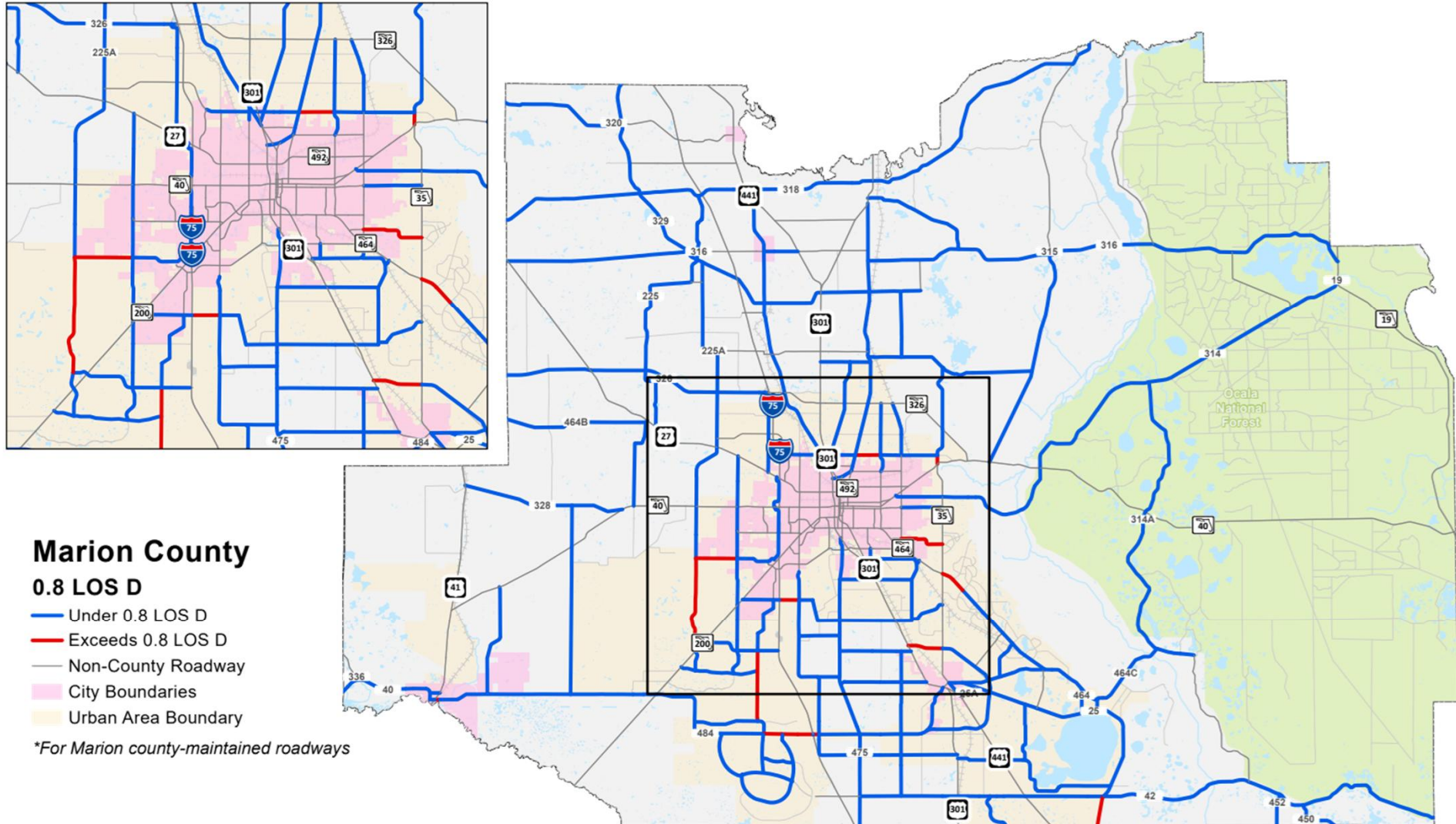
ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	CONGESTED (2021)	EXTREMELY (2023)	Higher volume in 2023, crossed threshold.
SW 49 AV	MARION OAKS	SW 95 ST	NOT CONGESTED	CONGESTED (2023)	Higher volume and growth rate in 2023, crossed threshold.
SE 44 AV RD	SE 44 AV	SR 464	APPROACHING	NOT CONGESTED	Lower growth rate in 2023, volume crossed threshold.
SR 40	SR 35	SR 326	NOT CONGESTED	APPROACHING	Reduction in service volume due to 2023 Q/LOS update.
SR 464	US 441	SE 3 AV	CONGESTED (2026)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.

Marion County Roadway Performance

County-Maintained Roadways Exceeding 80% LOS D

ROADWAY	FROM	TO
CR 25	CR 42	COUNTY LINE (S)
CR 35	SR 40	NE 35 ST
CR 464	SR 35	SE PINE RD
CR 484	CR 475A	MARION OAKS BLVD
NE 35 ST	CR 200A	NE 25 AV
SE 24 ST	SE 36 AV	SR 35
SE 92 PL RD	US 301	SR 35
SW 38 ST	SW 80 AV	SW 60 AV
SW 49 AV	SW 95 ST	MARION OAKS BLVD
SW 80 AV	SW 90 ST	SW 38 ST
SW 66 ST	SW 49 AV	SW 27 AV

Marion County Roadway Performance



Summary and Recommendations

1. Ongoing monitoring of the transportation system
2. Incorporate findings from the CMP into the LOPP and LRTP processes.
3. Perform State of the System update every two to three years to monitor system performance and effectiveness of strategy implementation
4. Program 2 to 3 corridor / intersection studies per year based on the results of the congestion analysis and mitigation strategy identification



Questions?

Congestion Management Process

2023 System Performance Evaluation



Congestion Management Process

2023 STATE OF THE SYSTEM REPORT





Prepared For:



Prepared By:



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APPENDIX A: 2023 Congestion Management Process Database

INTRODUCTION

This report is provided to summarize the changes to the Ocala Marion TPO CMP Systems Evaluation resulting from the year 2023 update. Updates were made to include the latest available traffic data (year 2022) and to compare traffic volumes to the capacity thresholds outlined in the Florida Department of Transportation (FDOT) Quality/Level of Service (Q/LOS) Handbook published in June 2020 and updated in January 2023. In addition, the latest FDOT Work Program, Ocala Marion TPO Transportation Improvement Program (TIP), and Marion County TIP were reviewed, and funded capacity improvements were considered in the evaluation of future roadway conditions.

The level of service, Volume to Maximum Service Volume (V/MSV) ratio, and congestion rating for each roadway is reported for existing year 2023 and future year 2028 to coincide with the current five-year TIPs.

FDOT has recently released updated Q/LOS tables (2023), which are based on Context Classification. FDOT has established a preliminary Context Classification for FDOT owned and maintained roadways. Marion County and the three municipalities of Belleview, Dunnellon, and Ocala have not yet identified Context Classifications for local (non-state) roadways. Therefore, this update utilizes the FDOT 2020 Q/LOS for non-state roadways and FDOT 2023 Q/LOS for state roadways.

The findings of the Systems Evaluation for 2023 and 2028 conditions were mostly consistent with those of 2021 and 2026. In some cases, however, the updated traffic data from 2022 resulted in a change to the congestion ratings identified in the prior analysis. Additionally, due to the changes in service volume/LOS thresholds in the 2023 Q/LOS Handbook, some state roadways showed increases or decreases in LOS without significant fluctuation in traffic volumes between the 2021 evaluation and the 2023 update.

The historical growth rates applied to forecast future year 2028 volumes are based on the most recent five years of historical traffic data, so new 2023 data points resulting in an increase or decrease to the historical growth rate also factored into changes in congestion ratings. Growth rates are determined solely based on historical traffic trends; individual planned developments within Marion County are not accounted for in the applied growth rates.

BACKGROUND

Chapters 3 and 4 of the Congestion Management Plan specify the transportation system performance measures by which congestion on the Ocala Marion Transportation Planning Organization (TPO) roadway network is to be identified, tracked, and monitored. The roadway network includes major transportation facilities in Marion County. The System Performance Monitoring Plan identified six categories of performance measure:

- Level of Service
- Safety
- Transit
- Bicycle and Pedestrian
- Carpooling, and
- Truck Traffic

This report represents the second year of the Systems Performance Evaluation State of the System Report. This update is focused solely on vehicle level of service and trends in vehicle level of service since the 2021 first year evaluation. The evaluation for the CMP Network as identified with the CMP Policies and Procedures is based on the most recently published year 2022 data from FDOT, City of Ocala, and Marion County.

CHANGES IN FDOT Q/LOS HANDBOOK

The Florida Department of Transportation updated the Q/LOS Handbook in 2023. The prior update was in 2020, which is the version utilized for the 2021 State of the System evaluation. The 2023 update defines a new way in which roadway service volumes are classified. In the 2020 edition, the service volume thresholds were determined based on several factors such as functional classification (urban vs rural), speed limit, and whether flow was interrupted or uninterrupted.

The 2023 Q/LOS Handbook utilizes Context Classification to define service volume thresholds. FDOT defines this parameter as *“a classification assigned to a roadway that broadly identifies the various built environments in Florida, based on existing or future land use characteristics, development patterns, and the roadway connectivity of an area.”* There are eight context classifications for non-limited access roadways. These include:

- C1 — Natural roadways are in lands surrounded by nature or wilderness that is in permanent preservation.
- C2 — Rural refers to sparsely settled lands that may include agricultural land mixed with grassland, woodland, or wetlands.
- C2T — Rural Town represents small concentrations of developed areas immediately surrounded by rural and natural areas.
- C3R — Suburban Residential classification is mostly in areas where housing is located immediately adjacent to the road and organized in large blocks with a disconnected or sparse roadway network.
- C3C — Suburban Commercial has mostly non-residential uses with large building footprints and large parking lots along the road. C3C also has large blocks and a disconnected or sparse roadway network.
- C4 — Urban General has a mix of uses in one- to three-story buildings set in small blocks within a well-connected roadway network. C4 areas can extend long distances.
- C5 — Urban Center has mixed uses within small blocks in one- to five-story buildings with a well-connected roadway network typically concentrated around a few blocks or within an identified civic or economic center of a community, town, or city.

- C6 — Urban Core describes roads located in areas with the highest densities and building heights. C6 roadways are within FDOT-classified Core Urbanized Areas (defined as having a population greater than one million).



Source: FDOT 2023 Q/LOS Handbook

FDOT has assigned context classifications for state roadways within Marion County. The most common Context Classifications found within the county are C1, C2, C3C, and C3R designations. McIntosh and Summerfield have short segments with C2T designations. Downtown Dunnellon and Downtown Ocala have short segments with C4 designations. There are no C5 or C6 segments in Marion County. A map of the Context Classifications for state roadways in Marion County is illustrated in **Figure 1**.

The new 2023 Q/LOS tables based on Context Classification resulted in these general changes for the 2023 evaluation when compared to the 2021 evaluation:

- Rural 2-lane roadways (C1, C2) such as SR 40 and SR 19 saw a significant decrease in service volume/capacity.
- Rural 4-lane roadways (C1, C2) such as US 27, SR 326, and SR 35 saw a significant increase in service volume/capacity.
- C2T roadways such as US 441 travelling through McIntosh and US 301 travelling through Summerfield saw a significant decrease in service volume/capacity.
- Roadways classified as C4 saw a slight increase in service volume/capacity.
- Roadways classified as C3R and C3C saw minimal change in service volume/capacity.
- Rural segments of I-75 saw minimal change in service volume/capacity.
- Urban segments of I-75 saw slight increases in service volume/capacity.

These general trends are illustrated in the **Figure 2**. A positive percent difference means that the 2023 service volumes were higher than the 2021 service volumes (i.e. a higher volume of traffic can be experienced on a particular roadway before exceeding a LOS standard). A negative percent difference means that the 2023 service volumes were lower than the 2021 service volumes (i.e. the LOS standard will be exceeded with a lower volume of traffic).

Overall, all roadways with significant changes in service volume resulted in an LOS change, and all roadway segments without significant service volume change did not see a change in LOS between 2021 and 2023. The changes in LOS due to the updated service volumes generally did not result in a difference in congestion level.

Some degradation of LOS occurred due to increases in traffic volumes between 2021 and 2023, such as I-75 south of CR 484 and SR 464.

Figure 3 provides an illustration of changes in LOS between year 2021 and 2023 for state roadways.

- **LOS Degraded** means that the operating LOS in 2023 is worse than that reported in 2021. This mainly occurred due to the service volume decreasing within the 2023 Q/LOS Tables. The changes predominantly occurred for 2-lane roadways within the C1 and C2 Context Classifications. Some degradation of LOS occurred due to increases in traffic volumes between 2021 and 2023, such as I-75 south of CR 484 and SR 464.
- **LOS Improved** means that the operating LOS in 2023 is better than that reported in 2021. This mainly occurred due to the service volume increasing within the 2023 Q/LOS Tables. The changes predominantly occurred for 4-lane roadways within the C1 and C2 Context Classifications. I-75 also had an increase in service volume with the 2023 Q/LOS Tables.
- **LOS Remained the Same** means that the operating LOS in 2021 and 2023 were the same. This occurred when the service volume was relatively consistent between the two Q/LOS Handbooks and where the traffic volumes did not significantly change between 2021 and 2023. The roadways with the smallest difference in service volume are the C3C and C3R suburban Context Classifications, which make up most of the roadways within the urbanized areas.

Figure 1: FDOT Context Classification for State Maintained Roadways

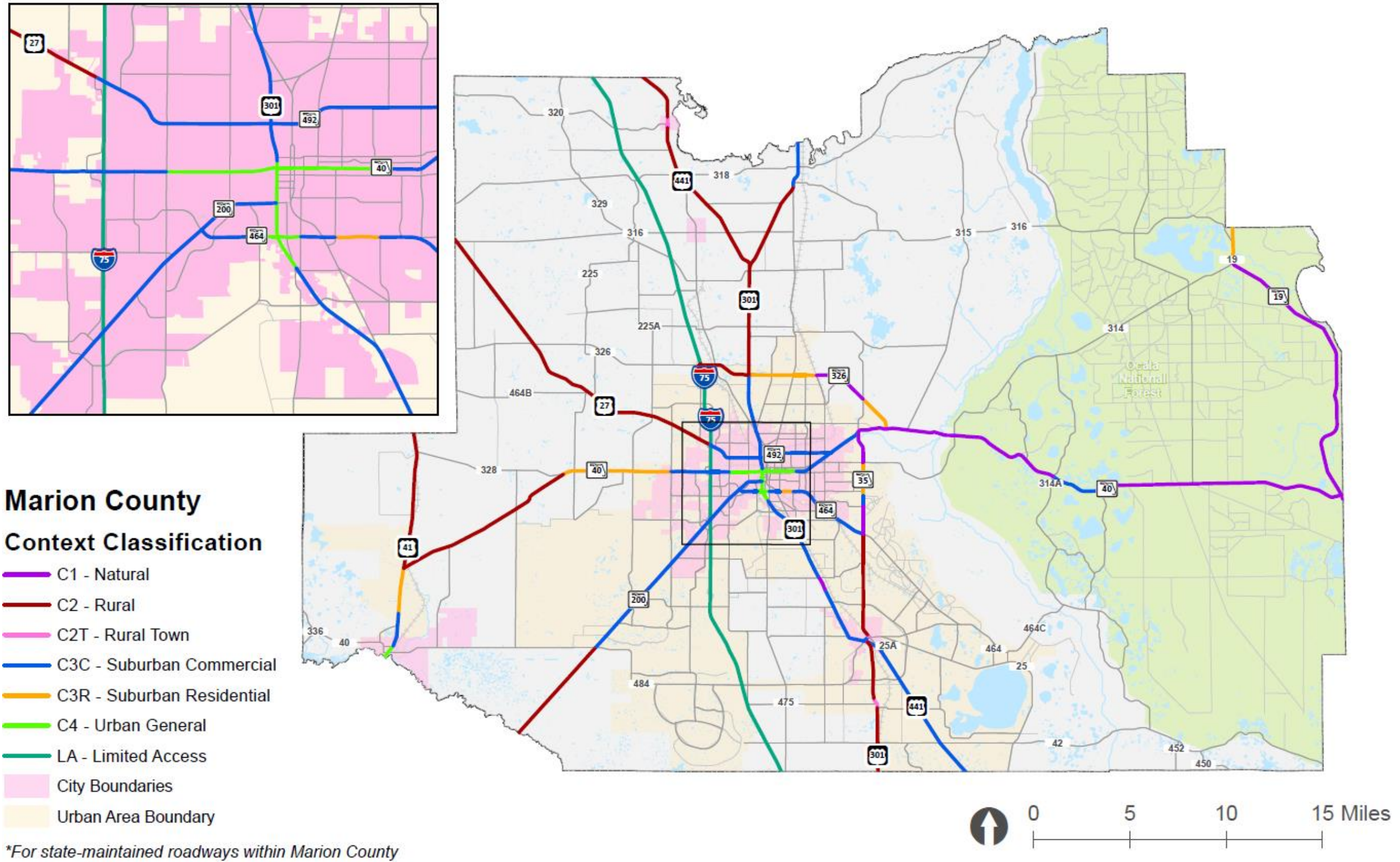


Figure 2: Service Volume Percent Change (2023 Q/LOS vs. 2020 Q/LOS)

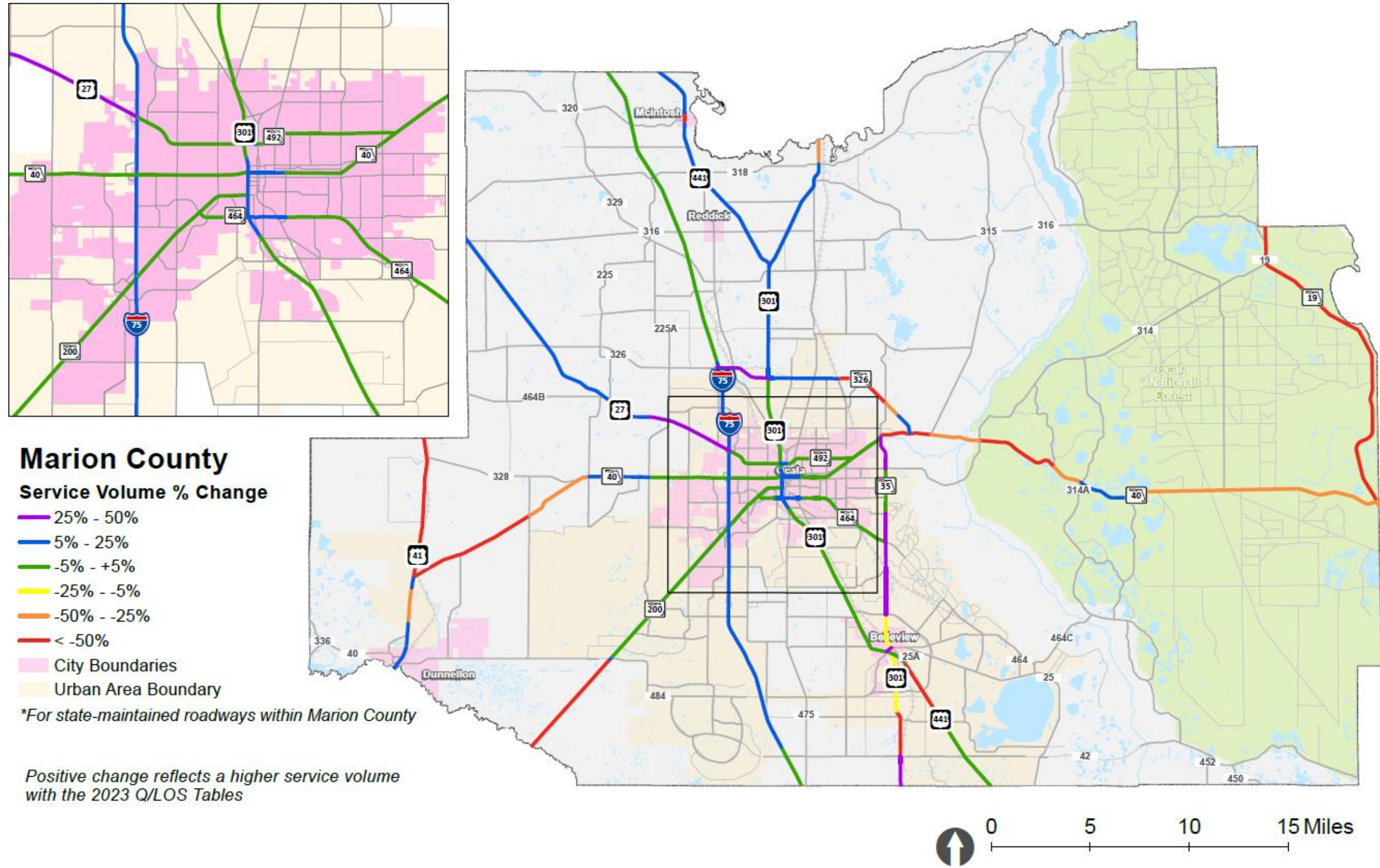
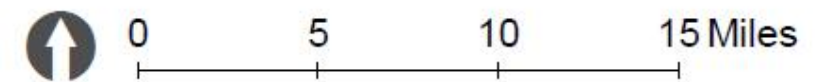
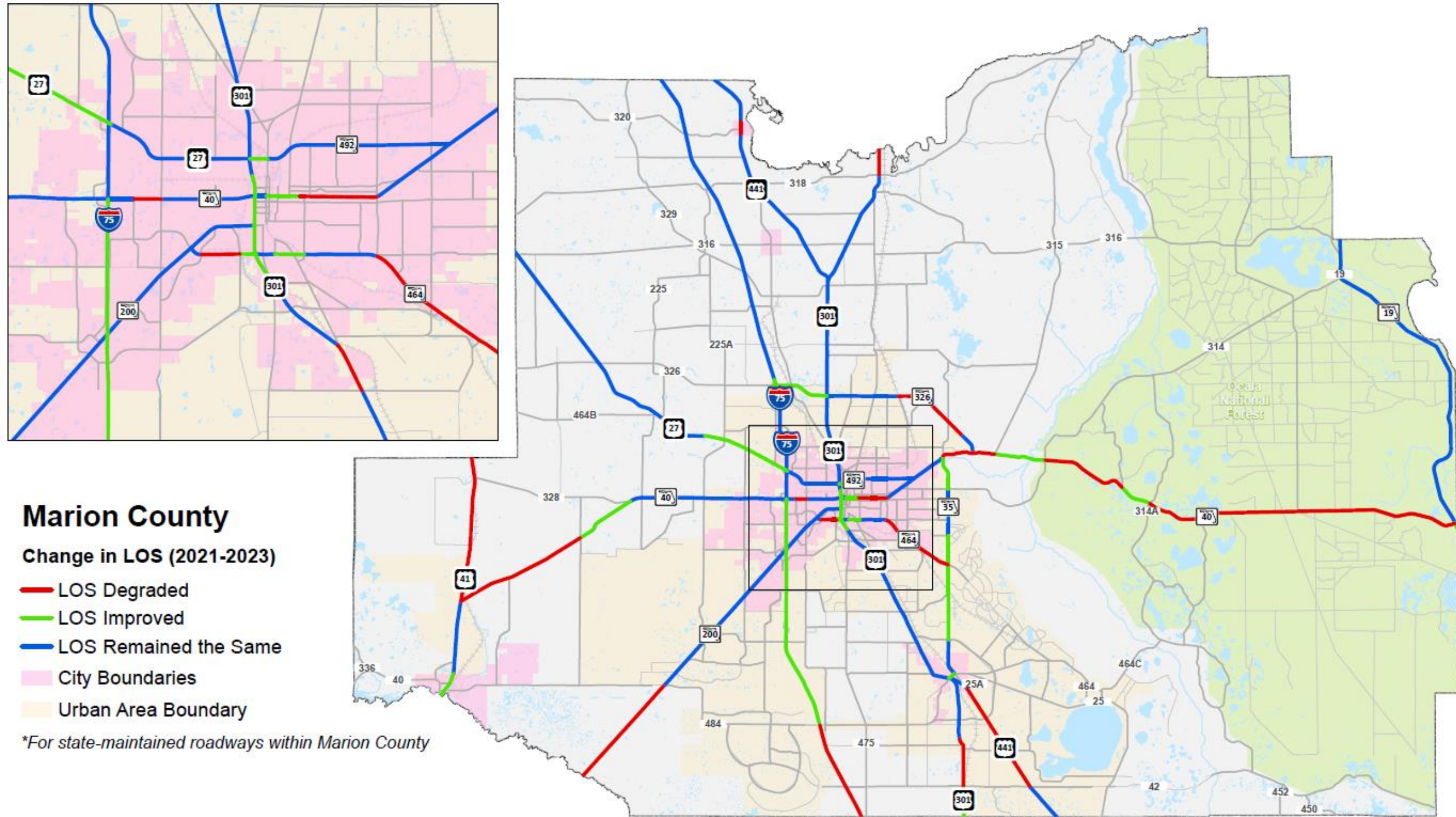


Figure 3: Change in Level of Service (LOS) between 2023 and 2021



FUNDED CAPACITY IMPROVEMENT PROJECTS

The following capacity improvements with funding identified by future year 2028 were included in the 2023 update:

- Widen SW 38th Street from 2 lanes to 4 lanes, SW 80th Avenue to SW 60th Avenue
- Widen NW 80th/70th Avenue from 2 lanes to 4 lanes, 0.19 Miles North of SR 40 to ½ Mile North of US 27
- Widen SW 80th Avenue from 2 lanes to 4 lanes, SW 80th Street to ½ Mile North of SW 38th Street
- Widen SW 80th Avenue from 2 lanes to 4 lanes, SW 90th Street to SW 80th Street
- Extension and widening of SW/NW 44th Avenue to be a 4-lane roadway from SR 200 to US 27

NEW ROADWAYS

Several new roadways are planned and funded for construction within the CMP network by year 2028. These roadways are not included in V/MSV, LOS, or Congestion Rating maps since these roadways do not yet have traffic data collected.

- Emerald Road Extension – new 2 lane roadway from SE 92nd Loop to Florida Northern Railroad
- NW 49th/35th Street Phase 2C – new 4 lane divided roadway with interchange from NW 44th Avenue to North End of Limerock Pit
- NW 49th/35th Street Phase 3B – new 2 lane roadway from CR 225A to 1.1 Mile West of NW 44th Avenue
- SW 49th/40th Avenue Phase 1 – new 4 lane divided roadway from SW 66th Street to SW 42nd Street Flyover
- SW 49th Avenue South Segment F – new 4 lane divided roadway from Marion Oaks Manor to 0.7 Miles South of CR 484
- SW 90th Street – new 2 lane roadway from SW 60th Avenue to 0.8 Miles East of SW 60th Avenue

LEVEL OF SERVICE (LOS)

Calculations for vehicular LOS performance measures were based on the 2022 traffic data from the Ocala Marion Annual Traffic Count Reports and characteristics of the functionally classified roadways included within the CMP network. The 2022 traffic counts were forecasted to existing year 2023 using historic traffic trends from the prior five years of traffic data published by the TPO. Five-year projections were also made from 2023 to 2028 to assess future congestion on the CMP network.

LOS is a qualitative measure used to characterize traffic flow, ranging from reasonably free flow (LOS B) to forced or breakdown flow (LOS F). Roadway segment characteristics that affect the allowable service volume for each LOS standard include number of lanes, presence of a median, presence of turn lanes, posted speed limits, area types (urban or rural), and context classification.

Representative images for each LOS category are provided below.



LOS B – CR 475A, south of SW 66th Street



LOS C – NW 27th Avenue, south of US 27



LOS D – SR 40, west of SE 25th Avenue



LOS E – SR 200 west of CR 484



LOS F – SW 49th Avenue south of SW 95th Street

Percent of Miles and Vehicle Miles Traveled by LOS

Traffic volumes obtained in 2023 were utilized as the baseline existing conditions. Maximum Service Volume (MSV) thresholds utilized to determine roadway segment LOS were derived from the Generalized Service Volume Tables published in the 2020 FDOT Q/LOS Handbook (non-state roadways) and the 2023 FDOT Q/LOS Handbook (state roadways). **Table 1** summarizes the daily LOS calculations for existing 2023 conditions.

Table 1: Level of Service (LOS) Summary, 2023

	LOS B	LOS C	LOS D	LOS E	LOS F
Roadway Miles	403	290	89	15	7
	50%	36%	11%	2%	1%
Change from 2021	-2%	-2%	+3%	+1%	--
Million Vehicle-Miles Traveled (MVMT)	787	1,830	871	88	112
	21%	50%	24%	2%	3%
Change from 2021	+1%	--	-2%	--	+1%

The existing 2023 traffic volumes show that approximately 3% of roadway miles represent LOS E or LOS F and 5% of vehicle-miles traveled represent LOS E or LOS F. The difference from year 2021 analysis is mainly a result of one segment of I-75 (from the Sumter County Line to the Urban Area Boundary) that changed from LOS E to LOS F, with a volume increase of 26,900 between the year 2021 and year 2023 traffic counts. This heavily traveled roadway accounts for a larger share of vehicle-miles traveled than many other segments and therefore have a larger effect on the vehicle-miles traveled.

The segment of SR 200 from the Citrus County Line to CR 484 changed from LOS D to LOS E in the 2023 update, also contributing to the increase in LOS E and LOS F miles and MVMT in 2023.

Table 2 summarizes the short-term year 2028 daily LOS calculations. A five-year short-term forecast based on historic traffic data on individual roadway segments was utilized to estimate traffic volumes for the year 2028 evaluation.

Table 2: Level of Service (LOS) Summary, 2028

	LOS B	LOS C	LOS D	LOS E	LOS F
Roadway Miles	367	294	104	25	15
	46%	36%	13%	3%	2%
Million Vehicle-Miles Traveled (MVMT)	766	2,006	859	294	349
	18%	47%	20%	7%	8%

The year 2028 evaluation includes improvements funded for construction within the current five-year work program and transportation improvement programs. Based on the forecasted 2028 traffic volumes and assumed capacity improvements to the CMP roadway network, approximately 5% of roadway miles and 15% of vehicle-miles traveled in Marion County are expected to operate with LOS E or LOS F in year 2028. Over 200 of the MMVT projected for LOS F in 2028 is located on I-75 between the Sumter County Line and CR 484.

Between 2023 and 2028, an increase of 1% of roadway miles is shown for both LOS E and LOS F. The number of LOS C roadway miles remains consistent while the number of roadway miles for LOS D increases by 2% from 2023 to 2028. A decrease of 4% of roadway miles is shown for LOS B.

Figures 4 and **Figure 5** illustrate the operating level of service for each roadway within the CMP network in Marion County.

In addition to the current adopted LOS standards, Marion County has requested information be included for Marion County maintained roadways operating above 80% of LOS D to aid in planning. **Figure 6** includes a map of all county-maintained roadways, and whether they operate over or under 80% LOS D service volume for the particular roadway characteristics. **Table 3** presents a tabulated summary of each county-maintained roadway segment operating at a service volume above 80% LOS D.

Table 3: Roadway Evaluation, County-Maintained Roadways Exceeding 80% LOS D

ROADWAY	FROM	TO
CR 25	CR 42	COUNTY LINE(S)
CR 35	SR 40	NE 35 ST
CR 464	SR 35	SE PINE RD
CR 484	CR 475A	MARION OAKS BLVD
NE 35 ST	CR 200A	NE 25 AV
SE 24 ST	SE 36 AV	SR 35
SE 92 PL RD	US 301	SR 35
SW 38 ST	SW 80 AV	SW 60 AV
SW 49 AV	SW 95 ST	MARION OAKS BLVD
SW 80 AV	SW 90 ST	SW 38 ST
SW 66 ST	SW 49 AV	SW 27 AV

Figure 4: Level of Service (LOS) Summary, 2023

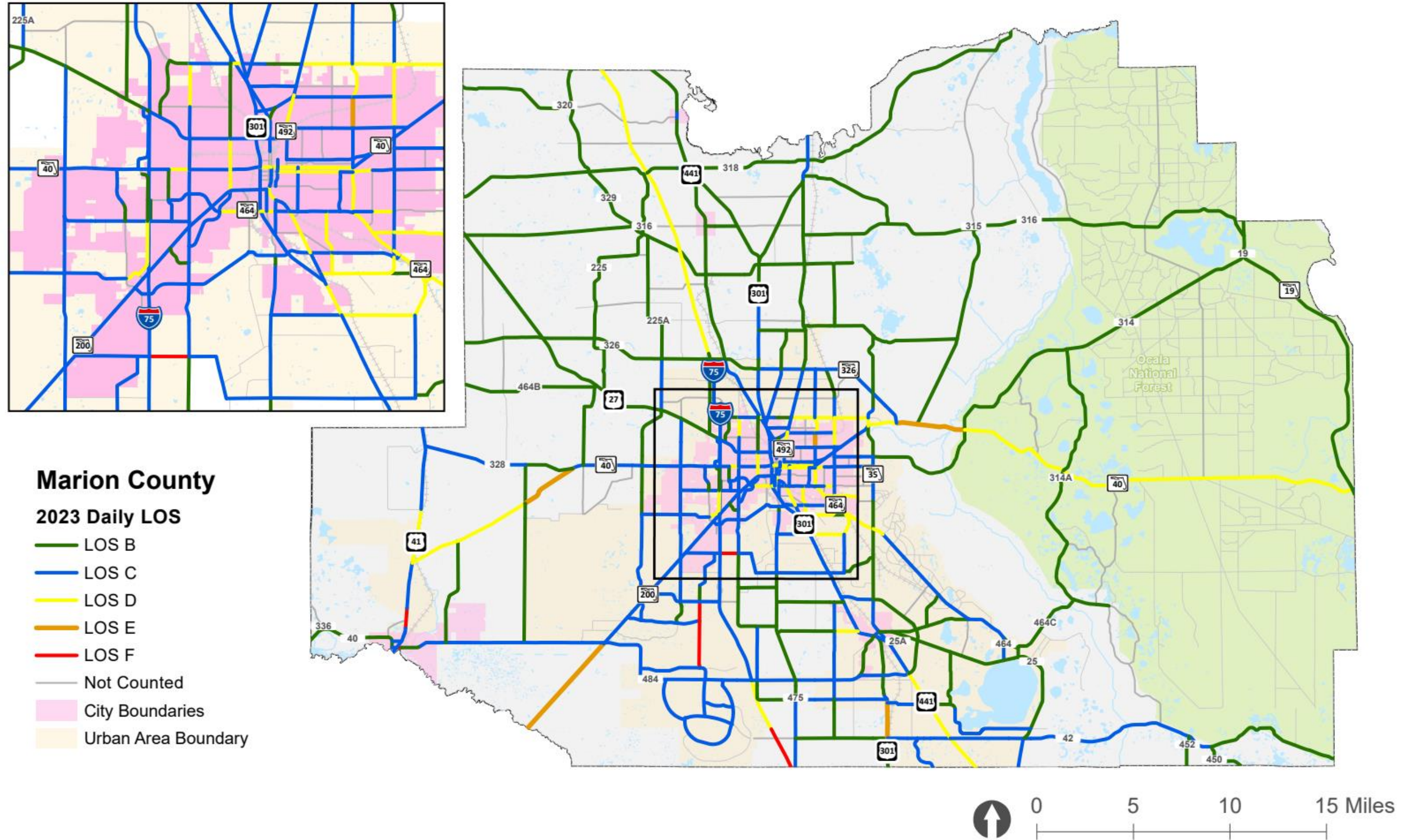


Figure 5: Level of Service (LOS) Summary, 2028

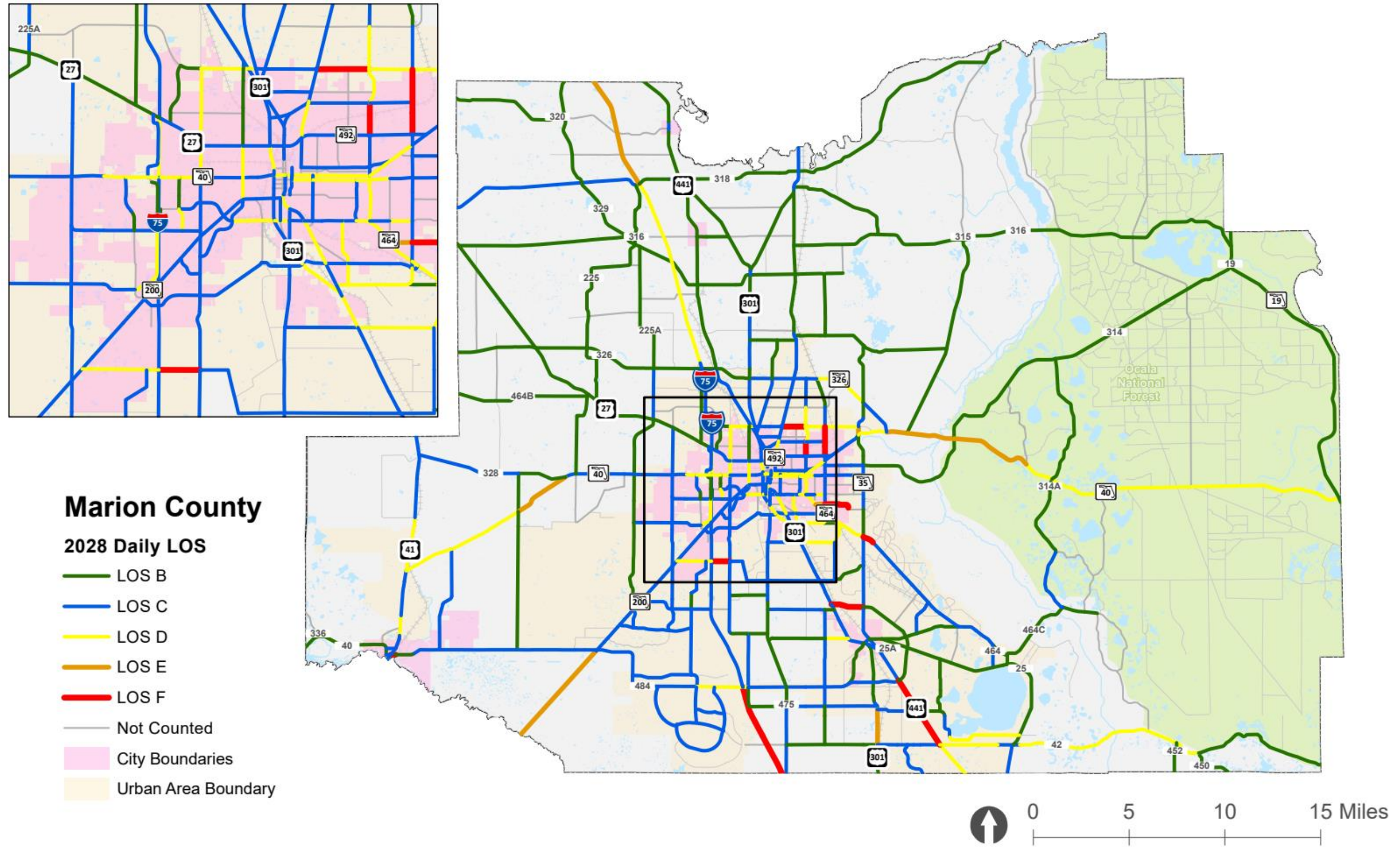
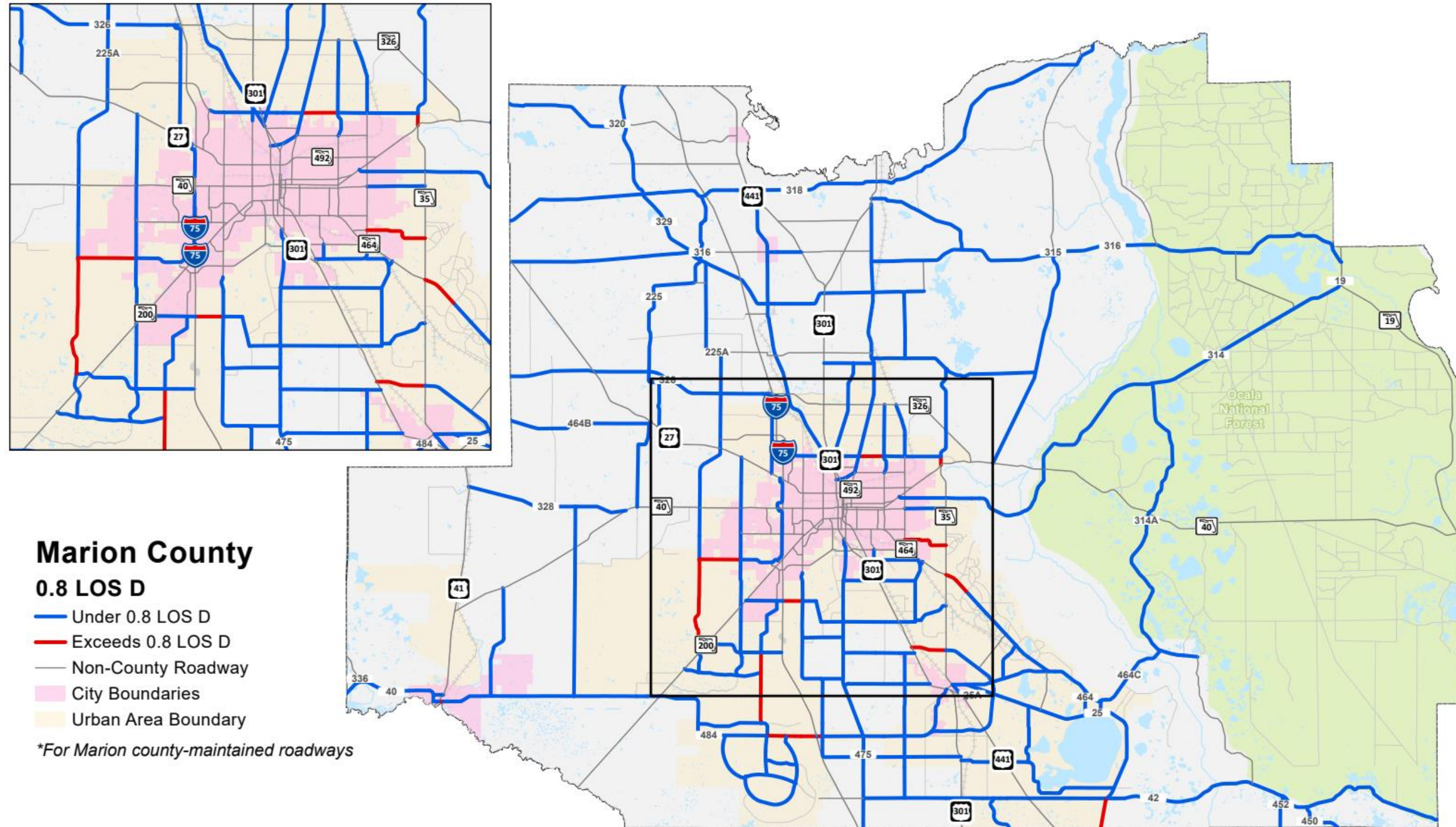


Figure 6: Marion County Roadways - 2023 Traffic Volumes compared to 0.8 LOS D Service Volume



**Marion County
 0.8 LOS D**

- Under 0.8 LOS D
- Exceeds 0.8 LOS D
- Non-County Roadway
- City Boundaries
- Urban Area Boundary

*For Marion county-maintained roadways



Volume-to-Adopted Service Volume Ratio

Existing year 2023 and projected year 2028 traffic volumes were compared to maximum service volume (MSV) at the adopted LOS standards for each respective roadway facility based on the City and County adopted LOS standards.

The adopted LOS standard in Marion County is based on the Transportation Elements of the Comprehensive Plan for Marion County and the incorporated cities. The LOS standard for State maintained roadways is D for urban areas and C for rural areas. The LOS standard for non-State maintained roadways is E for urban areas and D for rural areas. Roadways within the Farmland Preservation Area have a LOS B standard and scenic roadways have a LOS C standard, unless otherwise specifically designated in the Marion County Comprehensive Plan. **Table 4** summarizes the total miles and million vehicle-miles traveled (MVMT) operating below the adopted LOS standard within the CMP area.

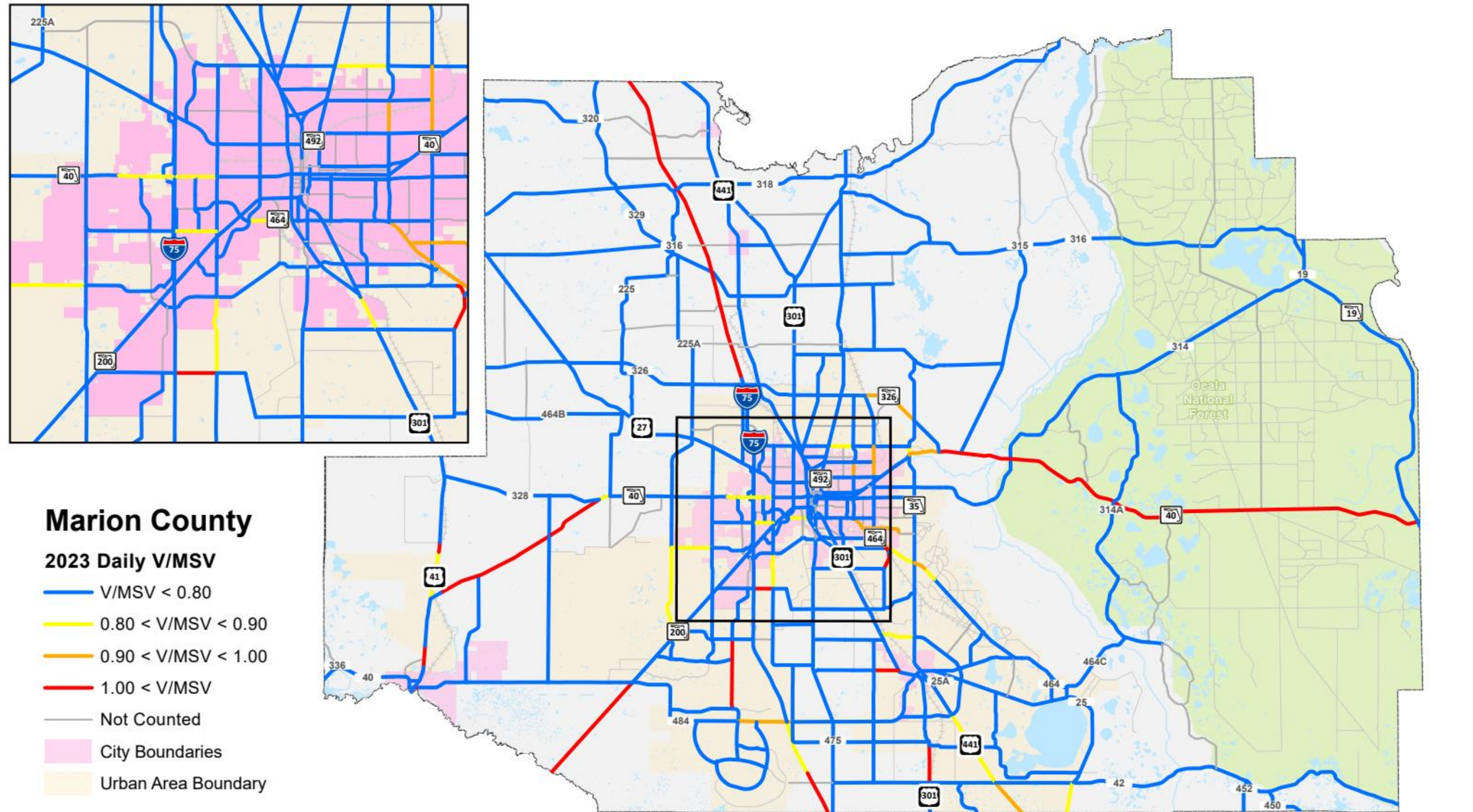
Table 4: Roadways with Volumes Exceeding Adopted LOS

	2021	2021 Percent County-wide	2023	2023 Percent County-wide	2028	2028 Percent County-wide
Miles	25	3.3%	66	8.2%	86	10.7%
MVMT	378	11.8%	696	16.3%	1,036	24.2%

Approximately 8% of roadway centerline miles in Marion County exceed their adopted LOS service volume in 2023 with that percentage increasing to 11% in year 2028. These roadway segments result in 16% of MVMT occurring on segments exceeding their adopted LOS service capacity in 2023 and increasing to approximately 24% in year 2028. This increase is partially due to expected volume increases on I-75 in its current six-lane configuration. If widening I-75 to eight lanes is added to the FDOT five-year workplan by 2028, the 2028 MVMT would be significantly lower.

Figures 7 and **Figure 8** illustrate the volume to MSV ratios in year 2023 and year 2028, respectively.

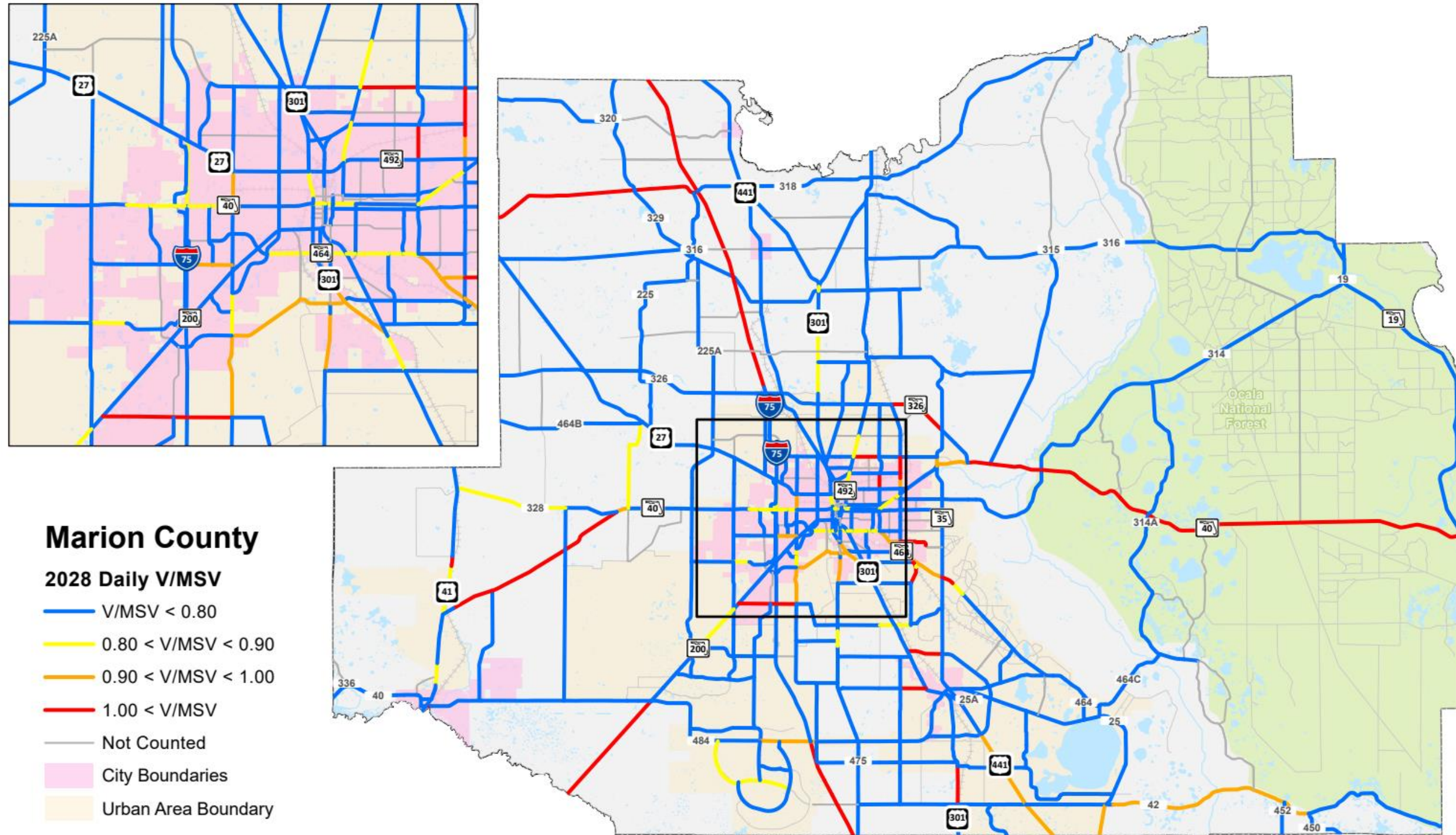
Figure 7: Volume to Maximum Service Volume (V/MSV) Summary, 2023



Volume-to-MSV ratios are calculated as the daily volume divided by the maximum service volume of the roadway segment based on its adopted level of service standard.



Figure 8: Volume to Maximum Service Volume (V/MSV) Summary, 2028



Volume-to-MSV ratios are calculated as the daily volume divided by the maximum service volume of the roadway segment based on its adopted level of service standard.



Congested Corridors

Roadway corridors within the CMP transportation network were categorized as not congested, approaching congestion, congested, or extremely congested based on the following criteria which is outlined in the CMP Policies and Procedures Manual:

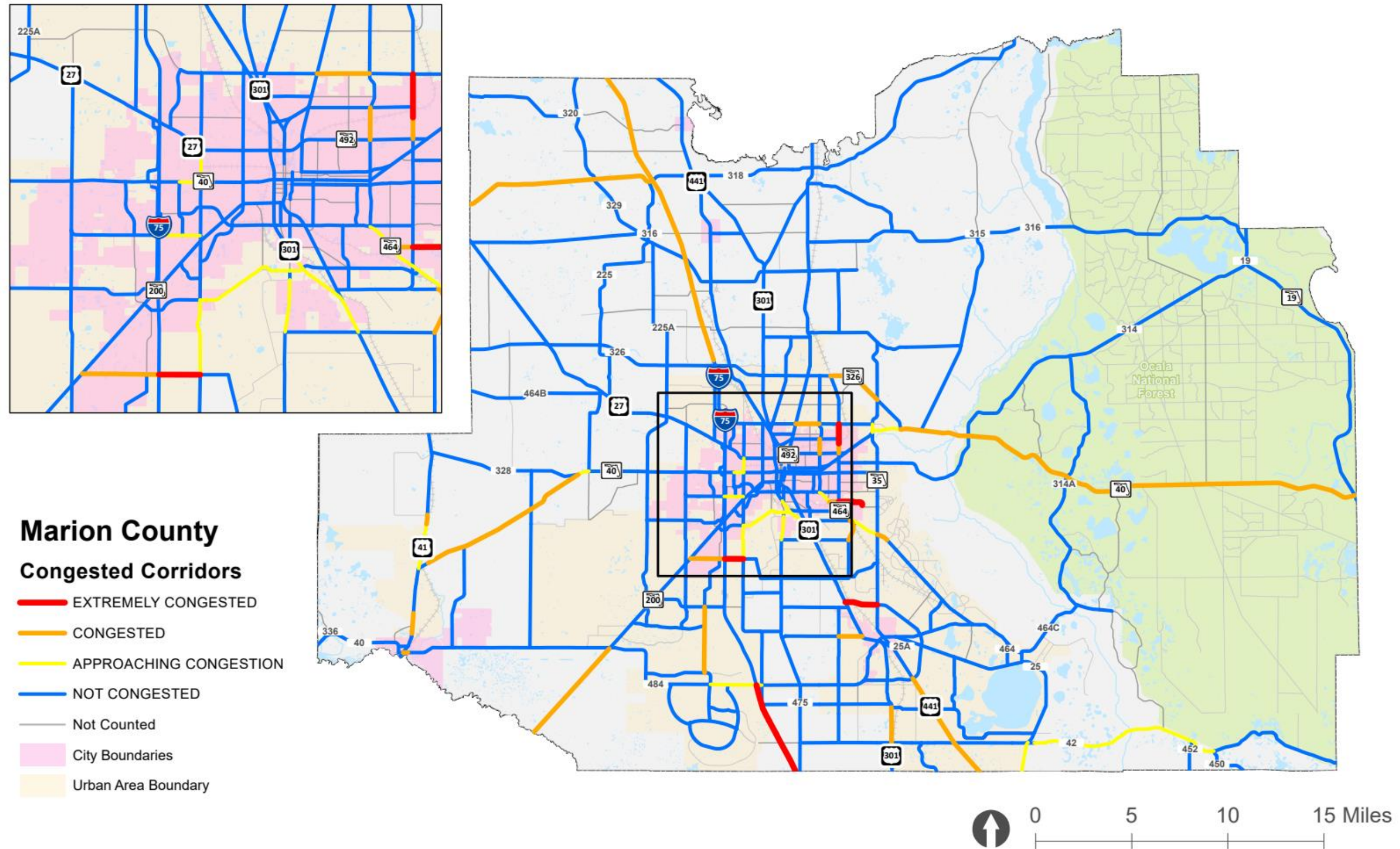
- **Not Congested** – Operating at an acceptable LOS
- **Approaching Congestion** – Operating between 90% and 100% of LOS Standard
- **Congested** – Exceeding 100% of LOS Standard but less than 108% of LOS E
- **Extremely Congested** – Exceeding 108% of LOS E (physical capacity)

Figure 9 illustrates the levels of congestion on each roadway within the CMP network. **Table 5** presents a tabulated summary of every “Congested” and “Extremely Congested” corridor in the CMP network.

Table 5: Congested and Extremely Congested Corridor Segments (2023 to 2028)

ROADWAY	FROM	TO
CR 318	COUNTY LINE (W)	I-75
CR 464	SR 35	EMERALD RD (N)
CR 484	US 41	LAKESHORE DR
I-75	COUNTY LINE (S)	CR 484
I-75	URBAN AREA BOUNDARY (N)	COUNTY LINE (N)
NE 25 AV	SR 492	NE 24 ST
NE 35 ST	CR 200A	NE 25 AV
NE 36 AV	NE 21 ST	NE 35 ST
SR 326	NE 36 AV	CR 35
SE 110 ST	CR 467	US 441
SE 24 ST	SE 36 AV	SE 28 ST
SE 44 AV	SE 52 ST	SE 38 ST
SE 92 PL RD	US 441	SR 35
SR 200	COUNTY LINE	1/4 MI SW OF CR 484
SR 40	URBAN AREA BOUNDARY (W)	SW 140 AV
SR 40	SR 326	SR 19
SW 49 AV	MARION OAKS	SW 95 ST
SW 66 ST	SR 200	SW 27 AV
US 301	CR 42	SE 147 ST
US 41	SW 110 ST	SW 99 PL
US 41	URBAN AREA BOUNDARY	SW 36 ST
US 441	COUNTY LINE (S)	SE 147 PL

Figure 9: Congestion Ratings (2023 to 2028)



CHANGES IN CONGESTION FROM 2021 EVALUATION

Seventy-five roadway segments within the CMP were found to exhibit a different congestion rating with the inclusion of 2023 data than they exhibited with data through 2021. Most of these changes were due to the raising/lowering of LOS/Service volume thresholds as introduced through the Context Classification standard in the 2023 Q/LOS Handbook (applied to state roadways only). Other segments saw a relatively normal increase or decrease in daily traffic volumes that caused the threshold for determining congestion rating to be crossed (i.e. V/MSV ratio increased from 0.88 – Not Congested to 0.92 – Approaching Adopted LOS Threshold).

For some roadways, the inclusion of 2023 traffic data increased or lowered the historical growth rate on the given roadway segment, thus increasing, or reducing the future (2028) traffic volume projections to above or below one of the thresholds for determining congestion rating. Other segments with committed improvements identified in year 2023 had lower congestion ratings for future (2028) conditions. **Table 6** summarizes the roadway segments for which the congestion rating was found to change between the 2021 analysis and the updated 2023 analysis and notes on what factored into that change.

Table 6: Roadway Evaluation - Changes from 2021 Data and 2023 Data

SEGMENT ID	ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
1330	CR 318	COUNTY LINE	I-75	NOT CONGESTED	CONGESTED (2028)	Higher growth rate in 2023, crossed threshold.
1620.3	CR 42	URBAN AREA BOUNDARY	CR 450	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
1660	SR 464	SE 25 AV	SE 44 AV	CONGESTED (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
1690	SR 464	SE 44 AV	SR 35	NOT CONGESTED	APPROACHING	Higher volume in 2023, crossed threshold.
1710	CR 464	SR 35	EMERALD RD (N)	EXTREMELY (2021)	CONGESTED (2028)	Lower volume in 2023, crossed threshold.
1910.1	CR 475	SE 52 ST	SE 35 ST	NOT CONGESTED	APPROACHING	Higher volume in 2023, crossed threshold.
2030	CR 484	SW 45 AV	I-75 RAMP (W)	EXTREMELY (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
2070	CR 484	I-75 RAMP (E)	CR 475A	EXTREMELY (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
2080	CR 484	CR 475A	CR 475	APPROACHING	NOT CONGESTED	Lower volume in 2023, crossed threshold.
2230	CR 484	US 41	LAKESHORE DR	EXTREMELY (2026)	CONGESTED (2023)	Lower volume in 2023, crossed threshold.
2260.1	I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	CONGESTED (2021)	EXTREMELY (2023)	Higher volume in 2023, crossed threshold.
2260.2	I-75	URBAN AREA BOUNDARY	CR 484	NOT CONGESTED	EXTREMELY (2028)	Higher volume in 2023, crossed threshold.
2280	I-75	CR 484	SR 200	CONGESTED (2026)	NOT CONGESTED	Lower volume in 2023, crossed threshold.

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SEGMENT ID	ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
2290	I-75	SR 200	SR 40	CONGESTED (2026)	NOT CONGESTED	Lower volume in 2023, crossed threshold.
2300	I-75	SR 40	US 27	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.
2310	I-75	US 27	SR 326	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.
2320.1	I-75	SR 326	URBAN AREA BOUNDARY	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.
2320.2	I-75	URBAN AREA BOUNDARY	CR 318	EXTREMELY (2026)	CONGESTED (2023)	Lower volume in 2023, crossed threshold.
2330	I-75	CR 318	COUNTY LINE (N)	EXTREMELY (2026)	CONGESTED (2023)	Lower volume in 2023, crossed threshold.
2760	NE 25 AV	SR 492	NE 24 ST	NOT CONGESTED	CONGESTED (2028)	Higher volume and growth rate in 2023, crossed threshold.
2870	NE 35 ST	CR 200A	NE 25 AV	NOT CONGESTED	CONGESTED (2028)	Higher volume and growth rate in 2023, crossed threshold.
2880.1	NE 35 ST	NE 25 AV	NE 36 AV	APPROACHING	NOT CONGESTED	Lower volume in 2023, crossed threshold.
2920	NE 36 AV	NE 14 ST	NE 21 ST	APPROACHING	CONGESTED (2028)	Higher volume in 2023, crossed threshold.
2930	NE 36 AV	NE 21 ST	NE 35 ST	APPROACHING	EXTREMELY (2028)	Higher volume in 2023, crossed threshold.
3130	SR 326	NE 36 AV	NE 40 AV	NOT CONGESTED	CONGESTED (2028)	Reduction in service volume due to 2023 Q/LOS update.
3360	NW 27 AV	SR 40	US 27	NOT CONGESTED	APPROACHING	Higher volume in 2023, crossed threshold.
3910	SR 464	SE 3 AV	SE 11 AV	CONGESTED (2026)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.

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SEGMENT ID	ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
3950	SR 464	SE 22 AV	SE 25 AV	CONGESTED (2026)	NOT CONGESTED	Lower volume in 2023, crossed threshold.
4040	SE 19 AV	SE 38 ST	SE 31 ST	CONGESTED (2026)	NOT CONGESTED	Lower volume in 2023, crossed threshold.
4070	SE 24 ST	SR 464	SE 36 AV	EXTREMELY (2026)	CONGESTED (2028)	Lower volume in 2023, crossed threshold.
4200.1	SE 31 ST	SW 7 AV	CR 475	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
4200.2	SE 31 ST	CR 475	US 441	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
4425	SE 44 AV RD	SE 44 AV	SR 464	APPROACHING	NOT CONGESTED	Lower growth rate in 2023, volume crossed threshold.
4550	SE 92 PL RD	US 441	SR 35	NOT CONGESTED	EXTREMELY (2028)	Higher volume in 2023, crossed threshold.
4800	SR 200	SW 60 AV	SW 48TH AVE	CONGESTED (2026)	NOT CONGESTED	Lower volume and growth rate in 2023, crossed threshold.
5050	SR 326	NE 40 AV	CR 35	NOT CONGESTED	CONGESTED (2028)	Reduction in service volume due to 2023 Q/LOS update.
5170.2	SR 40	URBAN AREA BOUNDARY	SW 140 AV	NOT CONGESTED	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
5190	SR 40	CR 328	SW 110 AV	NOT CONGESTED	APPROACHING	Reduction in service volume due to 2023 Q/LOS update.
5200.1	SR 40	SW 110 AV	SW 85 AV	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5200.2	SR 40	SW 85 AV	SW 80 AV	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5230.1	SR 40	SW 52 AV	I-75 RAMP (WEST)	APPROACHING	NOT CONGESTED	Lower volume in 2023, crossed threshold.

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SEGMENT ID	ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
5240	SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	APPROACHING	NOT CONGESTED	Lower volume in 2023, crossed threshold.
5250	SR 40	I-75 RAMP (EAST)	SW 33 AV	APPROACHING	NOT CONGESTED	Lower volume in 2023, crossed threshold.
5260	SR 40	SW 33 AV	SW 27 AV	EXTREMELY (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
5300	SR 40	US 441	NW 2 AV	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5310	SR 40	NW 2 AV	N MAGNOLIA AV	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5330	SR 40	N MAGNOLIA AV	NE WATULA AV	CONGESTED (2021)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5350	SR 40	NE WATULA AV	NE 8 AV	CONGESTED (2021)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5360.1	SR 40	NE 8 AV	NE 10TH ST	CONGESTED (2021)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5460.1	SR 40	SR 35	SR 326	NOT CONGESTED	APPROACHING	Reduction in service volume due to 2023 Q/LOS update.
5470	SR 40	SR 326	CR 315	CONGESTED (2026)	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
5480	SR 40	CR 315	CR 314	EXTREMELY (2021)	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
5490.1	SR 40	CR 314	NE 145 AV	NOT CONGESTED	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
5490.2	SR 40	NE 145 AV	CR 314A	EXTREMELY (2021)	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
5500	SR 40	CR 314A	SE 183 AV	CONGESTED (2026)	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.

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SEGMENT ID	ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
5510	SR 40	SE 183 AV	SR 19	NOT CONGESTED	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
5670.1	SR 464	SW 19 AV RD	SW 7 AV	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5680.1	SR 464	SW 7 AV	US 441	EXTREMELY (2026)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5690	SR 464	US 441	SE 3 AV	CONGESTED (2026)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5780	SW 20 ST	SW 38 AV	SW 27 AV	EXTREMELY (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
5820.3	CR 475A	SW 66 ST	CR 475C	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
6060	SW 42 ST	SW 27 AV	SW 7 AV	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
6100	SW 49 AV	MARION OAKS	SW 95 ST	NOT CONGESTED	CONGESTED (2023)	Higher volume and growth rate in 2023, crossed threshold.
6200	SW 66 ST	SR 200	I-75	NOT CONGESTED	CONGESTED (2028)	Higher volume and growth rate in 2023, crossed threshold.
6210	SW 66 ST	I-75	SW 27 AV	NOT CONGESTED	EXTREMELY (2028)	Higher volume and growth rate in 2023, crossed threshold.
6540	US 301	CR 42	SE 147 ST	NOT CONGESTED	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
6570	US 301	NE JACKSONVILLE RD	CR 318	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
6600	US 41	CR 484	SW ROBINSON RD	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
6680.1	US 41	SR 40	URBAN AREA BOUNDARY	NOT CONGESTED	APPROACHING	Reduction in service volume due to 2023 Q/LOS update.

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SEGMENT ID	ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	NOT CONGESTED	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
6730	US 441	CR 42	SE 147 PL	NOT CONGESTED	CONGESTED (2028)	Higher volume in 2023, crossed threshold.
6890	US 441	SE 52 ST	SE 40 CIR	NOT CONGESTED	APPROACHING	Higher volume in 2023, crossed threshold.
6900.1	US 441	SE 40 CIR	CR 475	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
6970.1	US 441	NW 2 ST	NW 6TH ST	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
7040.1	US 441	NW 77 ST	NW 117 ST	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.

SUMMARY AND RECOMMENDATIONS

The change in service volumes for the 2023 FDOT Q/LOS resulted in differences in operating LOS for roadways predominantly in the rural areas, but in most cases did not result in a change in congestion rating when compared to the 2021 update.

The system-wide performance remained generally consistent between year 2021 and 2023. Degradation in LOS for some heavily travelled roadways (I-75, SR 200) resulted in the vehicle miles-travelled to have a higher increase for the LOS E and LOS F than the overall roadway miles. A change of approximately 1% of roadway miles to LOS E and less than 1% of roadway miles to LOS F was shown between years 2021 and 2023.

Many of the roadways identified to have congested or extremely congested ratings have been identified within the 2045 Long-Range Transportation Plan, List of Priority Projects (LOPP), and/or the 5-year TIP.

The results of this CMP update should be incorporated into the 2024 LOPP and the 2050 Long-Range Transportation Plan.

The results of this CMP update should also be used by the local agencies and the TPO to program intersection and roadway studies for roadways that are approaching congestion or congested to identify improvements that could improve congestion levels without high-cost capacity improvements (extending turn lanes, adding turn lanes, access management, intersection control, ITS improvements).

APPENDIX A

2023 Congestion Management Process Database

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
1010	SE 92 PLACE LOOP	SR 35	US 441	4	ARTERIAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	12,400	0.18	B	1.00%	13,100	0.19	B
1020	CR 21	CR 315	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1030.1	CR 225	US 27	CR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1030.4	CR 225	CR 326	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1040.1	CR 225	CR 316	CR 318	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1050	CR 225A	US 27	CR 326	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	C	7,100	0.69	C	1.00%	7,400	0.72	C
1060	CR 225A	CR 326	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,100	0.33	B	1.00%	3,300	0.36	B
1070	COUNTY LINE	COUNTY LINE	CR 42	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.89	C	1.11%	12,000	0.94	C
1080.1	CR 25	CR 42	SE 128 PL RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1080.3	CR 25	SE 128 PL RD	SE 135 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1090.1	CR 25	SE 135 AV	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1100.1	CR 25	CR 464	SE 108 TER RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1100.4	CR 25	SE 108 TER RD	SE 92 PL LOOP	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.24	B	6.27%	9,500	0.32	B
1110.4	CR 25	SE 92 PL LOOP	SE 110 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,900	0.34	B	1.00%	10,400	0.35	B
1120	US 441	NE 28 ST	CR 25A (S)	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,300	0.45	C	1.00%	19,200	0.48	C
1130	CR 25A	SR 326	US 441 (S)	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,400	0.42	C	1.58%	5,800	0.46	C
1150.1	CR 25A	SR 326	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,200	0.28	B	1.00%	8,600	0.29	B
1150.2	CR 25A	URBAN AREA BOUNDARY	CR 329	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	8,200	0.43	B	1.00%	8,600	0.45	B
1160.2	CR 25A	US 441	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,300	0.36	B	8.45%	4,900	0.53	B
1160.3	CR 25A	CR 329	CR 316	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	3,300	0.35	B	8.45%	4,900	0.35	B
1170	CR 25A	US 441	CR 25	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1180	CR 314	NE 15 ST	NE 411	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Urban	U	COUNTY	Other CMP Network Roadway	D	2,100	0.11	B	1.00%	2,200	0.11	B
1190.1	CR 314	SE 15 ST	SR 40 (E)	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,100	0.11	B	3.50%	2,300	0.12	B
1200	CR 314	SR 40 (E)	CR 314A	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,300	0.17	B
1210.2	CR 314	CR 314A	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,400	0.18	B	1.00%	3,600	0.19	B
1220	CR 314A	CR 464C	SE 180 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,700	0.3	B	13.97%	11,000	0.57	C
1230.1	CR 314A	SR 40	SE 180 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.25	B	1.00%	5,000	0.26	B
1240	CR 314A	SR 40	CR 314	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,800	0.09	B	1.00%	1,900	0.10	B
1250.2	CR 315	CR 316	CR 318	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1250.3	CR 315	SR 40	NE 90 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	B	3,800	0.2	B	1.09%	4,100	0.21	B
1250.4	CR 315	NE 90 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,300	0.22	B	1.00%	4,600	0.24	B
1260	CR 315	CR 318	CR 21	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.25	B	6.58%	6,400	0.33	B
1270	CR 315	CR 21	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.25	B	6.58%	6,400	0.33	B
1280.1	CR 316	US 27	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,100	0.12	B	1.00%	1,100	0.12	B
1280.2	CR 316	E OF CR 225	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1280.3	CR 316	CR 329	E OF CR 225	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	700	0.08	B	1.00%	700	0.08	B
1280.4	CR 316	CR 25A	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1290.1	CR 316	CR 25A	NW 38TH AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,300	0.14	B	1.00%	1,400	0.15	B
1290.3	CR 316	NW 38TH AVE	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,300	0.14	B	1.00%	1,400	0.15	B
1290.4	CR 316	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1300.1	CR 316	JACKSONVILLE RD	NE 110TH AVE RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,300	0.12	B	1.00%	2,400	0.13	B
1300.2	CR 316	NE 110TH AVE RD	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	1.22%	3,000	0.16	B
1310.1	CR 316	CR 315	NE 203 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,600	0.24	B	7.47%	6,600	0.34	B
1320.1	CR 316	NE 203 AV	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,800	0.09	B	1.00%	1,900	0.10	B
1330	CR 318	COUNTY LINE	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	5,400	0.58	B	20.11%	13,500	1.46	C
1340.1	CR 318	I-75	NW 60 AVE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,200	0.32	B	7.18%	8,800	0.46	B
1340.2	CR 318	NW 60 AVE	US 441	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,200	0.61	C	7.18%	8,800	0.86	C
1350.1	CR 318	US 441	NE 10 AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,800	0.41	B	1.00%	4,000	0.43	B
1350.2	CR 318	NE 10 AVE	US 301	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,800	0.41	B	1.00%	4,000	0.43	B
1360.1	CR 318	US 301	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,800	0.2	B	1.00%	4,000	0.21	B
1380	CR 320	COUNTY LINE	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	500	0.05	B	1.00%	500	0.05	B
1390.1	CR 320	CR 329	US 441	2	COLLECTOR																			

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
1940.1	CR 475A	CR 484	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,800	0.2	B	1.00%	6,100	0.21	B
1940.2	CR 475A	URBAN AREA BOUNDARY	CR 475	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	5,800	0.41	B	1.00%	6,100	0.43	B
1950	CR 475A	CR 475	SE 25 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	2,000	0.22	C	1.00%	2,100	0.23	C
1960	CR 475A	SE 25 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	2,000	0.16	C	1.00%	2,100	0.16	C
1970	CR 475A	SE 36 AV	US 301	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	2,100	0.16	C	1.00%	2,200	0.17	C
1980	CR 475B	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	5,300	0.38	B	1.00%	7,600	0.54	B
1990.3	CR 484	LAKESHORE DR	E OF HENDRIX DR	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,500	0.32	B	1.10%	10,000	0.34	B
1990.4	CR 484	E OF HENDRIX DR	SW 140 AVE	2	ARTERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	9,500	0.5	C	1.10%	10,000	0.52	C
1990.6	CR 484	SW 140 AVE	SW 105 AV	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	12,000	0.41	C	5.08%	15,300	0.52	C
2010	CR 484	SW 105 AV	SR 200	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	12,000	0.41	C	5.08%	15,300	0.52	C
2020.1	CR 484	SR 200	SW 45 AV	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	8,000	0.63	C	1.00%	8,400	0.66	C
2030	CR 484	SW 45 AV	I-75 RAMP (W)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	33,000	0.92	C	1.00%	34,700	0.97	D
2060	CR 484	I-75 RAMP (W)	I-75 RAMP (E)	6	ARTERIAL	INTERRUPTED	1	53,910	2,718	6	53,910	2,718	Urban	D	COUNTY	Other CMP Network Roadway	D	33,500	0.62	C	1.00%	35,200	0.65	C
2070	CR 484	I-75 RAMP (E)	CR 475A	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	33,500	0.94	C	1.00%	35,200	0.98	D
2080	CR 484	CR 475A	CR 475	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	19,900	0.56	C	1.00%	20,900	0.58	C
2090	CR 484	CR 475	CR 467	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	19,900	0.53	C	1.00%	20,900	0.56	C
2110	CR 484	CR 467	SE 132 ST RD	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	17,900	0.5	C	1.00%	18,800	0.52	C
2120.2	CR 484	SE 132 ST RD	US 441	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,400	0.29	B	1.00%	8,800	0.30	B
2150	E FORT KING ST	NE 1 AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED		11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2160	E FORT KING ST	NE 1 AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED		11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.53	D	1.41%	6,400	0.57	D
2170	E FORT KING ST	SE 11 AV	SE 11 AV	2	COLLECTOR	INTERRUPTED		11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,800	0.52	D	1.00%	6,100	0.54	D
2180	E FORT KING ST	SE 11 AV	SE 16 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	D	COUNTY	Other CMP Network Roadway	E	7,700	0.52	D	1.00%	8,100	0.55	D
2190	E FORT KING ST	SE 16 AV	SE 22 AV	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	7,700	0.52	D	1.00%	8,100	0.55	D
2190	E FORT KING ST	SE 22 AV	SW 25 AV	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	6,800	0.46	C	1.00%	7,100	0.48	D
2200	E FORT KING ST	SW 25 AV	SE 30TH AVE	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	7,800	0.45	D	1.00%	8,200	0.56	D
2210.4	E FORT KING ST	SE 30TH AVE	SE 36 AV	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other CMP Network Roadway	E	8,000	0.48	C	3.77%	9,600	0.57	C
2220	E FORT KING ST	SE 36 AV	SR 35	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.61	C	1.00%	8,200	0.64	C
2230	CR 484	US 41	LAKESHORE DR	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	11,400	1.01	F	1.00%	12,000	1.07	F
2240	SR 25	US 441	BASELINE RD	2	ARTERIAL	INTERRUPTED	2	22,785	1,124	2	22,785	1,124	Urban	D	STATE	Other CMP Network Roadway	C	10,500	0.46	C	1.00%	11,000	0.48	C
2260.1	I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	110,800	1.61	F	6.02%	148,400	2.15	F
2260.2	I-75	URBAN AREA BOUNDARY	CR 484	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	110,800	0.9	D	6.02%	148,400	1.21	F
2280	I-75	CR 484	SR 200	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	84,000	0.68	C	1.00%	88,300	0.72	C
2290	I-75	SR 200	SR 40	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	90,900	0.74	C	1.00%	95,500	0.78	C
2300	I-75	SR 40	US 27	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	90,200	0.73	C	3.13%	105,300	0.86	D
2310	I-75	US 27	SR 326	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	81,400	0.66	C	1.16%	86,300	0.70	C
2320.1	I-75	SR 326	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	69,400	0.57	B	1.25%	73,800	0.60	C
2320.2	I-75	URBAN AREA BOUNDARY	CR 318	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	69,400	1.01	D	1.25%	73,800	1.07	D
2330	I-75	CR 318	COUNTY LINE (N)	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	74,200	1.08	D	2.41%	83,600	1.21	E
2340.1	CR 200A	NE 20 ST	NE 8 AV	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	9,100	0.3	C	1.00%	9,600	0.32	C
2350	CR 200A / JACKSONVILLE RD	NE 8 AV	NE 28 ST	4	ARTERIAL	INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other CMP Network Roadway	E	11,200	0.3	C	5.61%	14,700	0.39	C
2360	CR 200A / JACKSONVILLE RD	NE 28 ST	NE 35 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	10,700	0.3	C	1.00%	11,300	0.32	C
2370	CR 200A / JACKSONVILLE RD	NW 35 ST	NE 49 ST	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	9,500	0.75	C	1.56%	10,300	0.81	C
2380	CR 200A / JACKSONVILLE RD	NE 49 ST	SR 326	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	7,900	0.62	C	1.00%	8,300	0.65	C
2390	CR 200A / JACKSONVILLE RD	SR 326	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,100	0.34	B	1.00%	10,600	0.36	C
2400.3	CR 200A / JACKSONVILLE RD	URBAN AREA BOUNDARY	NE 101 ST	2	ARTERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,900	0.36	B	4.10%	8,400	0.44	B
2410	CR 200A / JACKSONVILLE RD	NE 101 ST	US 301	2	ARTERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,700	0.3	B	1.00%	5,900	0.31	B
2420	MAGNOLIA AV N	NE 1 AV	SR 492	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	3,600	0.24	C	1.00%	3,800	0.26	C
2430	MAGNOLIA AV N	SR 492	NE JACKSONVILLE RD	2	COLLECTOR	INTERRUPTED	2	15,479	794	2	15,479	794	Urban	D	COUNTY	Other CMP Network Roadway	E	4,000	0.26	C	3.67%	4,800	0.31	C
2450	MAGNOLIA AV N	NE JACKSONVILLE RD	CR 200A	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	1,100	0.1	C	1.00%	1,100	0.10	C
2460	MAGNOLIA AV N	CR 200A	US 441	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	1,100	0.1	C	1.00%	1,100	0.10	C
2470	MAGNOLIA AV N	NE 1 AV	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E							

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
3340.1	CR 200A	US 441	NE JACKSONVILLE RD	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	9,500	0.31	C	5.34%	12,300	0.40	C
3360	NW 27 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	27,200	0.76	C	5.44%	35,500	0.99	D
3370	NW 27 AV	US 27	NW 21 ST	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	6,300	0.45	C	1.00%	6,600	0.47	D
3380	NW 27 AV	NW 21 ST	NW 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,600	0.5	D	1.00%	5,800	0.52	D
3390	NW 35 AV	NW 40 AV	NW 38 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,500	0.22	C	1.37%	2,700	0.24	C
3400	NW 35 AV	US 27	NW 21 ST	4	LOCAL	UNINTERRUPTED	4	67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,200	0.14	B	1.00%	9,700	0.14	B
3410	NW 35 ST	NW 27 AV	NW MARTIN L KING AV	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	11,500	0.38	C	8.35%	17,200	0.57	D
3420	NW 35 ST	NW MARTIN L KING AV	US 441	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	17,800	0.59	D	4.87%	22,600	0.74	D
3430.2	NW 35 ST	NE 2ND AVE	CR 200A	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	2.79%	11,900	0.41	C
3430.3	NW 35 ST	US 441	NE 2ND AVE	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	10,400	0.34	C	2.79%	11,900	0.39	C
3440	NW 38 AV	NW 3 ST	US 27	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,500	0.22	C	1.00%	2,700	0.24	C
3450	NW 40 AV	SR 40	NW 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,700	0.24	C	9.34%	4,300	0.38	C
3460.1	SW 46 AV	SW 13 ST	SR 40	2	ARTERIAL	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.59	C	1.74%	10,800	0.65	C
3470.1	NW 44 AV	US 27	NW 63RD ST	4	COLLECTOR	UNINTERRUPTED	4	67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	9,900	0.15	B	1.74%	10,800	0.16	B
3470.4	NW 44 AV	NW 63RD ST	SR 326	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,900	0.34	B	1.74%	10,800	0.37	C
3480	NW 60 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,100	0.31	C	2.38%	12,400	0.35	C
3510	CR 225A	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	4	35,820	2,518	Urban	U	COUNTY	Other CMP Network Roadway	E	7,400	0.25	B	1.00%	7,700	0.15	B
3530	NW 95 ST	US 441	W ANTHONY RD	2	COLLECTOR	UNINTERRUPTED	2	9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,600	0.17	B	1.00%	1,600	0.17	B
3540	NW MARTIN L KING AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	2	22,815	540	4	22,815	540	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	13,600	0.6	D	1.00%	14,800	0.63	D
3540	NW MARTIN L KING AV	US 27	NW 22 ST	4	COLLECTOR	UNINTERRUPTED	4	67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	8,200	0.12	C	1.00%	8,600	0.13	B
3560	NW MARTIN L KING AV	NW 22 ST	NW 35 ST	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	7,800	0.27	B	3.18%	9,200	0.31	B
3580	NW MARTIN L KING AV	NW 35 ST	CR 25A	2	COLLECTOR	INTERRUPTED	1	13,381	665	2	13,381	665	Urban	U	COUNTY	Other CMP Network Roadway	E	7,700	0.58	C	1.00%	8,100	0.61	C
3590.1	OKA RD	CR 464	SE 110 ST	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,200	0.2	B	12.82%	10,900	0.37	C
3610	POWELL RD	CR 40	US 41	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.32	C	1.00%	3,800	0.34	C
3620	MAGNOLIA AV S	SR 40	SW 10 ST	4	COLLECTOR	INTERRUPTED	2	36,774	3,694	4	36,774	3,694	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3680	SE MAGNOLIA EXT	SE 3 AV	SW 10TH ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.47	D	1.00%	5,500	0.49	D
3690	SE MAGNOLIA EXT	SE 3 AV	SE 3 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,500	0.43	C
3700	SE 1 AV	SW 10 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	D	COUNTY	Other CMP Network Roadway	E	1,700	0.09	C	1.00%	1,800	0.10	C
3740	SE 1 AV	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	D	COUNTY	Other CMP Network Roadway	E	1,700	0.09	C	1.00%	1,800	0.10	C
3760.1	SE 100 AV	CR 25	SUNSET HARBOR RD	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.17	B	1.00%	5,300	0.18	B
3770	SE 108 TER RD	CR 25	SE 110 ST RD	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3790	SE 11 AV	SR 464	E FT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,100	0.28	C	1.00%	2,300	0.29	C
3800	SE 11 AV	SR 40	E FT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.21	C	1.00%	2,500	0.22	C
3810.1	SE 110 ST	CR 475	CR 467	2	COLLECTOR	UNINTERRUPTED	2	14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,700	0.47	B	1.00%	7,000	0.50	B
3820	SE 110 ST	CR 467	US 441	2	COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	6,900	1.31	D	4.10%	8,400	1.60	D
3830.1	CR 25	SE 110 ST	SR 35	2	COLLECTOR	UNINTERRUPTED	2	30,807	1,521	2	30,807	1,521	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.32	B	1.00%	10,400	0.34	B
3840.1	SE 110 ST RD	CR 25	OKA RD	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,600	0.12	B
3850.1	SE 110 ST RD	OKA RD	CR 464	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,600	0.12	B
3860	CR 464C	CR 25	SE 114TH ST	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,400	0.15	B	1.00%	4,700	0.16	B
3880	SE 147 PL	US 301	US 441	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.47	C	6.96%	8,400	0.66	C
3900.1	SE SUNSET HARBOR RD	US 441	SE 99TH AVE	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,900	0.24	B	7.78%	10,000	0.34	B
3900.2	SE SUNSET HARBOR RD	SE 99TH AVE	SE 150 LN	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.22	B	1.00%	6,800	0.23	B
3910	SR 464	SE 3 AV	SE 11 AV	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,300	0.79	C	1.00%	31,800	0.83	C
3930.1	SR 464	SE 11 AV	SE 22 AV	4	ARTERIAL	INTERRUPTED	4	39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.79	C	1.00%	32,400	0.83	C
3950	SR 464	SE 22 AV	SE 25 AV	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.8	C	1.00%	32,400	0.84	D
3960	SE 17 ST	SE 25 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.3	C	1.00%	3,600	0.32	C
4020	CR 314A	CR 42	SE 183 AV RD	2	COLLECTOR	UNINTERRUPTED	2	19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4040	SE 19 AV	SE 38 ST	SE 31 ST	2	LOCAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	8,400	0.75	D	1.00%	8,800	0.78	D
4050	SE 19 AV	SE 31 ST	SR 464	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	8,400	0.6	D	1.00%	8,800	0.63	D
4060	SE 22 AV	SR 464	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,400	0.21	C	5.02%	3,100	0.28	C
4070	SE 24 ST	SR 464	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban											

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
4850	SR 200	I-75	SW 32 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	43,400	0.76	C	1.00%	45,600	0.80	C
4880	SR 200	SW 32 AV	SW 27 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	37,900	0.67	C	1.00%	39,800	0.70	C
4900	SR 200	SW 27 AV	SW 20 ST	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	37,900	0.67	C	1.00%	39,800	0.70	C
4910	SR 200	SW 20 ST	SR 464	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,300	0.59	C	1.00%	35,000	0.62	C
4930	SR 200	SR 464	SW MARTIN L KING AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,200	0.39	C	1.00%	23,400	0.41	C
4940	SR 200	SW MARTIN L KING AV	SW 7 RD	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,300	0.45	C	1.00%	26,500	0.47	C
4950	SR 200	SW 7 RD	US 441	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,300	0.66	C	1.00%	26,500	0.69	C
4960	SW 10 ST	US 441	SE 1 AV	4	COLLECTOR	INTERRUPTED	2	29,160	1,467	4	29,160	1,467	Urban	D	CITY OF OCALA	Other CMP Network Roadway	D	11,200	0.38	C	1.00%	11,800	0.40	C
4970	SW 10 ST	SE 1 AV	S MAGNOLIA AV	4	COLLECTOR	INTERRUPTED	2	29,160	1,467	4	29,160	1,467	Urban	D	CITY OF OCALA	Other CMP Network Roadway	D	11,200	0.38	C	1.00%	11,800	0.40	C
4980	CR 326	COUNTY LINE	US 27	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	5,500	0.59	B	5.73%	7,300	0.79	B
4990	CR 326	US 27	CR 225A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	5,500	0.57	B	1.00%	5,500	0.59	B
5000.1	CR 326	CR 225A	NW 49TH AVE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	B	7,500	0.39	B	1.00%	7,900	0.41	B
5000.2	CR 326	NW 49TH AVE	NW 44 AV	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.26	B	1.00%	7,900	0.27	B
5010	CR 326	NW 44 AV	I-75 RAMP (WEST)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	7,500	0.21	C	1.41%	8,000	0.22	C
5020	SR 326	I-75 RAMP (WEST)	I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	7,500	0.13	B	1.41%	8,000	0.14	B
5030	SR 326	I-75 RAMP (EAST)	CR 25A	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	20,700	0.37	B	1.00%	21,800	0.39	B
5040	SR 326	CR 25A	US 441	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	11,500	0.21	B	1.09%	12,200	0.22	B
5050	SR 326	NE 40 AV	CR 35	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,100	0.99	C	2.45%	9,100	1.11	D
5060	SR 326	CR 35	NE 64 AV	2	ARTERIAL	UNINTERRUPTED		17,920	888	2	17,920	888	Urban	U	STATE	NHS - Non-Interstate Roadway	D	3,400	0.2	C	1.00%	3,800	0.21	C
5070	SR 326	NE 64 AV	SR 40	2	ARTERIAL	INTERRUPTED		17,920	888	2	17,920	888	Urban	U	STATE	NHS - Non-Interstate Roadway	D	3,400	0.2	C	1.00%	3,800	0.21	C
5080.1	SR 35	SE 92ND PL	SE 92ND PL	4	ARTERIAL	UNINTERRUPTED		32,970	1,722	4	32,970	1,722	Urban	D	STATE	Other CMP Network Roadway	D	12,700	0.39	C	1.00%	13,400	0.41	C
5080.2	SR 35	SE 92ND PL	LAUREL RD	4	ARTERIAL	INTERRUPTED		58,485	3,056	4	58,485	3,056	Urban	D	STATE	Other CMP Network Roadway	D	27,400	0.47	B	4.27%	34,100	0.58	C
5090.1	SR 35	LAUREL RD	SR 464	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	27,400	0.47	B	4.27%	34,100	0.58	C
5100	SR 35	LAUREL RD	SR 464	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	27,400	0.47	B	4.27%	34,100	0.58	C
5110	SR 35	SR 464	SE 28 ST	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.37	B	1.00%	21,800	0.39	B
5120	SR 35	SE 28 ST	CHERRY RD	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.54	C	1.00%	21,800	0.57	C
5130	SR 35	CHERRY RD	E FORT KING ST	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.53	C	1.21%	22,000	0.56	C
5140	SR 35	E FORT KING ST	CR 314	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.53	C	1.21%	22,000	0.56	C
5150	SR 35	CR 314	SR 40	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	16,100	0.29	B	1.73%	17,500	0.31	B
5170.1	SR 40	US 41	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	8,500	0.61	D	1.00%	8,900	0.64	D
5170.2	SR 40	URBAN AREA BOUNDARY	SW 140 AV	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,500	1.04	D	1.00%	8,900	1.09	D
5180	SR 40	SW 140 AV	CR 328	2	ARTERIAL	INTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,500	2.13	E	1.97%	19,300	2.35	E
5190	SR 40	CR 328	SW 110 AV	4	ARTERIAL	INTERRUPTED		19,600	970	4	19,600	970	Rural	D	STATE	NHS - Non-Interstate Roadway	C	17,500	0.89	C	1.97%	19,300	0.98	C
5200.1	SR 40	SW 110 AV	SW 85 AV	4	ARTERIAL	INTERRUPTED		36,015	1,785	4	36,015	1,785	Rural	D	STATE	NHS - Non-Interstate Roadway	C	19,300	0.54	C	1.00%	20,300	0.56	C
5200.2	SR 40	SW 85 AV	SW 80 AV	4	ARTERIAL	INTERRUPTED		36,015	1,785	4	36,015	1,785	Rural	D	STATE	NHS - Non-Interstate Roadway	C	19,300	0.54	C	1.00%	20,300	0.56	C
5210	SR 40	SW 80 AV	SW 60 AV	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,800	0.58	C	1.39%	24,400	0.62	C
5220	SR 40	SW 60 AV	SW 52 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,100	0.71	C	1.00%	28,400	0.74	C
5230.1	SR 40	SW 52 AV	I-75 RAMP (WEST)	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,500	0.82	C	1.70%	34,300	0.89	D
5240	SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,200	0.8	C	1.17%	34,100	0.85	D
5250	SR 40	I-75 RAMP (EAST)	SW 33 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,200	0.84	C	1.17%	34,100	0.89	D
5260	SR 40	SW 33 AV	SW 27 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,800	0.85	D	1.00%	34,500	0.90	D
5270	SR 40	SW 27 AV	SW MARTIN L KING AVE	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,200	0.61	C	1.00%	24,400	0.64	C
5280	SR 40	SW MARTIN L KING AVE	US 441	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	20,900	0.55	C	2.03%	23,100	0.61	C
5300	SR 40	US 441	NW 2 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5310	SR 40	NW 2 AV	N MAGNOLIA AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5330	SR 40	N MAGNOLIA AV	NE WATULA AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5350	SR 40	NE WATULA AV	NE 8 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5360.1	SR 40	NE 8 AV	NE 10TH ST	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5360.2	SR 40	NE 10TH ST	NE 11 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5370	SR 40	NE 11 AV	NE 25 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,300	0.75	D	1.00%	29,700	0.78	D
5410	SR 40	NE 25 AV	NE 36 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430													

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
6150	SW 60 AV	SW 95 ST RD	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	19,400	0.54	C	2.25%	21,700	0.61	C
6170.1	SW 60 AV	SR 200	SR 38 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,300	0.51	C	4.10%	22,400	0.63	C
6180	SW 60 AV	SW 38 ST	SW 20 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	17,200	0.48	C	4.10%	21,000	0.59	C
6190	SW 60 AV	SW 20 ST	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,000	0.45	C	4.10%	19,600	0.55	C
6200	SW 66 ST	SR 200	I-75	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	8,500	0.7	C	8.45%	12,700	1.05	D
6210	SW 66 ST	SW 27 AV	I-75	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	13,400	1.11	F	8.45%	20,200	1.67	F
6220	SW 66 ST	SW 19 AV	SR 200	2	COLLECTOR	INTERRUPTED	1	9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	5,800	0.62	C	1.85%	6,400	0.69	C
6230.1	SW 7 AV	SW 32 ST	SR 464	2	LOCAL	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6240	SW 7 RD	SR 464	SW 10 ST	2	LOCAL	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6250	SW 80 AV	SW 103 ST	SR 200	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,000	0.39	C	7.33%	7,200	0.56	C
6260.1	SW 80 AV	SR 200	SW 90 ST	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	13,100	0.43	D	2.52%	14,900	0.49	D
6260.3	SW 80 AV	SW 90 ST	SW 38 ST	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	4	30,420	1,530	Urban	U	COUNTY	Other CMP Network Roadway	E	11,100	0.87	C	2.94%	12,900	0.36	C
6260.4	SW 80 AV	SW 38 ST	SR 40	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,900	0.3	B	1.67%	9,700	0.33	B
6290	SW 80 ST	SW 19 AV	CR 475	2	COLLECTOR	INTERRUPTED	2	9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	4,100	0.44	C	1.00%	4,400	0.47	C
6300	CR 312	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED	2	19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,000	0.16	B	2.21%	3,300	0.17	B
6330	SW 95 ST	SW 80 AV	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	10,200	0.28	C	21.29%	26,700	0.75	C
6340	SW 95 ST	SR 200	SW 60 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6350	SW 95 ST	SW 60 AV	SW 49 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6360	SW 95 ST	SW 49 AV	I-75 SB	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.39	C	1.00%	11,900	0.41	C
6370	CR 40	SW ROLLING HILLS RD	PENNSYLVANIA AV	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,800	0.13	B	2.86%	4,400	0.15	B
6380	SW MARTIN L KING AVE	SR 464	SR 200	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	7,500	0.25	C	1.00%	7,900	0.26	C
6390	SW MARTIN L KING AVE	SR 200	SR 40	4	ARTERIAL	INTERRUPTED	2	28,999	720	4	28,999	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	17,000	0.59	D	4.31%	21,000	0.73	D
6400	US 27	COUNTY LINE (W)	CR 464B	4	ARTERIAL	UNINTERRUPTED	4	45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	18,000	0.19	B	1.00%	8,900	0.19	B
6410	US 27	CR 464B	NW 80 AV	4	ARTERIAL	UNINTERRUPTED	4	45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6420	US 27	NW 80 AV	CR 225A	4	ARTERIAL	INTERRUPTED	4	45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6430	US 27	CR 225A	NW 60 AV	4	ARTERIAL	INTERRUPTED	4	55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6440	US 27	NW 60 AV	NW 49 AV	4	ARTERIAL	INTERRUPTED	4	55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6450	US 27	NW 49 AV	NW 44 AV	4	ARTERIAL	INTERRUPTED	4	55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6460	US 27	NW 44 AV	I-75	4	ARTERIAL	INTERRUPTED	4	55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6490	US 27	I-75	NW 27 AV	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,200	0.55	C	1.00%	22,300	0.58	C
6500	US 27	NW 27 AV	NW MARTIN L KING AV	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,700	0.62	C	1.00%	24,900	0.65	C
6510	US 27	NW MARTIN L KING AV	US 41	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,300	0.68	C	1.00%	27,600	0.72	C
6530.1	US 301	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED	4	55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,100	0.43	B	4.94%	30,700	0.55	B
6540	US 301	CR 42	SE 147 ST	2	ARTERIAL	UNINTERRUPTED	2	14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	17,200	1.26	E	1.00%	18,600	1.33	E
6550.1	US 301	SE 147 ST	US 441	4	ARTERIAL	UNINTERRUPTED	4	32,970	987	4	32,970	987	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,000	0.7	C	1.00%	13,900	0.74	C
6560	US 301	US 441	NE JACKSONVILLE RD	4	ARTERIAL	UNINTERRUPTED	4	45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,000	0.22	B	1.00%	10,500	0.23	B
6570	US 301	NE JACKSONVILLE RD	CR 31B	4	ARTERIAL	INTERRUPTED	4	32,235	1,596	4	32,235	1,596	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6580	US 301	CR 31B	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED	4	32,235	1,596	4	32,235	1,596	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6590	US 41	CR 484	CR 484	4	ARTERIAL	INTERRUPTED	4	36,100	1,790	4	36,100	1,790	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.6	C	1.00%	22,800	0.63	C
6600	US 41	CR 484	SW ROBINSON RD	4	ARTERIAL	INTERRUPTED	4	37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,200	0.64	C	1.00%	25,500	0.67	C
6620	US 41	SW ROBINSON RD	SW 111 PL LN	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.57	C	1.46%	23,500	0.61	C
6640	US 41	SW 111 PL LN	SW 110 ST	4	ARTERIAL	INTERRUPTED	4	40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.54	C	1.46%	23,500	0.58	C
6650	US 41	SW 110 ST	SW 99 PL	2	ARTERIAL	INTERRUPTED	2	17,360	856	4	40,352	1,996	Urban	U	STATE	NHS - Non-Interstate Roadway	D	21,800	1.26	F	1.46%	23,500	0.86	D
6660	US 41	SW 99 PL	SW 80 PL	2	ARTERIAL	UNINTERRUPTED	2	17,920	888	4	27,450	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6670	US 41	SW 80 PL	SR 40	2	ARTERIAL	INTERRUPTED	2	17,920	888	4	27,450	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6680.1	US 41	SR 40	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED	2	14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.84	D	1.24%	12,600	0.90	D
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	2	ARTERIAL	UNINTERRUPTED	2	8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	11,800	1.44	D	1.24%	12,600	1.54	D
6690	US 41	SW 36 ST	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED	2	8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,400	0.66	C	1.00%	5,600	0.68	C
6700	US 441	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED	4	40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	38,400	0.95	D	1.00%	40,300	1.00	D
6730	US 441	CR 42	SE 147 PL	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,900	0.88	D	2.62%	38,500	1.00	F
6740	US 441	SE 147 PL	SE																					

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
8120	OAK RD	CR 464	CR 464	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8130	MARION OAKS MNR	SW 49 AV	MARION OAKS BLVD	2	COLLECTOR	INTERRUPTED	1	15,930	832	2	15,930	832	Urban	U	COUNTY	Other CMP Network Roadway	E	12,400	0.74	C	1.00%	13,100	0.78	C
8140	MARION OAKS BLVD	CR 484	MARION OAKS MNR	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,400	0.35	C	1.00%	13,100	0.37	C
8150	MARION OAKS TRL	CR 484	SW 49 AV	2	ARTERIAL	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8160	N BAHIA RD	N PINE RD	SE MARICAMP RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8170	SPRING RD	PINE RD	EMERALD RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8180	MARION OAKS TRL	MARION OAKS CRSE	W MARION OAKS TRL	2	COLLECTOR	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
	JUNIPER RD	SR 35	CHESNUT RD	2				11,232		2	11,232		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	JUNIPER RD	CHESNUT RD	SR 35	2				11,232		2	11,232		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	PINE RD	SE 64 AV RD	CR 464	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	BAHIA RD	PINE RD	CR 464	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MIDWAY RD	PINE RD	CR 464	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MIDWAY RD	CR 464	SILVER RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	SW 67 AV RD	CR 484	SW 49 AV	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS BLVD	MARION OAKS MNR	SE 67 AVE RD	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				16,727		2	16,727		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	EMERALD RD		SE MARICAMP RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	SW 49TH AVENUE	MARION OAKS TRL	MARION OAKS BLVD	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS CRSE	CR 484	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS MNR	MARION OAKS BLVD	MARION OAKS LN	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
3470.2	NW 44TH AVE	US 27	1 MI SOUTH OF US 27	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.15	B	1.74%	10,900	0.16	B
8200	BUENA VISTA BLVD	SUMTER CO LINE	CR 42	4	COLLECTOR	INTERRUPTED	2	30,420	792	4	30,420	792	Urban	D	COUNTY	Other CMP Network Roadway	E	12,300	0.77	C	1.00%	13,000	0.82	C
9999	SE 92 LOOP	CR 25	SE 110 ST RD	4	COLLECTOR	INTERRUPTED	1	35,820	792	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A



TO: Board Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

RE: Funding Update thru June 30, 2023

Summary

On a quarterly basis the TPO updates the TPO Board to ensure they remain informed of funding status and the financial outlook throughout the year.

Attachment(s)

Budget Report for funds expended thru June 30, 2023 will be provided.

Committee Recommendation(s)

None - contents informative

Action Requested

No action requested

Any additional comments and/or suggestions please contact Liz Mitchell,
liz.mitchell@marioncountyfl.org.



FINANCIAL SNAPSHOT

FISCAL YEAR 2024

July 1, 2022 to June 30, 2023

Grant(s)	Total Funds	Funds Expended July 1, 2022 to June 30, 2023	Next Quarter Carryover Funds	Percent Carryover Funds
Fed. Hwy. Admin - PL-CPG	\$898,984.00	\$336,595.27	\$562,388.73	63%
Fed. Transit Admin - 5305d	\$138,852.00	\$123,648.38	\$15,203.62	11%
CTD-Transportation Disadvantaged	\$27,551.00	\$27,551.00	\$0.00	0%
Non-Eligible Funds*	\$2,000.00	\$1,219.24	\$780.76	39%
TOTALS	\$1,067,387.00	\$489,013.89	\$578,373.11	54%

* Funds not eligible to be paid with Federal Funds (membership dues, nameplates). These funds are currently provided by Marion County.

EXPENDED FUNDS BREAKDOWN	
Salaries & Benefits	\$307,275.30
Insurance Premiums	\$2,437.73
Travel	\$3,970.59
Training & Education	\$1,112.00
Copier Rental	\$2,629.61
Advertising	\$1,776.58
Printing & Binding	\$1,023.20
Office Supplies	\$892.59
Postage	\$16.36
Computer Software	\$6,542.62
Website	\$4,380.00
Comp. Equip./Plotter	\$2,771.48
County Cost Allocation	\$57,709.76
Other Services**	\$5,000.00
Professional Services*	\$90,256.83
Non-eligible Funds	\$1,219.24
Total	\$489,013.89

*Prof. Services for the Congestion Mgmt. Plan, Safety Plan, TD Study, Annual Report & Others
 **Other Services for the Sheriff's Security at Board meetings.

BUDGET SUMMARY	
Total Revenue	\$1,067,387.00
Funds Expended thru June 30, 2023	\$489,013.89
Total Carryover Revenue	\$578,373.11



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Marion County Project Status Update as of July 31, 2023

The following is a brief status update on major FDOT road construction projects in Marion County as of the July cutoff. The next cutoff date is August 31, 2023. Information is also available on www.cflroads.com. For questions, please contact Melissa S. McKinney at 386-943-5077 or via email at melissa.mckinney@dot.state.fl.us.

MARION COUNTY

Upcoming Projects:

445212-1 | S.R. 200 Mill & Resurface

- Contract: E59B1
- Contractor: V.E. Whitehurst & Sons, Inc.
- Estimated Start Date: September 6, 2023
- Estimated Completion Date: Late 2023
- Construction Cost: \$5.4 million
- Description: This project will include a mill and resurface of State Road (S.R.) 200 (U.S. 301) from south of Northeast 175th Street to the Alachua County line.

438562-1 | I-75 (S.R. 93) Rest Area North of S.R. 484 to South of S.R. 200

- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Estimated Start Date: August 26, 2023
- Estimated Completion Date: Late 2024
- Construction Cost: \$31 million
- Description: Construction of the northbound rest area.

448924-1 | S.R. 492 bridge over the SCL (CSX) Railroad

- Contract: D56B1
- Contractor: RAM Construction Services
- Estimated Start Date: Summer 2023
- Estimated Completion Date: Late 2023
- Construction Cost: \$285,000
- Description: The Florida Department of Transportation (FDOT) will be making improvements to the State Road (S.R.) 492 (Bonnie Heath Boulevard) bridge over the

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www.fdot.gov

C.S.X Railroad in Marion County. Work includes concrete repair, joint rehabilitation, and applying a type of coating called an epoxy overlay to the bridge deck. The epoxy overlay seals the concrete surface, which helps to prolong the life of the bridge. The overlay also increases friction on the traveling surface, making it safer for motorists.

441141-1 | S.R. 464 from U.S. 301/U.S. 27 to S.R. 35 Resurfacing

- Contract: T5782
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: August 2023
- Estimated Completion: Late 2024
- Construction Cost: \$22.3 million
- Description: The Florida Department of Transportation (FDOT) is designing improvements along State Road (S.R. 464) from east of U.S. 301/U.S. 27 to S.R. 35. The purpose of the project is to extend the life of the existing roadway by repaving this segment of S.R. 464. Various operational and safety enhancements are also planned, including restriping a portion of the corridor to provide bicycle lanes, reconstructing pedestrian curb ramps and constructing new sidewalk to fill gaps, and realigning crosswalks at the signalized intersections to enhance pedestrian safety. Traffic signal adjustments and drainage upgrades are also included.

Current Projects:

445688-1 | U.S. 27/U.S. 441 at C.R. 42 Intersection Improvements

- Contract: T5774
- Contractor: Traffic Control Devices
- Start: June 9, 2023
- Estimated Completion Date: Fall 2023
- Construction Cost: \$663,000
- Description: The purpose of this project is to provide intersection improvements to enhance safety and operations on U.S. 441/U.S. 27 at County Road (C.R.) 42. The project plans to reconstruct the existing traffic signal, including new signal poles. Pavement markings and signage will be updated as needed.
- Update: Crews are soft digging for utilities at four pole locations. Shoulder closures are currently in effect.

445701-1 | S.E. Abshier Blvd from S.E. Hames Rd Intersection Construction

- Contract: T5768
- Contractor: C.W. Roberts Contracting Inc.
- Construction Cost: \$1.8 million
- Start: March 30, 2023
- Estimated Completion: Early 2024
- Description: This project will construct improvements at the intersection of SE Abshier Boulevard (U.S. 27/U.S. 301/U.S. 441) and SE Hames Road to enhance safety and operations for drivers, pedestrians, and bicyclists. The project proposes to create left turn lanes in each direction on SE Abshier Boulevard west of Hames Road with a raised concrete traffic separator in the middle.
- Update: Southeast Mimosa Road is currently closed at Southeast Hames Road to allow for pipework.

433661-1 | U.S. 441 and S.R. 40 Intersection Improvements

- Contract: T5747
- Contractor: C.W. Roberts Contracting Inc.
- Construction Cost: \$4.3 million
- Start: April 4, 2023
- Estimated Completion: Early 2024
- Description: The project includes milling and resurfacing, median modifications, turn lane modifications, curb & gutter, drainage improvements, sidewalk, ADA improvements, traffic signal upgrades, signing and pavement markings, and utility relocations.
- Update: The contractor continues working on drainage where feasible pending relocation of Uniti fiber and de-energization of electric lighting in conflict with drainage. Nighttime lane closures are scheduled for 7/24-7/25 to make way for foundation work.

445800-1 | S.R. 40 and S.R. 492 Intersection Improvements

- Contract: T5747
- Contractor C.W. Roberts Contracting Inc.
- Start: April 4, 2023
- Estimated Completion: Early 2024
- Construction Cost: \$6.7 million
- Description: This project includes replacing the existing two free flow right turn lanes with a single right turn lane, milling and resurfacing, upgrade the existing signals, adding a new 7-ft buffered bicycle lane, crosswalks, utility relocation and lighting.
- Update: Contractor is working on drainage and sidewalk per Phase 1-A. The contractor completed drilled shaft foundation work. Nighttime lane closures to occur 7/23-7/27 for work on drainage and a pedestrian detour.

445687-1 | U.S. 41 N S Williams St. from Brittan Alexander Bridge to River Rd.

- Contract: T5755
- Contractor: Ranger Construction
- Construction Cost: \$1.1 Million
- Start: March 6, 2023
- Estimated Completion: Fall 2023
- Description: The purpose of the project is to signalize the pedestrian crossing on U.S. 41 (S. Williams Street) between Brittan Alexander Bridge and River Road, near Dunnellon City Hall. This will enhance pedestrian safety by installing a Midblock Pedestrian Signal (MPS) to replace the existing pedestrian crossing at this location.
- Update: Contractor is conducting work on the signal conduit and sidewalk. Northbound and southbound inside lane closures are scheduled for 7/23-7/29 to allow for signal work.

437596-2 | S.R. 40/Silver Spring Blvd. from N.W. 27TH Ave. TO S.W. 7th Ave. Sidewalk Improvements

- Contract: T5765
- Contractor: Mejia International Group
- Construction Cost: \$780,000
- Start: February 12, 2023
- Estimated Completion: Fall 2023

- Description: The intent of this project is to remove the existing 4.5-foot concrete path on the north side of the road and replace it with an 8-foot concrete sidewalk. The new 8-foot sidewalk will meet FDOT and ADA requirements.
- Update: The contractor is working on segments 7A and 7B. All sidewalk work is expected to finish within the next two weeks.

443170-1 & 433651-1 | C.R. 484 and I-75 Interchange Roadway Improvements

- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Start: January 4, 2023
- Estimated Completion: Summer 2024
- Construction Cost: \$28.4 million + \$12.9 million
- Description: 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.
- Update: (433651-1) Contractor is working on drainage at the bottom of Ramp A then focusing on the water line on the north side of the road. Over the next three weeks, crews are executing Pond 2 excavation and gravity wall. Bore contractor should be onsite next week. Coming up, Chinchor will be on site for electrical work. The first week of August, crews will be executing a drilled shaft on northbound Ramp D. (443170-1) The contractor will conduct I-75 paving over the next two weeks. Nighttime lane closures are in effect within the limits of both projects through 7/28 to allow for milling and resurfacing operations.

441136-1 | Mill and Resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split.

- Contract: T5705
- Contractor: Anderson Columbia Inc.
- Construction Cost: \$15.4 million
- Start: October 26, 2021
- Estimated Completion: Summer 2023
- Description: The Florida Department of Transportation (FDOT) will be resurfacing U.S. 441 from Northwest 20th Street in Ocala to the U.S. 441/301 split in Sparr. In addition to resurfacing, the project will make safety improvements to medians along this approximately 8-mile stretch of roadway by converting full median openings to bi-directional medians in some locations and closing median openings in other locations. These improvements will help reduce the number of points where motorists come into conflict, which increases safety and helps to enhance traffic flow in the area. The project will also change the configuration of the road at the U.S. 441/301 split. At completion, vehicles in both lanes of northbound U.S. 441 will be able to turn right onto U.S. 301, while only vehicles in the left (inside) lane of U.S. 441 will be able to continue north toward Gainesville. This change is being made to alleviate intermittent backups that occur as traffic stacks in the left lane waiting to turn onto U.S. 301.
- Update: Project is nearly complete. Contractor is waiting on one light pole to arrive. Final acceptance is expected by 7/28/23.

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

- Contract: T5675
- Contractor: C.W. Roberts Contracting, Inc.

- Construction cost: \$15.7 million
- Start: January 11, 2021
- Estimated Completion: Summer 2023
- Description: The purpose of this project is to resurface U.S. 441 from State Road (S.R.) 35 (Baseline Road) to S.R. 200 (SW 10th Street). Additional improvements include modifications to extend left and right turn lanes at various locations, remove some of the existing on street parking, provide bicycle facilities within the right of way where possible, update and provide pedestrian features to meet current standards, and make other drainage and safety improvements, as needed. These improvements also include an almost half-mile portion of U.S. 27/U.S. 441 (SE Abshier Boulevard) east of County Road 484 (SE Hames Road).
- Update: The contractor completed signal wiring and activation, lighting and energizing, striping, and items in the deficiency items list. Project nearly complete.

445321-1 | S.R. 93 (I-75) Mainline Wildwood Weigh Station Improvements

- Contract: T9028
- Contractor: Traffic Management Solutions
- Construction Cost: \$4.5 million
- Start: November 28, 2022
- Estimated Completion: Fall 2023
- Description: The purpose of this project is to construct a Virtual Weigh-In-Motion System for the Wildwood Weigh Station on I-75. Electronic weigh sensors will be installed along 3 miles of the roadway and digital message boards will be added to direct traffic towards the station.
- Updates: The contractor is continuing open trench/directional conduit and pull boxes installation. Dynamic messaging signs installed. VWIM equipment and cameras installed at southbound ramp.

445294-1 | S.R. 40 Milling and Resurfacing from Marion County Line to Volusia County Line

- Contract: E58B2
- Contractor: P & S Paving
- Start: January 30, 2023
- Estimated Completion: Late 2023
- Construction Cost: \$8.1 Million
- Description: Work will consist of milling and resurfacing the roadway from Marion County Line to Volusia County Line. The project will also include pavement widening shoulder, drainage modifications and guardrail adjustments as needed. Other improvements consist of signing upgrades and pavement markings within the project limits.
- Update: Contractor is concentrating on shoulder grading. Daytime lane closures are in effect on the shoulder through 7/29.



TO: Board Members

FROM: Rob Balmes, Director

**RE: Metropolitan Planning Organization Advisory Council
(MPOAC) Updates**

Summary

On July 27, 2023, the MPOAC Staff Directors and Governing Board conducted quarterly meetings in Orlando. The major highlight of the meeting involved approval by the MPOAC Governing Board, the Federal Highway Administration (FHWA) Planning (PL) funding distribution to the MPO/TPOs in Florida.

Every ten years, as part of the Census, state MPO/TPOs in coordination with their respective Departments of Transportation and the Federal Highway Administration, review the PL Funding Formula. The current formula includes a baseline to all MPO/TPOs of \$350,000 plus a distribution based on the urbanized area population. Additionally, funding comes off the top and is allocated to the MPOAC, and for membership dues to the National Association of Regional Councils and Association of Metropolitan Planning Organizations.

Based on an extensive review of funding scenarios, the MPOAC Policy Committee recommended the 2020 PL funding formula stays the same, including funding off the top to support the MPOAC and increases to membership dues (\$770,000). The MPOAC Governing Board approved this recommendation at the July 27 meeting.

For our TPO, this translates to essentially no changes in funding with the exception of a small portion of the additional off-the-top portion going to MPOAC and increases in national membership dues. Based on the results of the 2020 Census applied to the PL-formula, combined with the recent federal re-authorization, this translates to an average annual allocation of \$575,000 in FHWA-PL funding to the Ocala-Marion TPO.

Attachment(s)

- MPOAC Meeting Content

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

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

Item Number 4

Action Item: PL Funding Distribution Formula

DISCUSSION:

Chair Dave Hutchinson, Sarasota/Manatee MPO, will provide an overview of the Policy and Technical Committee Workshops held to discuss the PL Funding Formula and will present the recommendation on how PL funds will be distributed among the MPOs.

REQUESTED ACTION:

As may be desired.

ATTACHMENT:

History of Funding Formula.

Florida PL Formula

Year 2003	Year 2006	Year 2013
Off-the-top Allocations	Off-the-top Allocations	Off-the-top Allocations
<ul style="list-style-type: none"> ▪ \$200,000 base to MPOAC adjusted annually for inflation, not to exceed approved operating budget ▪ \$50,000 for consultant services ▪ \$300,000 divided equally between air quality maintenance areas ▪ \$61,332 AMPO annual dues for MPOAC and the MPOs ▪ \$275,000 base for each MPO 	<ul style="list-style-type: none"> ▪ \$270,455 base to MPOAC adjusted annually for inflation, not to exceed approved operating budget ▪ \$65,000 for consultant fees ▪ \$75,000 for MPOAC Institute ▪ \$100,000 AMPO and NARC annual dues for MPOAC and MPOs ▪ \$350,000 base for each MPO 	<ul style="list-style-type: none"> ▪ \$332,626 base to MPOAC, not to exceed approved operating budget ▪ \$55,000 for consultant fees ▪ \$85,000 for MPOAC Institute ▪ \$134,826 AMPO and NARC annual dues for MPOAC and MPOs ▪ \$350,000 base for each MPO
Remaining Funds	Remaining Funds	Remaining Funds
<ul style="list-style-type: none"> ▪ Distributed proportionately among MPOs based on urbanized area population 	<ul style="list-style-type: none"> ▪ Distributed proportionately among MPOs based on urbanized area population 	<ul style="list-style-type: none"> ▪ Distributed proportionately among MPOs based on urbanized area population
<u>Other</u>	<u>Other</u>	<u>Other</u>
<ul style="list-style-type: none"> ▪ MPOs that merge, retain base allocation ▪ \$275,000 one-time allocation for MPOs extending boundaries to include new urbanized areas ▪ Provisions related to excess PL funds 	<ul style="list-style-type: none"> ▪ MPOs that merge, retain base allocation ▪ \$350,000 one-time allocation for MPOs extending boundaries to include new urbanized areas ▪ Provisions related to excess PL funds 	<ul style="list-style-type: none"> ▪ MPOs that merge, retain base allocation ▪ \$350,000 one-time allocation for MPOs extending boundaries to include new urbanized areas ▪ Provisions related to excess PL funds

Note: Of amounts allocated to MPOs, at a minimum, \$600,000 statewide is to be used for regional planning.

Note: Of amounts allocated to MPOs, at a minimum, \$600,000 statewide is to be used for regional planning.

Item Number 10a

Agency Reports – Florida Department of Transportation

DISCUSSION:

Mike Neidhart, Metropolitan Planning Administrator, Office of Policy Planning, FDOT will present an update on the following items:

- Budget/Adopted Work Program/MFF
- Federal Planning Findings Update/Summary
- FMPP Update/Summary
- Apportionment Plans
- Toll Relief Program
- UPWP Reminders – remind MPOs about so no one is caught off-guard on timing and funding.

REQUESTED ACTION:

None requested. For discussion and action as may be desired.

ATTACHMENT:

OPP MPOAC Presentation.

FEDERAL PLANNING FINDINGS / FMPP SUMMARY





Federal Planning Findings Meeting

Thank you to everyone who attended and participated!



FHWA



FTA



MPOs

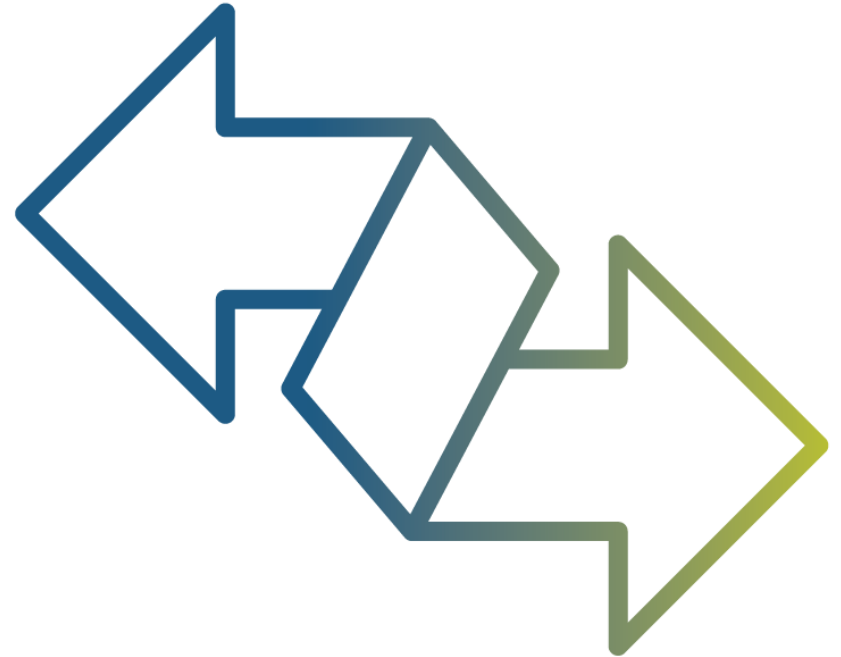


**MPO
Liaisons**



Federal Planning Findings – Key Takeaways

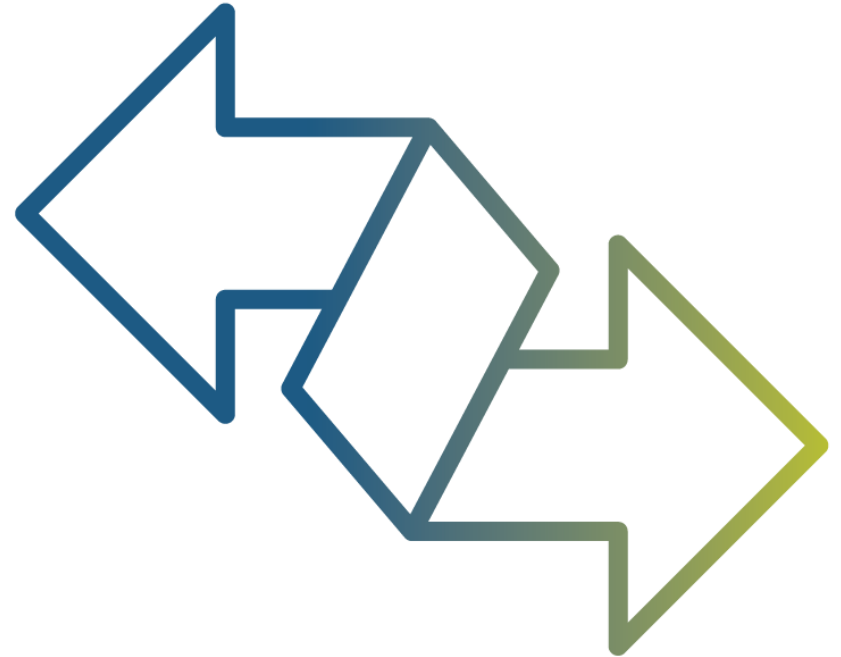
- 2022 Statewide Annual Assessment
- Prioritization of Funds for TMAs Facilitated Discussion
- Planning Efforts/Noteworthy Practices
- UPWP Facilitated Discussion





FMPP – Key Takeaways

- UPWP Threshold Revised Tech Memo
- Complete Streets in the UPWP
- Vulnerable Road Users (VRU) Assessment
- Upcoming Planning Initiatives



APPORTIONMENT PLANS / MPA BOUNDARY MAPS





Apportionment Plan/MPA Boundary Map Schedule

- December 2022: US Census published urban area boundaries
- May 16: FDOT shared urban area data with MPOs and kicked off Apportionment Plan process
- MPO determines if membership or boundaries need to change
- MPO prepares Apportionment Plan and MPA Boundary Map
- November 14: MPO submits Apportionment Plan and MPA Boundary Map to OPP and the District (30 day concurrent review)
- December 14: District submits comments to OPP
- January 15: OPP submits Apportionment Plan to Governor's Office
- Governor approves Apportionment Plan
- MPO appoints membership, if applicable

Webinar Resources

Available on [Metropolitan Planning Support website](#)

- Meeting slides
- Template
- Guidance
- Q&A



Metropolitan Planning Support

Office of Policy Planning
Jennifer Fortunas, P.E.
Director

605 Suwannee Street
Tallahassee, FL 32399

Tel: 850-414-4800
Fax: 850-414-4898
[E-Mail Us](#)

Additional Contacts
[Staff Directory](#)



Welcome

The Office of Policy Planning (OPP) coordinates its work with Florida's 27 Metropolitan Planning Organizations (MPOs), and federal, state and local partners. The information available at this site is intended to reflect and further that coordination. Please direct any questions to [The Office of Policy Planning](#).

2050 Revenue Forecast Handbook

- Please [Click Here](#) to access the *2050 Revenue Forecast Handbook*
- Please [Click Here](#) to access the webinar presentation
- Please [Click Here](#) to access the webinar notes (*Coming Soon*)

Meetings and Webinars

- **June 7th, 2023: "Signal 4 MPO Training"**
 - [Meeting Slides](#)
- **June 6th, 2023: "Apportionment Plan Webinar"**
 - [Meeting Slides](#)
 - [Apportionment Plan Template](#)
 - [Apportionment Plan Guidance](#)
 - [Questions and Answers from the Webinar](#)

TOLL RELIEF PROGRAM





Toll Relief Program

- **January 1, 2023 – December 31, 2023**
- Saved **\$190 million** since January inception
- Floridians with **35 or more toll transactions/month: 50% credit**
- Benefits **1.2 million** commuters
- **Map:** floridasturnpike.com/tollrelief/



UPWP DE-OBLIGATIONS & CLOSEOUTS





UPWP Close-Out Process

August 1

- District reminds MPO to send a final invoice
- District processes final invoice
- District prepares Close-Out letter and Close-Out form
- MPO signs Close-Out form
- District prepares Close-Out memo

September 29

- Complete the Close-Out process



De-Obligation During Year 2 of the UPWP

**Before
May 1, 2024**

De-obligate before Close-Out.
Available in Year 1 of the new UPWP.

**After
July 2024**

De-obligate after Close-Out.
Available in Year 2 of the new UPWP.

Example – MPO chooses to de-obligate \$60,000 and reserve \$40,000

- \$60,000 is available after July 1, 2024 (Year 1)
- \$40,000 is available after July 1, 2025 (Year 2)

QUESTIONS

STAY IN CONTROL

In 2019, people took 136 million trips on shared bikes and scooters, a 60% increase from 2018*. No matter what you're riding, be it a motorized vehicle, scooter, or bike, you're always responsible for the safety and well-being of those around you.

Stay Aware. Stay Alert.

*Sourced from National Association of City Transportation Officials



Mike Neidhart

Metropolitan Planning Administrator



Mike.Neidhart@dot.state.fl.us



(850) 414-4905

FLORIDA DEPARTMENT OF TRANSPORTATION

FDOT *Agency Update*

JULY 27, 2023



OFFICE OF POLICY PLANNING





Discussion Topics

- Budget/Adopted Work Program & Moving Florida Forward
- Federal Planning Findings/FMPP Summary
- Apportionment Plans/MPA Boundary Maps
- Toll Relief Program
- UPWP De-obligations and Closeouts

BUDGET/ADOPTED WORK PROGRAM & MOVING FLORIDA FORWARD





FDOT Budget



\$15.2 BILLION
investment in FDOT

\$13.6 BILLION

for 5-Year Work Program

\$400.7 MILLION

for local transportation initiatives

Adopted Work Program



\$5.5B

Highway Construction



\$1.6B

Resurfacing



\$791.3M

Rail and Transit



\$726.6M

Bridge Repairs
/Replacement



\$404.3M

Aviation



\$250.9M

Safety



\$156.3M

Community Trail
Projects



\$149.3M

Seaports



Moving Florida Forward



\$4B from Florida's
General Revenue surplus



**Moving Florida Forward
Infrastructure Initiative**

Item Number 10b

Agency Reports – Florida Division, FHWA

DISCUSSION:

Karen Brunelle, and Curlene Thomas, FHWA will present an update on General Announcements, legislation and regulation, and funding opportunities.

REQUESTED ACTION:

None requested. For discussion and action as may be desired.

ATTACHMENT:

FHWA Topics Presentation



Florida Division Office



Federal Highway Administration Updates

MPO Advisory Council

July 2023



U.S. Department of Transportation
Federal Highway Administration

Acting FL Planning Team Leader (Summer 2023)



Florida Division Office

Space Shuttle Endeavor at Kennedy Space Center

- July – Erika Thompson – erika.thompson@dot.gov
- August – Carlos Gonzalez - carlos.a.gonzalez@dot.gov
- September - Jean Parlow – jean.parlow@dot.gov

FHWA FL Division Website: www.fhwa.dot.gov/fldiv/





Legislation/Guidance Updates

Florida Division Office

Space Shuttle Endeavor at Kennedy Space Center

- Inflation Reduction Act (IRA) Grant Programs
 - Neighborhood Access and Equity
 - Environmental Review Implementation Funds
 - Low Carbon Transportation Materials

FHWA Website:

<https://www.fhwa.dot.gov/inflation-reduction-act/>





Legislation/Guidance Updates

Florida Division Office

Space Shuttle Endeavor at Kennedy Space Center

- Equitable Transportation Community Explorer – May
<https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---Homepage/>
- NEVI Guidance – June 2
https://www.fhwa.dot.gov/environment/nevi/formula_prog_guid/90d_nevi_formula_program_guidance.pdf



Notice of Funding Opportunities (NOFOs)



Florida Division Office

Space Shuttle Endeavor at Kennedy Space Center

New Division Grants Coordinator

Xiomara Nunez, xiomara.nunez@dot.gov

Program	Due Date	Division POC	Link
2022 and 2023 Wildlife Crossings Pilot Program	August 1 st	Joe Sullivan/ Kevin Burgess	https://highways.dot.gov/federal-lands/programs/wildlife-crossings
2022 and 2023 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	August 18 th	Erika Thompson/ Joe Sullivan	https://www.fhwa.dot.gov/environment/protect/discretionary



Notice of Funding Opportunities (NOFOs)



Space Shuttle Endeavor at Kennedy Space Center

Florida Division Office

Program	Due Date	Division POC	Link
INFRA/Mega/Rural	August 21 st	INFRA/Mega: Jorge Rivera/ Jose Ortiz Rural: Greg Hall/Jose Ortiz	https://www.transportation.gov/grants/mpdg-program
Advanced Digital Construction Management Systems (ADCMS)	August 28th	Jose Ortiz	https://www.fhwa.dot.gov/construction/ADCMS/
Reconnecting Communities and Neighborhoods (RCN)	Sept 28 th	Carlos Gonzalez	https://www.transportation.gov/grants/rcnprogram



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

Safety Message



Florida Division Office



*Whether you are a driver, passenger, or
pedestrian...*

highway safety depends on YOU.

Be observant and adaptable to be safe.



Item Number 10c

Agency Reports – Federal Transit Administration

DISCUSSION:

FTA has nothing new to report at this time.

REQUESTED ACTION:

None requested. For discussion and action as may be desired.

ATTACHMENT:

None.

Item Number 11

Presentations: Resiliency Action Plan/Carbon Reduction Strategy Update

DISCUSSION:

Brian Watts, Intergovernmental Program Administrator, Office of Policy Planning, FDOT, will provide an update on the Department's efforts on Resiliency Action Plan and it's Carbon Reduction Strategy.

REQUESTED ACTION:

None requested. For discussion and action as may be desired.

ATTACHMENTS:

Presentations.



RESILIENCE PLANNING

FMPP and MPOAC

July 2023



RESILIENCE ACTION PLAN



STATE HIGHWAY SYSTEM



RAP UPDATE



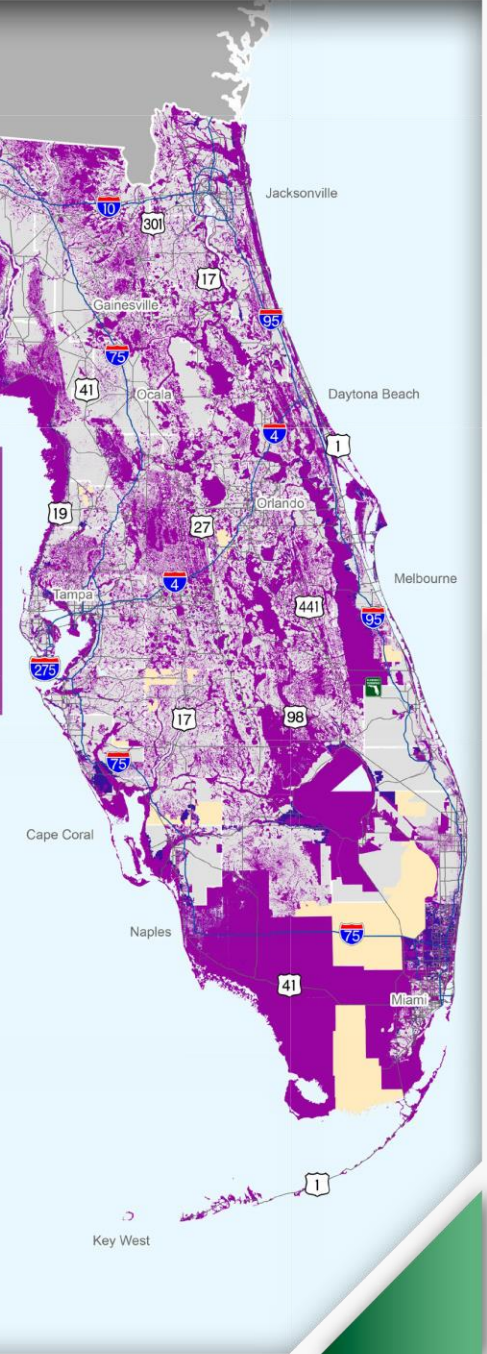
Hazard	Centerline Miles Exposed	% of SHS	Bridges Exposed	% of SHS Bridges
1% Annual Chance Return	1,820	15%	2,156	44%
0.2% annual Chance Return	488	4%	529	11%
Undetermined	75	0.6%	47	1%

Flood Hazard Zones

- 1% Annual Chance Return
- 0.2% Annual Chance Return
- Undetermined

— Interstates
— State Roads
— Counties
— Region

Sources: Florida Department of Transportation and Federal Emergency Management Agency
Note: This map is for planning purposes only. It is not intended for precise measurement.



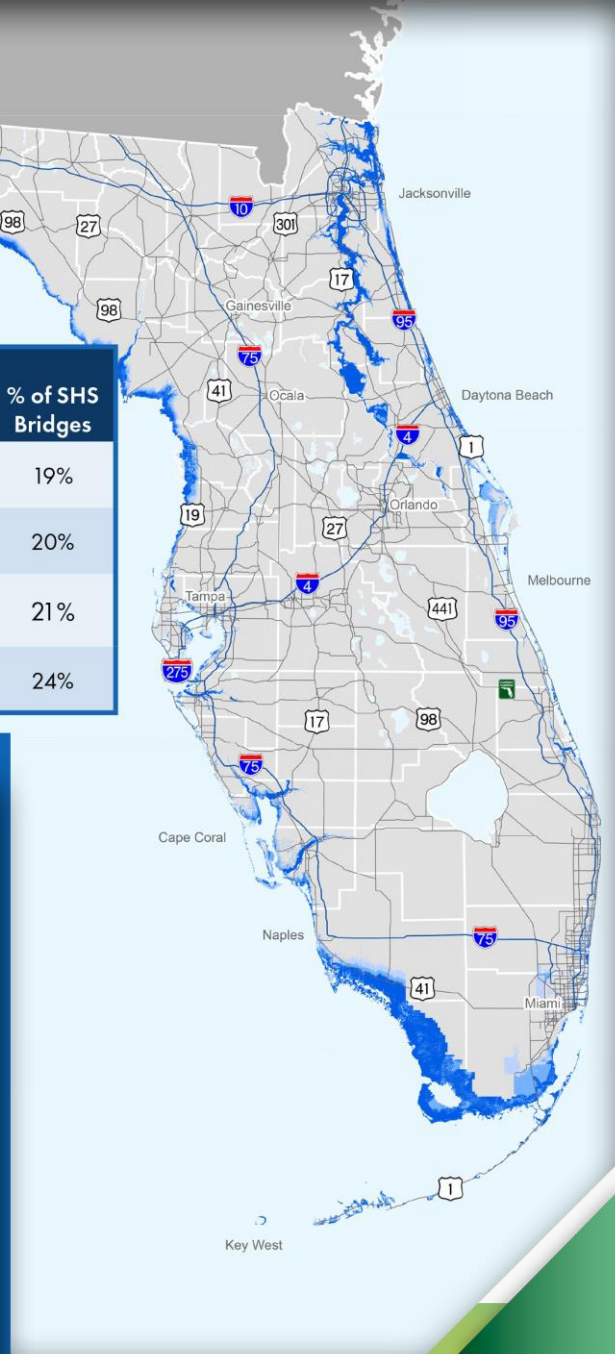
Hazard	Centerline Miles Exposed	% of SHS	Bridges Exposed	% of SHS Bridges
1 Foot sea level rise	124	1%	908	19%
2 Feet sea level rise	138	1%	967	20%
3 Feet sea level rise	192	2%	1,003	21%
5 Feet sea level rise	490	4%	1,140	24%

Sea Level Rise

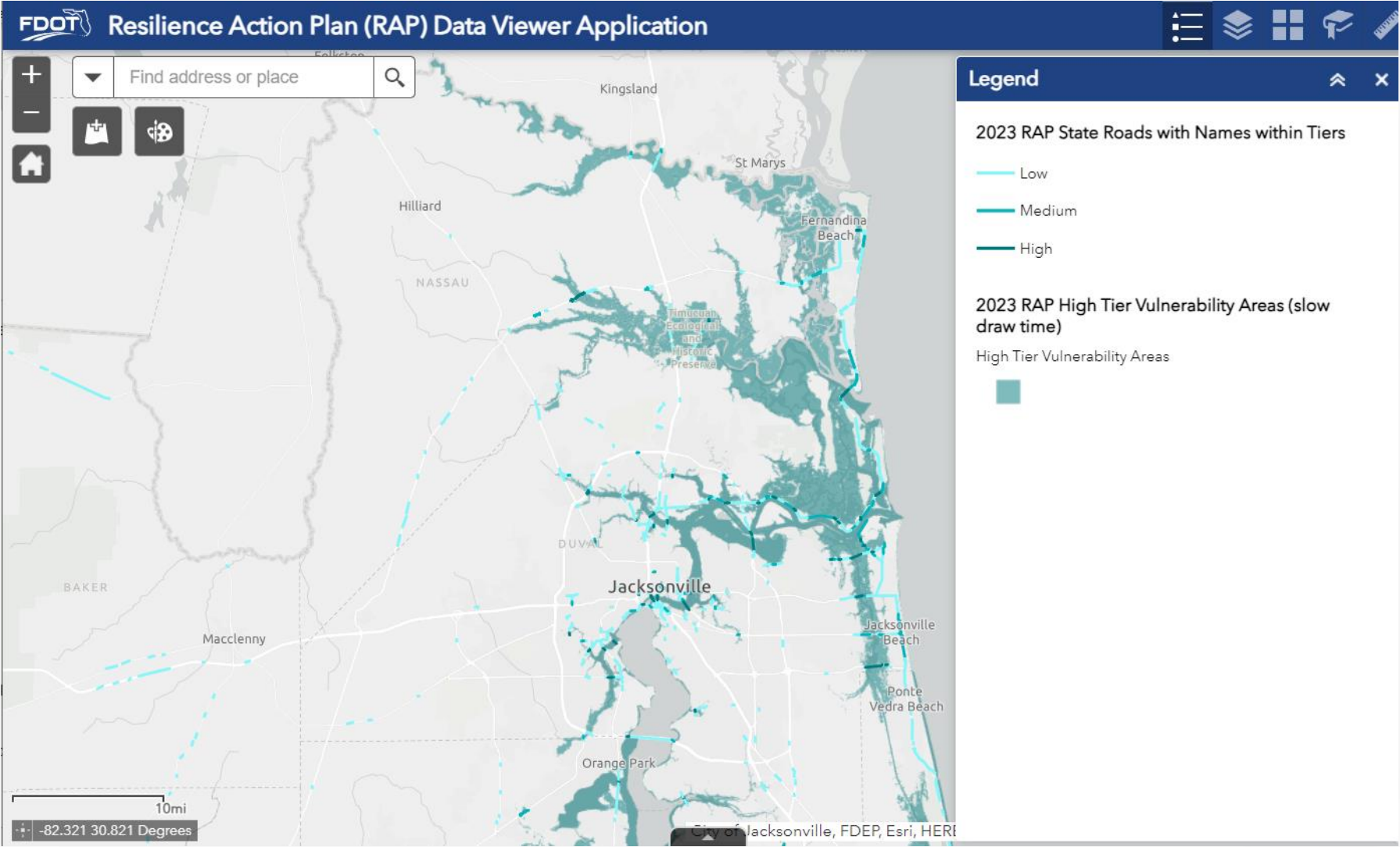
- 1 Foot
- 2 Feet
- 3 Feet
- 5 Feet

— Interstates
— State Roads
— Counties
— Region

Sources: Florida Department of Transportation and National Oceanic and Atmospheric Administration
Note: This map is for planning purposes only. It is not intended for precise measurement.



RESILIENCE ACTION PLAN DATA VIEWER



IMPLEMENTATION

- Plan monitoring and updates
- Integration into other plans and guidance
- Data and tools
- Training and communication
- Internal coordination
- Community collaboration





*RESILIENCE
IMPROVEMENT
PLAN*

FEDERAL PROTECT PROGRAM

- Promoting Resilience Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
- Formula and discretionary funding
- Emphasis on incremental improvements and natural hazards
- Optional resilience improvement plan



RESILIENCE IMPROVEMENT PLAN

- Optional in PROTECT Program
- Build off Resilience Action Plan
- Expanded hazards and assets
- Risk-based assessment
- Priority projects
- Continued coordination with MPOs

PROTECT - Resilience Improvement Plan

The Plan Shall..

- 1 Encompass **immediate and long-range planning activities** and **resilience investments**
- 2 Demonstrate a **system-wide** approach to transportation **system resilience**
- 3 Consistent with and complement **State and local hazard mitigation plans**
- 4 Include a **risk-based assessment of vulnerability** to current and future weather events and natural disasters

Shall, as appropriate..

- 5 Describe ways to improve **response to impacts** and changes
- 6 Describe the codes, standards, and regulatory framework to **ensure improvements**
- 7 Consider benefit of **natural Infrastructure**
- 8 Assess **community infrastructure resilience**
- 9 Use a **long-term** planning period

May also..

- 10 Designate evacuation routes and strategies
- 11 Plan for response to anticipated emergencies
- 12 Describe the resilience improvement policies
- 13 Include investment plan & priority projects
- 14 Use science and data

HAZARDS & ASSETS

➤ Hazards

- Flooding (Inland Flood)
- Tropical Cyclone (Storm Surge)
- Wildfire
- Severe Thunderstorm
- Sinkhole
- Extreme Heat
- Sea Level Rise (Coastal Flood)

➤ Assets (Multimodal)

- Highways (State, National, Federal Aid)
- SIS rail, SIS connectors
- Freight Highway Network
- Strahnet/Stracnet
- SUN Trail
- Ports
- Associated stormwater, TSM&O

UPCOMING ACTIVITIES

July-September: Risk Assessment

September-October: Prioritization

October: MPOAC & FMPP Meetings

November: Public Comment Period

January 2024: Submit to FHWA

Don't Drive Into the Unknown.....



.....Stay Away from Flooded Streets!

For more information, please contact:

Brian Watts

Brian.Watts@dot.state.fl.us

resiliency@dot.state.fl.us



CARBON REDUCTION STRATEGY

MPOAC Staff Director's Advisory Committee and
Governing Board Meeting

July 27, 2023



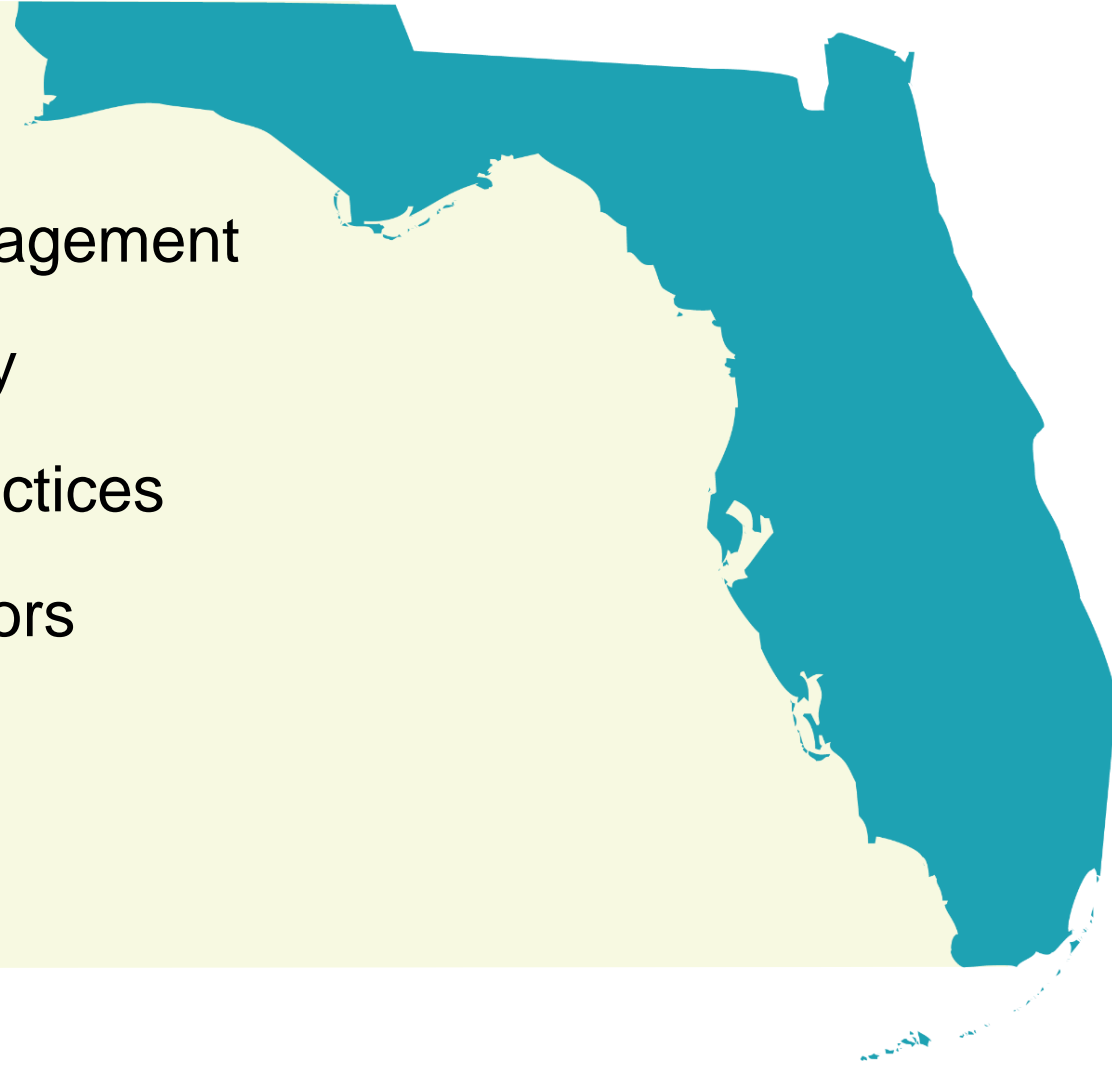
Federal Requirements

- Support Federal goals to reduce transportation emissions
- Develop in consultation with MPOs
- Submit to FHWA by November 15, 2023
- Certified by USDOT Secretary
- Updated every four years



What's in Florida's Strategy?

- Goals
- Building the Strategy
- Trends and Conditions
- Opportunities
- Strategy Framework
- Transportation Choices
- Congestion Management
- Energy Efficiency
- Construction Practices
- Progress Indicators
- Moving Forward



Federal Goals

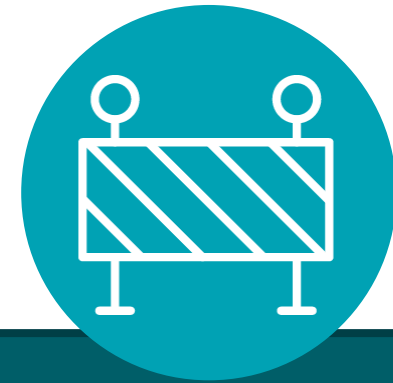
Reduce transportation emissions by:



**Reducing
single-occupant
vehicle trips**

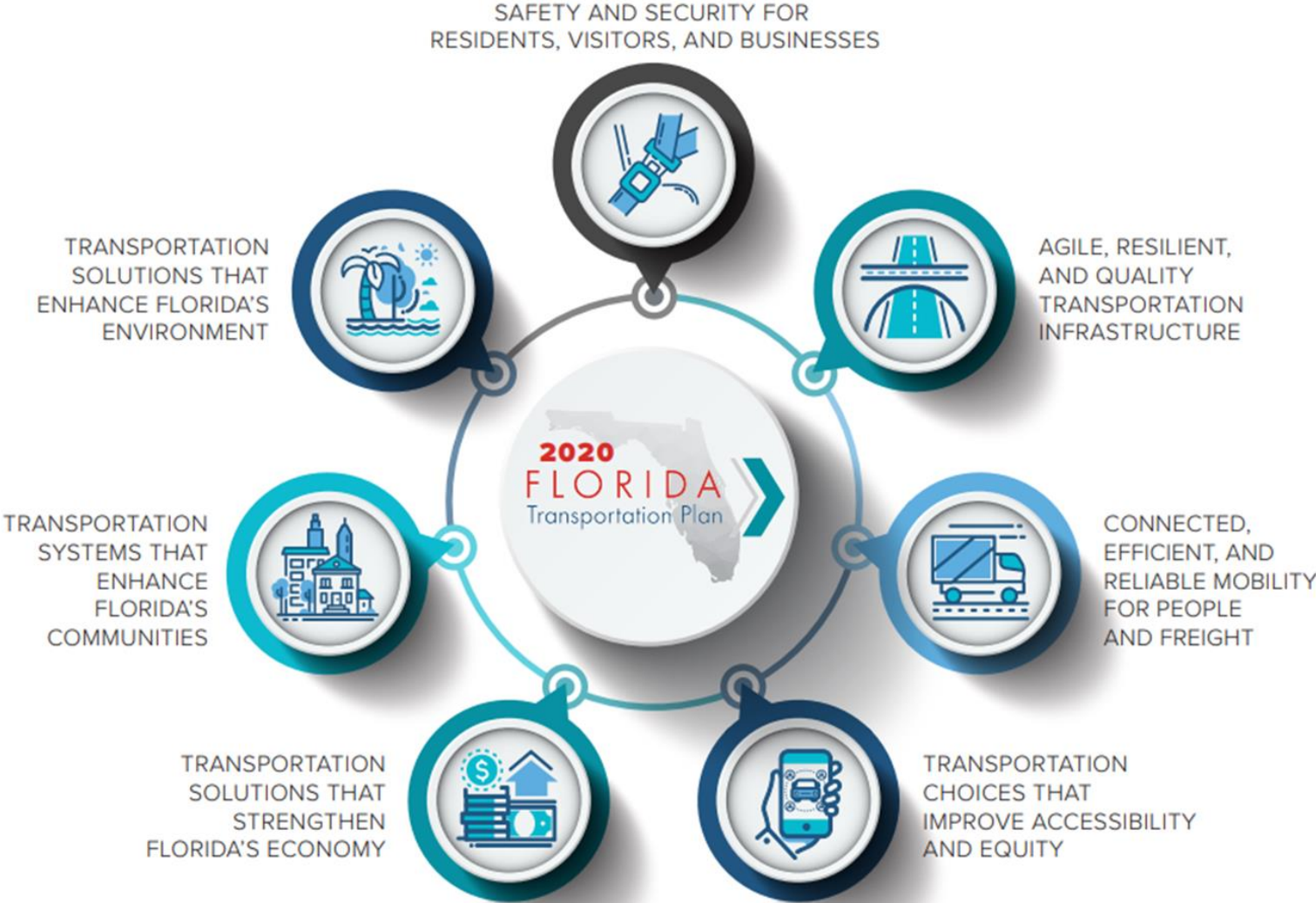


**Facilitating the use of
vehicles or modes of
travel that result in
lower emissions**



**Facilitating approaches
to construction that
result in lower
emissions**

Current Florida Goals



Current Florida Objectives

- Improve system connectivity
- Increase the reliability and efficiency of people and freight trips
- Increase alternatives to single occupancy vehicles
- Decrease transportation-related air quality pollutants and greenhouse gas emissions
- Increase the energy efficiency of transportation



Building the Strategy: Outreach

Internal FDOT Working Group

- » Construction
- » Design
- » Environmental Management
- » Work Program
- » Modal Development
- » Traffic Operations

MPOs

- » Virtual Meetings
- » Surveys
- » Florida Metropolitan Planning Partnership (FMPP) Meetings
- » Florida Metropolitan Planning Organization Advisory Council

External Groups

- » FTP Implementation Committee
- » FTP Environmental Partners
- » FPTA Annual Conference
- » FDOT Grant Training Sessions
- » Florida Regional Councils Association
- » Florida Commuter Transportation Summit

Opportunities: Co-Benefits



Economic

Financial savings for Floridians by managing congestion on the transportation network



Social

More active and healthier communities throughout Florida



Environmental

Reduction in transportation's impact on natural resources that will manage effects of climate change



Accessibility to Transportation

Increase access for all Floridians



Safety

Safer roadways and improved emergency response and recovery times



Improved Mobility

More efficient and agile transportation network for people and freight



Resiliency

Faster recovery from disruptions to the transportation network by diversifying energy sources

Strategy Framework



**Transportation
Choices**



**Congestion
Management**



Energy Efficiency



**Construction
Practices**

Upcoming Activities

NOW!: Two Week Draft Comment Period for MPOs

July 26: FMPP

July 27: MPOAC Meeting

September: Two Week Public Comment Period

October 25/26: MPOAC Meeting

November 15: FHWA Deadline

CARBON REDUCTION STRATEGY

Stay Aware. Stay Alert.



Brian Watts

Statewide Plans & Policy Analysis

Phone: 850-414-4818

Email: Brian.Watts@dot.state.fl.us