



**TPO Board Meeting**

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

**August 24, 2021**

**4:00 PM**

**AGENDA**

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. CONSENT AGENDA**
  - A. [Minutes – June 22, 2021](#) - Page 3
  - B. [TPO Director Travel](#) - Page 26
  - C. [Federal Transit Administration \(FTA\) Fiscal Years \(FY\) 21/22 5305d Grant Application](#) - Page 35
  - D. [Citizens Advisory Committee \(CAC\) Application](#) - Page 66
- 5. SERVICE AWARD**
  - A. [Joe London, Citizens Advisory Committee \(CAC\)](#) - Page 68
- 6. ACTION ITEMS**
  - A. [Fiscal Years \(FY\) 20/21 to 24/25 Transportation Improvement Program \(TIP\) Amendment](#) - Page 69  
Financial Management Number (FM#)  
449238-1: Marion-Ocala SunTran Section 5307 ARP Small Urban Area  
*Staff is seeking review and approval of the addition of a project to the TIP.*
  - B. [Fiscal Years \(FY\) 21/22 to 25/26 Transportation Improvement Program \(TIP\) Amendment](#) - Page 234  
Financial Management Number (FM#)  
449238-1: Marion-Ocala SunTran Section 5307 ARP Small Urban Area  
*Staff is seeking review and approval of the addition of a project to the TIP.*

C. **Fiscal Years (FY) 21/22 to 25/26 Transportation Improvement Program (TIP) Roll Forward Amendment** - Page 238

*Staff is seeking approval of the roll-forward projects and funding.*

D. **Fiscal Years 20/21 to 21/22 Unified Planning Work Program (UPWP) Amendment** - Page 466

*Staff is seeking approval of an amendment to the UPWP, which includes revised FTA 5305(d) grant funding.*

**7. PRESENTATIONS**

A. **Draft Congestion Management Plan (CMP)** - Page 544

*The TPO's consultant team Kimley-Horn will present the draft CMP.*

B. **SunTran Bus Route Redesign** - Page 690

*SunTran staff will present the new bus route network.*

C. **TPO Budget Status Update** - Page 756

*Staff will provide a summary of the TPO budget.*

**8. DISCUSSION ITEMS**

A. **Safety Action Plan** - Page 758

B. **2021 Traffic Counts Report** - Page 759

C. **Metropolitan Planning Organization Advisory Council (MPOAC) Update**

**9. COMMENTS BY FDOT**

A. **Construction Report** - Page 783

**10. COMMENTS BY TPO STAFF**

**11. COMMENTS BY TPO MEMBERS**

**12. PUBLIC COMMENT (Limited to 2 minutes)**

**13. 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](mailto: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 October 26, 2021.**





**TPO Board Meeting**

Marion County Commission Auditorium and via WebEx  
601 SE 25<sup>th</sup> Avenue, Ocala, FL 34471  
June 22, 2021  
4:00 PM

**MINUTES**

**Members Present:**

Councilman Ire Bethea  
Commissioner Kathy Bryant  
Commissioner Jeff Gold  
Mayor Kent Guinn  
Councilwoman Valerie Hanchar  
Councilman Brent Malever  
Commissioner Craig Curry  
Councilman Jay Musleh  
Commissioner Michelle Stone

**Members Not Present:**

Councilman Justin Grabelle  
Commissioner Ronald Livsey  
Commissioner Carl Zalak

**Others Present:**

Rob Balmes, TPO  
Shakayla Irby, TPO  
Liz Mitchell, TPO  
Maureen Merrick  
Bill and Marguerite Sowder  
Burt Eno  
Darren Park, City of Ocala  
Ji Li, City of Ocala  
Oscar Tovar, City of Ocala  
Sean Lanier, City of Ocala  
Noel Cooper, City of Ocala

### **Item 1. Call to Order and Pledge of Allegiance**

Chairwoman Michelle Stone called the meeting to order at 4:02pm and led the board in the Pledge of Allegiance.

### **Item 2. Roll Call**

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

### **Item 3. Proof of Publication**

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview and Dunnellon and Marion County meeting calendars on June 15, 2021. The meeting was also published to the TPO's Facebook and Twitter pages.

### **Item 4. Consent Agenda**

*Ms. Hanchar made a motion to approve the Consent Agenda. Mr. Curry seconded, and the motion passed unanimously.*

### **Item 5a. Fiscal Years (FY) 20/21 to 24/25 Transportation Improvement Program (TIP) Amendment**

Per the request of the Florida Department of Transportation (FDOT), two projects were proposed to be amended to the Fiscal Years (FY) 2020/2021 to 2024/2025 Transportation Improvement Program (TIP).

#### **FM# 436361-1: ITS Operational Support – Marion County CMGC Contract**

- Total: \$1,638,499 additional funds
- Construction and Preliminary Engineering funds added to FY 2021/22
- Capital and operational improvement for the Intelligent Transportation Systems (ITS) technology in Marion County.
- Fiber communication from Marion County office to Landfill; modernizing wireless communication

#### **FM# 436361-2: ITS Operational Support – City of Ocala**

- Total: \$756,565 additional funds
- Construction and Preliminary Engineering funds added to FY 2021/22
- Capital and operational improvement for the Intelligent Transportation Systems (ITS) technology for the City of Ocala.
- Modernize the City's video wall, enhance CCTV coverage, update incident management plan for I-75 detour routes, video detection system

The Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) had approved the amendment on May 5, 2021.

Approved –

Mr. Curry made a motion to approve the Fiscal Years (FY) 20/21 to 24/25 Transportation Improvement Program (TIP) Amendment. Ms. Hanchar seconded, and a roll-call vote was called and the motion passed unanimously.

**Item 5b. Draft Fiscal Years (FY) 21/22 to 25/26 Transportation Improvement Program (TIP)**

Mr. Balmes presented and said that the Draft Fiscal Years 2021/2022 to 2025/2026 Transportation Improvement Program (TIP) was made available for public review and comment on May 4.

A formal presentation of the draft TIP was provided to the Board at the May 25 meeting.

Mr. Balmes shared the comments received to date from the public, along with some initial feedback from TPO partners, in addition to the draft TIP document. The process of receiving public feedback had been through June 22. The deadline requested of TPO partners to submit feedback was by June 11.

*Comments and feedback received on the Draft Fiscal Years (FY) 21/22 to 25/26 TIP are attached to this set of minutes on pages 16 through 23 for reference.*

A citizen comment was highlighted concerning Project 4354842: Pruitt Trail and where the alignment of the paved portion of the trail be especially relative to the equestrian trail area.

Based on follow up work with the Office of the County Engineer and Florida Greenways some new sections of equestrian trails had been put in place that allows equestrians the option not to cross the paved trails. Equestrians should be able to ride from the Pruitt Trailhead to SR 200 without having to cross or have interface with the paved trail when it is built.

A roadway comment received via phone was highlighted concerning CR 484 and the plans near I-75 to rectify traffic backups and serious delays.

The TPO responded that the CR 484 and I-75 project was included in the TIP. Improvements to the interchange area also included turn lanes at SW 20<sup>th</sup> and CR 475A. The project was on schedule to start in 2021.

Comments by the Citizens Advisory Committee were highlighted.

The Interchange gap between SR 200 and CR 484- The existing 9-mile stretch from CR 484 to SR 200 presents a significant gap in access to/from I-75 in Marion County. Based on current and projected population growth in the part of Marion County, an interchange was needed to support future mobility and safety.

The TPO noted the comment to share with the Board and would include the comment in the public comment section of the TIP.

Mr. Balmes mentioned a comment from the Federal Highway Administration (FHWA) on how the TPO interacted with the public when comments were received.

Approved –

The TPO responded that text was added on page 1-3, Public Involvement, summarizing how responses were made to public and agency comment. That included specific responses to comments as to how they would be incorporated and/or addressed in the TIP document. In some cases, follow up responses to a public comment with further information about a project or process were also described.

FHWA also wanted to know if Construction Engineering and Inspection (CEI) was included in the listed construction cost.

The TPO responded that it was the general understanding by the TPO that CEI was included with the Construction Cost phase of all applicable projects in the TIP Download files provided by FDOT District 5. Text would be added to a chart on Page 5-2 Figure 12 that defined construction and have “includes CEI” to ensure that FHWA was aware.

Mr. Balmes mentioned another comment by FHWA wanting to know if the TIP contained all regionally significant projects regardless of funding source.

The TPO responded that the CFR cited was not associated with regionally significant projects. The CFR was applicable to the LRTP. All projects within Marion County of regional significance were within the draft TIP document. The TPO included a statement also provided by FDOT in reference to 23 CFR 450.326(a). A statement was added to Page 1-1 in the Purpose section of the Introduction.

Mr. Balmes mentioned a comment from FHWA inquire about the cost of the projects listed below. Responses were listed.

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

Final comment from FHWA was that the TIP list major projects from the last TIP that were implemented or identified significant delays in the implementation of major projects.

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

FDOT reviewed the TIP and it was in full compliance. FDOT did offer some enhancements to the document.

- Improving the Table of Contents
- Improving the Glossary of Terms and Acronyms Guide Book in the Appendix
- Ensure that text was in the document acknowledging that the TPO included all projects required federal type action and review regardless of source of funding (*added to page 1-1*)

Mr. Bethea made a motion to approve the Draft Fiscal Years (FY) 21/22 to 25/26 Transportation Improvement Program (TIP). Mr. Malever seconded, and a roll-call vote was called and the motion passed unanimously.

Ms. Bryant inquired if the TIP and the List of Priority Projects (LOPP) were two separate items. Mr. Balmes answered that they were separate items however, in the final version of the LOPP, once approved would be added into the TIP document.

Ms. Bryant asked if any changes were made to the LOPP would they be included in the TIP document.

Mr. Balmes responded, yes.

### **Item 5c. 2021 List of Priority Projects (LOPP)**

Mr. Balmes said the TPO had facilitated a process to review the annual List of Priority Projects (LOPP). The proposed 2021 LOPP had been developed in coordination with staff members from the cities of Belleview, Dunnellon and Ocala, and Marion County. The LOPP had been reviewed at TPO Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) meetings on May 11 and June 8, 2021.

Additionally, based on guidance received at the TPO Board meeting on May 25, the LOPP had been further refined to reflect one comprehensive list rather than separate tiers.

The draft 2021 LOPP was approved by both the CAC and TAC on June 8, 2021, including a recommendation for adoption by the TPO Board on June 22.

Ms. Bryant inquired about a pedestrian bridge for Project #21 on the LOPP- CR 484- Pennsylvania Avenue Multi-Modal Improvements and Trail, Dunnellon.

Ms. Hanchar said that the City of Dunnellon had been in a lot of contact with the TPO and the County Engineers office once the project was no longer going to be completed by FDOT. When speaking to the County it was said the bridge was giving the most “heartburn”. There was lots of engineering that had to take place to develop the bridge. The County asked if the pedestrian bridge could be a “Phase B” of the project to develop at a later time.

Ms. Hanchar said she took the discussion to the City of Dunnellon Council meeting as a walk-on agenda item and the consensus of the council was to accept going forward with the project with the pedestrian bridge to be added at a later date and a letter would be sent to Marion County stating the councils’ consensus.

Approved –

Ms. Hanchar said there was some concern with safety of bicycle riders across the bridge along with vehicles and an alternative was raised by Mr. Jim Couillard, Parks and Rec Director saying it was not unusual for bicyclist to be instructed to get off of their bicycles and walk across the road safely opposed to riding.

Chairwoman Stone asked if that meant the pedestrian bridge would not be included in Project #21 and the City of Dunnellon would take responsibility for future development and design of the bridge.

Ms. Hanchar said she could not say the City of Dunnellon would be in charge of the future development and design but that the city understood the pedestrian bridge would not be part of Project #21 at the time.

Ms. Bryant said she recalled a presentation several years ago about the pedestrian bridge and design.

Ms. Hanchar said that a presentation was brought to the city by she believed to be Kimley-Horn however, it was a last minute idea for the project.

Mr. Bryant said she felt some more research would need to be done and some discussion about possibly adding the pedestrian bridge back to the project.

Ms. Hanchar said that the project had been on the forefront of the TPO for many years and was ready to go when the “wind was knocked out” and it would be one of the projects that could finish off the bike trail and would put the County and Dunnellon into a great position to be the gateway and help citizens and visitors. To one more time put the project on the back burner would be postponing something that will help Dunnellon and said that parking was already taken off of the street and spent money on putting new parking in place.

Ms. Bryant said she was not suggesting to put the project on the “backburner” she was wanting to know how the bridge could be included back in the project.

Ms. Hanchar said, engineering.

Mr. Balmes said that he had learned that the project was in a great position for a “Phase A” and “Phase B” which did not eliminate the bridge but just put it into a future phase because of complexities of waterway and liability issues that could hold the entire project up if the bridge were to still be included.

Ms. Bryant said that the Phase B would need to be added to the LOPP.

Ms. Straub, County Engineer said that she became aware of the project about six years ago and when you enter an agreement with FDOT there is a window of time to complete certain portions of the project and the window is about a seven year period of time. If the agreements had been entered into back when the project was talked about there would be a “heartburn” losing the grant that was given and would ultimately affect all other grants.

Ms. Straub said the bridge was a quick add-on and it was a desired project but the funding was tremendous, the project was not fully worked out and Water and Sewer was added to the job and

Approved –

the project began to get much greater than could be accomplished in the window once funding was received.

Ms. Straub said County staff had discussions with Dunnellon staff saying that you have to be prepared to go once you enter into agreements with FDOT. The bridge did not have to be dropped off the list but it did not need to be kept in with the same project #21.

There was additional board discussion on the specifics of the agreement and funding for the project.

It was decided that the Phase 2 of Project #21 on the LOPP would be added to the list based on its scoring.

Mr. Bethea made a motion to approve the 2021 LOPP accepting adding the pedestrian bridge in Dunnellon based on the scoring process to move forward. Mr. Malever seconded, and the motion passed unanimously.

#### **Item 5d. List of Regional Priorities**

In collaboration with the Central Florida MPO Alliance (CFMPOA), the TPO was required to submit an updated list of regionally significant transportation priority projects by June 30.

#### **Transportation Regional Incentive Program (TRIP)**

The purpose of the TRIP was to encourage partnerships for transportation projects that were regionally significant. TRIP funds were awarded by the Florida Department of Transportation (FDOT) and were used to match local or regional funds up to 50% of the total project costs. The TRIP served as a matching program to leverage investments in projects with substantial local/regional commitment. There had to be a 50% match commitment and endorsement of the project by three contiguous counties to receive consideration.

In 2020, the TPO submitted two projects for submission to the CFMPOA TRIP Priority List.

- Marion Oaks Manor Extension – Marion Oaks Manor to CR 42 Flyover at I-75
- County Road 484 – SW 49th Avenue to SW 20th Avenue Road CR 475A

The TPO was seeking committee input and recommendations on updating, replacing or adding projects to the regional TRIP list.

#### **Strategic Intermodal System (SIS) Needs**

The current SIS Needs list was based on existing unfunded needs to support improvements in Marion County. Four projects were listed in Marion County.

- SR 40 – End of Four Lanes to CR 314
- I-75 Interchange at US 27
- SR 40 – from CR 314 to CR 314A
- CR 314A to Levy Hammock Road

Mr. Balmes identified a correction from CR 314A to Levy Hammock Road to **SR 40 from CR 314A to Levy Hammock Road.**

The TPO recommended to maintain the SIS Needs list until FDOT had completed their update process to the SIS Cost Feasible Plan over the next 1 to 2 years.

### **Tier 3 SunTrail Projects**

The Tier 3 SunTrail regional projects list contained two projects in Marion County.

- Silver Springs to Mount Dora – Part of Heart of Florida Trail
- Santos to Baseline Trail – Santos Trailhead – Part of Heart of Florida Trail

The TPO recommended to maintain the two projects on the list, and add two new projects that served as part of a future regional and statewide network.

- Pruitt Trail – Pruitt Trailhead to Bridges Road Trailhead – Part of Heart of Florida Trail
- Nature Coast Connector – Dunnellon to Chiefland – Part of the Nature Coast Trail

Ms. Bryant mentioned Pruitt Trailhead to Bridges Road Trailhead – Part of Heart of Florida Trail said she thought there was an approved project that made the connection (the solar farm).

Ms. Hanchar said that the City of Dunnellon approved to allow for solar farms to come into Dunnellon with all regulations and it was presented that part of the property would be part of the Pruitt Trailhead.

Ms. Bryant said she thought the gap was closed.

Mr. Balmes said that the list update process would need to go before the Central Florida Metropolitan Planning Organization Association (CFMPOA).

Mr. Couillard addressed the Board and said that the City of Dunnellon approved the resolution that allowed them to modify some of the code to allow for the solar farm to include easement for the trail.

Mr. Kenneth Odom with Marion County Growth Services addressed the Board and talked about the original request for easements for 20ft and then discussed to be as wide as 100ft however, 50ft was the settled easement request.

Mr. Couillard said that the State had been working on closing the “Cannon Gap” for over thirty years and had been a very long term project. However with the solar farm it was possible to go around the bottom part of the Cannon Farm and make the connection from Bridges Road to Pruitt Trailhead.

Ms. Bryant asked if the Pruitt Trailhead still needed to be a priority or if it should be removed.

Mr. Couillard responded that he would recommend to leave the project as priority. Stating that he held the seat of Vice-Chair of the Florida Greenways and Trails Council and had been very vocal about the gap and making the connection.

Ms. Stone asked if there would need to be support from other counties.

Mr. Balmes said there was no other action but to submit the list to FDOT as a region.

Ms. Bryant made a motion to approve the List of Regional Priority Projects as presented.  
Ms. Hanchar seconded, and the motion passed unanimously.



### **Item 5e. Fiscal Years 20/21 to 21/22 Unified Planning Work Program (UPWP) Amendment**

Mr. Balmes said the TPO's new fiscal year (2022) was set to begin on July 1, 2021. For financial planning purposes, an amendment was recommended to the Fiscal Years (FY) 20/21 to 21/22 UPWP. The proposed updates were summarized as follows.

#### **Carry Forward FHWA PL-112 Funding**

In coordination with the Florida Department of Transportation (FDOT), the TPO was requesting to carry-forward a balance of \$104,333 in Federal Highway Administration (FHWA) Planning (PL-112) funding from prior year funds to FY 2021/2022. This funding was derived from a balance in FY 2019/2020 (\$16,889) and other prior year funding in reserves (\$87,444). The total amount of PL-112 balance in FY 2021/2022 would increase from \$494,973 to \$599,306.

#### **Commission for Transportation Disadvantaged (CTD) Funding**

The Transportation Disadvantaged Planning Grant Agreement outlines a total of \$27,523 in funding available to the TPO for FY 2021/2022. This amount was a net increase of \$785.00 from the prior year FY 2020/2021 funding allocation.

#### **Cost Allocation and Insurance Liability Premiums – To Marion County**

The TPO was notified in April 2021 by the Marion County Clerk of the Court regarding a 35% increase in Cost Allocation for FY 2022, which would begin on October 1, 2021. A breakdown of the FY 2022 Cost Allocation was given to the Board, which would increase from \$46,026 to \$62,074. Additionally, the TPO was notified in June 2021 regarding an increase in General Liability Insurance from \$1,816 to \$2,864.

Mr. Bethea asked what the \$90,000 reserved money could be used for.

Mr. Balmes said that the money would need to work within the UPWP budget and could be spread out amongst any of the seven tasks of the UPWP.

*Ms. Bryant made a motion to approve the FY 20/21 to 21/22 UPWP Amendment. Mr. Gold seconded, and the motion passed unanimously.*

### **Item 5f. Transportation Resilience Task Work Order**

Mr. Balmes presented and said that Transportation Resiliency was the ability to adapt to changing conditions and recovery from disruptions, such as major weather events. The impacts from both natural and human-related events could have significant and unexpected impacts to the transportation system.

As part of the Fixing America's Surface Transportation (FAST) Act, TPO/MPO's had been directed to expand their focus on resiliency of the transportation system to include activities that reduced stormwater runoff and strategies to reduce the vulnerability of existing infrastructure to natural disasters. More specifically, the U.S. Code of Federal Regulations [23CFR 450.306(b)(b)] outlines the role of TPO/MPO's to "*Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation*".

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) included resilience as an emphasis area for all TPO/MPO's in Florida.

In May 2021, Governor DeSantis signed into law Senate Bill 1954, which allocated more than \$640 million in the 2021-22 state budget to coastal and inland resiliency efforts. Of the total allocation, more than 15 percent, or \$100 million, is dedicated to the Resilient Florida Grant Program to assist local government partners with resiliency improvements. Additionally, resilience was anticipated to become an integral part of the next federal re-authorization, which was anticipated to occur by September 2021.

MPO's in Florida and state DOT's around the nation had been conducting resiliency planning and vulnerability assessments to better understand the risks to the transportation system from disruptions and major weather events. The TPO was proposing to develop a guidance paper that provided further understanding of resiliency; the role of the Ocala Marion TPO and its local partners in the planning process related to resiliency; a summary of major vulnerability issues to consider in Marion County; and recommended actions to integrate resiliency into the TPO/MPO planning process.

TPO staff was seeking approval to proceed with a task order under the current General Planning Consultant contract with Kittelson and Associates to complete a guidance paper on transportation resilience. A Scope of Work was provided to the Board for review. The total fee for the task would be \$21,470.72.

Mr. Bethea made a motion to approve the Transportation Resilience Task Work Order.  
Mr. Malever seconded, and the motion passed unanimously.

### **Item 6a. SunTran Annual Report**

Mr. Ji Li, Senior Transit Planner presented the Board with an Annual Report of the SunTran and highlighted the following:

#### **Grant Application**

##### **Cares Act**

- 6.5 million acquired from FTA
- No local or state match
- Use for capital and operating expenses
- Address COVID-19 related needs

##### **American Rescue Plan Grant (ARPG)**

- \$627,007 acquired from FTA
- No local or state match
- Use for ADA Paratransit, operating assistance, and capital cost of contracting

#### **SunTran Redesign**

- 6 Routes
- 70-minute Headway
- Interlined "Figure-8" Routes
- 17 Hours a day
- Monday to Saturday service

Annual Ridership increased 192.0% from the years 2000 to 2015.  
Annual Riders per Hour increased 65.1% from the years 2000 to 2015.

#### Pre-2018 Transit Network

- 6 Routes to 7 Routes (Silver Route added)
- “Two-Way” Service to “One-Way” Service
- Loss of coverage for some heavy transit-dependent population area
- Service Extension beyond US 200 & I-75

Some challenges faced after the SunTran Redesign in 2018 were:

- Decreasing Ridership
- Route Issues
- Declining Productivity
- Additional Locations
- Customer Complaints
  - New Locations to service
    - NW Ocala- FedEx Ground, Chewy, AutoZone, Greyhound Stations
    - W Ocala- Florida Access, the Centers
    - SW Ocala- Market Street at Heath Brook, New VA Clinic Facility

After conducting a survey of the SunTran bus riders the SunTran came up with the following conclusions:

- Reduced ridership and Productivity after 2018
- Nearly half of the passengers found less use of SunTran service after 2018:
  - Trip length
  - Transfer times
  - Bench and shelter locations
- Passengers would like to see:
  - More benches and shelters
  - Sunday service
  - Service to new destinations

#### Demand Management

##### Operational Efficiency Improvement

- “One-way” loop to “two-way” service
- Interlined service at Downtown
- Focused on serving transit-dependent populations
- Existing resources reallocation

##### Targeted Capital Improvement

- More benches and shelters at high passenger activity stops
- Two new electronic buses anticipated in 2022
- Administrative and Maintenance Building rehabilitation
- New restroom facility at Downtown SunTran Transfer Station

##### Smart Expansion

Approved –

- Serve major activity points
- Serve top-requested new areas
- Coordination with local employers and advocacy groups
- Sunday service **if additional funding secured**

Mr. Li said the next steps for the SunTran would be:

- Prepare System Redesign Report
- Submit Report to City Council for Approval
- Make preparations for system changes
- Implement redesigned system by summer of 2021

### **Item 6b. Congestion Management Process (CMP) Update**

Ms. Amber Gartner with Kimley-Horn presented and highlighted the CMP process.

The CMP process was updated every 5 years

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

Frequent Updates (every two year process)

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

System Performance- Roadway Capacity Performance Measures

- Percent of VMT and Roadway Miles below adopted Level of Service Standard
- V/C Ratio
- V/MSV Ratio
- Marion County and City of Ocala Comprehensive Plan
- FDOT Quality / Level of Service Tables Generalized Service Volumes
  - Area Type (Urban, Transitioning, Rural)
  - Facility Type (Interrupted, Uninterrupted, Freeway)
  - Number of Lanes
  - Speed Limit (Interrupted Flow)
  - Presence of Turn Lanes and Passing Lanes
  - State vs. Non-State Roadways
  - LOS Standard (A, B, C, D, E)

Ms. Gartner talked about some of the other data reports that were watched closely:

- Functional Classification
- Number of Lanes
- Level of Service Standard
- System Performance
  - Number of Fatalities

Approved –

- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Non-Motorized Safety (Fatalities and Serious Injuries)
- Five Year Crash History
- Lane Departure Crashes
- Bicycle and Pedestrian Crashes

Ms. Gartner said that there would be continue analysis and that there would be another presentation in August.

### **Item 7a. Office of the Inspector General Final Audit Report**

Mr. Balmes provided the Florida Department of Transportation (FDOT) Office of Inspector General (OIG) notification on June 3, 2021 regarding their completion of the audit of the TPO. The final audit report (Audit Report 201-002) was provided to the Board. The report also included official responses from the TPO and FDOT regarding the findings.

Mr. Balmes had presented a final audit report to the Board and said that nothing changed other than the message that TPO needed to continue working closely with FDOT.

Ms. Stone thanked Mr. Balmes and staff for working closely and building a great relationship with the district.

### **Item 8. Comments by FDOT**

Ms. Rakinya Hinson addressed the board and provided an updated construction report.

Ms. Hinson also notified the board of the High Visibility Enforcement grant program for law enforcement which was designed to increase awareness of, and compliance with, traffic laws and regulations that protect the safety of pedestrians and bicyclists on Florida's roads.

Ms. Hinson said that she would gather additional information on the High Visibility Enforcement grant program and send to the board.

### **Item 8. Comments by TPO Staff**

Ms. Anna Taylor talked about freight funding questions that were raised at the May board meeting and provided the board a three page document that explained the criteria, timeline, and how the process moves along throughout the year.

Mr. Curry asked if the necessary actions had been taken to get in line for funding. He mentioned some intersections on I-75 that could qualify.

Mr. Balmes said that the LOPP and also working with the MPOAC Freight Subcommittee to leverage the lists could allow the communication with FDOT.

Approved –

Ms. Taylor said that she could schedule a meeting with the Freight Coordinator to ensure that the TPO was on the right track to receive funding however, she believed that the TPO was on the right track.

Ms. Taylor also announced a leadership change to District Five and Ms. Loren Bobo accepted the position of Safety Administrator and Secretary Purdue had opened a new office within his off that specifically addressed safety as a whole.

Ms. Stone mentioned that the project in Dunnellon was a great safety project.

### **Item 9. Comments by TPO Staff**

Mr. Balmes informed the Board that the 2021 Traffic Counts Report had been released.

The TPO continued to advertise for the Senior Transportation Planner position.

Citizens Advisory Committee (CAC) member Joe London announced his retirement from the committee after 23 years of service to the CAC.

### **Item 10. Comments by TPO Members**

*There were no comments by TPO members.*

### **Item 10. Public Comment**

Mr. Burt Eno, President of the Rainbow River Conservation (RRC) Inc. addressed the board with comments he had concerning the multimodal project on Pennsylvania Ave in Dunnellon, FL.

Mr. Eno said that the RRC had written a project in 2007 called the “Rainbow River Corridor” where a lot of properties were identified along the east side of the Rainbow River that were felt to be reservable over time. The property named Blue Run Park Dunnellon (13-acre parcel) that had been converted into a park. The proposal was written for Florida Communities Trust Grant to get funding with the County matching ten percent. \$3.2 million was spent to buy the piece of property with another million dollars through various grants spent to build the park.

Mr. Eno said that the funding would have never been received to buy and build the park if it had not been for the pedestrian walkway across the bridge. There was emphases that the park was a community park with access through the city so that anyone in the park could safely transport themselves between the park and downtown.

Mr. Eno said that it was not until several years (after 2007) later that the city came up with the idea to extend the project into the multimodal project along Pennsylvania Ave to the west and have bike and turn lanes.

Mr. Eno did not believe that Project #21 on the LOPP- CR 484- Pennsylvania Avenue Multi-Modal Improvements and Trail, Dunnellon should be split into two projects but kept as one.

**Item 11. Adjournment**

*The meeting was adjourned by Chairwoman Stone at 5:51pm.*

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



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

### **Public comments (5)**

#### **Non-Motorized Transportation Comments**

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



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

#### **Roadway Comment**

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

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

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

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

## **Federal Highway Administration (FHWA) Comments**

## FHWA Comments and TPO Responses

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

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

2		Critical	Are significant comments addressed fully? 23 CFR 450.316(a)(2) Identified in PPP on page 37. This is just a reminder to included in comments.
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**TPO Response:** As outlined in Comment 1, all comments were fully addressed, including more significant comments requiring research, information gathering or follow up with FDOT or local staff members regarding projects. This information has been gathered and is included in Appendix F.

3		Other	It is not clearly stated that Construction Engineering and Inspection (CEI) is included in the listed construction cost.
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**TPO Response:** It is the general understanding by the TPO that CEI is included with the Construction Cost phase of all applicable projects in the TIP Download files provided by FDOT District 5.

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

**TPO Response:** This CFR cited is not associated with regionally significant projects. This CFR is applicable to the LRTP. All projects within Marion County of regional significance are within the draft TIP document. The TPO included a statement also provided by FDOT in reference to 23 CFR 450.326(a). A statement was added to Page 1-1 in the Purpose section of the Introduction.

5		Critical	The estimated total project cost(s), which may extend beyond the timeframe of the TIP is not shown. 23 CFR 450.326(g)(2) Project with design funds did not include future cost.
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**TPO Response:** The following five projects were identified as requiring updates to include estimated total costs beyond the current TIP timeframe. These include projects that involve only right-of-way, design or PE, and no construction funding in this TIP.

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

6		Critical	Did not find the TIP list major projects from the last TIP that were implemented or identify significant delays in the implementation of major projects. 23 CFR 450.324(l)(2)
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**TPO Response:** Appendix H provides a summary of TIP major projects from the last TIP either implemented, in progress or delayed. This appendix is referenced on page 5-1. Since the draft document was released, further information was provided in the appendix as to the status of the projects. The appendix also displays major projects and associated funding changes from the prior TIP to current TIP.

## **Florida Department of Transportation (FDOT) Comments**

## FDOT Comments and TPO Responses

### ***TIP Format & Content***

---

Does the Table of Contents show the title of each section with correct page number?

Yes ☒ No ☐

*Enhancement*

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

Page Numbers: 4

**TPO Response: This enhancement was made to final version of TIP document**

---

Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms?

Yes ☒ No ☐

*Enhancement*

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

Page Numbers: 21,  
28 & 127-137

**TPO Response: The Glossary of Terms and Acronyms was updated in final version of TIP document**

### ***TIP Narrative***

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Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53]

Yes ☒ No ☐

*Enhancement*

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

Page Numbers: 5

**TPO Response: Additional text was added to page 1-1 of the Purpose section to specifically reference this requirement and consistency.**

### ***Detail Project Listing for Five Fiscal Years***

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

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

Yes ☒ No ☐

*Enhancement*

*Note LRTP to find projects in CFP*

Page Numbers: 32-  
108

**TPO Response: Noted for future updates as enhancement to TIP**



**TO: TPO Board Members**

**RE: Director Travel Approval**

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TPO Director Rob Balmes travel reimbursement request.

July 29, 2021

Florida Metropolitan Planning Organization (MPOAC) Freight Committee, Staff Directors  
and Governing Board Meetings  
Orlando, FL

Total: \$112.22





**The Florida Metropolitan Planning Organization  
Advisory Council**

*Commissioner Nick Maddox  
Chair*

**Freight and Rail Committee**

**Date:** Thursday, July 29, 2021

**Time:** 9:30 AM – 10:30 AM

**Location:** Orlando Airport Marriot Lakeside, Captiva Room  
7499 Augusta National Drive, Orlando, FL 32822

**Call In:** +1 (605) 468-8027 | Passcode 612652#

---

Agenda Item	Speaker	Time
1. Welcome and Introductions	Gregory Stuart, Broward MPO	9:30 AM
2. Reports <i>Committee Chair Update</i>	Gregory Stuart, Broward MPO	9:35 AM
3. Workshop <i>MPOAC Freight and Rail Committee Workshop and Next Steps</i>	Daniel Crotty, Whitehouse Group Todd Brauer, Whitehouse Group	9:40 AM
4. Administrative Items	Gregory Stuart, Broward MPO	10:20 AM
5. Public Comments	Gregory Stuart, Broward MPO	10:25 AM
6. Meeting Adjournment	Gregory Stuart, Broward MPO	10:30 AM



# **The Florida Metropolitan Planning Organization Advisory Council**

*Commissioner Nick Maddox*  
*Chair*

## **MPOAC Staff Directors' Advisory Committee Meeting**

**Date:** Thursday, July 29, 2021  
**Time:** 11:30 a.m. – 2:30 p.m.  
**Location:** Orlando Airport Marriott Lakeside  
7499 Augusta National Drive, Orlando, FL 32822

**Don Scott, Presiding**

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- 1. Call to Order & Pledge of Allegiance**
- 2. Approval of Minutes: April 29, 2021 Meeting**
- 3. Public Comments (non-agenda items)**
- 4. Executive Director's Report**
  - A. UPWP Report**
  - B. Legislative Update**
- 5. Agency Reports**
  - A. Florida Department of Transportation**
  - B. Federal Highway Administration (cancelled)**
- 6. Business Items & Presentations**
  - A. MPOAC Legislative Priorities and Policy Positions**
  - B. MPOAC Meeting Dates for Calendar Year 2022**
  - C. Consolidated Planning Grant Resolution**
  - D. Review of the Recommendations for the MPOAC/FDOT MOU and Executive Director Job Description**
  - E. Strategic Intermodal System (SIS) Policy Plan Update**
- 7. Communications**
- 8. Member Comments**
- 9. Adjournment**

**Any person who desires or decides to appeal any decision made by this Council with respect to any matter considered at this meeting will need a record of the proceedings. For such purposes, such person may need to ensure that a verbatim record of the proceedings is made which record includes testimony and evidence upon which appeal is to be based.**

**The needs of hearing or visually impaired persons shall be met by contacting the Council sponsoring such meeting at least 48 hours prior to the meeting. Please contact Johnathan Waldron at (850) 414-4037 or by email to [John.waldron@dot.state.fl.us](mailto:John.waldron@dot.state.fl.us).**



# **The Florida Metropolitan Planning Organization Advisory Council**

*Commissioner Nick Maddox*  
*Chair*

## **MPOAC Governing Board Meeting**

**Date:** Thursday, July 29, 2021  
**Time:** 3:00 p.m. – 5:30 p.m.  
**Location:** Orlando Airport Marriott Lakeside  
7499 Augusta National Drive, Orlando, FL 32822

**Commissioner Nick Maddox, Presiding**

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- 1. Call to Order & Pledge of Allegiance**
- 2. Approval of Minutes: April 29, 2021 Meeting**
- 3. Public Comments (non-agenda items)**
- 4. Executive Director's Report**
  - A. UPWP Report**
  - B. Legislative Update**
- 5. Agency Reports**
  - A. Florida Department of Transportation**
  - B. Federal Highway Administration (cancelled)**
- 6. Business Items & Presentations**
  - A. MPOAC Legislative Priorities and Policy Positions**
  - B. MPOAC Meeting Dates for Calendar Year 2022**
  - C. Consolidated Planning Grant Resolution**
  - D. Review of the Recommendations for the MPOAC/FDOT MOU and Executive Director Job Description**
  - E. Strategic Intermodal System (SIS) Policy Plan Update**
- 7. Communications**
- 8. Member Comments**
- 9. Adjournment**

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Form T1		PAYEE: <u>Robert Balmes</u>						
<b>MARION COUNTY</b> VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES		EMPLOYEE ID #: <u>11612</u>		ACCOUNT CODE: <u>BR407549-540101</u>				
		Department: <u>TPD</u>						

Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure and Hour of Return	Meals	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
							Amount	Type
7/29/2021	Ocala to Orlando	FL MPOAC Meetings	7:00 AM		90		\$5.71	Tolls
7/29/2021	Orlando to Ocala	FL MPOAC Meetings	7:00 PM		90		\$5.71	Tolls

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: 8/16/2021

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.

Department Head Signature: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Administration Approved By: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

Procurement Signature: \_\_\_\_\_

Date Signed: \_\_\_\_\_ Title: \_\_\_\_\_

	180	# Miles							
	R.B. 0.58	@ Per Mile							TOTAL
	R.B. 104.40	GSA Rate						\$11.42	\$115.82
Less Advance Received. <span style="float: right;">R.B. \$100.80</span> Less Class "C" Travel Meals. <span style="float: right;">R.B. \$112.22</span>									
<b>Net Amount Due</b>								<b>\$115.82</b>	
<div style="display: flex; justify-content: space-between;"> <div>Travel Advance</div> <div>Check # _____</div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div></div> <div>Check Date _____</div> </div>									

**CONTRACTOR TRAVEL FORM**

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

DATE	TRAVEL PERFORMED FROM POINT OF ORIGIN TO DESTINATION	PURPOSE OR REASON FOR TRAVEL (NAME OF CONFERENCE OR CONVENTION)	HOUR OF DEPARTURE and RETURN	CLASS A & B MEAL ALLOWANCE	PER DIEM/ ACTUAL LODGING	MAP MILEAGE	VICINITY MILEAGE	INCIDENTAL EXPENSES	
								AMOUNT	TYPE
7/29/2021	Ocala to Orlando	FL MPOAC Meetings	7:00 AM			90		\$5.71	Tolls
7/29/2021	Orlando to Ocala	FL MPOAC Meetings	7:00 PM			90		\$5.71	Tolls

**SIGNATURES**

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

CONTRACTOR:  DATE: 8/16/2021JOB TITLE: Director

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

CONTRACTOR'S SUPERVISOR: \_\_\_\_\_ DATE: \_\_\_\_\_

TYPED or printed NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_

COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES	COLUMN TOTAL	SUMMARY TOTAL
		180		
<i>R.B.</i>	<i>GSA Rate</i>	X @ \$ <del>0.445</del> <i>.56</i>	\$11.42	<del>\$91.51</del> <i>\$112.22</i>
		\$80.09		

JUSTIFICATION/EXPLANATION *\$100.80* *R.B.*

<p><i>R.B.</i></p>
--------------------

**OTHER PERSONNEL IN PARTY**

--

## Instructions for Completing the Contractor Travel Form

**Contractor:** Name of the individual who performed travel.

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

**Company:** The consultant's company.

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

**Residence (City):** City where the consultant resides.

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

**Telephone No:** The telephone number of the contact person.

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

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

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

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

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

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

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

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

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

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

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

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

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

**Column Total:** Total cost of incidental expenses.

**Summary Total:** Total cost to the Department of Transportation.

**Contractor:** Individual who performed the travel.

**Date:** Date the travel form was prepared.

**Job Title:** Job title of the traveler.

**Contractor's Supervisor:** Traveler's supervisor.

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

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

**Title:** Job title of the authorized official.

**Justification/Explanation:** Explain any unusual claims for reimbursement.

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

### Meal Allowances and Travel Status are as follows:

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

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

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

### MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

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

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

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

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





**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Fiscal Years 2021/2022 Federal Transit Administration (FTA) Grant Application**

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**Summary**

The TPO was notified in July by the Florida Department of Transportation (FDOT) regarding the Fiscal Years (FY) 2021/2022 allocation amount for the Federal Transit Administration (FTA) 5305d grant. The total allocation of federal funds is \$83,826.10. A local match of 20 percent or \$20,956.53 will be provided by FDOT through toll revenue credits. Since toll revenue credits are not actual cash match toward the TPO's allocation, the total grant funding available to the TPO will be \$83,826.10. As presented in January 2021, local and state funding are no longer available to cash match the FTA 5305d grant.

**Attachment(s)**

- 5305d FDOT Application for Federal Assistance
- 5305d Budget Summary

**Action Requested**

TPO staff request approval of the 5305d Application and for the Director to finalize the application packet, including a review by the Office of County Attorney.

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

## Application for Federal Assistance SF-424

**\* 1. Type of Submission:**

- ☐ Preapplication  
☒ Application  
☐ Changed/Corrected Application

**\* 2. Type of Application:**

- ☒ New  
☐ Continuation  
☐ Revision

**\* If Revision, select appropriate letter(s):**

**\* Other (Specify):**

**\* 3. Date Received:**

**4. Applicant Identifier:**

**5a. Federal Entity Identifier:**

**5b. Federal Award Identifier:**

**State Use Only:**

**6. Date Received by State:**

**7. State Application Identifier:**

1001

**8. APPLICANT INFORMATION:**

**\* a. Legal Name:** Ocala/Marion Transportation Planning Organization (TPO)

**\* b. Employer/Taxpayer Identification Number (EIN/TIN):**

59-6000735

**\* c. Organizational DUNS:**

0732284540000

**d. Address:**

**\* Street1:** 2710 E. Silver Springs Boulevard

**Street2:**

**\* City:** Ocala

**County/Parish:**

**\* State:** FL: Florida

**Province:**

**\* Country:** USA: UNITED STATES

**\* Zip / Postal Code:** 34470-0000

**e. Organizational Unit:**

**Department Name:**

**Division Name:**

**f. Name and contact information of person to be contacted on matters involving this application:**

**Prefix:**

Mr.

**\* First Name:**

Robert

**Middle Name:**

**\* Last Name:** Balmes

**Suffix:**

**Title:** Director

**Organizational Affiliation:**

**\* Telephone Number:** 352-438-2631

**Fax Number:**

**\* Email:** rob.balmes@marionfl.org

## Application for Federal Assistance SF-424

### \* 9. Type of Applicant 1: Select Applicant Type:

E: Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

### \* 10. Name of Federal Agency:

Federal Transit Administration

### 11. Catalog of Federal Domestic Assistance Number:

20.505

CFDA Title:

Section 5303(d)

### \* 12. Funding Opportunity Number:

\* Title:

Metropolitan Transportation Planning

### 13. Competition Identification Number:

Not Applicable

Title:

Not Applicable

### 14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

### \* 15. Descriptive Title of Applicant's Project:

Fiscal Year (FY) 21/22 5305(d) allocation

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424****16. Congressional Districts Of:**\* a. Applicant \* b. Program/Project 

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**\* a. Start Date: \* b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="83,826.10"/>
* b. Applicant	<input type="text"/>
* c. State	<input type="text" value="20,957.00"/>
* d. Local	<input type="text"/>
* e. Other	<input type="text"/>
* f. Program Income	<input type="text"/>
* g. TOTAL	<input type="text" value="104,783.10"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ \*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title: \* Telephone Number:  Fax Number: \* Email: 

\* Signature of Authorized Representative:

\* Date Signed:

## **FEDERAL FY21 CERTIFICATION REGARDING LOBBYING**

### **Certification for Contracts, Grants, Loans, and Cooperative Agreements**

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

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

**This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000.00 and not more than \$100,000.00 for each such failure.**

---

**Chairperson for the MPO**

---

**Date**

**FEDERAL FY21 DEBARMENT AND SUSPENSION CERTIFICATION**

As required by U.S. Regulations on Government wide Debarment and Suspension (Nonprocurement)  
at 49 CFR 29.510

(1) The Metropolitan Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principles:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and,

(d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.

(2) The Metropolitan Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S. DOT.

---

**Chairperson for the MPO**

---

**Date**

### **FFY21 Title VI / Non-Discrimination Policy Statement**

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

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

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

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

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**Signature of Presiding Officer for the MPO/TPO**

---

**Date of Signature**

### **FFY21 Disadvantaged Business Enterprise Utilization**

It is the policy of the Ocala/Marion County TPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of all TPO contracts in a nondiscriminatory environment. The objects of the Disadvantaged Business Enterprise Program are to ensure nondiscrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barrier to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program. The Ocala/Marion County TPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the work of the TPO in a non-discriminatory environment. The Ocala/Marion County TPO shall require its consultants to not discriminate on the bases of race, color, national origin, sex, age handicap/disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

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**Signature of Presiding Officer for the MPO/TPO**

---

**Date of Signature**



*Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision. Refer to FTA's accompanying Instructions document for more information.*

*Text in italics is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.*

## **CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.**

*All applicants must make the certifications in this category.*

### **1.1. Standard Assurances.**

*The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.*

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
  - (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
  - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
  - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
  - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
  - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
  - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
  - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
  - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
  - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
  - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
  - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
  - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
  - (2) Notification of violating facilities pursuant to EO 11738;
  - (3) Protection of wetlands pursuant to EO 11990;
  - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
  - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
  - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
  - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
  - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. § 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

- animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
  - (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
  - (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
  - (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a sub-recipient from:
    - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
    - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
    - (3) Using forced labor in the performance of the award or subawards under the award.

## 1.2. Standard Assurances: Additional Assurances for Construction Projects.

*This certification appears on the Office of Management and Budget’s standard form 424D “Assurances—Construction Programs” and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.*

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

**1.3. Procurement.**

*The Uniform Administrative Requirements, 2 CFR § 200.324, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.*

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.326 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

**1.4. Suspension and Debarment.**

*Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.*

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

**1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.**

The applicant certifies that, to the maximum extent possible, and consistent with the Consolidated Appropriations Act, 2021 (Public Law 116–260):

- (a) Funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

**CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS**

*This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA’s state safety oversight programs, and each State that is required to draft and certify a public transportation agency safety plan on behalf of a small public transportation provider pursuant to 49 CFR § 673.11(d). This certification is required by 49 CFR § 673.13.*

*This certification does not apply to any applicant that receives financial assistance from FTA exclusively under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs.*

If the applicant is an operator, the applicant certifies that it has established a public transportation agency safety plan meeting the requirements of 49 CFR Part 673.

If the applicant is a State, the applicant certifies that:

- (a) It has drafted a public transportation agency safety plan for each small public transportation provider within the State, unless the small public transportation provider provided notification to the State that it was opting-out of the State-drafted plan and drafting its own public transportation agency safety plan; and
- (b) Each small public transportation provider within the state has a public transportation agency safety plan that has been approved by the provider’s Accountable Executive

(as that term is defined at 49 CFR § 673.5) and Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5).

### **CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.**

*If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2021, Pub. L. 116-260, div. E, title VII, §§ 744–745. U.S. DOT Order 4200.6 defines a “corporation” as “any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association”, and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.*

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

### **CATEGORY 4. LOBBYING.**

*If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant’s lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.*

*This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.*

#### **4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.**

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

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or

an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

#### **4.2. Statement for Loan Guarantees and Loan Insurance.**

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

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **CATEGORY 5. PRIVATE SECTOR PROTECTIONS.**

*If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.*



**5.1. Charter Service Agreement.**

*To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.*

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

**5.2. School Bus Agreement.**

*To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.*

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
  - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
  - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
  - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
  - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
  - (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
  - (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other

use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

#### **CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.**

*If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).*

The applicant certifies that it is in compliance with 49 CFR Part 625.

#### **CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.**

##### **7.1. Rolling Stock Buy America Reviews.**

*If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.*

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

##### **7.2. Bus Testing.**

*If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.*

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

#### **CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.**

*If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for*

*Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).*

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;
- (c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
  - (1) Senior;
  - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
  - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
  - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least

- 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
- (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

#### **CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.**

*If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).*

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
  - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
  - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
  - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
  - (2) It has determined that otherwise eligible local transit needs are being addressed.

**CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE  
EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS  
PILOT PROGRAM.**

*If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).*

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

**CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO  
EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.**

*If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants) or subsection (b) (competitive grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3) and (b)(6), respectively.*

*If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants) or subsection (b) (competitive grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3) and (b)(6), respectively.*

*If the applicant, regardless of whether it is in an urbanized or rural area, will apply for an award under subsection (c) (low or no emission vehicle grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(c)(3).*

*Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.*

**CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.**

*If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.*

*In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).*

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

**CATEGORY 13. STATE OF GOOD REPAIR GRANTS.**

*If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, this certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4).*

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent

transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

#### **CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.**

*If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks (“SIB”) Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).*

*Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.*

#### **CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.**

*If the applicant will apply for an award under FTA’s Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.*

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA’s regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

#### **CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.**

*If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 659.43, 672.31, and 674.39.*

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 659, “Rail Fixed Guideway Systems; State Safety Oversight”;
- (b) Compliant with the requirements of 49 CFR Part 672, “Public Transportation Safety Certification Training Program”; and
- (c) Compliant with the requirements of 49 CFR Part 674, “State Safety Oversight”.

**CATEGORY 17. DEMAND RESPONSIVE SERVICE.**

*If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.*

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

**CATEGORY 18. INTEREST AND FINANCING COSTS.**

*If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).*

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.



**CATEGORY 19. CONSTRUCTION HIRING PREFERENCES.**

*If the applicant will ask FTA to approve the use of geographic, economic, or any other hiring preference not otherwise authorized by law on any contract or construction project to be assisted with an award from FTA, it must make the following certification. This certification is required by the Consolidated Appropriations Act, 2021, Pub. L. 116-260, div. L, title I, § 199(b).*

The applicant certifies the following:

- (a) That except with respect to apprentices or trainees, a pool of readily available but unemployed individuals possessing the knowledge, skill, and ability to perform the work that the contract requires resides in the jurisdiction;
- (b) That the grant recipient will include appropriate provisions in its bid document ensuring that the contractor does not displace any of its existing employees in order to satisfy such hiring preference; and
- (c) That any increase in the cost of labor, training, or delays resulting from the use of such hiring preference does not delay or displace any transportation project in the applicable Statewide Transportation Improvement Program or Transportation Improvement Program.

**CATEGORY 20. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.**

*If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v), a new subsection added by the National Defense Authorization Act for Fiscal Year 2020, Pub. L. 116-92, § 7613 (Dec. 20, 2019). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.*

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

**CATEGORY 21. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).**

*Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing.*

*Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.*

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
  - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
  - (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
  - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
  - (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
  - (2) Category 06 (Transit Asset Management Plan),
  - (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
  - (4) Category 09 (Formula Grants for Rural Areas),
  - (5) Category 15 (Alcohol and Controlled Substances Testing), and
  - (6) Category 17 (Demand Responsive Service).

**FEDERAL FISCAL YEAR 2021 CERTIFICATIONS AND ASSURANCES FOR FTA  
ASSISTANCE PROGRAMS**

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Ocala/Marion County Transportation Planning Organization

The Applicant certifies to the applicable provisions of categories 01–21. \_\_\_\_\_

*Or,*

The Applicant certifies to the applicable provisions of the categories it has selected:

<b>Category</b>	<b>Certification</b>
01    Certifications and Assurances Required of Every Applicant	x _____
02    Public Transportation Agency Safety Plans	_____ _____
03    Tax Liability and Felony Convictions	_____ _____
04    Lobbying	x _____
05    Private Sector Protections	x _____
06    Transit Asset Management Plan	x _____
07    Rolling Stock Buy America Reviews and Bus Testing	_____ _____
08    Urbanized Area Formula Grants Program	_____ _____
09    Formula Grants for Rural Areas	_____ _____
10    Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____ _____
11    Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____ _____

12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

13 State of Good Repair Grants

14 Infrastructure Finance Programs

15 Alcohol and Controlled Substances Testing

16 Rail Safety Training and Oversight

17 Demand Responsive Service

18 Interest and Financing Costs

19 Construction Hiring Preferences

20 Cybersecurity Certification for Rail Rolling Stock and Operations

21 Tribal Transit Programs

**FEDERAL FISCAL YEAR 2021 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE**

**PAGE**

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2021)

**AFFIRMATION OF APPLICANT**

Name of the Applicant: Ocala/Marion Transportation Planning Organization


BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2021, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2021.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to

FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature  Date: August 6, 2021

Name Robert Balmes, Director Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY Attorney to sign, pending TPO Board Approval

For (Name of Applicant): \_\_\_\_\_

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature \_\_\_\_\_ Date: \_\_\_\_\_

Name \_\_\_\_\_ Attorney for Applicant

*Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.*

## Section 5305(d)

FFY 21/22 Ocala/Marion County Transportation Planning Organization (TPO)

## Approved Project Budget for Fiscal Year

\$104,783

**TECHNICAL CLASSIFICATIONS**

44.21.00	Program Support and Administration	\$64,639
44.22.00	General Development and Comprehensive Planning	\$40,144
44.23.00	Long Range Transportation Planning: System Level	
44.23.02	Long Range Transportation Planning	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	
44.26.12	Coordination of Non-Emergency Human Services Transportation	
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	

TOTAL NET PROJECT COSTS \$ 104,783

**ACCOUNTING CLASSIFICATIONS**

44.30.01	Personnel	\$10,349
44.30.02	Fringe Benefits (28%)	\$4,025
44.30.03	Travel	\$11,436
44.30.04	Equipment	\$3,056
44.30.05	Supplies	\$584
44.30.06	Contractual	\$35,894
44.30.07	Other (copier, printing, postage, software)	\$2,351
44.30.08	Indirect Charges (51.1%)	\$37,088

TOTAL NET PROJECT COSTS \$104,783

**FUND ALLOCATIONS**

44.40.01	MPO Activities	\$104,783
44.40.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	

TOTAL NET PROJECT COSTS \$104,783

Federal Share (80%) \$83,826

Local Share (20%) \$20,957

**ACCOUNTING**

Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	

## Section 5305(d)

FFY 21/22 Ocala/Marion County Transportation Planning Organization (TPO)

## GMIS Planning Line Item Codes

\$83,826

## TECHNICAL CLASSIFICATIONS

44.21.00	Program Support and Administration	\$51,711
44.22.00	General Development and Comprehensive Planning	\$32,115
44.23.00	Long Range Transportation Planning: System Level	
44.23.02	Long Range Transportation Planning	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	
44.26.12	Coordination of Non-Emergency Human Services Transportation	
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	

TOTAL NET PROJECT COSTS \$83,826

## ACCOUNTING CLASSIFICATIONS

44.30.01	Personnel	\$8,279
44.30.02	Fringe Benefits	(28%) \$3,220
44.30.03	Travel	\$9,149
44.30.04	Equipment	\$2,445
44.30.05	Supplies	\$467
44.30.06	Contractual	\$28,715
44.30.07	Other (copier, printing, postage, software)	\$1,881
44.30.08	Indirect Charges	(51.1%) \$29,670

TOTAL NET PROJECT COSTS \$83,826

## FUND ALLOCATIONS

44.40.01	MPO Activities	\$83,826
44.40.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	

TOTAL NET PROJECT COSTS \$83,826



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Citizen Advisory Committee (CAC) Application**

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**Summary**

Per the Bylaws of the Citizens Advisory Committee (CAC), all membership nominations require TPO Board review and approval. TPO staff received an application for membership to the CAC by Phyllis Silverman. Ms. Silverman is an active member of the community and currently serves as President of a local non-profit organization devoted to senior services. She has expressed a significant interest in transportation issues related to seniors and the SR 200 corridor.

**Attachment(s)**

- Citizen Advisory Committee (CAC) Member Application

**Action Requested**

Based on a review of Ms. Silverman's application and follow up conversation/interview, TPO staff recommends approval of her membership appointment to the CAC. Per CAC Bylaws, membership shall be for a two-year period with an opportunity for reappointment for additional term(s).

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



1. Name: Phyllis Silverman
2. Home Address: \_\_\_\_\_
3. Business Address: \_\_\_\_\_
4. Home Phone Number: \_\_\_\_\_ Business Phone Number: \_\_\_\_\_
5. Occupation: Retired
6. Brief Resume of Education and Experience: BS degree from Boston University,  
37 years in Marketing and Public Relations.  
Currently founded and serve as President of a  
non profit organization - Senior Resource Foundation of Ocala.
7. Are you a resident of Ocala/Marion County? Yes X No \_\_\_\_\_  
If so, how long? Number of years: 9 yrs.
8. Are you a registered voter? Yes X No \_\_\_\_\_
9. Do you hold a public office? Yes \_\_\_\_\_ No X
10. At the present time, do you serve on a City/County Board,  
Commission, Authority, and/or Committee? Yes \_\_\_\_\_ No X
11. Are you familiar with the Transportation Planning  
Organization and its function? Yes X No \_\_\_\_\_
12. Are you familiar with current transportation needs  
of the Marion County transportation disadvantaged? Yes X No \_\_\_\_\_
13. Why are you interested in serving on the CAC? I am particularly  
interested in improving the 200 corridor  
and in senior transportation.
14. I hereby confirm that I have read and understand this application and that all information furnished  
by me is true and accurate. I understand that to be considered for this committee, I must be a  
resident of Marion County and cannot be an elected official and/or a technical person involved in  
transportation planning in Ocala/Marion County.  
Phyllis Silverman 7/5/2021  
(Signature) (Date)



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Citizens Advisory Committee Recognition of Service**

---

**Summary**

In June, Joe London informed the TPO that he is stepping down from serving on the Citizens Advisory Committee (CAC). Joe served as a member of the CAC for 23 years. To honor his service to the CAC and TPO, he will be recognized at the Board meeting on August 24.



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Amendment of FY 2020/21 to 2024/25 Transportation Improvement Program (TIP)**

---

**Summary**

Per the request of the Florida Department of Transportation (FDOT), one transit project is proposed to be added to the Fiscal Years (FY) 2020/2021 to 2024/2025 Transportation Improvement Program (TIP). The project may be found on the following attached page of this memo or on page 97 of full TIP document.

**FM# 449238-1 Marion-Ocala SunTran Section 5307 ARP Small Urban Area**

- American Rescue Plan (ARP) project
- Total: \$783,759
- New transit project Capital Grant

**Attachment(s)**

- FDOT TIP amendment request letter
- TIP Project summary page
- FY 2020/21 to 2024/25 TIP document

**Committee Recommendation(s)**

The Citizens Advisory Committee (TAC) and Technical Advisory Committee approved the amendment to the FY 2020/21 to 2021/25 TIP to add the project on August 10, 2021.

**Action Requested**

Approve amendment request for the FY 2020/2021 to 2024/2025 TIP to include the Marion-Ocala SunTran Section 5307 ARP Small Urban Area project.

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*

---

2710 E. Silver Springs Blvd. • Ocala, Florida 34470  
Telephone: (352) 438 - 2630 • [www.ocalamariontpo.org](http://www.ocalamariontpo.org)



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.  
SECRETARY

August 3, 2021

Robert Balmes  
TPO Director  
Ocala Marion Transportation Planning Organization  
2710 E. Silver Springs Blvd  
Ocala, FL 34470

Dear Mr. Balmes:

**Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES**

The Florida Department of Transportation (FDOT) requests the following changes to be made to Ocala Marion Transportation Planning Organization's Adopted Fiscal Years 2020/2021–2024/2025 Transportation Improvement Program (TIP) and Fiscal Years 2021/2022 – 2025/2026 in coordination with the corresponding changes to the Department's Adopted Work Program. These projects are not in the roll forward report and federal agencies will not recognize the "new TIP" 2021/2022 – 2025/2026 until October 1, 2021. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

**MARION COUNTY**

**FM#449238-1 MARION - OCALA SUNTRAN SECTION 5307 ARP SMALL URBAN AREA**

**Current TIP Status:**

Project is not in TIP for Fiscal Years 2020/2021 – 2024/2025 and "new TIP" 2021/2022 – 2025/2026.

**Proposed Amendment:**

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Grants and Miscellaneous	FTA	\$627,007	2022
Grants and Miscellaneous	LF	\$156,752	2022
	<b>TOTAL</b>	<b>\$783,759</b>	

**Difference:** New Transit Project with Phase 94 (Capital Grant) funds added in Fiscal Year 2021/2022. Both TIP documents must be updated to reflect new project and added funding.

**Explanation:** This is an ARP (American Rescue Plan) project, and these funds are to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population. This project is partially local funded, although there is no match requirement for all Covid relief funding nationally. The funds on project 449238-1 will cover the transit areas across Ocala and Marion County.

---

Sincerely,



Rakinya Hinson, MPO Liaison  
FDOT District Five

cc: Anna Taylor, Government Liaison Administrator, FDOT  
Carlos Colon, Transit Liaison, FDOT

**Project Description:** Marion/Ocala Section 5307  
ARP Small Urban Area

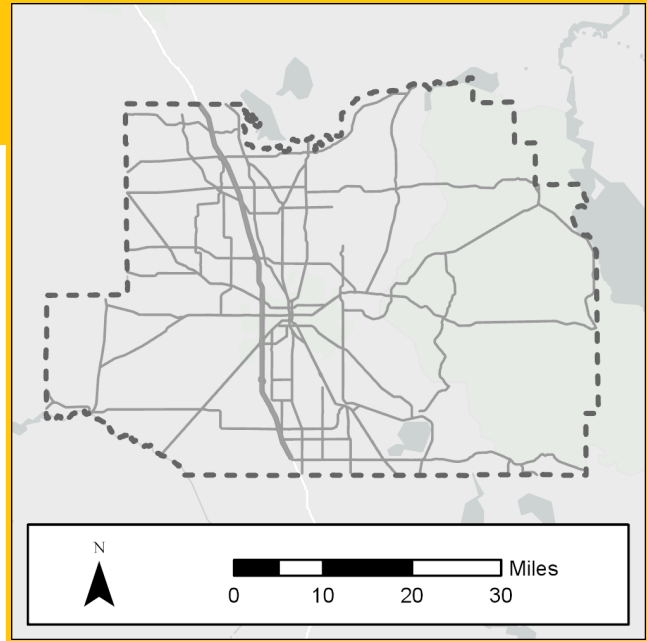
**Project Type:** Capital Grant

**FM Number:** 449238-1

**Lead Agency:** SunTran

**Length:** N/A

**L RTP # (pg. #):** Goal 1, Objectives 1, 4 (2-8) -  
2040 L RTP; Goal 1: Objectives  
1.1, 1.4 (14) - 2045 L RTP



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$783,759

**Additional  
Information:**

Capital grant as part of American Rescue Plan (ARP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FTA	\$0	\$627,007	\$0	\$0	\$0	\$627,007
CAP	LF	\$0	\$156,752	\$0	\$0	\$0	\$156,752
<b>Total</b>		<b>\$0</b>	<b>\$783,759</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$783,759</b>





# **Transportation Improvement Program FY 2020/21 - FY 2024/25**

**Adopted:**

**July 6, 2020**

**Amended:**

- September 22, 2020
- January 26, 2021
- April 27, 2021
- May 25, 2021
- June 22, 2021
- *August 24, 2021*

[Insert Resolution]





## Board Members

**Michelle Stone**, (Chair) Marion County  
**Ire Bethea, Sr.**, (Vice-Chair) City of Ocala  
**Kathy Bryant**, Marion County  
**Craig Curry**, Marion County  
**Jeff Gold**, Marion County  
**Justin Grabelle**, City of Ocala  
**Kent Guinn**, City of Ocala  
**Valerie Hanchar**, City of Dunnellon  
**Ronald Livsey**, City of Belleview  
**Brent Malever**, City of Ocala  
**Jay Musleh**, City of Ocala  
**Carl Zalak**, Marion County

## TPO Staff

**Rob Balmes**, Director  
**Shakayla Irby**, Administrative Specialist III /  
Social Media Coordinator  
**Liz Mitchell**, Grants Coordinator/Fiscal Planner



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# INTRODUCTION

## PURPOSE

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

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

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

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

## TPO PLANNING AREA

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and

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

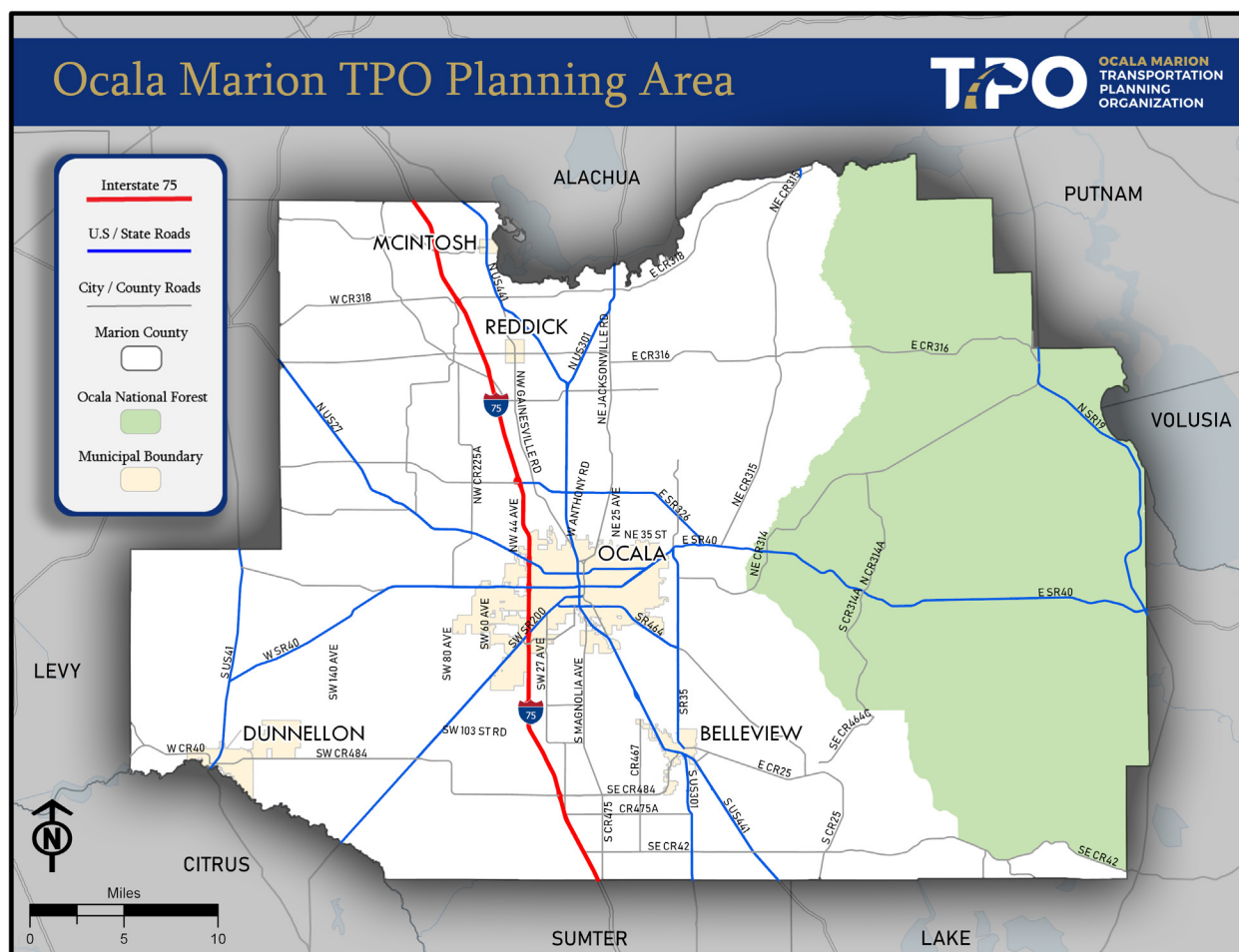


Figure 1: Map of TPO Planning Area



## DEVELOPMENT OF THE TIP

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

### TPO Boards and Committees

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

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

## Public Involvement

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

## CERTIFICATION

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

## CONSISTENCY WITH OTHER PLANS

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

### 2040 Long Range Transportation Plan (LRTP)

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

### Florida Transportation Plan (FTP)

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

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

### Strategic Intermodal System (SIS) Policy Plan

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

### Freight Mobility and Trade Plan (FMTP)

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

### Transportation Asset Management Plan (TAMP)

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

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

## **Congestion Management Plan (CMP)**

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

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

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

## **Transit Development Plan (TDP)**

The Transit Development Plan (TDP) represents

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

## **TIP REVISIONS**

When the TIP and the FDOT Work Program became adopted in July 2020, there were cases in which some projects were not yet authorized. These projects, in addition to funding changes within other projects, "roll forward" automatically into the Work Program. These changes have been listed in Appendix J.

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

## **Administrative Modifications**

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

## Minor Amendments

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

## Major Amendments

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

## TRANSPORTATION DISADVANTAGED

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

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

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

## EFFICIENT TRANSPORTATION DECISION MAKING

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

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

Figure 2: Transportation Disadvantaged Funding



# PERFORMANCE MANAGEMENT

## PERFORMANCE-BASED PLANNING

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

### #1- Safety

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

### #2- Infrastructure Condition

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

### #3- Congestion Reduction

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



#### #4- System Reliability

To improve the efficiency of the surface transportation system

#### #5- Freight Movement and Economic Vitality

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

#### #6- Environmental Sustainability

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

#### #7- Reduced Project Delivery Delays

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

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

## PERFORMANCE MEASURES & TARGETS

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

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

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



**Safety**



**Bridge and  
Pavement  
Condition**



**System  
Performance**



**Transit Asset  
Management**



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

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

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

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

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

Figure 3: Performance Measure Targets and Results - Safety



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

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

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

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

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

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

Bridge and Pavement Condition Performance Measures	FDOT/TPO Target (2022)	FDOT/TPO Target (2024)	Marion County Results (2018)
<b>Pavement Measures</b>			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	56%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	40.2%
Percent of non-Interstate NHS pavements in poor condition	≤ 5%	≤ 5%	0%
<b>Bridge Deck Area Measures</b>			
Percent of NHS bridges by deck area in good condition	≥ 50%	≥ 50%	78.5%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

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





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

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

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

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

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

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

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

Figure 5: Performance Measure Targets and Results - System Performance



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

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

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

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

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

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



performance targets. MPO/TPO's then have 180 days from the adoption of the PTASP targets set by the public transit agency (SunTran) to adopt or develop their own independent targets.

On December 1, 2020, SunTran submitted their PTASP and corresponding safety targets to the TPO, as adopted by City of Ocala City Council on November 30, 2020. Figure 7 displays the adopted SunTran PTASP targets.

On July 19, 2018, the FTA published the Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d). The effective date of the regulation was July 19, 2019, but was extended to December 31, 2020 due to the global pandemic. The PTASP regulation implements a risk-based Safety Management System approach and requires all recipients and sub-recipients of federal transit financial assistance to establish and certify an Agency Safety Plan and corresponding safety

<b>SunTran Safety Performance Targets 2020</b> Performance Targets based on collected data from previous three years							
Mode of Transit Service	Fatalities Total	Fatalities (per 100k vehicle revenue miles VRM)	Injuries Total	Injuries (per 100k vehicle revenue miles VRM)	Safety Events Total	Safety Events (per 100k vehicle revenue miles VRM)	Safety Reliability (VRM/failures)
Fixed Route Bus	0	0	1	0.20	5	1.03	7,492
ADA Paratransit	0	0	0	0	0	0	0

Figure 7: SunTran PTASP Safety Targets



# FINANCIAL PLAN

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

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

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



Figure 8 provides a summary of the funding categories, associated acronyms, and whether the funding source is federal, state, or local.

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

Figure 8: List of Funding Categories and Associated Funding Sources

Figure 9 provides a summary of the distribution of funds by funding category and by Fiscal Year.

Funding Category	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ACFP	\$0	\$9,125,700	\$0	\$49,995	\$0	\$9,175,695
ACID	\$565,000	\$0	\$0	\$0	\$0	\$565,000
ACNP	\$0	\$32,312,804	\$0	\$0	\$0	\$32,312,804
ACSA	\$2,672,962	\$0	\$0	\$0	\$0	\$2,672,962
ACSL	\$19,747	\$2,805,064	\$0	\$0	\$0	\$2,824,811
ACSN	\$1,030,761	\$0	\$0	\$0	\$0	\$1,030,761
ACSS	\$1,353,218	\$407,200	\$4,102,536	\$1,450,790	\$0	\$7,313,744
CIGP	\$0	\$0	\$0	\$0	\$8,522,752	\$8,522,752
D	\$7,119,759	\$4,747,870	\$4,760,342	\$4,723,193	\$4,736,430	\$26,087,594
DDR	\$7,173,399	\$2,492,098	\$3,415,615	\$33,919,182	\$15,415,217	\$62,415,511
DIH	\$241,430	\$96,043	\$116,860	\$61,105	\$125,840	\$641,278
DPTO	\$846,440	\$733,150	\$769,342	\$807,344	\$832,375	\$3,988,651
DRA	\$0	\$0	\$25,348,332	\$0	\$0	\$25,348,332
DS	\$5,562,364	\$0	\$0	\$0	\$857,999	\$6,420,363
DU	\$1,013,039	\$1,041,831	\$1,090,203	\$1,140,993	\$1,346,686	\$5,632,752
DWS	\$0	\$2,170,339	\$0	\$0	\$0	\$2,170,339
FAA	\$0	\$1,800,000	\$5,850,000	\$0	\$0	\$7,650,000
FTA	\$2,325,554	\$2,771,890	\$2,467,181	\$2,541,196	\$2,617,431	\$13,350,259
LF	\$2,490,002	\$13,626,705	\$2,631,951	\$3,327,942	\$11,276,568	\$33,263,168
NHRE	\$0	\$0	\$5,522,605	\$0	\$0	\$5,522,605
PL	\$687,026	\$494,973	\$494,973	\$494,973	\$494,973	\$2,666,918
RHP	\$36,665	\$0	\$0	\$0	\$0	\$36,665
SA	\$12,696,779	\$0	\$20,695,207	\$0	\$0	\$33,391,986
SL	\$3,523,356	\$4,069,077	\$5,344,067	\$9,169,646	\$9,485,714	\$31,591,860
SN	\$1,077,160	\$3,105,650	\$236,113	\$2,794,946	\$0	\$7,213,869
TALL	\$0	\$772,678	\$0	\$24,932	\$253,001	\$1,050,611
TALN	\$0	\$252,377	\$0	\$252,270	\$0	\$504,647
TALT	\$826,584	\$1,923,087	\$0	\$2,224,590	\$0	\$4,974,261
TRIP	\$0	\$0	\$0	\$0	\$4,696,516	\$4,696,516
TRWR	\$0	\$0	\$0	\$0	\$3,407,729	\$3,407,729
Total	\$51,261,245	\$85,375,543	\$82,845,327	\$62,893,097	\$64,069,231	\$346,444,443

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

Figure 10 provides a summary of the total funding over a five-year period by federal, state and local resources.

Funding Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Federal	\$27,827,851	\$61,509,338	\$45,802,885	\$20,144,331	\$14,197,805	<b>\$169,482,210</b>
State	\$20,943,392	\$10,239,500	\$34,410,491	\$39,510,824	\$38,594,858	<b>\$143,694,065</b>
Local	\$2,490,002	\$13,626,705	\$2,631,951	\$3,237,942	\$11,276,568	<b>\$33,263,168</b>
Total	<b>\$51,261,245</b>	<b>\$85,375,543</b>	<b>\$82,845,327</b>	<b>\$62,893,097</b>	<b>\$64,069,231</b>	<b>\$346,444,443</b>

Figure 10: 5-Year Summary of Projects by Funding Source

# PROJECT SELECTION PROCESS



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

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

## RANKING CRITERIA

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

### 1. Multimodal:

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

### 2. Performance Measure:

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

### 3. Project Development:

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

### 4. Funding Availability:

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

### 5. Local Revenue/Funding Source:

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

### 6. Local Partnership:

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



The Top 20 List of Priority Projects (LOPP) is shown in Figure 11 below. The following projects are identified in both the LOPP and TIP (referenced in the “Additional Information” section of the respective project page). Projects displayed show New Rank - FM Number (Page in TIP)

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

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

Figure 11: List of Top 20 Priority Projects

# PROJECTS

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

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

## Project Table of Contents:

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Map D .....	29
Map E .....	30
List of Projects by Project Type .....	31
Project Phase Acryonyms .....	32
List of Projects .....	33-103

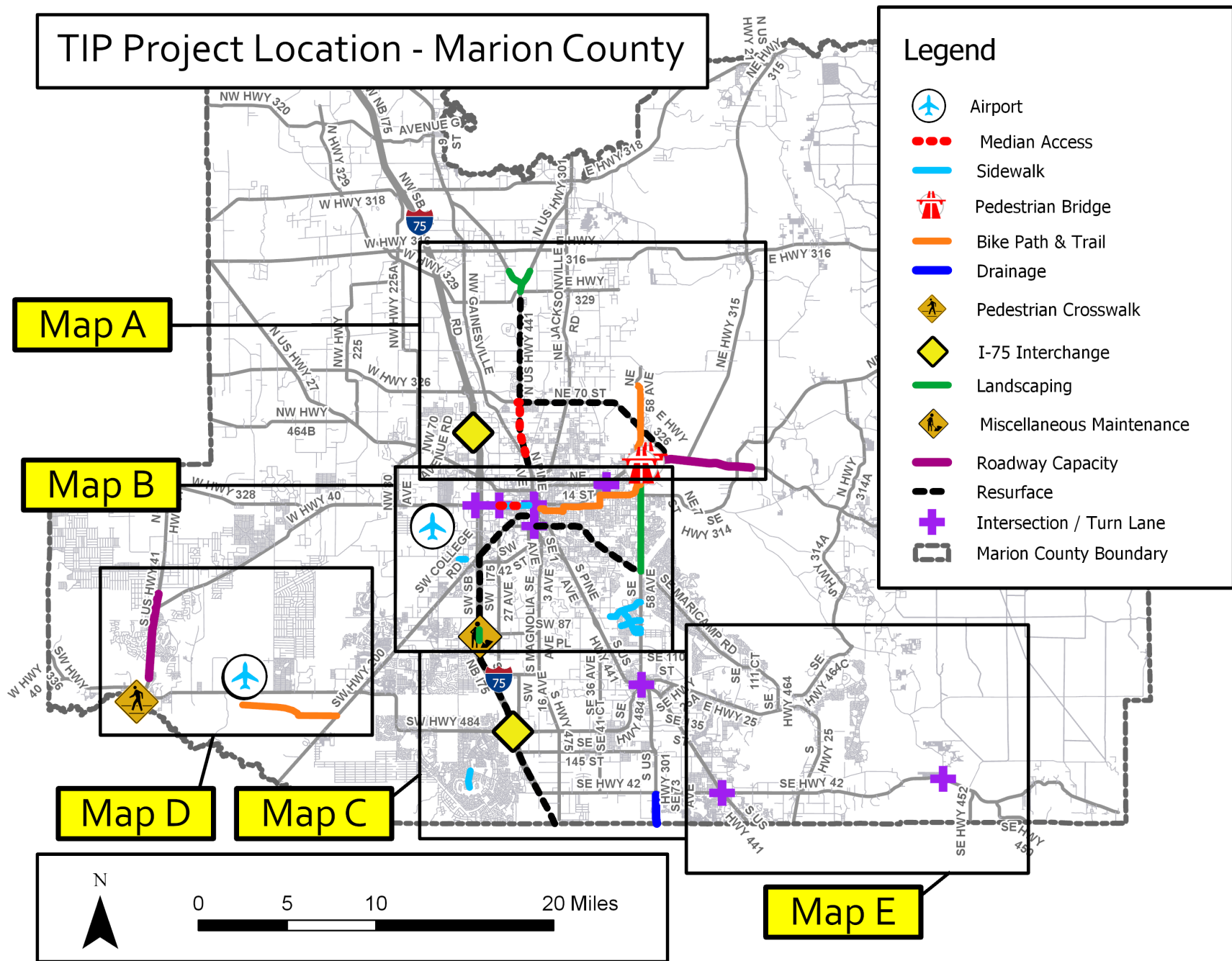


Figure 12: TIP Project Location Map - Marion County



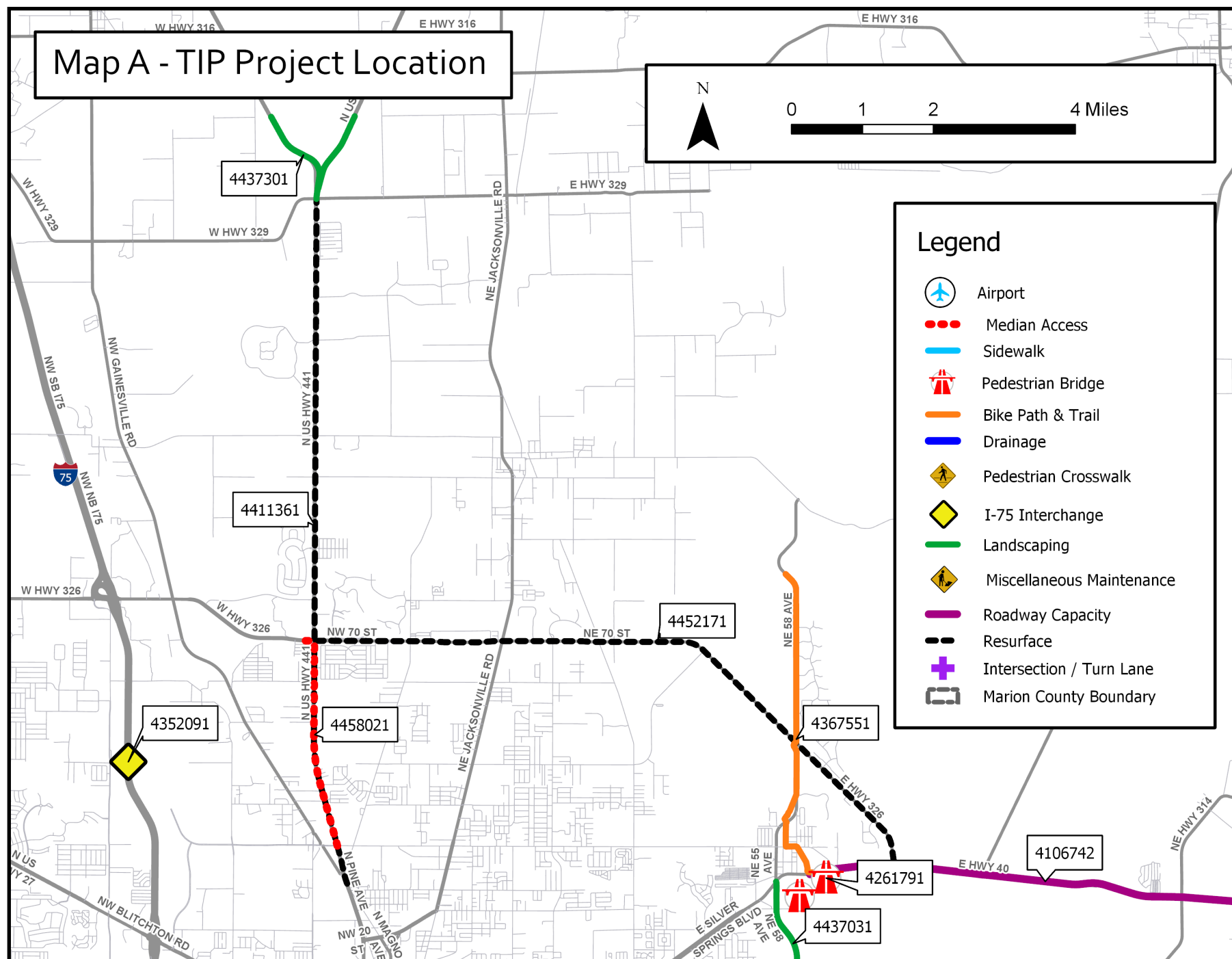


Figure 13: TIP Project Location - Map A

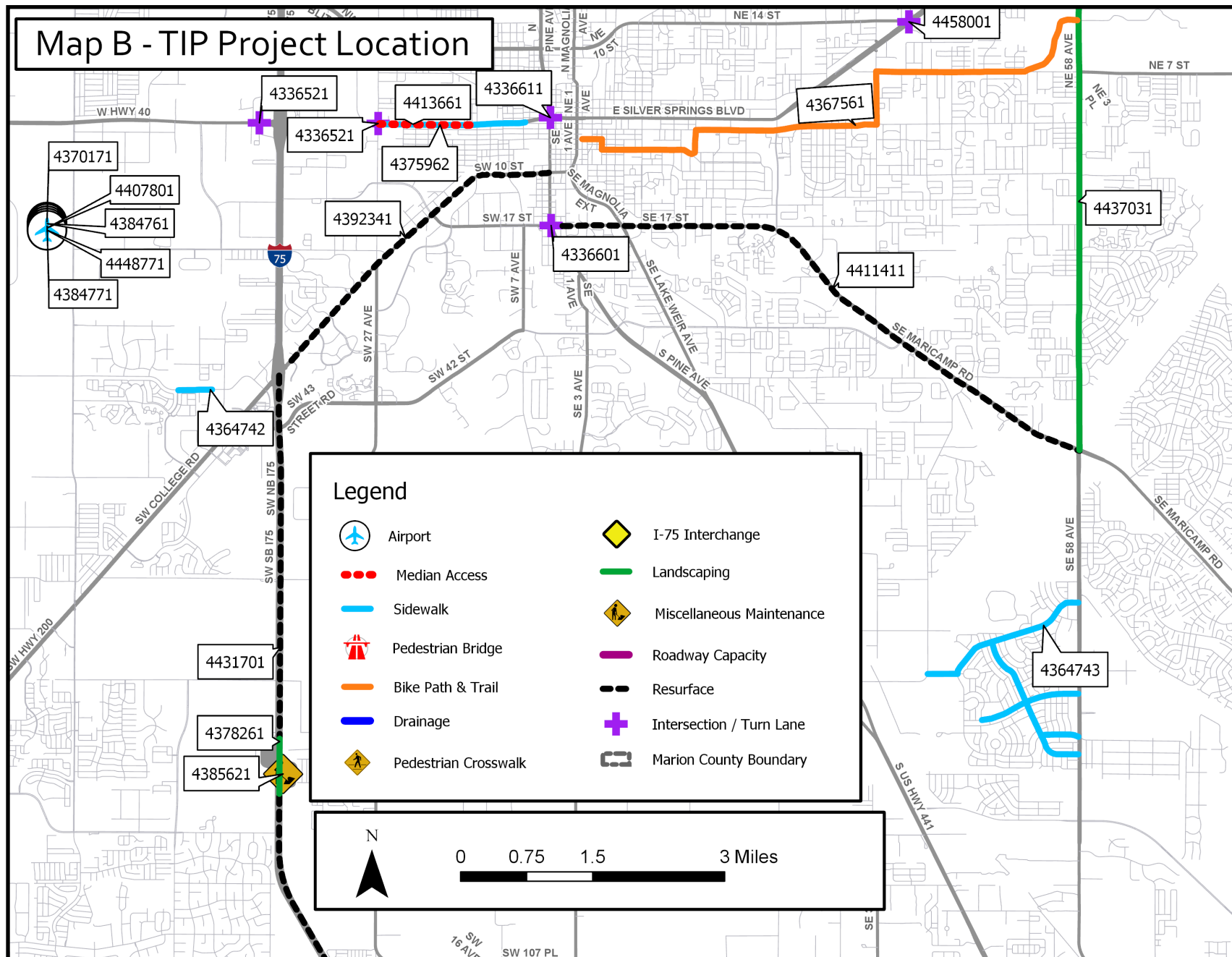


Figure 14: TIP Project Location - Map B

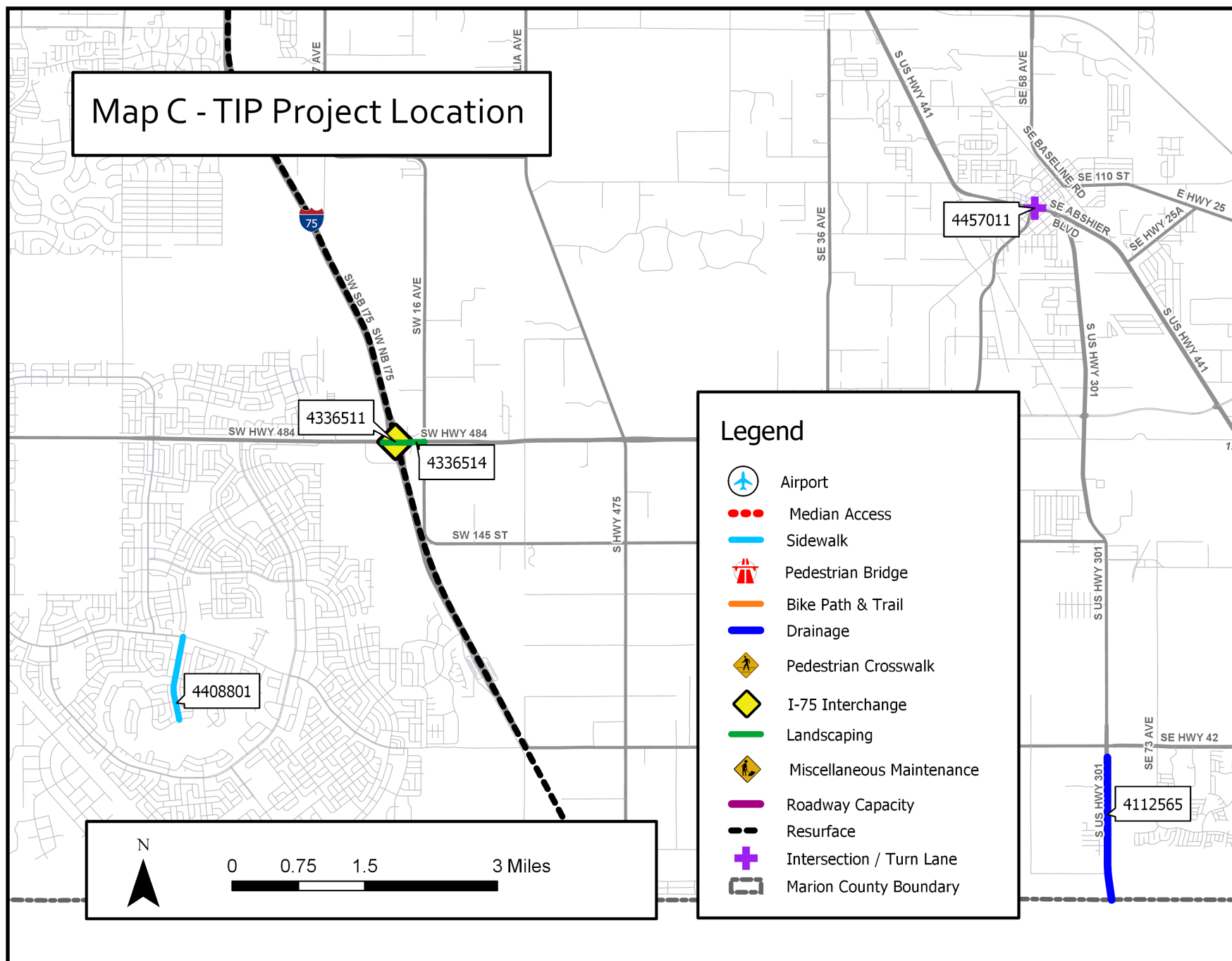


Figure 15: TIP Project Location - Map C

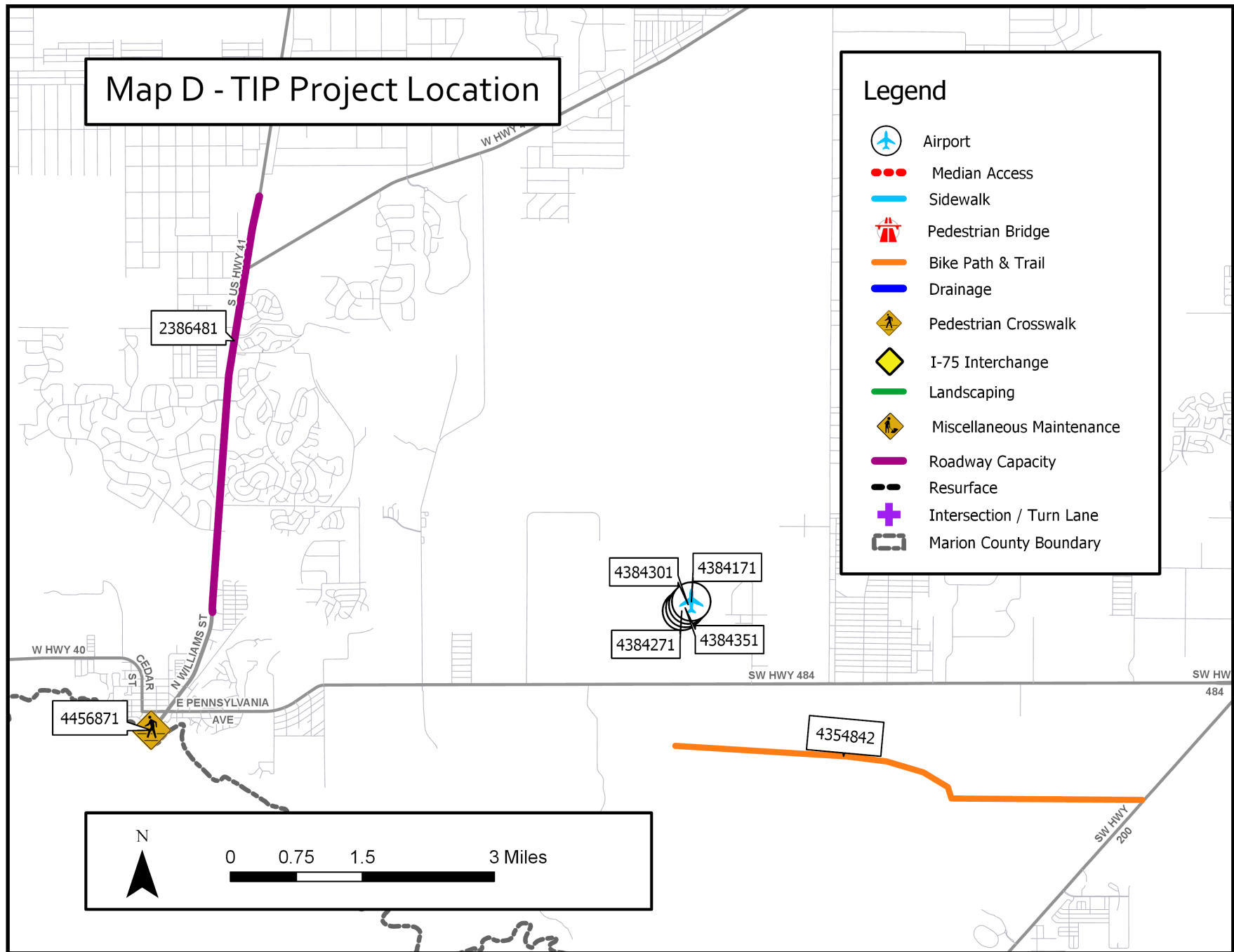


Figure 16: TIP Project Location - Map D

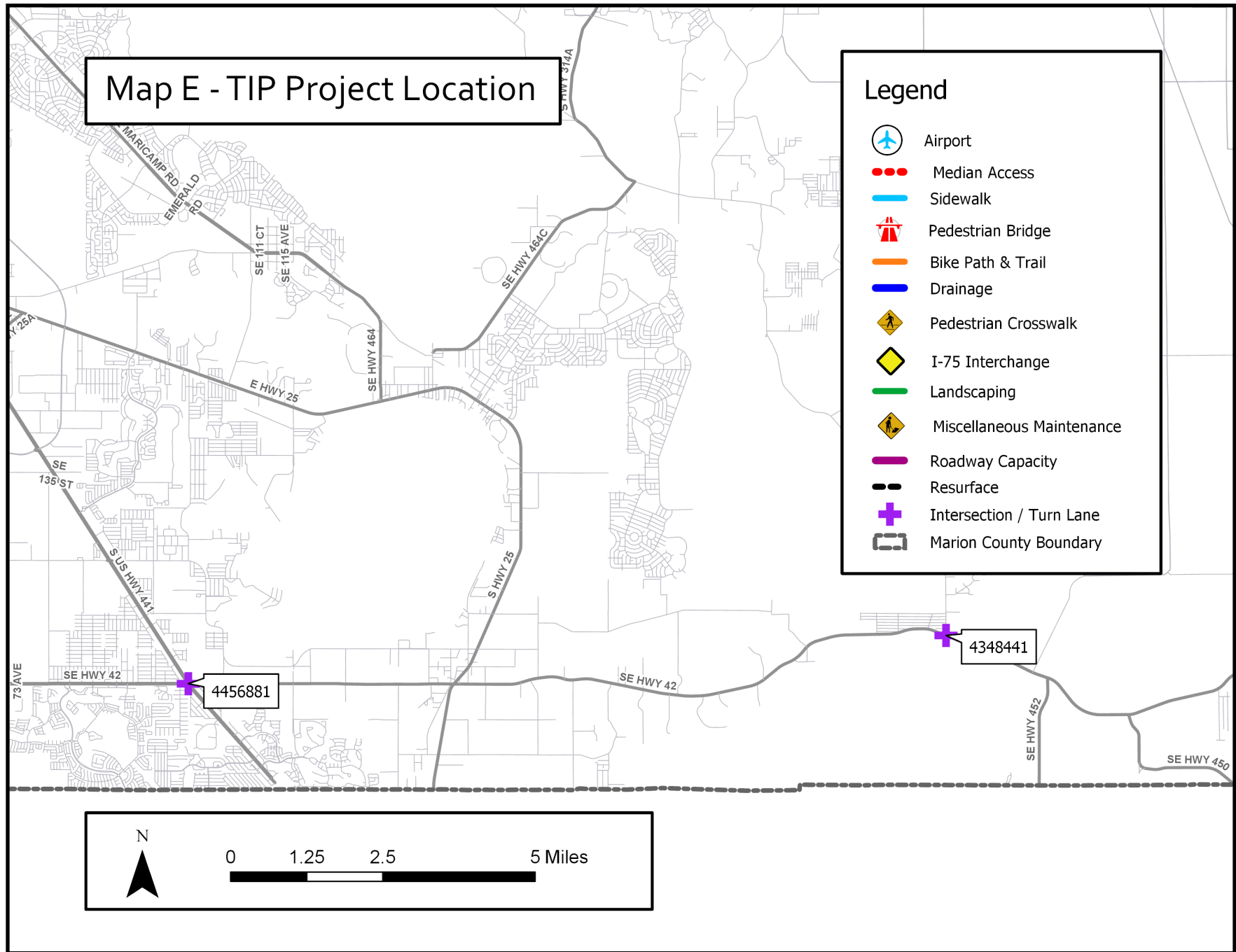


Figure 17: TIP Project Location - Map E





## Projects by Type

<b>Interstate Projects.....</b>	<b>34</b>	4408801.....	72
4352091.....	35	4456871.....	73
4378261.....	36		
4385621.....	37	<b>Airport Projects.....</b>	<b>74</b>
4431701.....	38	4370171.....	75
4453211.....	39	4384171.....	76
		4384271.....	77
<b>US Route Projects.....</b>	<b>40</b>	4384301.....	78
2386481.....	41	4384351.....	79
4112565.....	42	4384761.....	80
4336601.....	43	4384771.....	81
4336611.....	44	4407801.....	82
4411361.....	45	4448771.....	83
4437301.....	46		
4456881.....	47	<b>Transit/Funding/Grants.....</b>	<b>84</b>
4457011.....	48	4271882.....	85
		4314011.....	86
<b>State &amp; Local Road Projects.....</b>	<b>49</b>	4333041.....	87
4106742.....	50	4333121.....	88
4336511.....	51	4393313.....	89
4336514.....	52	4393314.....	90
4336521.....	53	4393315.....	91
4348441.....	54	4407971.....	92
4392341.....	55	4424551.....	93
4411411.....	56	4424601.....	94
4413661.....	57	4488161.....	95
4437031.....	58	4481701.....	96
4452171.....	59	4492381.....	97
4458001.....	60		
4458021.....	61	<b>Routine Maintenance.....</b>	<b>98</b>
4476031.....	62	4136153.....	99
		4181071.....	100
<b>Bicycle Trails &amp; Sidewalk Projects.....</b>	<b>63</b>	4233912.....	101
4261791.....	64	4291781.....	102
4354842.....	65	4291821.....	103
4363751.....	66	4363611.....	104
4364742.....	67	4363612.....	105
4364743.....	68	4466911.....	106
4367551.....	69	4467911.....	107
4367561.....	70	4469101.....	108
4375962.....	71	4488541.....	109

Figure 18 provides a list of project phases used in the individual project pages.

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

Figure 18: Project Phase Acronyms



# Interstate- 75 Projects



**Project Description:**

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

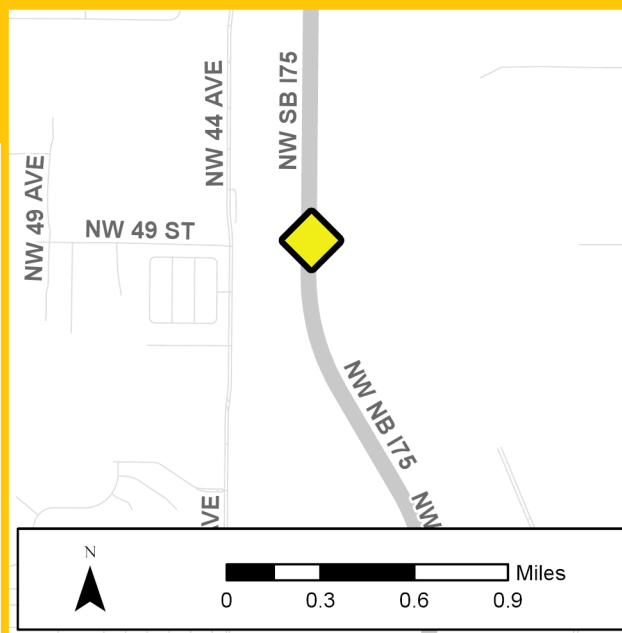
**Project Type:** Interchange

**FM Number:** 4352091

**Lead Agency:** FDOT

**Length:** 0.1 miles

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



**Prior Cost  
< 2020/21:**

\$4,872,297

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$64,129,644

**Additional Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PD&E	DIH	\$15,990	\$0	\$0	\$0	\$0	\$15,990
PE	DIH	\$23,968	\$0	\$0	\$0	\$0	\$23,968
ROW	LF	\$0	\$10,200,000	\$0	\$0	\$0	\$10,200,000
CST	SL	\$0	\$0	\$0	\$0	\$9,440,914	\$9,440,914
CST	LF	\$0	\$0	\$0	\$0	\$8,419,861	\$8,419,861
CST	CIGP	\$0	\$0	\$0	\$0	\$8,522,752	\$8,522,752
CST	DDR	\$0	\$0	\$0	\$0	\$14,415,217	\$14,415,217
CST	DIH	\$0	\$0	\$0	\$0	\$114,400	\$114,400
CST	TRIP	\$0	\$0	\$0	\$0	\$4,696,516	\$4,696,516
CST	TRWR	\$0	\$0	\$0	\$0	\$3,407,729	\$3,407,729
<b>Total</b>		<b>\$39,958</b>	<b>\$10,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$49,017,389</b>	<b>\$59,257,347</b>

**Project Description:** I-75 Marion County Rest Areas Landscaping

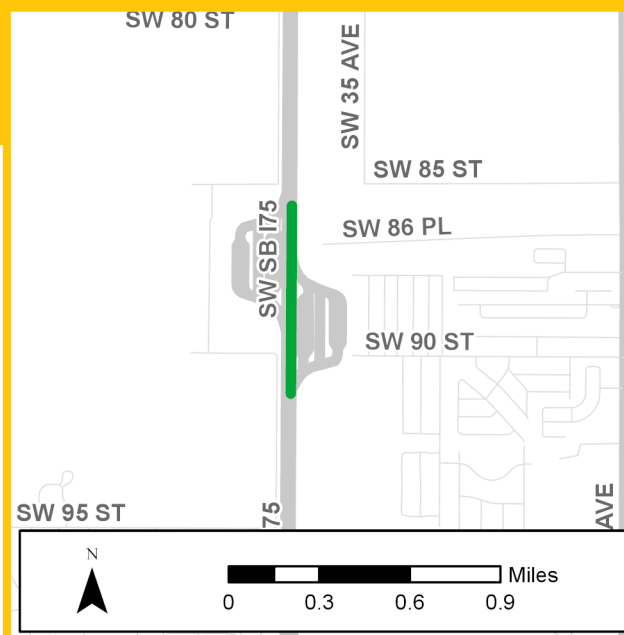
**Project Type:** Landscaping

**FM Number:** 4378261

**Lead Agency:** FDOT

**Length:** 0.6 miles

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



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$869,439

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	\$0	\$0	\$0	\$0	\$11,440	\$11,440
CST	DS	\$0	\$0	\$0	\$0	\$857,999	\$857,999
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$869,439</b>	<b>\$869,439</b>



**Project Description:**

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

**Project Type:**

Miscellaneous Maintenance

**FM Number:**

4385621

**Lead Agency:**

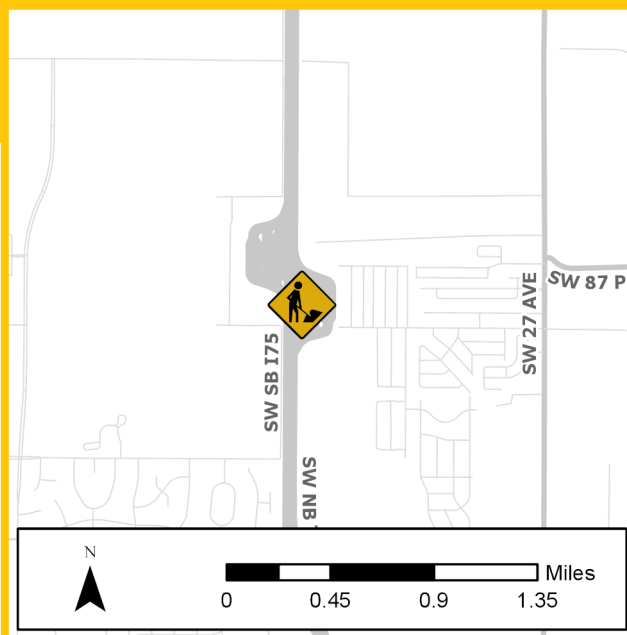
FDOT

**Length:**

0.6 miles

**LRTP # (pg. #):**

Goal 6: Objective 3 (2-11)



**Prior Cost  
< 2020/21:**

\$2,775,190

**Future Cost  
> 2024/25:**

\$0

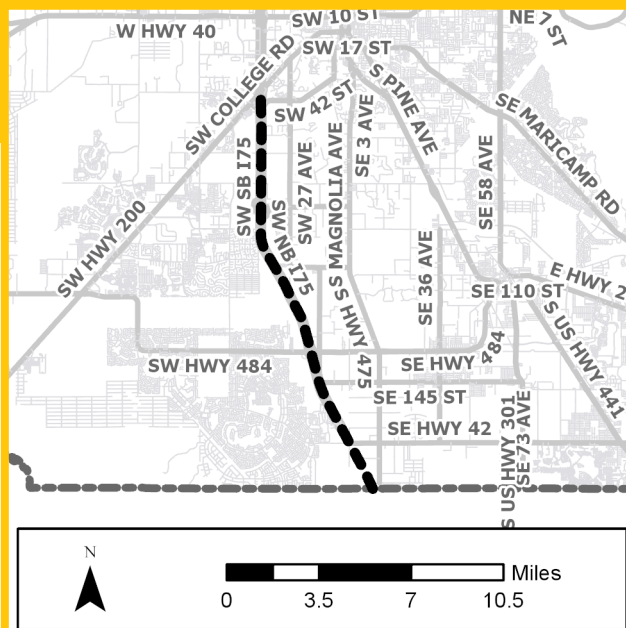
**Total  
Project Cost**

\$28,177,572

**Additional Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	\$0	\$0	\$54,050	\$0	\$0	\$54,050
CST	DRA	\$0	\$0	\$25,348,332	\$0	\$0	\$25,348,332
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$25,402,382</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,402,382</b>



Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACNP	\$0	\$32,312,804	\$0	\$0	\$0	\$32,312,804
<b>Total</b>		<b>\$0</b>	<b>\$32,312,804</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,312,804</b>

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

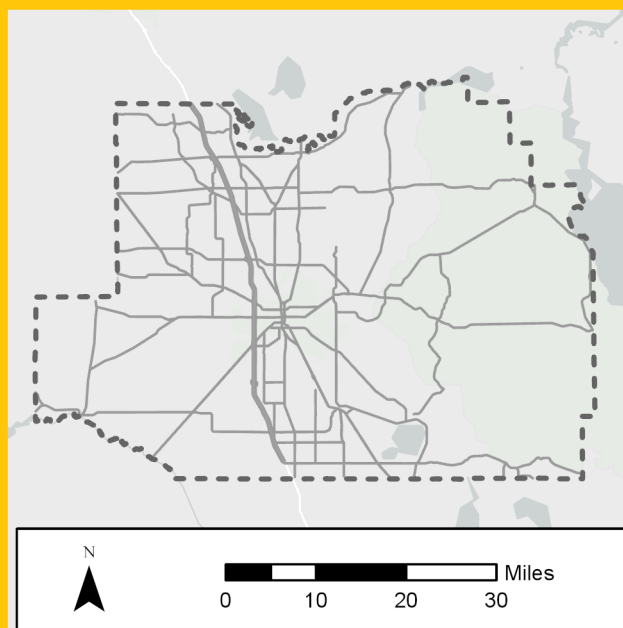
**Project Type:** Weigh Station

**FM Number:** 4453211

**Lead Agency:** FDOT

**Length:** 1.1 miles

**LRTP # (pg. #):** Goal 6: Objective 2 (2-11)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$2,170,339

**Additional  
Information:**

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DWS	\$0	\$2,170,339	\$0	\$0	\$0	\$2,170,339
<b>Total</b>		<b>\$0</b>	<b>\$2,170,339</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,170,339</b>



# US Route Projects





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

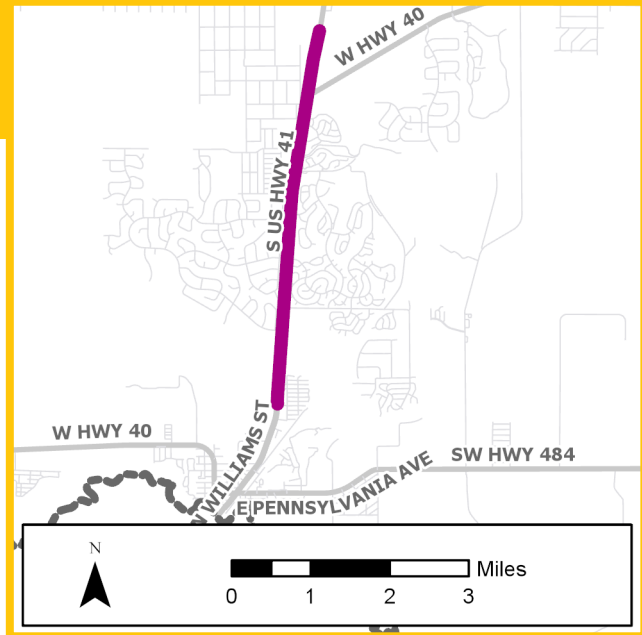
**Project Type:** Roadway Capacity

**FM Number:** 2386481

**Lead Agency:** FDOT

**Length:** 4.8 miles

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



**Prior Cost  
< 2020/21:**

\$27,464,790

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$71,271,622

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	\$0	\$0	\$0	\$55,550	\$0	\$55,550
CST	SL	\$0	\$0	\$0	\$8,909,646	\$0	\$8,909,646
CST	SN	\$0	\$0	\$0	\$2,794,946	\$0	\$2,794,946
CST	DDR	\$0	\$0	\$0	\$31,546,690	\$0	\$31,546,690
PE	ACSN	\$110,826	\$0	\$0	\$0	\$0	\$110,826
PE	SL	\$42,912	\$0	\$0	\$0	\$0	\$42,912
PE	SN	\$346,262	\$0	\$0	\$0	\$0	\$346,262
<b>Total</b>		<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,306,832</b>	<b>\$0</b>	<b>\$43,806,832</b>

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

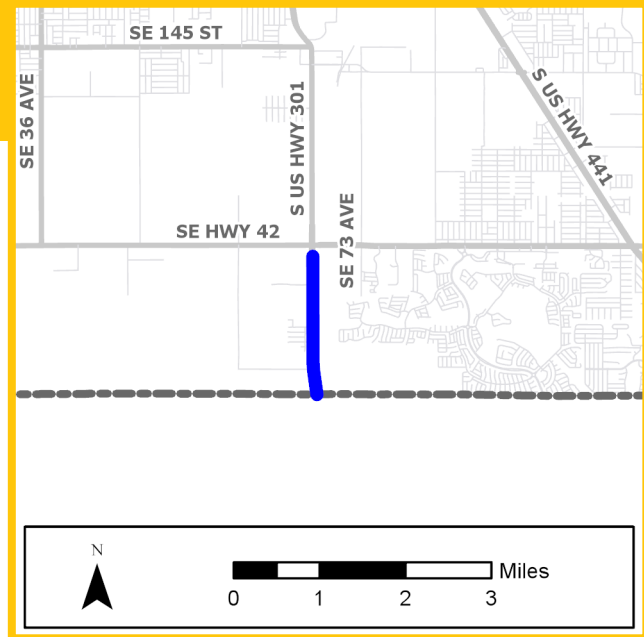
**Project Type:** Drainage

**FM Number:** 4112565

**Lead Agency:** FDOT

**Length:** 1.6 miles

**LRTP # (pg. #):** Goal 5: Objective 1 (2-10)



**Prior Cost  
< 2020/21:**

\$425,229

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$892,144

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	\$150,000	\$52,000	\$14,000	\$0	\$0	\$216,000
ROW	DIH	\$17,000	\$16,000	\$0	\$0	\$0	\$33,000
ROW	DS	\$23,000	\$0	\$0	\$0	\$0	\$23,000
CST	DDR	\$0	\$185,402	\$0	\$0	\$0	\$185,402
CST	DIH	\$0	\$9,513	\$0	\$0	\$0	\$9,513
<b>Total</b>		<b>\$190,000</b>	<b>\$262,915</b>	<b>\$14,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$466,915</b>

**Project Description:** US 441 @ SR 464

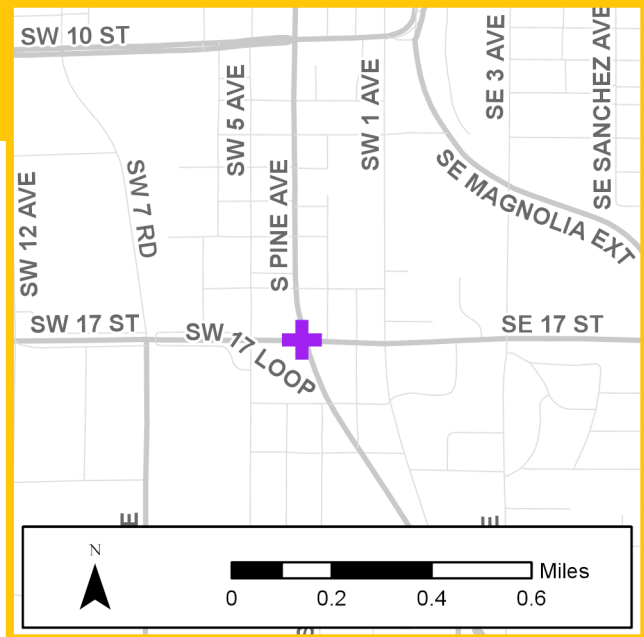
**Project Type:** Intersection / Turn Lane

**FM Number:** 4336601

**Lead Agency:** FDOT

**Length:** 0.5 miles

**LRTP # (pg. #):** Goal 6: Objective 1 (2-11)



**Prior Cost  
< 2020/21:**

\$1,249,934

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,644,934

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	\$210,000	\$130,000	\$30,000	\$0	\$0	\$370,000
ROW	DIH	\$15,000	\$10,000	\$0	\$0	\$0	\$25,000
<b>Total</b>		<b>\$225,000</b>	<b>\$140,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$395,000</b>

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

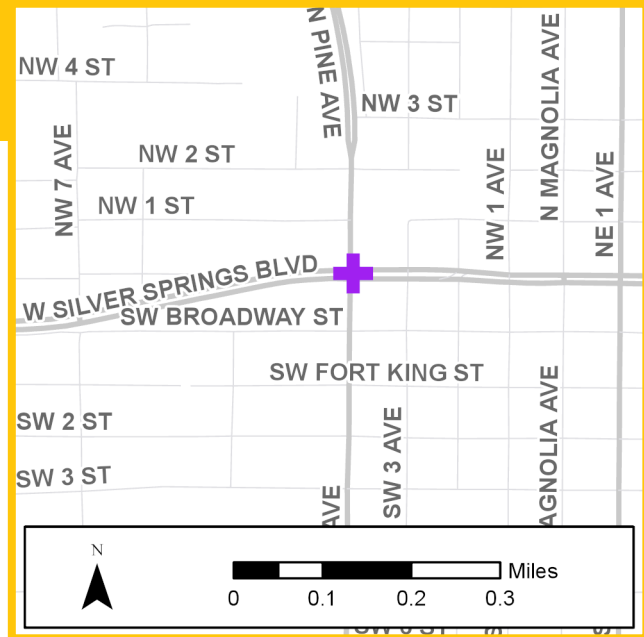
**Project Type:** Intersection / Turn Lane

**FM Number:** 4336611

**Lead Agency:** FDOT

**Length:** 0.5 miles

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



**Prior Cost  
< 2020/21:**

\$1,159,697

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$5,968,094

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$63,000	\$0	\$0	\$0	\$0	\$63,000
ROW	DDR	\$1,650,000	\$175,000	\$50,000	\$21,000	\$0	\$1,896,000
ROW	DIH	\$17,000	\$16,000	\$0	\$0	\$0	\$33,000
CST	SL	\$0	\$1,810,252	\$0	\$0	\$0	\$1,810,252
CST	LF	\$0	\$613,853	\$0	\$0	\$0	\$613,853
CST	DDR	\$0	\$373,591	\$18,701	\$0	\$0	\$392,292
<b>Total</b>		<b>\$1,730,000</b>	<b>\$2,988,696</b>	<b>\$68,701</b>	<b>\$21,000</b>	<b>\$0</b>	<b>\$4,808,397</b>

**Project Description:**

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

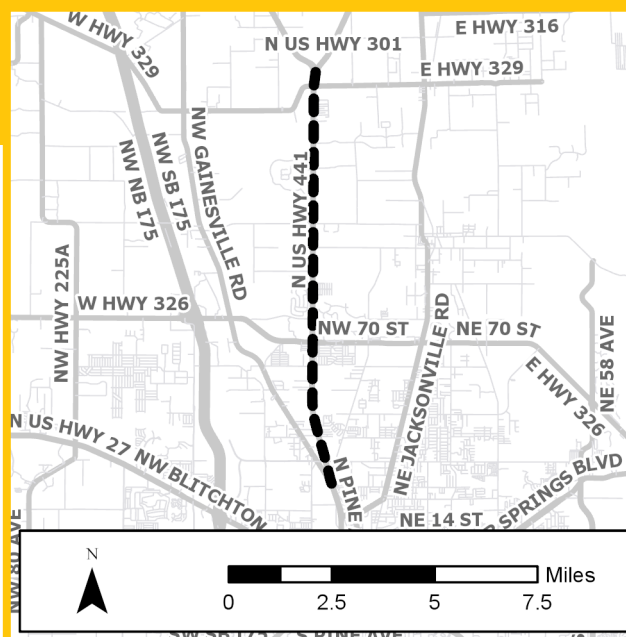
**Project Type:** Resurface

**FM Number:** 4411361

**Lead Agency:** FDOT

**Length:** 10.2 miles

**LRTP # (pg. #):** Goal 6: Objective 3 (2-11)



**Prior Cost  
< 2020/21:**

\$1,799,734

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$21,395,079

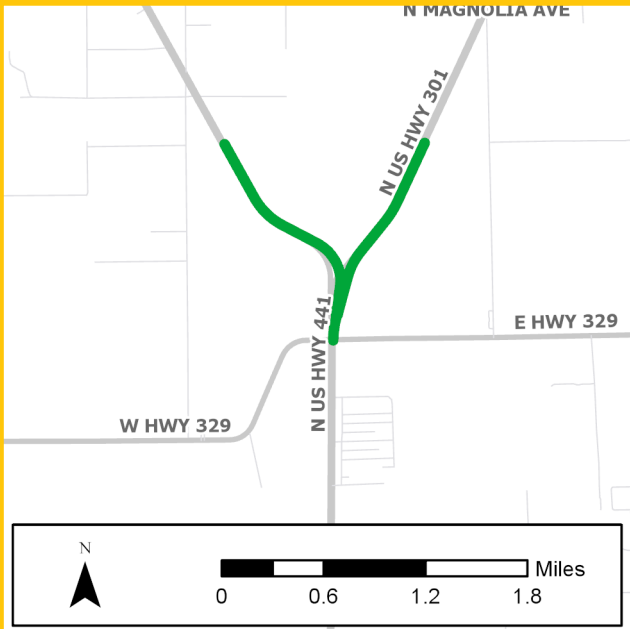
**Additional Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	\$1,359,202	\$0	\$0	\$0	\$0	\$1,359,202
CST	SA	\$12,696,779	\$0	\$0	\$0	\$0	\$12,696,779
CST	DS	\$5,539,364	\$0	\$0	\$0	\$0	\$5,539,364
<b>Total</b>		<b>\$19,595,345</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,595,345</b>

**Project Description:**

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



**Project Type:** Landscaping

**FM Number:** 4437301

**Lead Agency:** FDOT

**Length:** 2.6 miles

**LRTP # (pg. #):** Goal 6: Objective 3 (2-11)

**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$626,635

**Additional Information:**

Landscaping between the two roads within the Split area.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	\$0	\$616,105	\$0	\$0	\$0	\$616,105
CST	DIH	\$0	\$10,530	\$0	\$0	\$0	\$10,530
Total		\$0	\$626,635	\$0	\$0	\$0	\$626,635

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

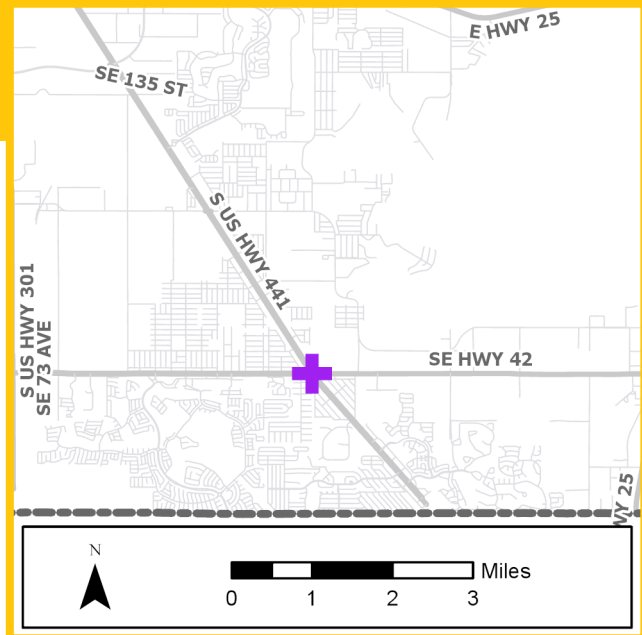
**Project Type:** Intersection / Turn Lane

**FM Number:** 4456881

**Lead Agency:** FDOT

**Length:** 0.1 miles

**LRTP # (pg. #):** Goal 6: Objective 3 (2-11)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$455,499

**Additional  
Information:**

Traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$155,000	\$0	\$0	\$0	\$0	\$155,000
CST	ACSS	\$0	\$0	\$300,499	\$0	\$0	\$300,499
<b>Total</b>		<b>\$155,000</b>	<b>\$0</b>	<b>\$300,499</b>	<b>\$0</b>	<b>\$0</b>	<b>\$455,499</b>



**Project Description:**

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

**Project Type:**

Intersection / Turn Lane

**FM Number:**

4457011

**Lead Agency:**

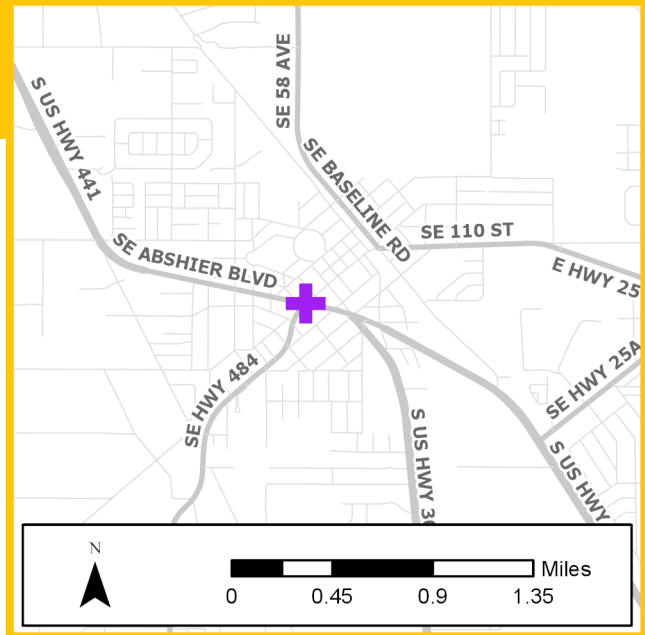
FDOT

**Length:**

0.2 miles

**LRTP # (pg. #):**

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



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,618,537

**Additional Information:**

Construct a traffic separator and conduct traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$410,000	\$0	\$0	\$0	\$0	\$410,000
CST	ACSS	\$0	\$0	\$1,208,537	\$0	\$0	\$1,208,537
<b>Total</b>		<b>\$410,000</b>	<b>\$0</b>	<b>\$1,208,537</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,618,537</b>



# State & Local Road Projects





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

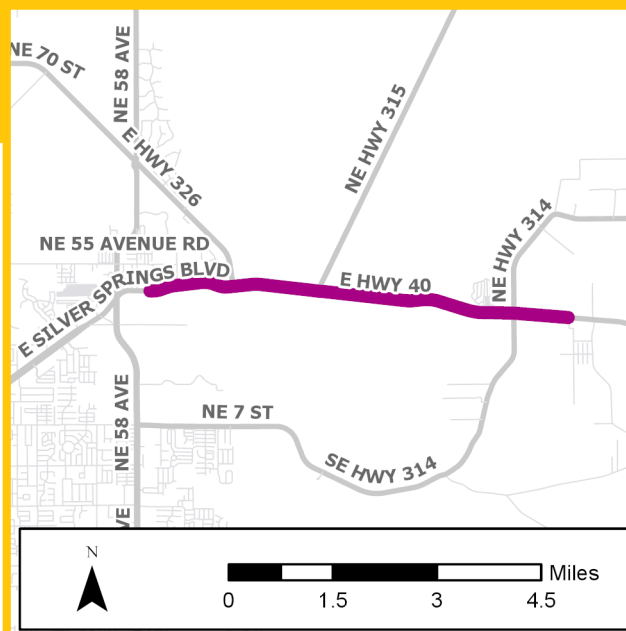
**Project Type:** Roadway Capacity

**FM Number:** 4106742

**Lead Agency:** FDOT

**Length:** 6.1 miles

**LRTP # (pg. #):** Goal 2: Objective 2 (2-9)



**Prior Cost  
< 2020/21:**

\$12,328,612

**Future Cost  
> 2024/25:**

\$160,316,895

**Total  
Project Cost**

\$178,232,776

### Additional Information:

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACSA	\$2,577,781	\$0	\$0	\$0	\$0	\$2,577,781
ROW	ACSN	\$269,935	\$0	\$0	\$0	\$0	\$269,935
ROW	SL	\$428,876	\$0	\$0	\$0	\$0	\$428,876
ROW	SN	\$202,974	\$2,107,703	\$0	\$0	\$0	\$2,310,677
<b>Total</b>		<b>\$3,479,566</b>	<b>\$2,107,703</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,587,269</b>

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

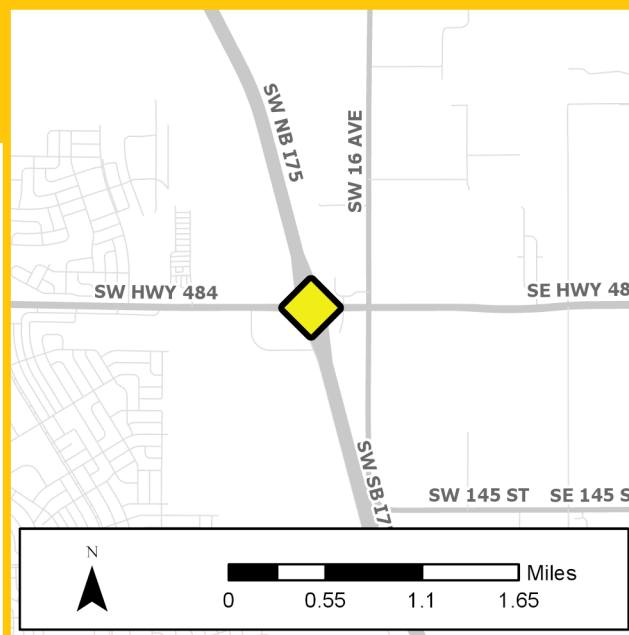
**Project Type:** Interchange

**FM Number:** 4336511

**Lead Agency:** FDOT

**Length:** 0.9 miles

**LRTP # (pg. #):** Goal 6: Objective 1 (2-11)



**Prior Cost  
< 2020/21:**

\$6,006,887

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$17,453,874

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACSN	\$650,000	\$0	\$0	\$0	\$0	\$650,000
ROW	SL	\$50,000	\$323,396	\$0	\$0	\$0	\$373,396
ROW	SN	\$527,924	\$310,079	\$68,558	\$0	\$0	\$906,561
CST	ACFP	\$0	\$9,125,700	\$0	\$49,995	\$0	\$9,175,695
CST	SL	\$0	\$318,799	\$0	\$0	\$0	\$318,799
CST	LF	\$0	\$22,536	\$0	\$0	\$0	\$22,536
<b>Total</b>		<b>\$1,227,924</b>	<b>\$10,100,510</b>	<b>\$68,558</b>	<b>\$49,995</b>	<b>\$0</b>	<b>\$11,446,987</b>

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

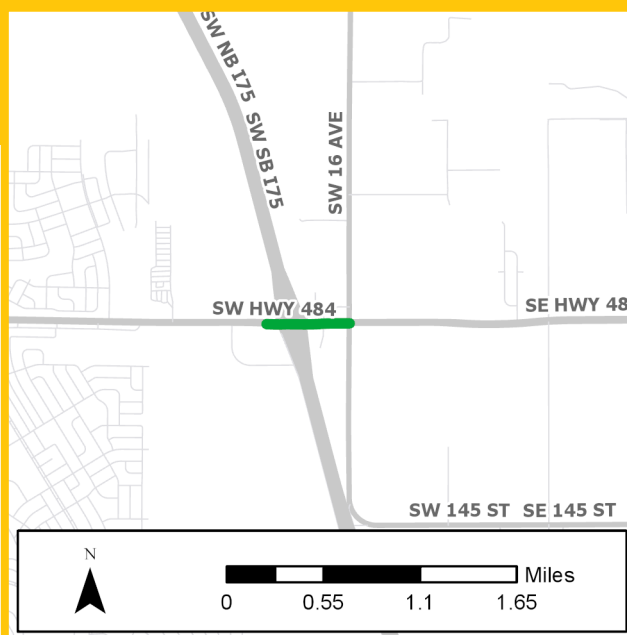
**Project Type:** Landscaping

**FM Number:** 4336514

**Lead Agency:** FDOT

**Length:** 0.5 miles

**LRTP # (pg. #):** Goal 6: Objective 3 (2-11)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$227,555

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SN	\$0	\$60,000	\$0	\$0	\$0	\$60,000
CST	SN	\$0	\$0	\$167,555	\$0	\$0	\$167,555
<b>Total</b>		<b>\$0</b>	<b>\$60,000</b>	<b>\$167,555</b>	<b>\$0</b>	<b>\$0</b>	<b>\$227,555</b>

**Project Description:**

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

**Project Type:**

Intersection / Turn Lane

**FM Number:**

4336521

**Lead Agency:**

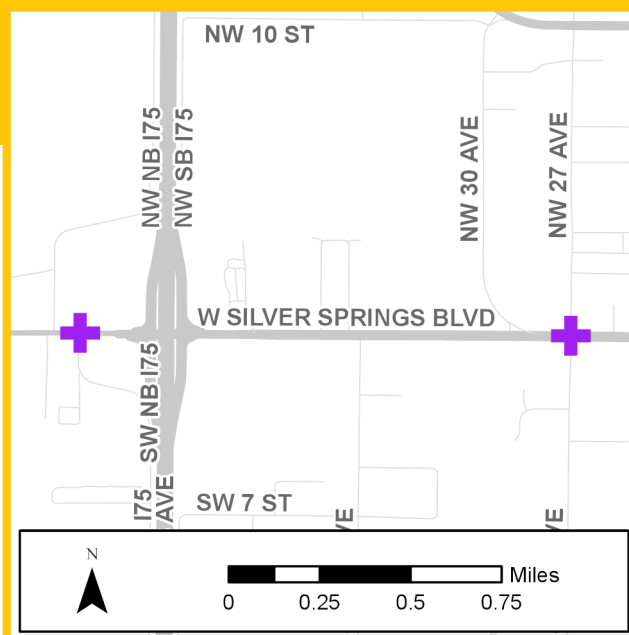
FDOT

**Length:**

0.8 miles

**LRTP # (pg. #):**

Goal 6: Objective 1 (2-11)



**Prior Cost  
< 2020/21:**

\$1,989,729

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$5,419,204

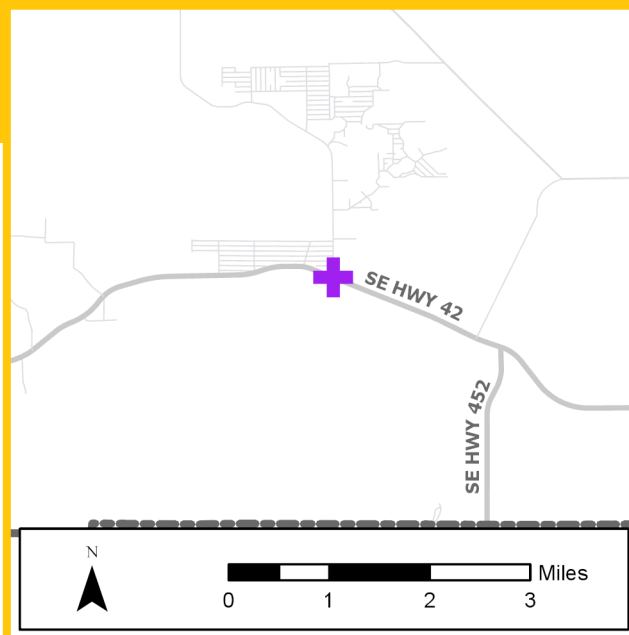
**Additional Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	SL	\$1,340,000	\$1,084,675	\$600,000	\$260,000	\$44,800	\$3,329,475
ROW	DIH	\$34,000	\$34,000	\$32,000	\$0	\$0	\$100,000
<b>Total</b>		<b>\$1,374,000</b>	<b>\$1,118,675</b>	<b>\$632,000</b>	<b>\$260,000</b>	<b>\$44,800</b>	<b>\$3,429,475</b>

**Project Description:**

CR 42 at SE 182nd

**Project Type:** Intersection / Turn Lane**FM Number:** 4348441**Lead Agency:** FDOT**Length:** 0.4 miles**LRTP # (pg. #):** Goal 6: Objective 1 (2-11)**Prior Cost  
< 2020/21:**

\$46,012

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$453,212

**Additional  
Information:**

Construct eastbound left-turn lane on CR 42.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	\$0	\$407,200	\$0	\$0	\$0	\$407,200
<b>Total</b>		<b>\$0</b>	<b>\$407,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$407,200</b>



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

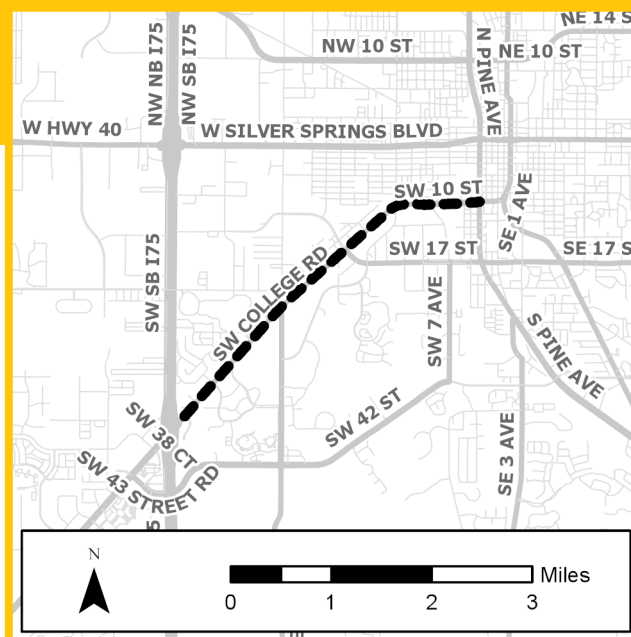
**Project Type:** Resurface

**FM Number:** 4392341

**Lead Agency:** FDOT

**Length:** 3.8 miles

**LRTP # (pg. #):** Goal 6: Objective 2,3 (2-11)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$8,034,933

**Additional  
Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
PE	DIH	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	SA	\$0	\$0	\$6,205,569	\$0	\$0	\$6,205,569
CST	SL	\$0	\$0	\$793,149	\$0	\$0	\$793,149
CST	DDR	\$0	\$0	\$16,215	\$0	\$0	\$16,215
CST	DIH	\$0	\$0	\$10,000	\$0	\$0	\$10,000
<b>Total</b>		<b>\$1,010,000</b>	<b>\$0</b>	<b>\$7,024,933</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,034,933</b>

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

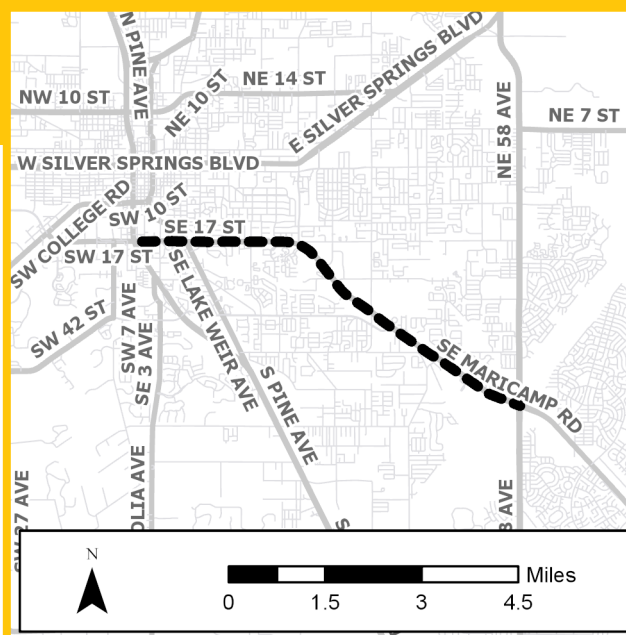
**Project Type:** Resurface

**FM Number:** 4411411

**Lead Agency:** FDOT

**Length:** 6.8 miles

**LRTP # (pg. #):** Goal 6: Objective 2,3 (2-11)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$18,016,873

**Additional  
Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$1,452,000	\$0	\$0	\$0	\$0	\$1,452,000
PE	DIH	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	SA	\$0	\$0	\$14,489,638	\$0	\$0	\$14,489,638
CST	SL	\$0	\$0	\$2,065,235	\$0	\$0	\$2,065,235
<b>Total</b>		<b>\$1,462,000</b>	<b>\$0</b>	<b>\$16,554,873</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,016,873</b>

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

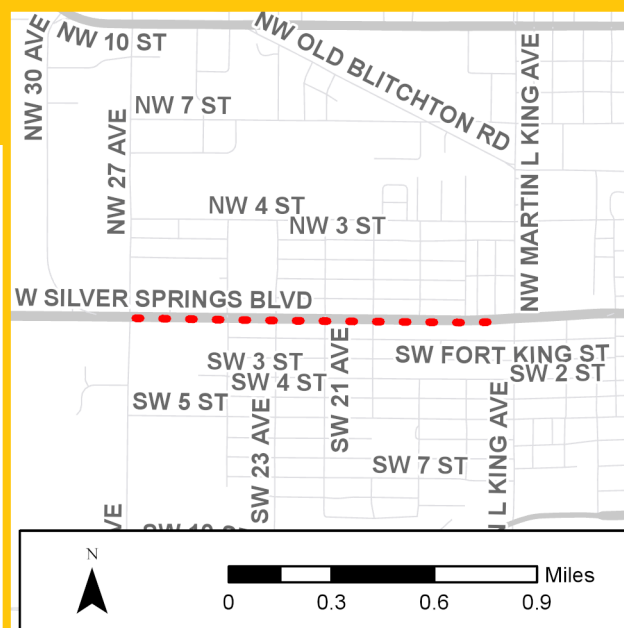
**Project Type:** Median Access

**FM Number:** 4413661

**Lead Agency:** FDOT

**Length:** 0.8 miles

**LRTP # (pg. #):** Goal 6: Objective 1, 2 (2-11)



**Prior Cost  
< 2020/21:**

\$462,448

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,005,666

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	\$543,218	\$0	\$0	\$0	\$0	\$543,218
<b>Total</b>		<b>\$543,218</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$543,218</b>

**Project Description:**

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

**Project Type:**

Landscaping

**FM Number:**

4437031

**Lead Agency:**

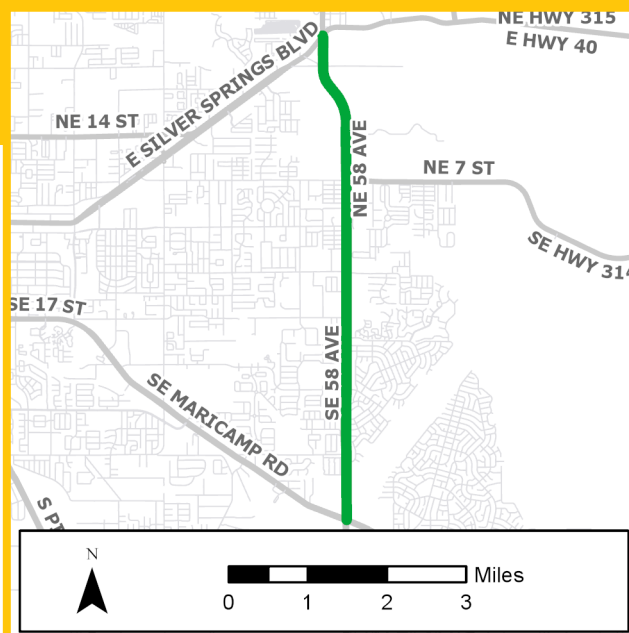
FDOT

**Length:**

6.2 miles

**L RTP # (pg. #):**

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



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$623,871

**Additional Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	\$550,399	\$0	\$0	\$0	\$0	\$550,399
CST	DIH	\$73,472	\$0	\$0	\$0	\$0	\$73,472
Total		\$623,871	\$0	\$0	\$0	\$0	\$623,871

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

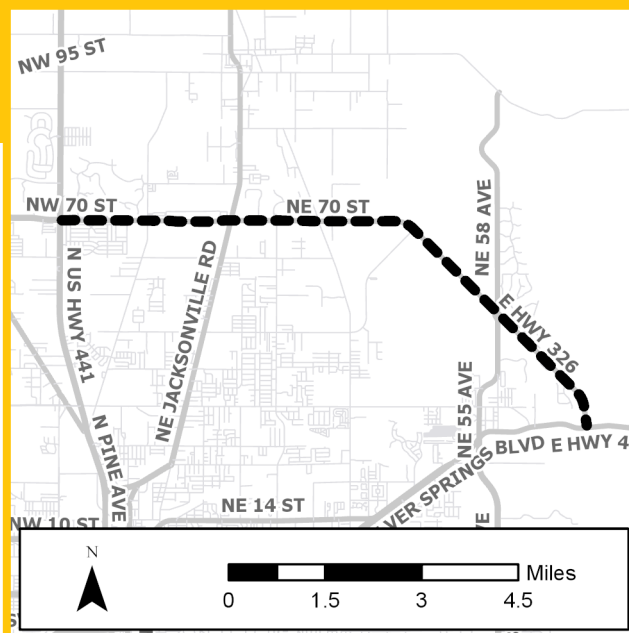
**Project Type:** Resurface

**FM Number:** 4452171

**Lead Agency:** FDOT

**Length:** 9.7 miles

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



**Prior Cost  
< 2020/21:**

\$250,000

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$9,795,855

**Additional  
Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$662,000	\$0	\$0	\$0	\$0	\$662,000
PE	DIH	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	NHRE	\$0	\$0	\$5,522,605	\$0	\$0	\$5,522,605
CST	SL	\$0	\$0	\$973,741	\$0	\$0	\$973,741
CST	DDR	\$0	\$0	\$2,366,699	\$0	\$0	\$2,366,699
CST	DIH	\$0	\$0	\$10,810	\$0	\$0	\$10,810
<b>Total</b>		<b>\$672,000</b>	<b>\$0</b>	<b>\$8,873,855</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,545,855</b>

**Project Description:**

E. SR 40 @ SR 492

**Project Type:**

Intersection / Turn Lane

**FM Number:**

4458001

**Lead Agency:**

FDOT

**Length:**

0.1 miles

**LRTP # (pg. #):**

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

**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$996,286

**Additional  
Information:**

Replace traffic signals and install pedestrian signals and crosswalks.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$210,000	\$0	\$0	\$0	\$0	\$210,000
CST	ACSS	\$0	\$0	\$0	\$786,286	\$0	\$786,286
<b>Total</b>		<b>\$210,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$786,286</b>	<b>\$0</b>	<b>\$996,286</b>



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

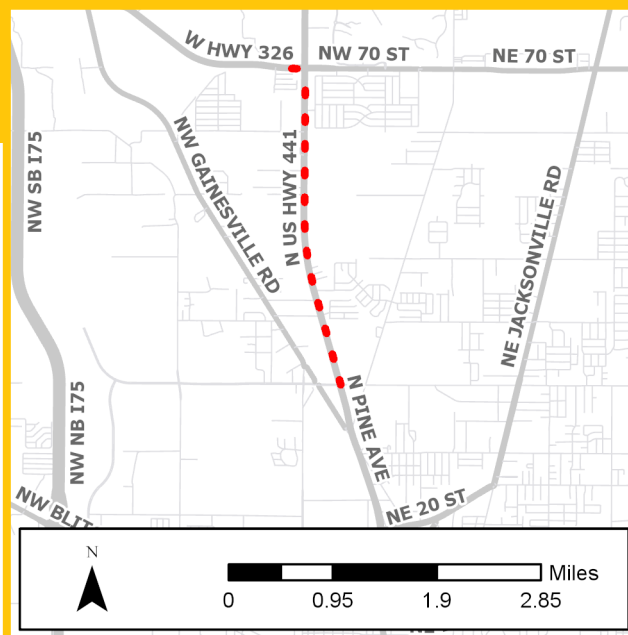
**Project Type:** Median Access

**FM Number:** 4458021

**Lead Agency:** FDOT

**Length:** 3.0 miles

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



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$2,604,273

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$440,000	\$0	\$0	\$0	\$0	\$440,000
CST	ACSS	\$0	\$0	\$2,164,273	\$0	\$0	\$2,164,273
<b>Total</b>		<b>\$440,000</b>	<b>\$0</b>	<b>\$2,164,273</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,604,273</b>

**Project Description:** NE 10th/NE 14th Street (SR 492) to NE 25th Avenue

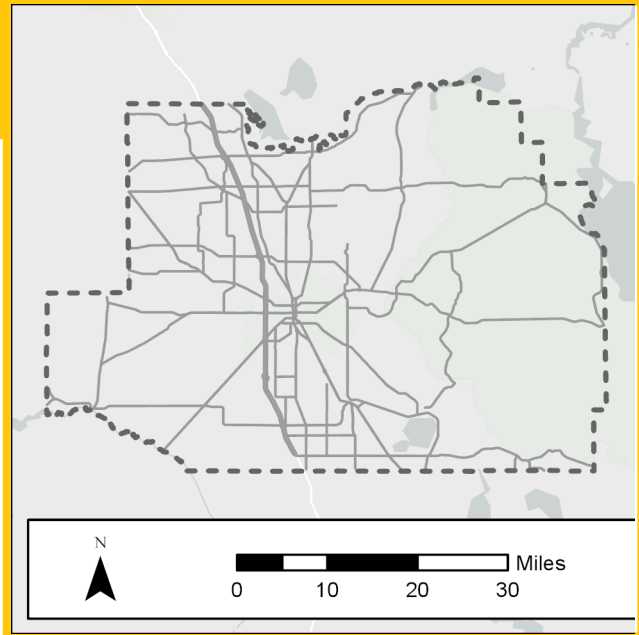
**Project Type:** Safety Project

**FM Number:** 447603-1

**Lead Agency:** FDOT

**Length:** N/A

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



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,258,199

**Additional  
Information:**

Provide crash reduction countermeasures at the NE 14th Street/NE 25th Avenue intersection.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DIH	\$5,000	\$0	\$0	\$0	\$0	\$5,000
PE	ACSL	\$0	\$410,000	\$0	\$0	\$0	\$410,000
CST	ACSS	\$0	\$0	\$0	\$664,504	\$0	\$665,504
CST	LF	\$0	\$0	\$0	\$178,695	\$0	\$178,695
<b>Total</b>		<b>\$5,000</b>	<b>\$410,000</b>	<b>\$0</b>	<b>\$843,199</b>	<b>\$0</b>	<b>\$1,258,199</b>

# Bicycle & Pedestrian Projects



**Project Description:** Silver Springs State Park Pedestrian Bridges

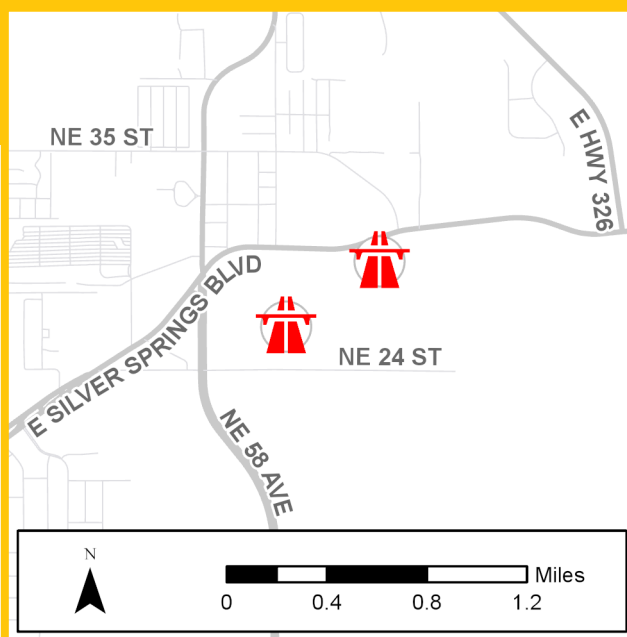
**Project Type:** Pedestrian Bridge

**FM Number:** 4261791

**Lead Agency:** FDOT

**Length:** N/A

**LRTP # (pg. #):** Goal 1: Objective 2 (2-8)



**Prior Cost  
< 2020/21:**

\$1,446,412

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$4,105,251

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	TALL	\$0	\$0	\$0	\$24,932	\$0	\$24,932
CST	TALN	\$0	\$0	\$0	\$252,270	\$0	\$252,270
CST	TALT	\$0	\$0	\$0	\$2,224,590	\$0	\$2,224,590
CST	DDR	\$0	\$0	\$0	\$151,492	\$0	\$151,492
CST	DIH	\$0	\$0	\$0	\$5,555	\$0	\$5,555
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,658,839</b>	<b>\$0</b>	<b>\$2,658,839</b>

**Project Description:** Pruitt Trail from SR 200 to Pruitt Trailhead

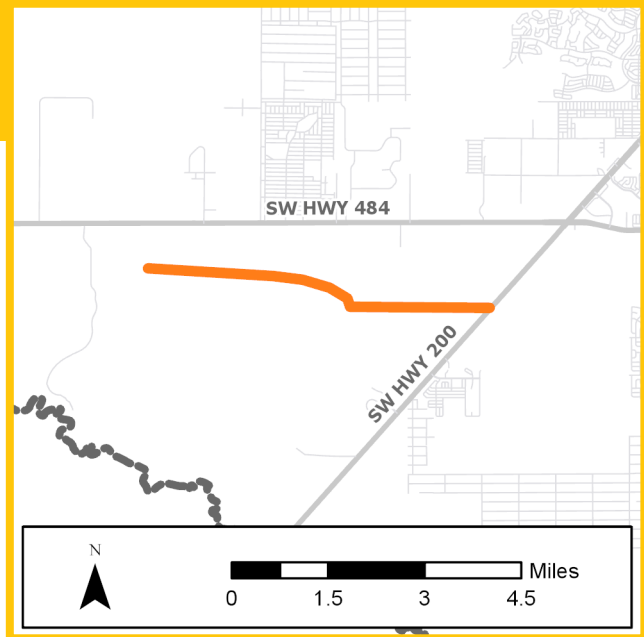
**Project Type:** Bike Path & Trail

**FM Number:** 4354842

**Lead Agency:** Marion County

**Length:** 5.5 miles

**LRTP # (pg. #):** Goal 1: Objective 2 (2-8)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$2,158,000

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	\$0	\$499,319	\$0	\$0	\$0	\$499,319
CST	SN	\$0	\$627,868	\$0	\$0	\$0	\$627,868
CST	TALL	\$0	\$296,279	\$0	\$0	\$0	\$296,279
CST	TALN	\$0	\$252,377	\$0	\$0	\$0	\$252,377
CST	TALT	\$0	\$482,157	\$0	\$0	\$0	\$482,157
<b>Total</b>		<b>\$0</b>	<b>\$2,158,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,158,000</b>

**Project Description:** Citywide Sidewalk Improvements

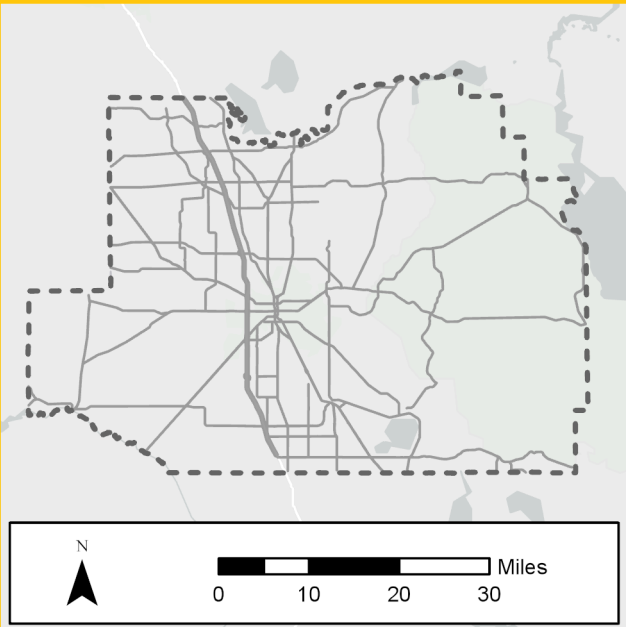
**Project Type:** Sidewalk

**FM Number:** 4363751

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP # (pg. #):** Goal 1: Objective 2 (2-8)



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

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

**Total  
Project Cost**  
\$973,878

**Additional Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSA	\$95,181	\$0	\$0	\$0	\$0	\$95,181
CST	ACSL	\$19,747	\$0	\$0	\$0	\$0	\$19,747
CST	SL	\$32,366	\$0	\$0	\$0	\$0	\$32,366
CST	TALT	\$826,584	\$0	\$0	\$0	\$0	\$826,584
Total		\$973,878	\$0	\$0	\$0	\$0	\$973,878



**Project Description:** Saddlewood Elementary Sidewalk Improvements

**Project Type:** Sidewalk

**FM Number:** 4364742

**Lead Agency:** Marion County

**Length:** 0.3 miles

**LRTP # (pg. #):** Goal 1, Objective 2 (2-8)  
Goal 3, Objective 1 (2-9)



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$317,096

**Additional Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	\$0	\$4,455	\$0	\$0	\$0	\$4,455
CST	TALL	\$0	\$285,794	\$0	\$0	\$0	\$285,794
CST	TALT	\$0	\$26,847	\$0	\$0	\$0	\$26,847
Total		\$0	\$317,096	\$0	\$0	\$0	\$317,096

**Project Description:** Legacy Elementary School Sidewalks

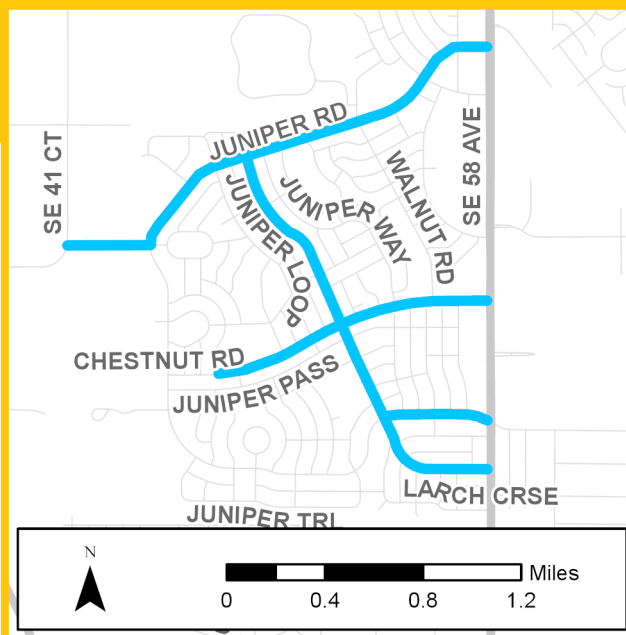
**Project Type:** Sidewalk

**FM Number:** 4364743

**Lead Agency:** Marion County

**Length:** 5.7 miles

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



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,441,659

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	\$0	\$28,181	\$0	\$0	\$0	\$28,181
CST	TALT	\$0	\$1,413,478	\$0	\$0	\$0	\$1,413,478
<b>Total</b>		<b>\$0</b>	<b>\$1,441,659</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,441,659</b>

**Project Description:**

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

**Project Type:**

Bike Path & Trail

**FM Number:**

4367551

**Lead Agency:**

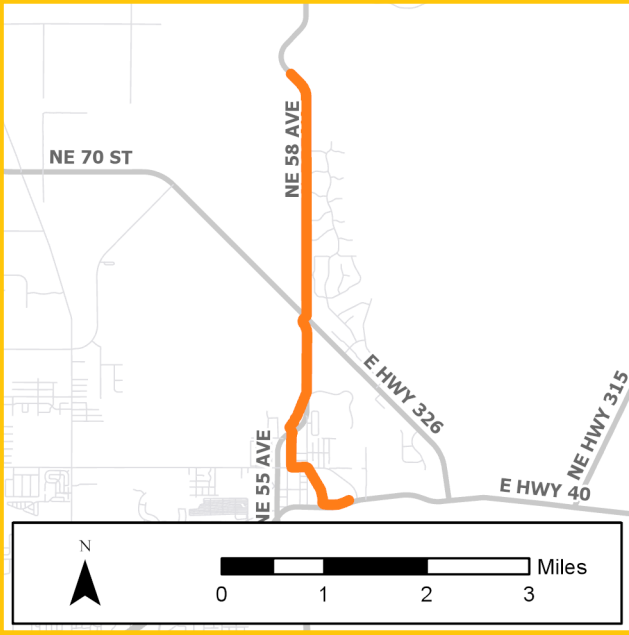
Marion County

**Length:**

4.8 miles

**LRTP # (pg. #):**

Goal 1: Objective 2 (2-8)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$155,000

**Additional Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	\$0	\$155,000	\$0	\$0	\$0	\$155,000
Total		\$0	\$155,000	\$0	\$0	\$0	\$155,000



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

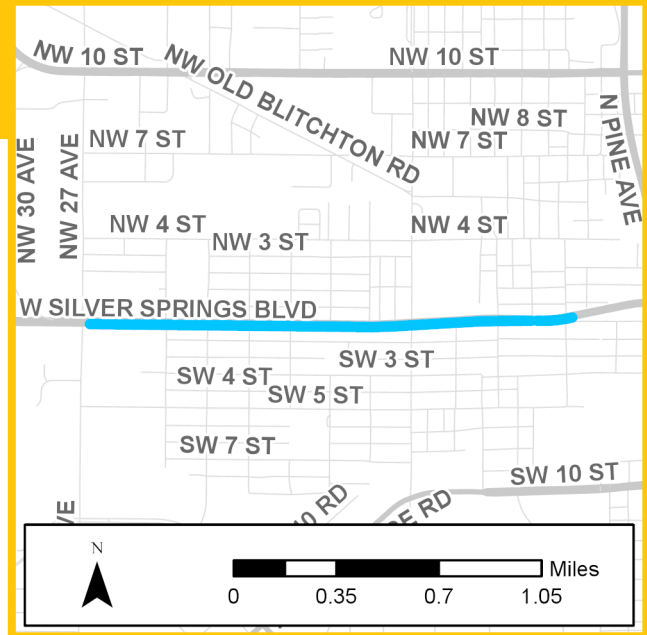
## Sidewalk

4375962

FDOT

1.6 miles

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



**Total  
Project Cost**

**\$1,367,942**

**No additional information.**

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$436,000	\$0	\$0	\$0	\$0	\$436,000
PE	DIH	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	SL	\$0	\$0	\$911,942	\$0	\$0	\$911,942
CST	DIH	\$0	\$0	\$10,000	\$0	\$0	\$10,000
<b>Total</b>		<b>\$446,000</b>	<b>\$0</b>	<b>\$921,942</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,367,942</b>

**Project Description:**

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

**Project Type:**

Sidewalk

**FM Number:**

4408801

**Lead Agency:**

Marion County

**Length:**

1.0 miles

**L RTP # (pg. #):**

Goal 1: Objective 2 (2-8)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$36,210

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	\$0	\$35,605	\$0	\$0	\$0	\$35,605
PE	TALT	\$0	\$605	\$0	\$0	\$0	\$605
Total		\$0	\$36,210	\$0	\$0	\$0	\$36,210



**Project Description:**

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

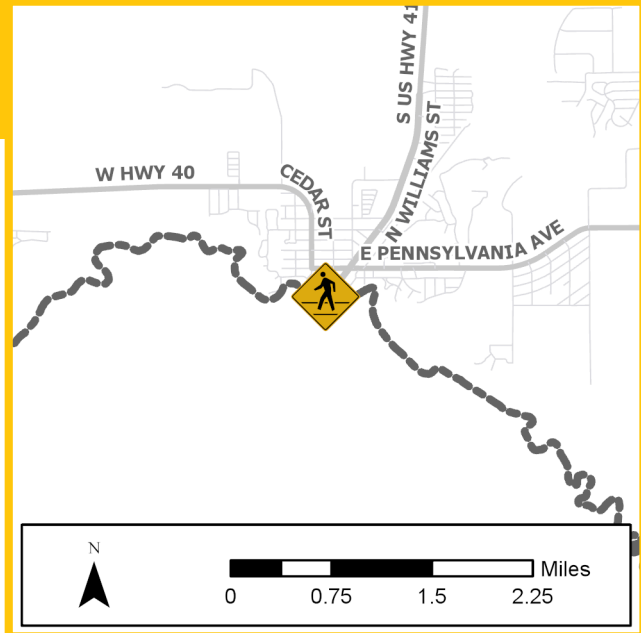
**Project Type:** Pedestrian Crosswalk

**FM Number:** 4456871

**Lead Agency:** FDOT

**Length:** 0.1 miles

**L RTP # (pg. #):** Goal 1: Objective 2, 3 (2-8)  
Goal 3: Objective 1, 2, 5 (2-9)



**Prior Cost  
< 2020/21:**

\$5,000

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$594,227

**Additional Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$160,000	\$0	\$0	\$0	\$0	\$160,000
CST	ACSS	\$0	\$0	\$429,227	\$0	\$0	\$429,227
<b>Total</b>		<b>\$160,000</b>	<b>\$0</b>	<b>\$429,227</b>	<b>\$0</b>	<b>\$0</b>	<b>\$589,227</b>

An aerial photograph of an airport. On the left is a tall, yellow control tower with a green roof and several antennas. To its right is a long, white terminal building with a dark roof and arched windows. The word "SHELDON" is visible on the side of the terminal. In the foreground, there is a large, dark asphalt parking lot. The background shows a grassy field, some trees, and other airport buildings under a clear blue sky.

# Airport Projects



**Project Description:**

Marion-Ocala International  
Airport Drainage  
Improvements

**Project Type:**

Airport

**FM Number:**

4370171

**Lead Agency:**

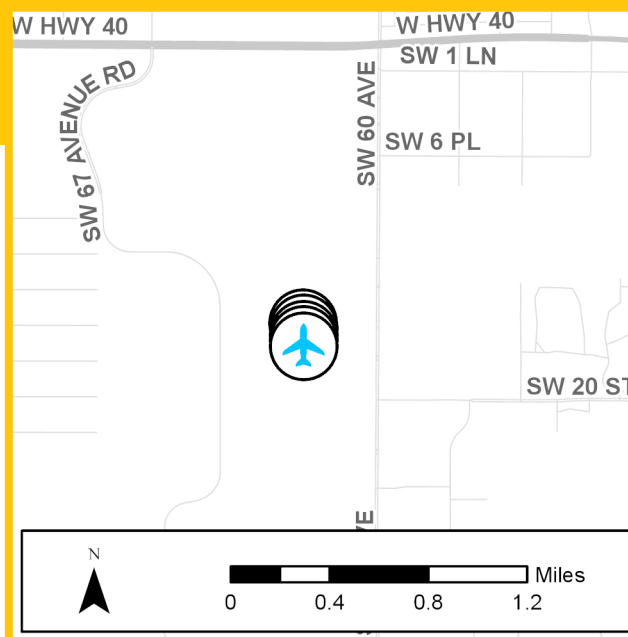
City of Ocala

**Length:**

N/A

**L RTP # (pg. #):**

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



**Prior Cost  
< 2020/21:**

\$1,098,602

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,548,602

**Additional Information:**

Drainage improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$90,000	\$0	\$0	\$0	\$0	\$90,000
CAP	DDR	\$360,000	\$0	\$0	\$0	\$0	\$360,000
<b>Total</b>		<b>\$450,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450,000</b>

**Project Description:** Marion-Marion CO Airport Runway Improvements

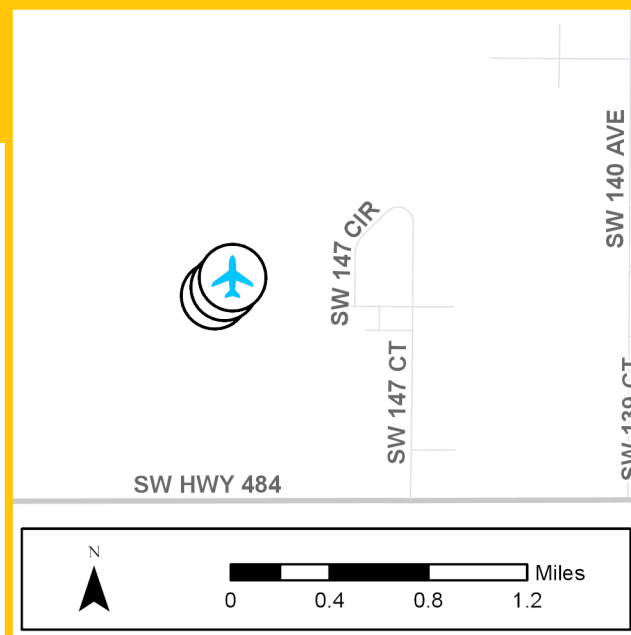
**Project Type:** Airport

**FM Number:** 4384171

**Lead Agency:** Marion County

**Length:** N/A

**LRTP # (pg. #):** Goal 2: Objective 3 (2-9)  
Goal 3: Objective 3 (2-9)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$182,000

**Additional  
Information:**

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$36,400	\$0	\$0	\$0	\$0	\$36,400
CAP	DPT0	\$145,600	\$0	\$0	\$0	\$0	\$145,600
<b>Total</b>		<b>\$182,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$182,000</b>

**Project Description:** Marion Airfield Pavement Improvements

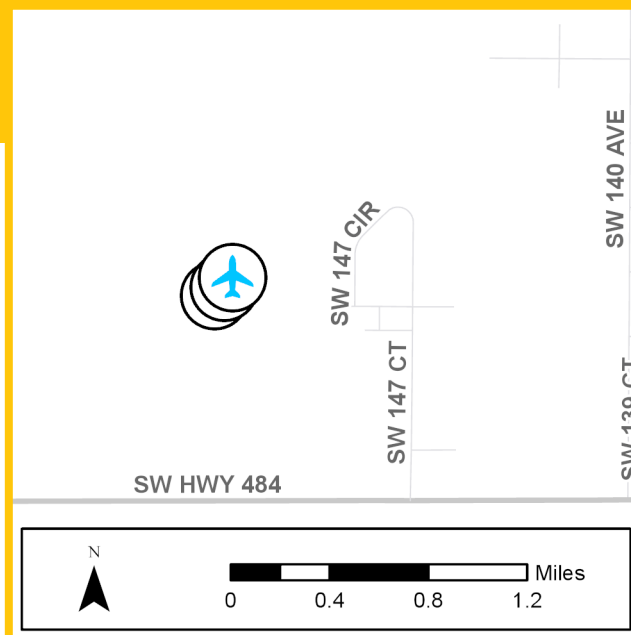
**Project Type:** Airport

**FM Number:** 4384271

**Lead Agency:** Marion County

**Length:** N/A

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



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,625,000

**Additional  
Information:**

Airfield pavement improvement.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$0	\$0	\$75,000	\$250,000	\$0	\$325,000
CAP	DDR	\$0	\$0	\$300,000	\$1,000,000	\$0	\$1,300,000
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$375,000</b>	<b>\$1,250,000</b>	<b>\$0</b>	<b>\$1,625,000</b>

**Project Description:** Marion-Marion CO Airport Hangar

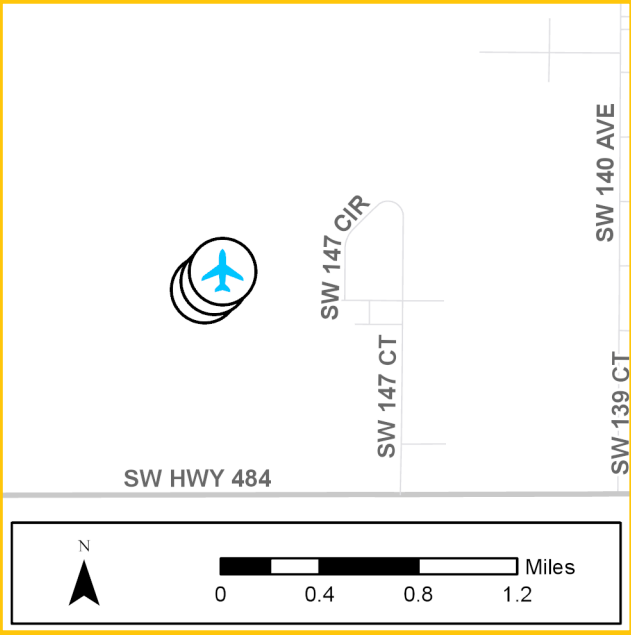
**Project Type:** Airport

**FM Number:** 4384301

**Lead Agency:** Marion County

**Length:** N/A

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



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

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

**Total  
Project Cost**  
\$1,250,000

**Additional Information:** Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$160,000	\$0	\$0	\$0	\$0	\$160,000
CAP	DDR	\$640,000	\$0	\$0	\$0	\$0	\$640,000
Total		\$800,000	\$0	\$0	\$0	\$0	\$800,000

**Project Description:** Marion-Marion CO Airport Runway Rehabilitation

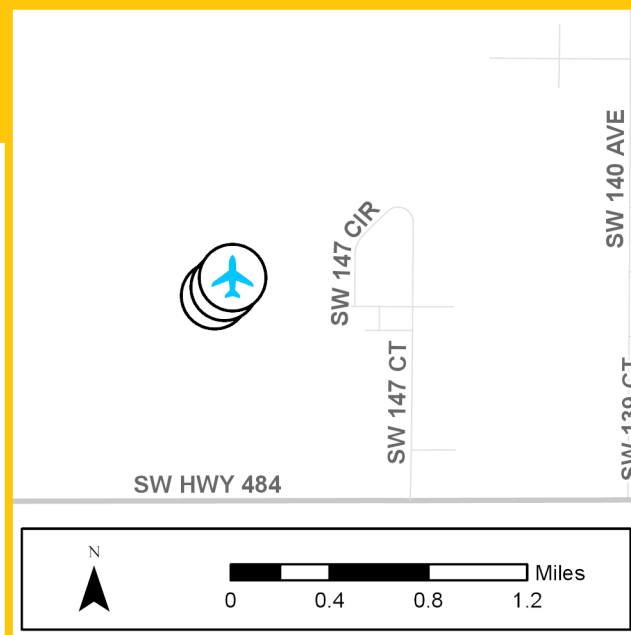
**Project Type:** Airport

**FM Number:** 4384351

**Lead Agency:** Marion County

**Length:** N/A

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



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,000,000

**Additional  
Information:**

Runway rehabilitation.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$0	\$200,000	\$0	\$0	\$0	\$200,000
CAP	DDR	\$0	\$800,000	\$0	\$0	\$0	\$800,000
<b>Total</b>		<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>



**Project Description:** Marion-Ocala Intl. Airfield Improvements

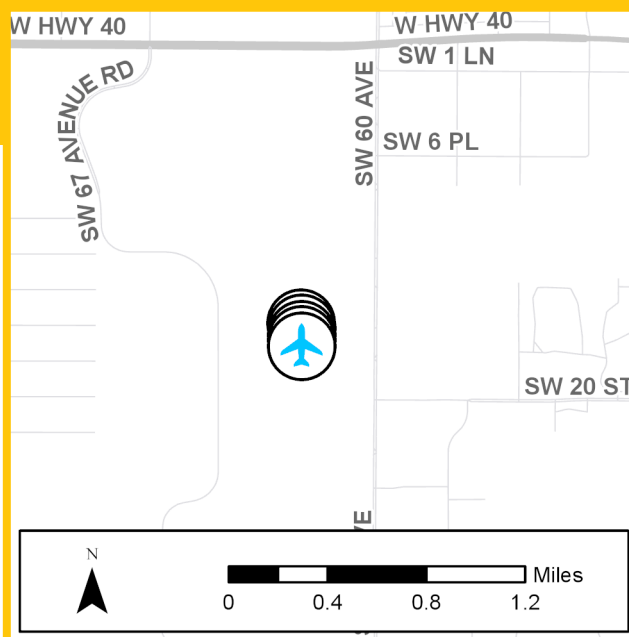
**Project Type:** Airport

**FM Number:** 4384761

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP # (pg. #):** Goal 2: Objective 3 (2-9)  
Goal 3: Objective 3 (2-9)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$2,000,000

**Additional  
Information:**

Airfield improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FAA	\$0	\$1,800,000	\$0	\$0	\$0	\$1,800,000
CAP	LF	\$0	\$40,000	\$0	\$0	\$0	\$40,000
CAP	DDR	\$0	\$160,000	\$0	\$0	\$0	\$160,000
<b>Total</b>		<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>

**Project Description:** Marion-Ocala Intl. Taxiway Improvements

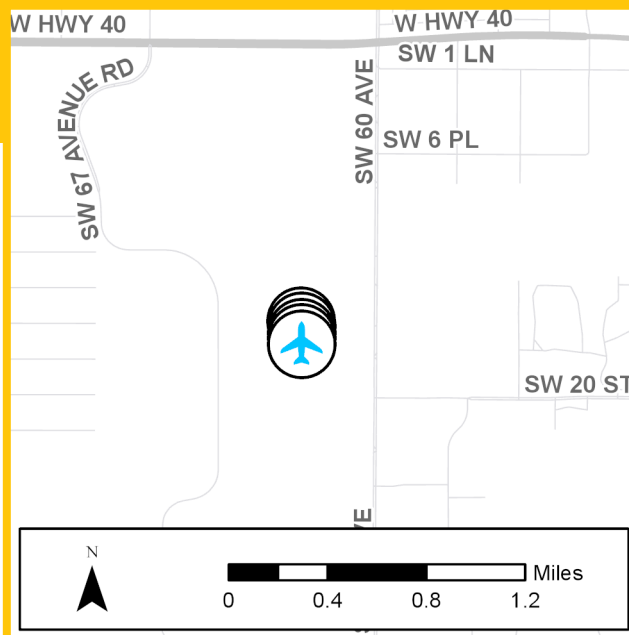
**Project Type:** Airport

**FM Number:** 4384771

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP # (pg. #):** Goal 2: Objective 3 (2-9)  
Goal 3: Objective 3 (2-9)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$6,500,000

**Additional  
Information:**

Taxiway improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FAA	\$0	\$0	\$5,850,000	\$0	\$0	\$5,850,000
CAP	LF	\$0	\$0	\$130,000	\$0	\$0	\$130,000
CAP	DDR	\$0	\$0	\$520,000	\$0	\$0	\$520,000
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$6,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,500,000</b>

**Project Description:** Marion-Ocala Intl. Airfield Pavement Rehabilitation

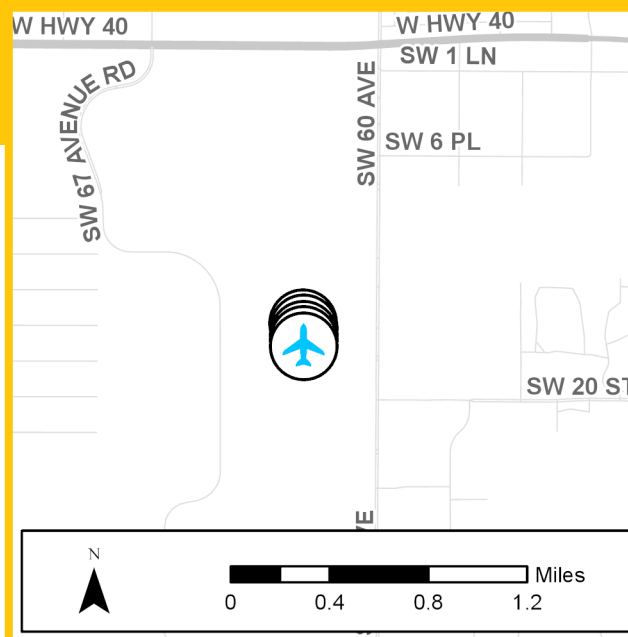
**Project Type:** Airport

**FM Number:** 4407801

**Lead Agency:** City of Ocala

**Length:** N/A

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



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,625,000

**Additional  
Information:**

Airfield pavement improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$0	\$0	\$25,000	\$300,000	\$0	\$325,000
CAP	DDR	\$0	\$0	\$100,000	\$1,200,000	\$0	\$1,300,000
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$1,625,000</b>

**Project Description:**

Marion-Ocala Intl. Hangar

**Project Type:**

Airport

**FM Number:**

4448771

**Lead Agency:**

No Lead Agency

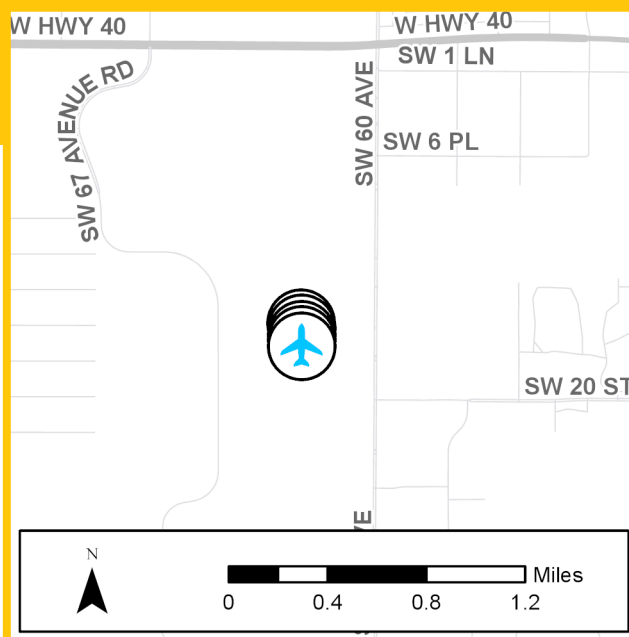
**Length:**

N/A

**L RTP # (pg. #):**

Goal 2: Objective 3 (2-9)

Goal 3: Objective 3 (2-9)

**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,250,000

**Additional  
Information:**

Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	\$0	\$0	\$0	\$0	\$250,000	\$250,000
CAP	DDR	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>	<b>\$1,250,000</b>



# Transit / Funding / Grants



**Project Description:**

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

**Project Type:**

Capital for Fixed Route

**FM Number:**

4271882

**Lead Agency:**

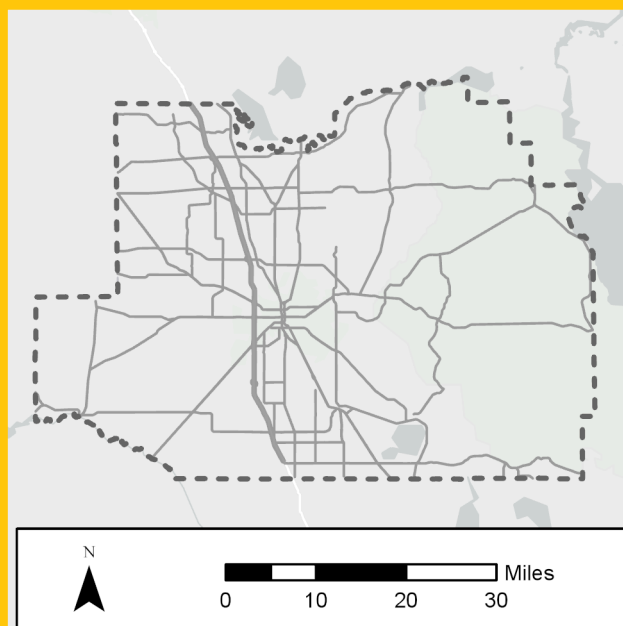
City of Ocala

**Length:**

N/A

**LRTP # (pg. #):**

Goal 1 (2-8)



**Prior Cost  
< 2020/21:**

\$14,676,277

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$30,109,671

**Additional Information:**

Capital Fixed Route FTA Section 5307-2009.

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



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

**Project Type:** TPO Studies

**FM Number:** 4314011

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP # (pg. #):** Goal 1 - 6 (2-8 to 2-11)



**Prior Cost  
< 2020/21:**

---

\$508,130

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$616,512

**Additional  
Information:**

Ocala Marion TPO Planning Studies, Section 5303.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	\$86,706	\$0	\$0	\$0	\$0	\$86,706
PLN	LF	\$10,838	\$0	\$0	\$0	\$0	\$10,838
PLN	DPTO	\$10,838	\$0	\$0	\$0	\$0	\$10,838
Total		\$108,382	\$0	\$0	\$0	\$0	\$108,382

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

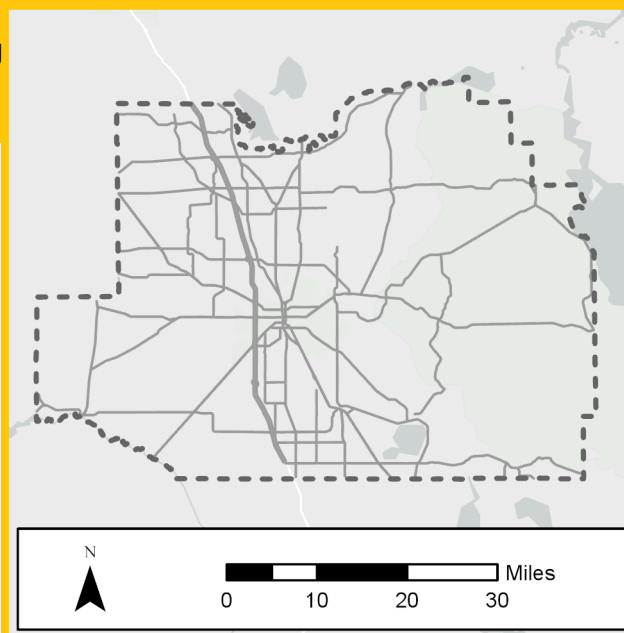
**Project Type:** Operating for Fixed Route

**FM Number:** 4333041

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP # (pg. #):** Goal 1 (2-8)



**Prior Cost  
< 2020/21:**

\$3,528,695

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$6,355,161

**Additional  
Information:**

Block Grant Operating Assistance for Fixed Route Service.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	LF	\$689,382	\$723,851	\$0	\$0	\$0	\$1,413,233
OPS	DPT0	\$689,382	\$723,851	\$0	\$0	\$0	\$1,413,233
<b>Total</b>		<b>\$1,378,764</b>	<b>\$1,447,702</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,826,466</b>

**Project Description:** Marion-Section 5311 Rural Transportation

**Project Type:** Operate/Admin. Assistance

**FM Number:** 4333121

**Lead Agency:** Marion Transit

**Length:** N/A

**LRTP # (pg. #):** Goal 1 (2-8)



**Prior Cost  
< 2020/21:**  
\$4,757,214

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

**Total  
Project Cost**  
\$8,534,844

**Additional Information:** No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	\$921,373	\$967,442	\$0	\$0	\$0	\$1,888,815
OPS	LF	\$921,373	\$967,442	\$0	\$0	\$0	\$1,888,815
Total		\$1,842,746	\$1,934,884	\$0	\$0	\$0	\$3,777,630

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

**Project Type:** Transportation Planning

**FM Number:** 4393313

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP # (pg. #):** Goal 1 - 6 (2-8 to 2-11)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,181,999

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	\$687,026	\$494,973	\$0	\$0	\$0	\$1,181,999
<b>Total</b>		<b>\$687,026</b>	<b>\$494,973</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,181,999</b>

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

**Project Type:** Transportation Planning

**FM Number:** 4393314

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

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



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

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

**Total  
Project Cost**  
\$989,946

**Additional Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	\$0	\$0	\$494,973	\$494,973	\$0	\$989,946
Total		\$0	\$0	\$494,973	\$494,973	\$0	\$989,946

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

**Project Type:** Transportation Planning

**FM Number:** 4393315

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP # (pg. #):** Goal 1 - 6 (2-8 to 2-11)



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

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

**Total  
Project Cost**  
\$494,973

**Additional Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	\$0	\$0	\$0	\$0	\$494,973	\$494,973
Total		\$0	\$0	\$0	\$0	\$494,973	\$494,973



**Project Description:** Ocala Marion TPO Planning Studies

**Project Type:** TPO Studies

**FM Number:** 4407971

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP # (pg. #):** Goal 1 - 6 (2-8 to 2-11)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$562,401

**Additional  
Information:**

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	\$0	\$74,389	\$74,389	\$74,389	\$226,752	\$449,919
PLN	LF	\$0	\$9,299	\$9,299	\$9,299	\$28,344	\$56,241
PLN	DPTO	\$0	\$9,299	\$9,299	\$9,299	\$28,344	\$56,241
<b>Total</b>		<b>\$0</b>	<b>\$92,987</b>	<b>\$92,987</b>	<b>\$92,987</b>	<b>\$283,440</b>	<b>\$562,401</b>

**Project Description:** Marion-SunTran Block Grant Operating Assistance

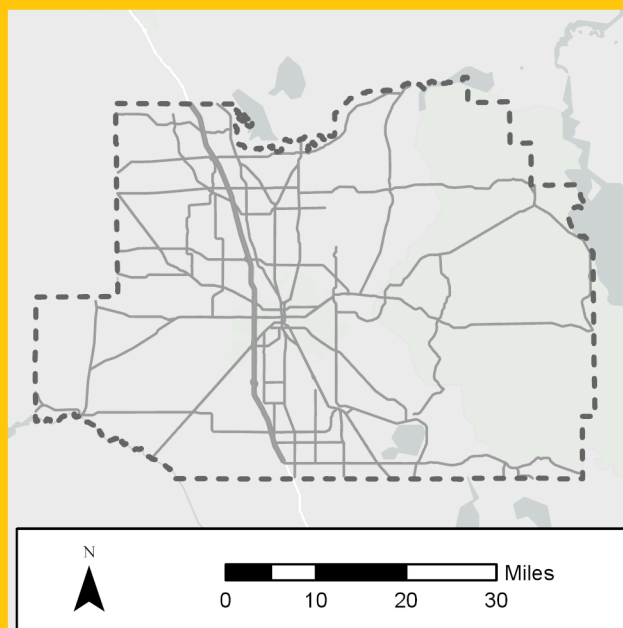
**Project Type:** Operating for Fixed Route

**FM Number:** 4424551

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP # (pg. #):** Goal: 1 (2-8)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$4,724,238

**Additional  
Information:**

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	LF	\$0	\$0	\$760,043	\$798,045	\$804,031	\$2,362,119
OPS	DPT0	\$0	\$0	\$760,043	\$798,045	\$804,031	\$2,362,119
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,520,086</b>	<b>\$1,596,090</b>	<b>\$1,608,062</b>	<b>\$4,724,238</b>

Project Description:

Marion-Marion Senior Services Section 5311 Rural Transportation

Project Type: Operate/Admin. Assistance

FM Number: 4424601

Lead Agency: Marion Transit

Length: N/A

LRTP # (pg. #): Goal 1 (2-8)



Prior Cost  
< 2020/21:

\$0

Future Cost  
> 2024/25:

\$0

Total  
Project Cost

\$6,404,704

Additional Information:

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	\$0	\$0	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
OPS	LF	\$0	\$0	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
Total		\$0	\$0	\$2,031,628	\$2,133,208	\$2,239,868	\$6,404,704

**Project Description:** 5310 Capital ARC Marion - Small Urban

**Project Type:** Capital Grant

**FM Number:** 448816-1

**Lead Agency:** Marion Transit

**Length:** N/A

**LRTP # (pg. #):** Goal 1, Objectives 1,3,4 (2-8)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$6,200

**Additional  
Information:**

Preventative maintenance funds for vehicles that provide transportation services to ARC in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DPT0	\$620	\$0	\$0	\$0	\$0	\$620
CAP	DU	\$4,960	\$0	\$0	\$0	\$0	\$4,960
CAP	LF	\$620	\$0	\$0	\$0	\$0	\$620
<b>Total</b>		<b>\$6,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,200</b>

**Project Description:**

Marion/Ocala Section 5399  
Small Urban Capital Fixed  
Route Project

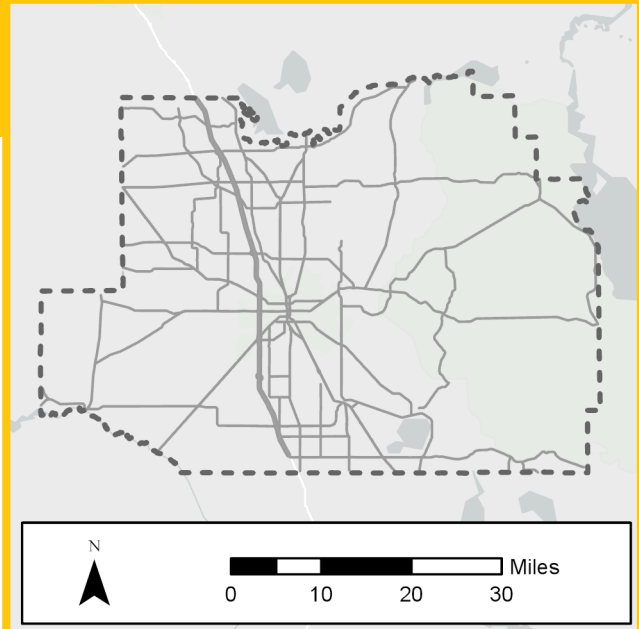
**Project Type:** Capital Grant

**FM Number:** 448170-1

**Lead Agency:** SunTran

**Length:** N/A

**LRTP # (pg. #):** Goal 1, Objectives 1, 4 (2-8)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$470,711

**Additional Information:**

SunTran facility improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FTA	\$0	\$376,569	\$0	\$0	\$0	\$376,569
CAP	LF	\$0	\$94,142	\$0	\$0	\$0	\$94,142
<b>Total</b>		<b>\$0</b>	<b>\$470,711</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$470,711</b>

**Project Description:** Marion/Ocala Section 5307  
ARP Small Urban Area

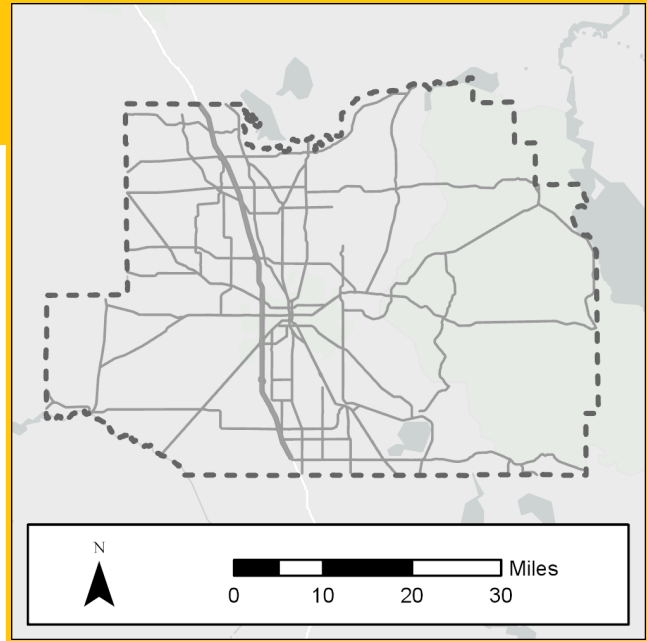
**Project Type:** Capital Grant

**FM Number:** 449238-1

**Lead Agency:** SunTran

**Length:** N/A

**L RTP # (pg. #):** Goal 1, Objectives 1, 4 (2-8) -  
2040 L RTP; Goal 1: Objectives  
1.1, 1.4 (14) - 2045 L RTP



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$783,759

**Additional  
Information:**

Capital grant as part of American Rescue Plan (ARP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FTA	\$0	\$627,007	\$0	\$0	\$0	\$627,007
CAP	LF	\$0	\$156,752	\$0	\$0	\$0	\$156,752
<b>Total</b>		<b>\$0</b>	<b>\$783,759</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$783,759</b>



# Routine Maintenance





**Project Description:** Lighting Agreements

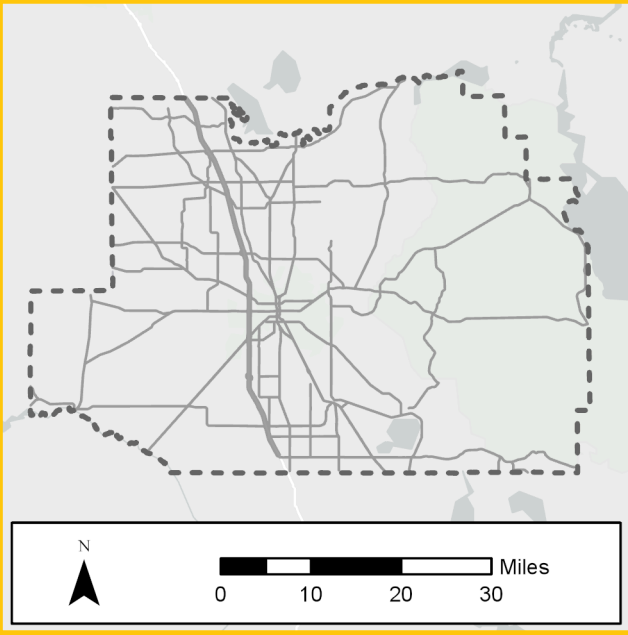
**Project Type:** Lighting

**FM Number:** 4136153

**Lead Agency:** FDOT

**Length:** N/A

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



**Prior Cost  
< 2020/21:**  
\$4,604,594

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

**Total  
Project Cost**  
\$6,748,323

**Additional Information:**

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

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

**Project Description:** Marion Primary In-House

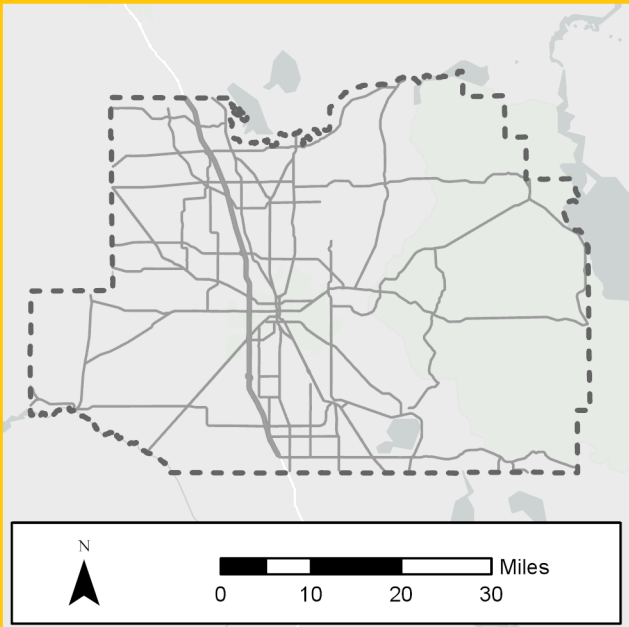
**Project Type:** Routine Maintenance

**FM Number:** 4181071

**Lead Agency:** FDOT

**Length:** N/A

**LRTP # (pg. #):** Goal 6: Objective 3 (2-11)



**Prior Cost  
< 2020/21:**  
\$35,459,872

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

**Total  
Project Cost**  
\$44,519,737

**Additional Information:**

Annual recurring funds for routine general maintenance of state roadways.

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

**Project Description:** Asphalt Resurfacing  
Various Locations

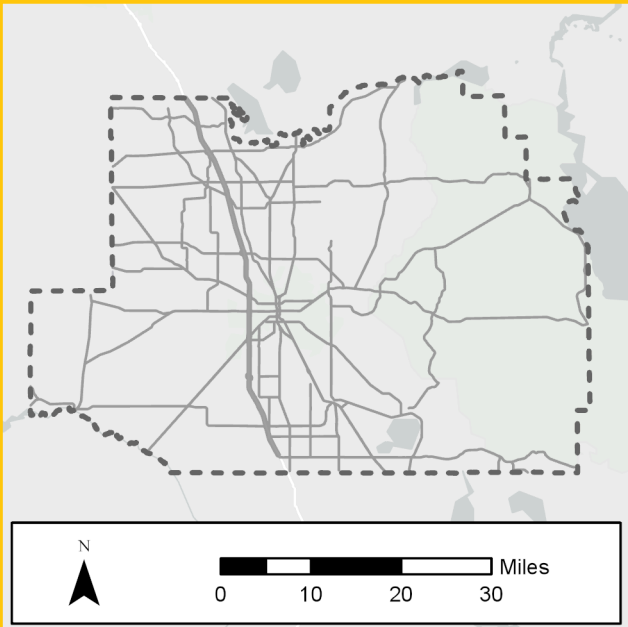
**Project Type:** Routine Maintenance

**FM Number:** 4233912

**Lead Agency:** FDOT

**Length:** N/A

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



**Prior Cost  
< 2020/21:**  
\$3,907,597

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

**Total  
Project Cost**  
\$4,157,597

**Additional  
Information:**

Annual recurring funds for asphalt resurfacing on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Total		\$250,000	\$0	\$0	\$0	\$0	\$250,000

**Project Description:** Unpaved Shoulder Repair

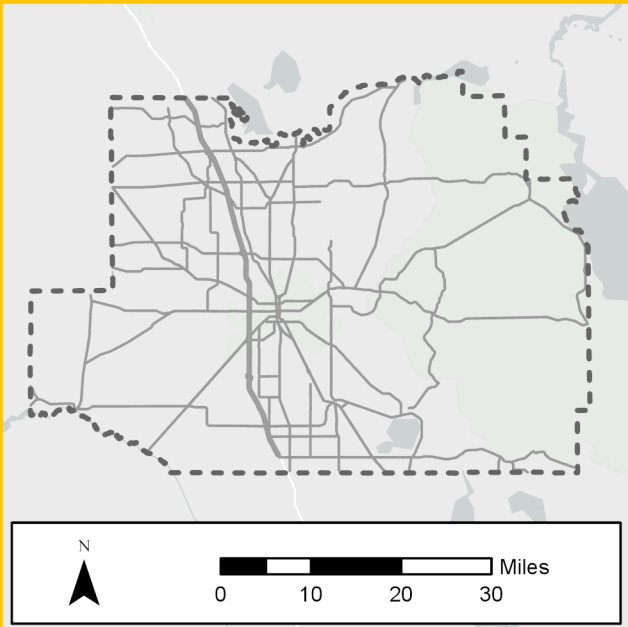
**Project Type:** Routine Maintenance

**FM Number:** 4291781

**Lead Agency:** FDOT

**Length:** N/A

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



**Prior Cost  
< 2020/21:**  
\$1,411,063

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

**Total  
Project Cost**  
\$1,631,063

**Additional Information:** Unpaved shoulder repair for state corridors.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$220,000	\$0	\$0	\$0	\$0	\$220,000
Total		\$220,000	\$0	\$0	\$0	\$0	\$220,000

**Project Description:** Pavement Markings - Thermoplastic and RPM's

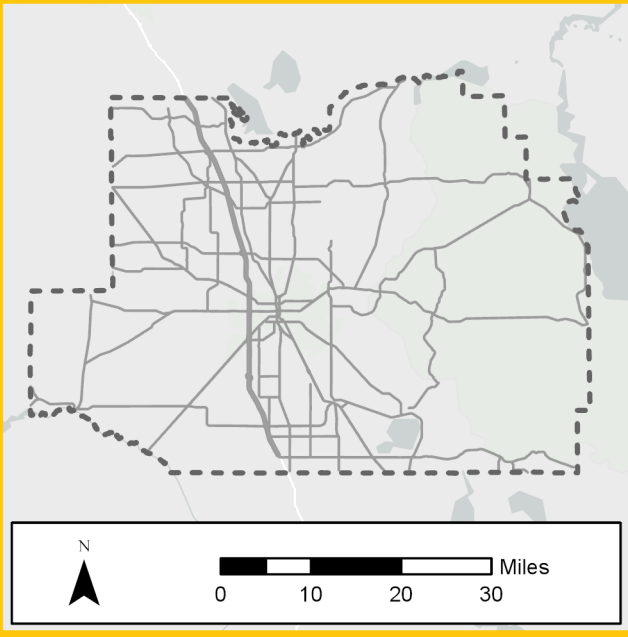
**Project Type:** Routine Maintenance

**FM Number:** 4291821

**Lead Agency:** FDOT

**Length:** N/A

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



**Prior Cost  
< 2020/21:**

---

\$3,792,870

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$4,506,870

**Additional Information:** No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$714,000	\$0	\$0	\$0	\$0	\$714,000
Total		\$714,000	\$0	\$0	\$0	\$0	\$714,000



**Project Description:** ITS Operational Support - Marion County

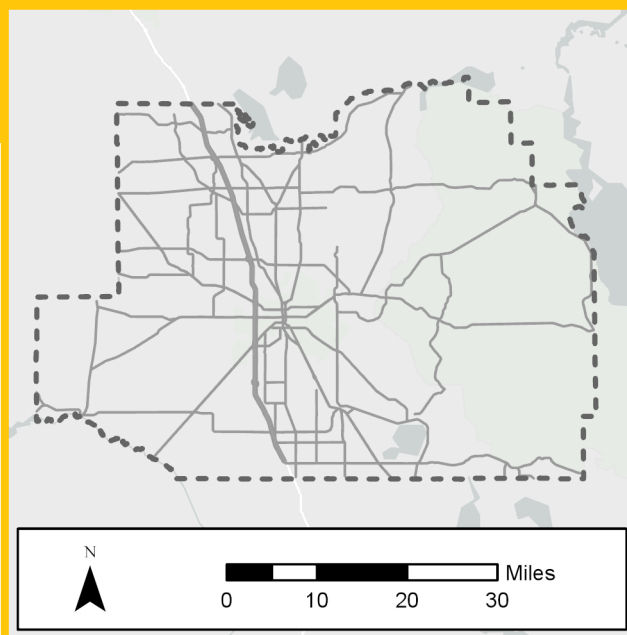
**Project Type:** ITS Communication System

**FM Number:** 4363611

**Lead Agency:** Marion County

**Length:** N/A

**LRTP # (pg. #):** Goal 6: Objective 1 (2-11)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,798,499

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	\$160,000	\$0	\$0	\$0	\$0	\$160,000
PE	ACSL	\$0	\$75,000	\$0	\$0	\$0	\$75,000
CST	ACSL	\$0	\$1,563,499	\$0	\$0	\$0	\$1,563,499
<b>Total</b>		<b>\$160,000</b>	<b>\$1,638,499</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,798,499</b>

**Project Description:** ITS Operational Support - City of Ocala

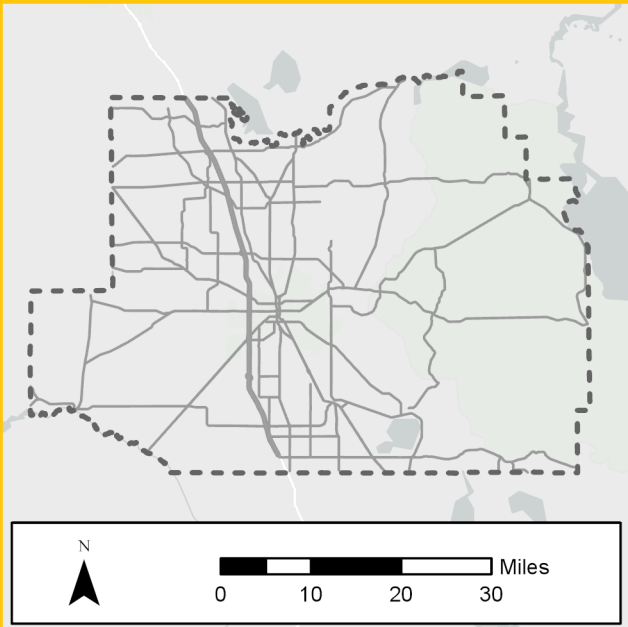
**Project Type:** ITS Communication System

**FM Number:** 4363612

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP # (pg. #):** Goal 6: Objective 1 (2-11)



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$866,565

**Additional  
Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	\$110,000	\$0	\$0	\$0	\$0	\$110,000
PE	ACSL	\$0	\$75,000	\$0	\$0	\$0	\$75,000
CST	ACSL	\$0	\$681,565	\$0	\$0	\$0	\$681,565
Total		\$110,000	\$756,565	\$0	\$0	\$0	\$866,565

**Project Description:** Aesthetics Area Wide

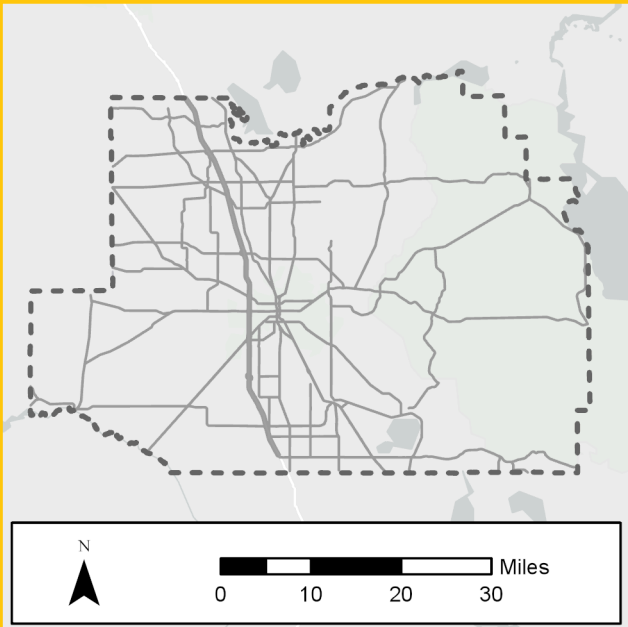
**Project Type:** Routine Maintenance

**FM Number:** 4466911

**Lead Agency:** FDOT

**Length:** N/A

**LRTP # (pg. #):** Goal 5: Objective 3 (2-10)



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

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

**Total  
Project Cost**  
\$1,200,000

**Additional Information:** No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
Total		\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000

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

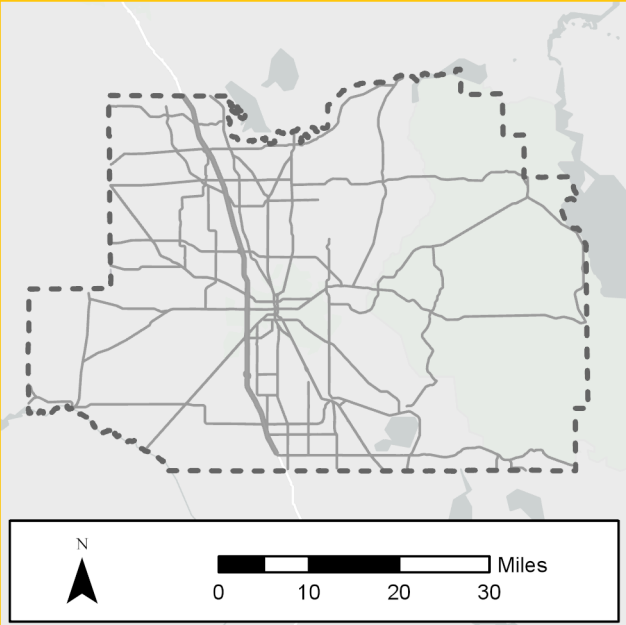
**Project Type:** Rail Safety Project

**FM Number:** 4467911

**Lead Agency:** FDOT

**Length:** N/A

**LRTP # (pg. #):** Goal 6: Objective 3 (2-11)



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$33,077

**Additional Information:** No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RRU	RHP	\$33,077	\$0	\$0	\$0	\$0	\$33,077
Total		\$33,077	\$0	\$0	\$0	\$0	\$33,077

**Project Description:** Asset Maintenance  
Marion County

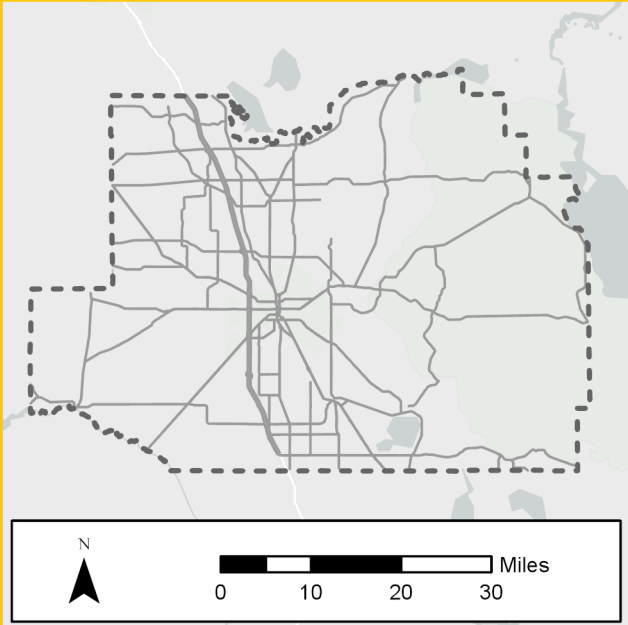
**Project Type:** Routine Maintenance

**FM Number:** 4469101

**Lead Agency:** FDOT

**Length:** N/A

**LRTP # (pg. #):** Goal 6: Objective 1-3 (2-11)



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$12,500,000

**Additional Information:** No additional information.

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

**Project Description:** NE 40th At Railroad Crossing #627890

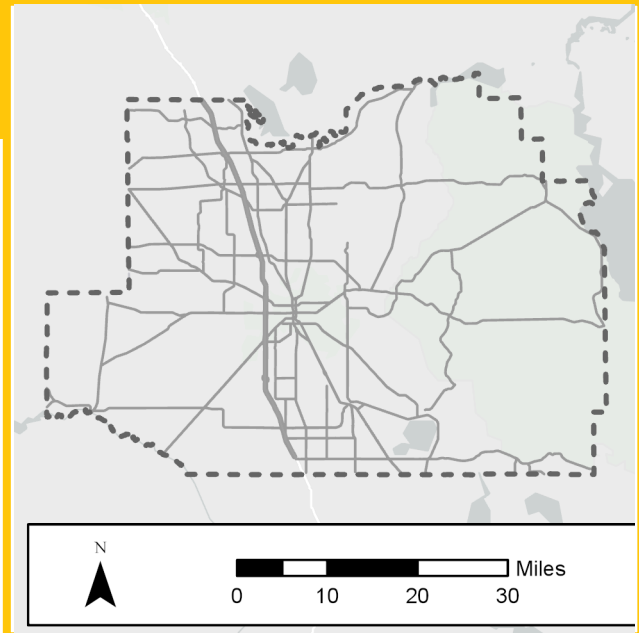
**Project Type:** Rail Safety Project

**FM Number:** 448854-1

**Lead Agency:** FDOT

**Length:** N/A

**LRTP # (pg. #):** Goal 6: Objectives 2,3 (2-11)



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$3,588

**Additional  
Information:**

Replacement of existing incandescent bulbs and lenses with LED bulbs and lenses at CSX crossing #627890X on NE 40th in Ocala.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RHP	RRU	\$3,588	\$0	\$0	\$0	\$0	\$3,588
Total		\$3,588	\$0	\$0	\$0	\$0	\$3,588



## **APPENDIX A: LIST OF FIGURES**

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## **APPENDIX B: LIST OF OBLIGATED PROJECTS**

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		OFFICE OF WORK PROGRAM	TIME RUN: 10.26.50
OCALA-MARION TPO		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:238648 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36060000	PROJECT LENGTH: 4.146MI		LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2
FUND		2019	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		20,000	
SN		-265	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		2,070,206	
SL		-122,147	
TOTAL 238648 1		1,967,794	
TOTAL 238648 1		1,967,794	
ITEM NUMBER:410674 2	PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND		2019	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		20,000	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT			
GFSN		125,211	
SA		-527,425	
SL		63,033	
SN		2,633,059	
TOTAL 410674 2		2,313,878	
TOTAL 410674 2		2,313,878	
ITEM NUMBER:410674 3	PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY
ROADWAY ID:36080000	PROJECT LENGTH: 6.140MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND		2019	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		10,000	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALT		394,187	
TOTAL 410674 3		404,187	
TOTAL 410674 3		404,187	
ITEM NUMBER:430643 1	PROJECT DESCRIPTION:I-75 (SR 93) N OF SR 500/US27 INTCHG TO ALACHUA CO LINE		*SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:RESURFACING
ROADWAY ID:36210000	PROJECT LENGTH: 19.800MI		LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
FUND		2019	
CODE			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NHPP		-95,741	
TOTAL 430643 1		-95,741	
TOTAL 430643 1		-95,741	

Ocala-Marion TPO

HIGHWAYS  
=====

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

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

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

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

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		OFFICE OF WORK PROGRAM	TIME RUN: 10.26.50
OCALA-MARION TPO		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:431798 4	PROJECT DESCRIPTION:NE 36TH AVENUE FROM NORTH OF NE 25TH STREET TO NE 35TH STREET		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT	
ROADWAY ID:36000042	PROJECT LENGTH: .719MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1	
FUND			
CODE	2019		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA	44,417		
TOTAL 431798 4	44,417		
TOTAL 431798 4	44,417		
ITEM NUMBER:431935 1	PROJECT DESCRIPTION:SR 40 CORRIDOR FROM US 441 TO NE 8TH AVENUE		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SIDEWALK	
ROADWAY ID:36080000	PROJECT LENGTH: .633MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND			
CODE	2019		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA	-76,000		
TALL	-5,722		
TALT	9,298		
TOTAL 431935 1	-72,424		
TOTAL 431935 1	-72,424		
ITEM NUMBER:432421 1	PROJECT DESCRIPTION:SR 40 FROM NE 25TH AVENUE TO W OF NE 10TH ST		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:INTERSECTION IMPROVEMENT	
ROADWAY ID:36080000	PROJECT LENGTH: 1.098MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0	
FUND			
CODE	2019		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP	-3,132		
SA	-203		
SL	-68,404		
TOTAL 432421 1	-71,739		
TOTAL 432421 1	-71,739		
ITEM NUMBER:433651 1	PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:INTERCHANGE IMPROVEMENT	
ROADWAY ID:36570000	PROJECT LENGTH: .741MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND			
CODE	2019		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL	25,810		
SN	64,356		
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT			
GFSN	650,000		
SL	565,289		
SN	1,082,003		
TOTAL 433651 1	2,387,458		
TOTAL 433651 1	2,387,458		



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ANNUAL OBLIGATIONS REPORT  
=====

DATE RUN: 10/01/2019  
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MBROBLTP

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=====

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

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

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

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

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

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

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

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

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

DATE RUN: 10/01/2019  
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HIGHWAYS  
=====

ITEM NUMBER:435659 2	PROJECT DESCRIPTION:SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36100000	PROJECT LENGTH: .364MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 4
FUND CODE	2019	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	561	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	3,881,107	
TOTAL 435659 2	3,881,668	
TOTAL 435659 2	3,881,668	

ITEM NUMBER:435660 2	PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36180000	PROJECT LENGTH: .216MI	LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1
FUND CODE	2019	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	500,000	
TOTAL 435660 2	500,000	
TOTAL 435660 2	500,000	

ITEM NUMBER:436291 1	PROJECT DESCRIPTION:SANTOS GAP TRAIL FROM SW 49TH AVENUE TO SANTOS TRAILHEAD	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-8,475	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT		
TALL	401,675	
TOTAL 436291 1	393,200	
TOTAL 436291 1	393,200	

ITEM NUMBER:436358 1	PROJECT DESCRIPTION:LAND BRIDGE TRAIL GAP FROM SR 200 TO SW 49TH AVENUE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2019	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-1,837	
TOTAL 436358 1	-1,837	
TOTAL 436358 1	-1,837	

ITEM NUMBER:436371 1

DISTRICT:05

ROADWAY ID:36030000

PROJECT DESCRIPTION:US 441 FROM S OF CR 318 TO ALACHUA COUNTY LINE

COUNTY:MARION

PROJECT LENGTH: 6.239MI

\*NON-SIS\*

TYPE OF WORK:SIGNING/PAVEMENT MARKINGS

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

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

ITEM NUMBER:436879 1

DISTRICT:05

ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE.

COUNTY:MARION

PROJECT LENGTH: 6.168MI

\*NON-SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

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

ITEM NUMBER:436917 1

DISTRICT:05

ROADWAY ID:36000109

PROJECT DESCRIPTION:SE 80TH ST RAILROAD CROSSING # 625087-W

COUNTY:MARION

PROJECT LENGTH: .020MI

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

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

ITEM NUMBER:439887 1

DISTRICT:05

ROADWAY ID:36004000

PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A

COUNTY:MARION

PROJECT LENGTH: 1.234MI

\*SIS\*

TYPE OF WORK:LIGHTING

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

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

ITEM NUMBER:440608 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:NW 6TH TERRACE / CROSSING #627179

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND	2019
CODE	
-----	-----
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-299
TOTAL 440608 1	-299
TOTAL 440608 1	-299

ITEM NUMBER:442769 1

DISTRICT:05

ROADWAY ID:36000119

PROJECT DESCRIPTION:OAK ROAD XG# 627226-W

COUNTY:MARION

PROJECT LENGTH: .002MI

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND	2019
CODE	
-----	-----
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-3,047
TOTAL 442769 1	-3,047
TOTAL 442769 1	-3,047

ITEM NUMBER:442770 1

DISTRICT:05

ROADWAY ID:36000162

PROJECT DESCRIPTION:EMERALD ROAD XG# 627225-P

COUNTY:MARION

PROJECT LENGTH: .001MI

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND	2019
CODE	
-----	-----
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-6,568
TOTAL 442770 1	-6,568
TOTAL 442770 1	-6,568
TOTAL DIST: 05	10,814,354
TOTAL HIGHWAYS	10,814,354

PLANNING  
=====

ITEM NUMBER:439331 1  
DISTRICT:05  
ROADWAY ID:

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

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

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

ITEM NUMBER:439331 2  
DISTRICT:05  
ROADWAY ID:

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

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

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

TRANSIT  
=====

ITEM NUMBER:435517 1  
DISTRICT:05  
ROADWAY ID:

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

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

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



ITEM NUMBER:426179 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:PEDESTRIAN/WILDLIFE OVERPASS

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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

ITEM NUMBER:430252 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:OCALA ITS COUNTYWIDE MARION COUNTY

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:ITS COMMUNICATION SYSTEM

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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

ITEM NUMBER:439310 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:BIKE PATH/TRAIL

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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

ITEM NUMBER:440900 2

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:ITS COMMUNICATION SYSTEM

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0


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

GRAND TOTAL

17,626,675

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

# National Highway System: Ocala, FL



U.S. Department of Transportation  
Federal Highway Administration

Eisenhower Interstate System

Other NHS Routes

Non-Interstate STRAHNET Route

STRAHNET Connector

Intermodal Connector

Intermodal/STRAHNET Connector

Unbuilt NHS Routes

MAP-21 NHS Principal Arterials

Census Urbanized Areas

Department of Defense

Water

Airport

Intercity Bus Terminal

Ferry Terminal

Truck/Pipeline Terminal


Multipurpose Passenger Facility

Port Terminal

Truck/Rail Facility

AMTRAK Station

Public Transit Station



0

1.5

3

Miles

0

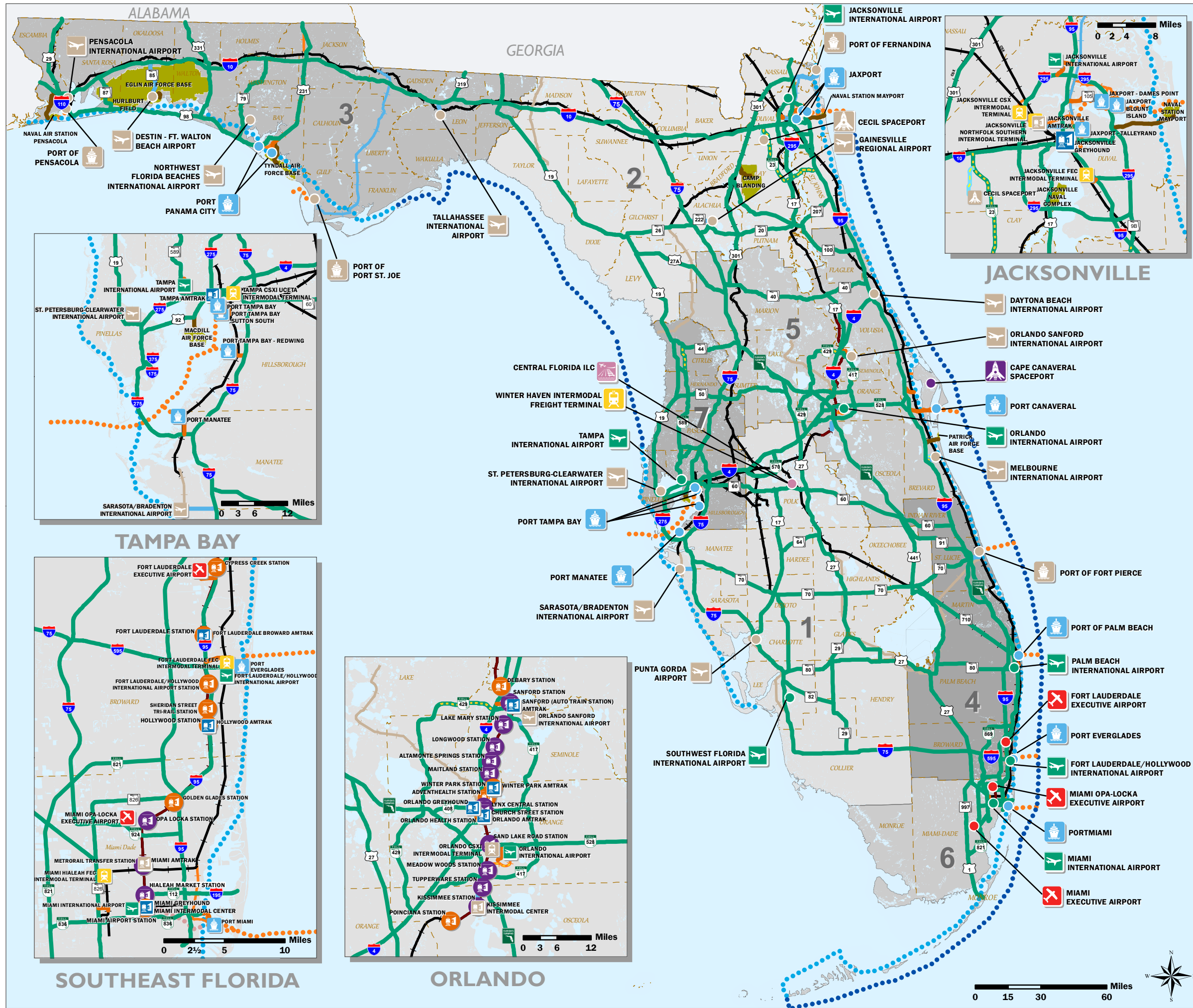
2.5

5

Kilometers

FHWA: March 25, 2015


## **APPENDIX D: MAP OF STRATEGIC INTERMODAL SYSTEM**





### Airports & Spaceports

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


### Seaports

-  SIS Seaport
-  Strategic Growth Seaport



### Freight Rail Terminals

-  SIS Freight Rail Terminal
-  Strategic Growth Freight Rail Terminal



### Intermodal Logistic Center

-  Strategic Growth Intermodal Logistic Center








### Interregional Passenger Terminals

-  SIS Passenger Terminal
-  Strategic Growth Passenger Terminal






### Urban Fixed Guideway Transit Terminal

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

### Highway

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

### Rail & Urban Fixed Guideway

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

### Waterways

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

## **APPENDIX E: PUBLIC NOTICE IN OCALA STAR-BANNER**

# AFFIDAVIT OF PUBLICATION

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

STATE OF FLORIDA  
COUNTY OF MARION

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

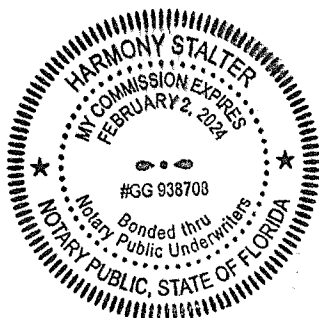
*The Ocala Marion TPO Draft Transportation Improvement Program TIP is available for public review and comment. The TIP is a five-year schedule of transportation improvements to be funded throughout the TPOs Metropolitan Planning Area, which includes all*

was published in said newspaper in the issues of:

5/19 1x

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

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



Harmony Stalter  
Notary Public

HARMONY STALTER

(Print, Type or Stamp Name of Notary Public)

Ad #: A000968561

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

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

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

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

May 19, 2020  
#A000968561



## **APPENDIX F: PUBLIC COMMENTS**

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

## Florida Department of Transportation (FDOT) - Received 6/24/20

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

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

## **APPENDIX G: GLOSSARY OF TERMS AND ACRONYMS**

# Glossary of Terms and Acronyms



**OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION**

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



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

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

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

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

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

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



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



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

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

<b>Project Number / FM Number</b>	<b>Project Description</b>	<b>Change from 19/20-23/24 TIP</b>	<b>Change In Total Funding (If Applicable)</b>
4348441	CR 42 at SE 182nd Ave. Rd	No Change	N/A
4336511	CR 484 from SW 20th Ave. to CR 475A	No Change	N/A
4443821	CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	Fully Funded	N/A
4352091	I-75 at NW 49th St. from end of NW 49th St. to end of NW 35th St.	Funding Increase	\$58,318,200
4436231	I-75 (State Road 93)	No Change	N/A
4436241	I-75 (State Road 93)	No Change	N/A
4409002	I-75 FRAME OFF SYSTEM	Fully Funded	N/A
4385621	I-75 MARION COUNTY REST AREAS	Funding Decrease	\$20,221
4378261	I-75 MARION COUNTY REST AREAS	Funding Decrease	\$88,377
4363611	ITS OPERATIONAL SUPPORT	No Change	N/A
4317983	NE 36TH AVENUE	Fully Funded	N/A
4443831	SE 36 AVE @ CROSSING # 627220-F	Fully Funded	N/A
4432701	SR 25 / 200 TO ALACH BRIDGE 360025 & 360026	Fully Funded	N/A
4356602	SR 326	Fully Funded	N/A
4437031	SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP RD) TO SR 40	No Change	N/A
4112565	SR 35 (US 301) DALLAS POND REDESIGN	Funding Increase	\$236,597
4336521	SR 40 from SW 40th Ave. to SW 27th Ave.	Funding Decrease	\$2,504,748
4413661	SR 40 from SW 27th Ave. to MLK Jr. Ave.	Funding Increase	\$64,400
4106742	SR 40 from end of 4 lanes to east of CR 314	Funding Decrease / Constructed Delayed - Est. to Begin 2029)	\$23,963,634
4431701	I-75 from Sumter County Line to SR 200	Funding Decrease	\$2,375,139
4437301	US 301 / US 441 Split (The Y) from south of Split to north of Split	Funding Increase	\$26,680
2386481	US 41 from SW 110th St. to north of SR 40	Funding Decrease	\$10,469,145
4392381	US 441 from SR 35 to SR 200	Fully Funded	N/A
4336611	US 441/US 27/South Pine Avenue from SW 3rd St. to NW 2nd St.	Funding Decrease	\$107,604
4411361	US 441 from CR 25A (NW Gainesville Rd.) to US 301/441 Interchange	Funding Increase	\$5,606,809
4356861	US 441 at SE 98th Lane	Fully Funded	N/A
4336601	US 441 at SR 464	Funding Decrease	\$90,948
4447671	US 441 SLOPES AT RR OVER PASS B/W SE 3RD AVE & SE 30TH ST	Fully Funded	N/A
4453211	WILDWOOD MAINLINE WEIGH IN MOTION (WIM) SCREENING	Funding Decrease	\$57,711

## **APPENDIX I: LIST OF PROJECTS IN 2040 LRTP**

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

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

## **APPENDIX J: “ROLL FORWARD” TIP**

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
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HIGHWAYS  
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ITEM NUMBER:238648 1  
DISTRICT:05  
ROADWAY ID:36060000

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

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	143,104	0	0	0	0	0	0	143,104
HPP	682,728	0	0	0	0	0	0	682,728
SA	987,634	0	0	0	0	0	0	987,634
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSN	0	111,826	0	0	0	0	0	111,826
DDR	547,588	0	0	0	0	0	0	547,588
DIH	372,283	0	0	0	0	0	0	372,283
EB	6,851	0	0	0	0	0	0	6,851
SA	5,748	14,252	0	0	0	0	0	20,000
SL	213,966	42,912	0	0	0	0	0	256,878
SN	2,171,532	345,262	0	0	0	0	0	2,516,794
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	10,337,582	0	0	0	0	0	0	10,337,582
DIH	975,269	4,740	0	0	0	0	0	980,009
DS	3,121,944	0	0	0	0	0	0	3,121,944
HPP	90,955	0	0	0	0	0	0	90,955
SA	2,070,206	0	0	0	0	0	0	2,070,206
SL	5,718,406	0	0	0	0	0	0	5,718,406
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	31,546,690	0	0	31,546,690
DIH	0	0	0	0	55,550	0	0	55,550
SL	0	0	0	0	8,909,646	0	0	8,909,646
SN	0	0	0	0	2,794,946	0	0	2,794,946
<b>TOTAL 238648 1</b>	<b>27,445,796</b>	<b>518,992</b>	<b>0</b>	<b>0</b>	<b>43,306,832</b>	<b>0</b>	<b>0</b>	<b>71,271,620</b>
<b>TOTAL PROJECT:</b>	<b>27,445,796</b>	<b>518,992</b>	<b>0</b>	<b>0</b>	<b>43,306,832</b>	<b>0</b>	<b>0</b>	<b>71,271,620</b>

ITEM NUMBER:238693 1  
DISTRICT:05  
ROADWAY ID:36009000

PROJECT DESCRIPTION:SR 35 BASELINE ROAD FROM SE 92PL/BELLEVUE BY PASS TO SR 464/MARICAMP  
COUNTY:MARION  
PROJECT LENGTH: 3.758MI

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	250,497	4,467	0	0	0	0	0	254,964
DS	161,482	0	0	0	0	0	0	161,482
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	810	0	0	0	0	0	0	810
DIH	546,592	0	0	0	0	0	0	546,592
DS	932	0	0	0	0	0	0	932
SL	8,397,532	0	0	0	0	0	0	8,397,532
SN	1,771,589	0	0	0	0	0	0	1,771,589
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	79,992	0	0	0	0	0	0	79,992
DS	763,589	0	0	0	0	0	0	763,589
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,560,477	0	0	0	0	0	0	3,560,477
DER	48,328	0	0	0	0	0	0	48,328
DIH	176,648	7,434	0	0	0	0	0	184,082



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
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HIGHWAYS  
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DS	19,439,140	0	0	0	0	0	0	19,439,140
<b>TOTAL 238693 1</b>	<b>35,197,608</b>	<b>11,901</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,209,509</b>
<b>TOTAL PROJECT:</b>	<b>35,197,608</b>	<b>11,901</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,209,509</b>

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	1,628	0	0	0	0	0	0	1,628
DDR	205,169	0	0	0	0	0	0	205,169
DIH	241,144	0	0	0	0	0	0	241,144
DS	994,290	0	0	0	0	0	0	994,290
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	7,024,431	0	0	0	0	0	0	7,024,431
DIH	316,058	4,632	0	0	0	0	0	320,690
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	23,892	0	0	0	0	0	0	23,892
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,029,553	0	0	0	0	0	0	1,029,553
DIH	608,435	0	0	0	0	0	0	608,435
DS	11,417,482	0	0	0	0	0	0	11,417,482
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	6,795	0	0	0	0	0	0	6,795
<b>TOTAL 238719 1</b>	<b>21,868,877</b>	<b>4,632</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,873,509</b>
<b>TOTAL PROJECT:</b>	<b>21,868,877</b>	<b>4,632</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,873,509</b>

ITEM NUMBER:410674 2 PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314 \*SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LANES & RECONSTRUCT  
ROADWAY ID:36080000 PROJECT LENGTH: 5.327MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	394,742	0	0	0	0	0	0	394,742
ACSN	999,980	0	0	0	0	0	0	999,980
DIH	351,717	0	0	0	0	0	0	351,717
DS	8,039	0	0	0	0	0	0	8,039
EB	139,975	0	0	0	0	0	0	139,975
SA	10,650	9,350	0	0	0	0	0	20,000
SL	5,660,253	0	0	0	0	0	0	5,660,253
SN	456,298	0	0	0	0	0	0	456,298
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	139,313	2,577,781	0	0	0	0	0	2,717,094
ACSN	878,090	1,609,748	0	0	0	0	0	2,487,838
DDR	73,000	0	0	0	0	0	0	73,000
DIH	53,440	0	0	0	0	0	0	53,440
GFSN	0	350,276	0	0	0	0	0	350,276
SL	0	428,876	0	0	0	0	0	428,876
SN	701,047	203,667	2,107,703	0	0	0	0	3,012,417
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	400,000	0	0	0	0	0	400,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	0	0	0	0	91,690,707	91,690,707

HIGHWAYS									
DDR	0	0	0	0	0	0	0	668,500	668,500
DI	0	0	0	0	0	0	0	55,000,001	55,000,001
STED	0	0	0	0	0	0	0	12,957,687	12,957,687
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	496,206	0	0	0	0	0	0	0	496,206
TALN	163,794	0	0	0	0	0	0	0	163,794
TOTAL 410674 2	10,526,544	5,579,698	2,107,703	0	0	0	0	160,316,895	178,530,840
TOTAL PROJECT:	10,526,544	5,579,698	2,107,703	0	0	0	0	160,316,895	178,530,840

ITEM NUMBER:429582 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 INTERCHANGE AT SW 95TH ST & SW 95TH ST FROM 49TH AVE TO CR 475A  
COUNTY:MARION  
PROJECT LENGTH: 1.200MI

TYPE OF WORK:PD&E/EMO STUDY  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

\*SIS\*

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	488	39,868	0	0	0	0	0	40,356
TOTAL 429582 1	488	39,868	0	0	0	0	0	40,356
TOTAL PROJECT:	488	39,868	0	0	0	0	0	40,356

ITEM NUMBER:431797 2  
DISTRICT:05  
ROADWAY ID:36000041

PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 24TH STREET  
COUNTY:MARION  
PROJECT LENGTH: .754MI

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

\*NON-SIS\*

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	8,758	1,242	0	0	0	0	0	10,000
TOTAL 431797 2	8,758	1,242	0	0	0	0	0	10,000
TOTAL PROJECT:	8,758	1,242	0	0	0	0	0	10,000

ITEM NUMBER:433651 1  
DISTRICT:05  
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A  
COUNTY:MARION  
PROJECT LENGTH: .741MI

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

\*SIS\*

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSL	10,000	0	0	0	0	0	0	10,000
ACSN	655,365	0	0	0	0	0	0	655,365
SA	1,530	8,470	0	0	0	0	0	10,000
SL	51,458	0	0	0	0	0	0	51,458
SN	1,608,843	0	0	0	0	0	0	1,608,843
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSL	135,472	29,528	0	0	0	0	0	165,000
ACSN	593,142	650,000	0	0	0	0	0	1,243,142
GFSN	37,011	612,989	0	0	0	0	0	650,000
SL	382,985	100,086	323,396	0	0	0	0	806,467
SN	747,597	527,924	310,079	68,558	0	0	0	1,654,158
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSN	509,476	582,935	0	0	0	0	0	1,092,411
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	0	0	9,125,700	0	49,995	0	0	9,175,695
LF	0	0	22,536	0	0	0	0	22,536



FLORIDA DEPARTMENT OF TRANSPORTATION  
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DATE RUN: 07/01/2020  
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HIGHWAYS  
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SL	34,289	0	0	0	0	0	0	34,289
TOTAL 435057 1	4,170,006	4,945	0	0	0	0	0	4,174,951
TOTAL PROJECT:	4,170,006	4,945	0	0	0	0	0	4,174,951

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA								
DDR	740,722	0	0	0	0	0	0	740,722
DIH	526	0	0	0	0	0	0	526
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	105	9,525	0	0	0	0	0	9,630
TOTAL 435492 2	741,353	9,525	0	0	0	0	0	750,878
TOTAL PROJECT:	741,353	9,525	0	0	0	0	0	750,878

ITEM NUMBER:435666 1	PROJECT DESCRIPTION:SR 500/US 441/S PINE AVE - FR SE 10TH AVE TO SE 31ST STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:DRAINAGE IMPROVEMENTS
ROADWAY ID:36010000	PROJECT LENGTH: .289MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	533,405	0	0	0	0	0	0	533,405
DIH	38,261	114	0	0	0	0	0	38,375
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,769,002	0	0	0	0	0	0	1,769,002
DIH	62,369	0	0	0	0	0	0	62,369
DS	208,790	0	0	0	0	0	0	208,790
TOTAL 435666 1	2,611,827	114	0	0	0	0	0	2,611,941
TOTAL PROJECT:	2,611,827	114	0	0	0	0	0	2,611,941

ITEM NUMBER:436186 1	PROJECT DESCRIPTION:SW 80TH AVENUE FROM SW 90TH STREET TO SW 38TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING
ROADWAY ID:36000100	PROJECT LENGTH: 3.780MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SL	68	33	0	0	0	0	0	101
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT								
LF	23,984	0	0	0	0	0	0	23,984
SL	1,354,307	0	0	0	0	0	0	1,354,307
TOTAL 436186 1	1,378,359	33	0	0	0	0	0	1,378,392
TOTAL PROJECT:	1,378,359	33	0	0	0	0	0	1,378,392

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DATE RUN: 07/01/2020  
TIME RUN: 11.18.04  
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HIGHWAYS  
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ITEM NUMBER:437344 1		PROJECT DESCRIPTION:SR 200/SW COLLEGE ROAD FROM E OF SW 60TH AVE TO E OF SW 38TH COURT					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:RESURFACING		
ROADWAY ID:36100000		PROJECT LENGTH: 2.767MI					LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0		
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DC	2,720		0	0	0	0	0	0	2,720
DDR	183,653		0	0	0	0	0	0	183,653
DIH	67,000	5,000	0	0	0	0	0	0	72,000
DS	34,254		0	0	0	0	0	0	34,254
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	4,726,375	15,563	0	0	0	0	0	0	4,741,938
DIH	12,446	16,008	0	0	0	0	0	0	28,454
DS	142,971	88,288	0	0	0	0	0	0	231,259
TOTAL 437344 1	5,169,419	124,859	0	0	0	0	0	0	5,294,278
TOTAL PROJECT:	5,169,419	124,859	0	0	0	0	0	0	5,294,278

ITEM NUMBER:439238 1		PROJECT DESCRIPTION:SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:RESURFACING		
ROADWAY ID:36010000		PROJECT LENGTH: 10.612MI					LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0		
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	2,241,110		0	0	0	0	0	0	2,241,110
DIH	137,068	24,004	0	0	0	0	0	0	161,072
DS	504,214		0	0	0	0	0	0	504,214
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	301,000		0	0	0	0	0	0	301,000
DIH	1,428	8,572	0	0	0	0	0	0	10,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	30,000		0	0	0	0	0	0	30,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	1,612,475		0	0	0	0	0	0	1,612,475
DIH	798	14,332	0	0	0	0	0	0	15,130
DS	0	232,000	0	0	0	0	0	0	232,000
NHRE	5,823,937		0	0	0	0	0	0	5,823,937
SA	8,522,617		0	0	0	0	0	0	8,522,617
TOTAL 439238 1	19,174,647	278,908	0	0	0	0	0	0	19,453,555
TOTAL PROJECT:	19,174,647	278,908	0	0	0	0	0	0	19,453,555

ITEM NUMBER:441366 1		PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE					*NON-SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:SAFETY PROJECT		
ROADWAY ID:36110000		PROJECT LENGTH: .790MI					LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0		
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACID	305,669		0	0	0	0	0	0	305,669
DIH	25,256	5,284	0	0	0	0	0	0	30,540
DS	1,526		0	0	0	0	0	0	1,526
HSP	115,713	9,000	0	0	0	0	0	0	124,713

HIGHWAYS								
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	724,682	0	0	0	0	0	724,682
TOTAL 441366 1	448,164	738,966	0	0	0	0	0	1,187,130
TOTAL PROJECT:	448,164	738,966	0	0	0	0	0	1,187,130

ITEM NUMBER:443270 1		PROJECT DESCRIPTION:SR 25 / 200 TO ALACH BRIDGE 360025 & 360026				*NON-SIS*		
DISTRICT:05		COUNTY:MARION				TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION		
ROADWAY ID:36030000		PROJECT LENGTH: .790MI				LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0		
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	62,469	0	0	0	0	0	0	62,469
DIH	817	1,183	0	0	0	0	0	2,000
DS	1,803	0	0	0	0	0	0	1,803
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	399,079	0	0	0	0	0	0	399,079
DIH	7,416	4,636	0	0	0	0	0	12,052
TOTAL 443270 1	471,584	5,819	0	0	0	0	0	477,403
TOTAL PROJECT:	471,584	5,819	0	0	0	0	0	477,403

ITEM NUMBER:447213 1		PROJECT DESCRIPTION:US-41 N S/WILLIAMS ST LIGHTING PROJECT				*NON-SIS*		
DISTRICT:05		COUNTY:MARION				TYPE OF WORK:LIGHTING		
ROADWAY ID:36060000		PROJECT LENGTH: .020MI				LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0		
FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
DDR	0	1,135	0	0	0	0	0	1,135
TOTAL 447213 1	0	1,135	0	0	0	0	0	1,135
TOTAL PROJECT:	0	1,135	0	0	0	0	0	1,135
TOTAL DIST: 05	135,640,370	10,308,934	12,348,213	98,558	43,356,827	0	160,316,895	362,069,797
TOTAL HIGHWAYS	135,640,370	10,308,934	12,348,213	98,558	43,356,827	0	160,316,895	362,069,797

ITEM NUMBER:418107 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:MARION PRIMARY IN-HOUSE

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:ROUTINE MAINTENANCE

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	35,959,845	1,831,973	1,831,973	1,831,973	1,781,973	1,781,973	0	45,019,710
TOTAL 418107 1	35,959,845	1,831,973	1,831,973	1,831,973	1,781,973	1,781,973	0	45,019,710
TOTAL PROJECT:	35,959,845	1,831,973	1,831,973	1,831,973	1,781,973	1,781,973	0	45,019,710
TOTAL DIST: 05	35,959,845	1,831,973	1,831,973	1,831,973	1,781,973	1,781,973	0	45,019,710
TOTAL MAINTENANCE	35,959,845	1,831,973	1,831,973	1,831,973	1,781,973	1,781,973	0	45,019,710



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**AVIATION**

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DATE RUN: 07/01/2020

TIME RUN: 11.18.04  
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ITEM NUMBER:437017 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:MARION-OCALA INTERNATIONAL AIRPORT DRAINAGE IMPROVEMENTS  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:AVIATION ENVIRONMENTAL PROJECT

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

	FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA									
	DDR	0	702,882	0	0	0	0	0	702,882
	LF	0	309,720	0	0	0	0	0	309,720
TOTAL	437017 1	0	1,012,602	0	0	0	0	0	1,012,602
TOTAL PROJECT:		0	1,012,602	0	0	0	0	0	1,012,602

ITEM NUMBER:438428 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:MARION AIRFIELD IMPROVEMENTS  
COUNTY:MARION  
PROJECT LENGTH: .000

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*NON-SIS*
TYPE OF WORK:AVIATION CAPACITY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO	0	186,801	0	0	0	0	0	186,801
LF	0	46,700	0	0	0	0	0	46,700
TOTAL 438428 1	0	233,501	0	0	0	0	0	233,501
TOTAL PROJECT:	0	233,501	0	0	0	0	0	233,501

ITEM NUMBER:438430 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:MARION-MARION CO AIRPORT HANGAR  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:AVIATION REVENUE/OPERATIONAL  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY								
DDR	0	640,000		0	0	0	0	640,000
DPTO	0	360,000	0	0	0	0	0	360,000
LF	0	250,000	0	0	0	0	0	250,000
TOTAL 438430 1	0	1,250,000	0	0	0	0	0	1,250,000
TOTAL PROJECT:	0	1,250,000	0	0	0	0	0	1,250,000
TOTAL DIST: 05	0	2,496,103	0	0	0	0	0	2,496,103
TOTAL AVIATION	0	2,496,103	0	0	0	0	0	2,496,103



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DATE RUN: 07/01/2020

TIME RUN: 11.18.04

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OCALA-MARION TPO

TRANSIT  
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ITEM NUMBER:427188 2  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION URBAN CAPITAL FIXED ROUTE FTA SECTION 5307-2009  
COUNTY:MARION  
PROJECT LENGTH: .000

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT								
FTA	0	14,066,576	2,395,321	2,467,181	2,541,196	2,617,431	0	24,087,705
LF	0	3,516,644	598,830	616,795	635,299	654,398	0	6,021,966
<b>TOTAL 427188 2</b>	<b>0</b>	<b>17,583,220</b>	<b>2,994,151</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>0</b>	<b>30,109,671</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>17,583,220</b>	<b>2,994,151</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>0</b>	<b>30,109,671</b>

ITEM NUMBER:433304 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:MARION-BLOCK GRANT OPERATING ASSIST FOR FIXED ROUTE SERVICE  
COUNTY:MARION  
PROJECT LENGTH: .000

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY Ocala								
DPTO	449,380	1,500,631	723,851	0	0	0	0	2,673,862
FTA	400,000	0	0	0	0	0	0	400,000
LF	1,868,066	689,382	723,851	0	0	0	0	3,281,299
<b>TOTAL 433304 1</b>	<b>2,717,446</b>	<b>2,190,013</b>	<b>1,447,702</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,355,161</b>
<b>TOTAL PROJECT:</b>	<b>2,717,446</b>	<b>2,190,013</b>	<b>1,447,702</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,355,161</b>

ITEM NUMBER:445377 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:MARION Ocala SECTION 5339 SMALL URBAN CAPITAL  
COUNTY:MARION  
PROJECT LENGTH: .000

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY Ocala								
FTA	0	281,434	0	0	0	0	0	281,434
LF	0	70,359	0	0	0	0	0	70,359
<b>TOTAL 445377 1</b>	<b>0</b>	<b>351,793</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>351,793</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>351,793</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>351,793</b>
<b>TOTAL DIST: 05</b>	<b>2,717,446</b>	<b>20,125,026</b>	<b>4,441,853</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>0</b>	<b>36,816,625</b>
<b>TOTAL TRANSIT</b>	<b>2,717,446</b>	<b>20,125,026</b>	<b>4,441,853</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>0</b>	<b>36,816,625</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
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FLA. RAIL ENT.  
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ITEM NUMBER: 431798 3      PROJECT DESCRIPTION: NE 36TH AVENUE FROM NE 20TH PLACE TO NORTH OF NE 25TH STREET      \*SIS\*  
DISTRICT: 05      COUNTY: MARION      TYPE OF WORK: RAIL CAPACITY PROJECT  
ROADWAY ID: 36000042      PROJECT LENGTH: .350MI      LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DPTO	2,695,067	84,679	0	0	0	0	0	2,779,746
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TRIP	15,005,021	120,000	0	0	0	0	0	15,125,021
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	553,440	518,180	0	0	0	0	0	1,071,620
TRIP	375,643	0	0	0	0	0	0	375,643
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	56,563	212,946	0	0	0	0	0	269,509
TRIP	17,769,232	0	0	0	0	0	0	17,769,232
TOTAL 431798 3	36,454,966	935,805	0	0	0	0	0	37,390,771
TOTAL PROJECT:	36,454,966	935,805	0	0	0	0	0	37,390,771
TOTAL DIST: 05	36,454,966	935,805	0	0	0	0	0	37,390,771
TOTAL FLA. RAIL ENT.	36,454,966	935,805	0	0	0	0	0	37,390,771

FLORIDA DEPARTMENT OF TRANSPORTATION  
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MISCELLANEOUS  
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ITEM NUMBER:426179 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:MISCELLANEOUS CONSTRUCTION  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACTN	553,713	46,287	0	0	0	0	0	600,000
TALL	244,045	20,400	0	0	0	0	0	264,445
TALT	491,541	40,426	0	0	0	0	0	531,967
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	151,492	0	0	151,492
DIH	0	0	0	0	5,555	0	0	5,555
TALL	0	0	0	0	24,932	0	0	24,932
TALN	0	0	0	0	252,270	0	0	252,270
TALT	0	0	0	0	2,224,590	0	0	2,224,590
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSN	0	50,000	0	0	0	0	0	50,000
<b>TOTAL 426179 1</b>	<b>1,289,299</b>	<b>157,113</b>	<b>0</b>	<b>0</b>	<b>2,658,839</b>	<b>0</b>	<b>0</b>	<b>4,105,251</b>
<b>TOTAL PROJECT:</b>	<b>1,289,299</b>	<b>157,113</b>	<b>0</b>	<b>0</b>	<b>2,658,839</b>	<b>0</b>	<b>0</b>	<b>4,105,251</b>

ITEM NUMBER:438328 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:NATURAL DISASTER MARION COUNTYWIDE - TROPICAL STORM HERMINE  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:EMERGENCY OPERATIONS  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DER	2,607	600	0	0	0	0	0	3,207
<b>TOTAL 438328 1</b>	<b>2,607</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,207</b>
<b>TOTAL PROJECT:</b>	<b>2,607</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,207</b>

ITEM NUMBER:440900 2  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS  
COUNTY:MARION  
PROJECT LENGTH: .000

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

FUND CODE	LESS THAN 2021	2021	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	43,012	0	0	0	0	0	0	43,012
NFP	318,959	0	0	0	0	0	0	318,959
SA	712	9,288	0	0	0	0	0	10,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	323,612	35,633	0	0	0	0	0	359,245
DS	889,226	0	0	0	0	0	0	889,226
NFP	3,861,181	0	0	0	0	0	0	3,861,181
<b>TOTAL 440900 2</b>	<b>5,436,702</b>	<b>44,921</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,481,623</b>
<b>TOTAL PROJECT:</b>	<b>5,436,702</b>	<b>44,921</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,481,623</b>
<b>TOTAL DIST: 05</b>	<b>6,728,608</b>	<b>202,634</b>	<b>0</b>	<b>0</b>	<b>2,658,839</b>	<b>0</b>	<b>0</b>	<b>9,590,081</b>
<b>TOTAL MISCELLANEOUS</b>	<b>6,728,608</b>	<b>202,634</b>	<b>0</b>	<b>0</b>	<b>2,658,839</b>	<b>0</b>	<b>0</b>	<b>9,590,081</b>

GRAND TOTAL	217,605,109	35,900,475	18,622,039	5,014,507	50,974,134	5,053,802	160,316,895	493,486,961
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**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Amendment of FY 2021/22 to 2025/26 Transportation Improvement Program (TIP)**

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**Summary**

Per the request of the Florida Department of Transportation (FDOT), one transit project is proposed to be added to the Fiscal Years (FY) 2021/2022 to 2025/2026 Transportation Improvement Program (TIP). The project may be found on the following attached page of this memo or on page 5-64 of full TIP document included with the meeting packet.

**FM# 449238-1 Marion-Ocala SunTran Section 5307 ARP Small Urban Area**

- American Rescue Plan (ARP) project
- Total: \$783,759
- New transit project Capital Grant

**Attachment(s)**

- FDOT TIP amendment request letter
- TIP Project summary page
- FY 2021/22 to 2025/26 TIP document

**Committee Recommendation(s)**

The Citizens Advisory Committee (TAC) and Technical Advisory Committee approved the amendment to the FY 2021/22 to 2025/26 TIP to add the project on August 10, 2021.

**Action Requested**

Approve amendment request for the FY 2021/2022 to 2025/2026 TIP to include the Marion-Ocala SunTran Section 5307 ARP Small Urban Area project.

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

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Telephone: (352) 438 - 2630 • [www.ocalamariontpo.org](http://www.ocalamariontpo.org)



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.  
SECRETARY

August 3, 2021

Robert Balmes  
TPO Director  
Ocala Marion Transportation Planning Organization  
2710 E. Silver Springs Blvd  
Ocala, FL 34470

Dear Mr. Balmes:

**Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES**

The Florida Department of Transportation (FDOT) requests the following changes to be made to Ocala Marion Transportation Planning Organization's Adopted Fiscal Years 2020/2021–2024/2025 Transportation Improvement Program (TIP) and Fiscal Years 2021/2022 – 2025/2026 in coordination with the corresponding changes to the Department's Adopted Work Program. These projects are not in the roll forward report and federal agencies will not recognize the "new TIP" 2021/2022 – 2025/2026 until October 1, 2021. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

**MARION COUNTY**

**FM#449238-1 MARION - OCALA SUNTRAN SECTION 5307 ARP SMALL URBAN AREA**

**Current TIP Status:**

Project is not in TIP for Fiscal Years 2020/2021 – 2024/2025 and "new TIP" 2021/2022 – 2025/2026.

**Proposed Amendment:**

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Grants and Miscellaneous	FTA	\$627,007	2022
Grants and Miscellaneous	LF	\$156,752	2022
	<b>TOTAL</b>	<b>\$783,759</b>	

**Difference:** New Transit Project with Phase 94 (Capital Grant) funds added in Fiscal Year 2021/2022. Both TIP documents must be updated to reflect new project and added funding.

**Explanation:** This is an ARP (American Rescue Plan) project, and these funds are to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population. This project is partially local funded, although there is no match requirement for all Covid relief funding nationally. The funds on project 449238-1 will cover the transit areas across Ocala and Marion County.

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Sincerely,



Rakinya Hinson, MPO Liaison  
FDOT District Five

cc: Anna Taylor, Government Liaison Administrator, FDOT  
Carlos Colon, Transit Liaison, FDOT

**Project:**

Marion - Ocala SunTran  
Section 5307 ARP Small Urban  
Area

Project Type: Transit

FM Number: 4492381

Lead Agency: City of Ocala

Length: N/A

L RTP (Page#): Goal 1: Objectives 1.1, 1.4 (14)

**Description:**

Capital grant as part of American Rescue Plan (ARP).

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$783,759

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	Federal	\$627,007	\$0	\$0	\$0	\$0	\$627,007
CAP	LF	Local	\$156,752	\$0	\$0	\$0	\$0	\$156,752
<b>Total:</b>			<b>\$783,759</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$783,759</b>



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Roll Forward Transportation Improvement Program**

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**Summary**

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

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

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

**Attachment(s)**

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

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Telephone: (352) 438 - 2630 • [www.ocalamariontpo.org](http://www.ocalamariontpo.org)

### **Committee Recommendation(s)**

The Citizens Advisory Committee (TAC) and Technical Advisory Committee approved an amendment to the FY 2021/22 to 2025/26 TIP to include the Roll Forward TIP Amendment report on August 10, 2021.

### **Action Requested**

Approve TIP Amendment to include the Roll Forward TIP Amendment report in Appendix K of the document.

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



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.  
SECRETARY

July 6, 2021

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

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

Mr. Balmes,

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

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

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

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

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

Sincerely,

Anna Taylor  
Government Liaison Administrator

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



Website: [Ocalamariontpo.org](http://Ocalamariontpo.org)

# Transportation Improvement Program

Fiscal Years 2021/2022 to 2025/2026

## Roll Forward Amendment

*Pending Approval August 24, 2021*





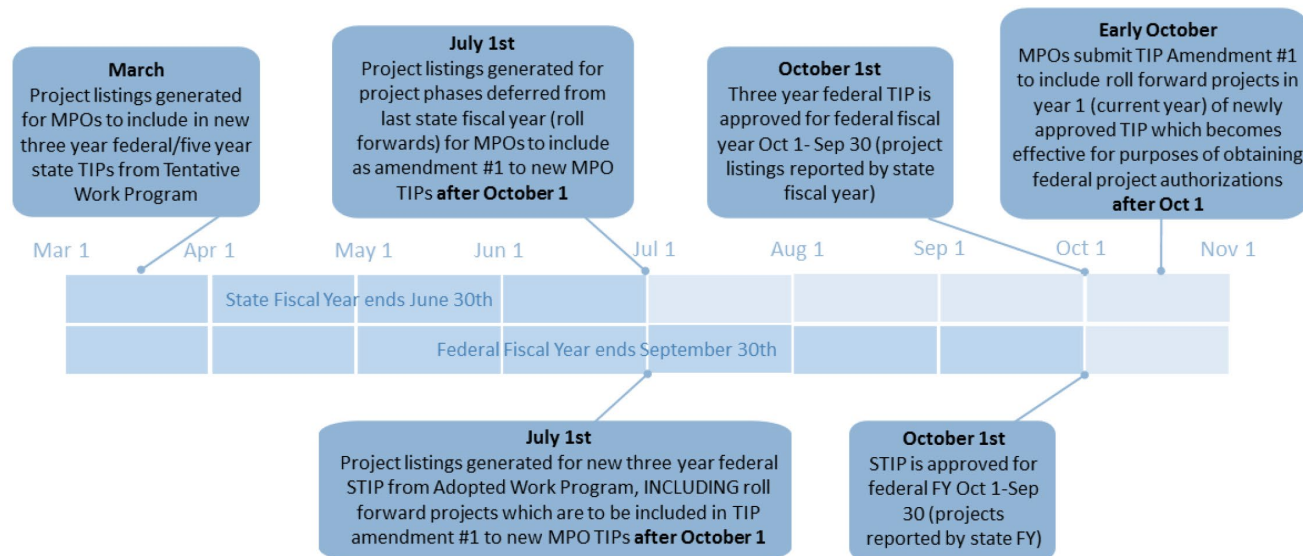
# Roll Forward TIP Amendment

## PURPOSE

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

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

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



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

## Roll Forward Summary

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

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

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

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

### **Project Phase Acronym Description**

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

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

HIGHWAYS  
=====

ITEM NUMBER:238651 1  
DISTRICT:05  
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM CITRUS CO LINE TO CR 484  
COUNTY:MARION  
PROJECT LENGTH: 5.343MI

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

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	2,451	0	0	0	0	0	0	2,451
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	402,670	0	0	0	0	0	0	402,670
DIH	1,367,712	4,730	0	0	0	0	0	1,372,442
DS	93,900	0	0	0	0	0	0	93,900
SA	538,174	0	0	0	0	0	0	538,174
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BNDS	251,979	0	0	0	0	0	0	251,979
DIH	94,558	0	0	0	0	0	0	94,558
ML	1,891,323	0	0	0	0	0	0	1,891,323
SL	213,888	0	0	0	0	0	0	213,888
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SN	213,876	0	0	0	0	0	0	213,876
<b>TOTAL 238651 1</b>	<b>5,070,531</b>	<b>4,730</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,075,261</b>
<b>TOTAL PROJECT:</b>	<b>5,070,531</b>	<b>4,730</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,075,261</b>

ITEM NUMBER:238677 4  
DISTRICT:05  
ROADWAY ID:36050000

PROJECT DESCRIPTION:SR 35 / BELLEVIEW BYPASS FROM US 27/441 TO SR 35  
COUNTY:MARION  
PROJECT LENGTH: .001MI

\*NON-SIS\*  
TYPE OF WORK:NEW ROAD CONSTRUCTION  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	26,621	1,196	0	0	0	0	0	27,817
<b>TOTAL 238677 4</b>	<b>26,621</b>	<b>1,196</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,817</b>
<b>TOTAL PROJECT:</b>	<b>26,621</b>	<b>1,196</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,817</b>

ITEM NUMBER:238693 1  
DISTRICT:05  
ROADWAY ID:36009000

PROJECT DESCRIPTION:SR 35 BASELINE ROAD FROM SE 92PL/BELLEVIEW BY PASS TO SR 464/MARICAMP  
COUNTY:MARION  
PROJECT LENGTH: 3.758MI

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

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	250,497	4,467	0	0	0	0	0	254,964
DS	189,210	0	0	0	0	0	0	189,210
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	810	0	0	0	0	0	0	810
DIH	546,592	0	0	0	0	0	0	546,592
DS	932	0	0	0	0	0	0	932
SL	8,397,532	0	0	0	0	0	0	8,397,532
SN	1,771,589	0	0	0	0	0	0	1,771,589
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	79,992	0	0	0	0	0	0	79,992
DS	763,589	0	0	0	0	0	0	763,589



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
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DATE RUN: 07/28/2021

TIME RUN: 09.38.46

MBRMPOTP

HIGHWAYS  
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PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	65,483	0	0	0	0	0	0	0	65,483
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	147,787	0	0	0	0	0	0	0	147,787
DIH	69,397	3,490	0	0	0	0	0	0	72,887
DS	302,671	0	0	0	0	0	0	0	302,671
NHRE	4,159,940	0	0	0	0	0	0	0	4,159,940
SA	50,000	0	0	0	0	0	0	0	50,000
<b>TOTAL 430655 1</b>	<b>4,938,800</b>	<b>3,490</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,942,290</b>
<b>TOTAL PROJECT:</b>	<b>4,938,800</b>	<b>3,490</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,942,290</b>

ITEM NUMBER:431797 3									
DISTRICT:05									
ROADWAY ID:36000041									
PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 24TH STREET TO NE 35TH STREET									
COUNTY:MARION									
PROJECT LENGTH: .817MI									
*NON-SIS*									
TYPE OF WORK:ADD LANES & RECONSTRUCT									
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1									
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSA	1,937	8,063	0	0	0	0	0	0	10,000
<b>TOTAL 431797 3</b>	<b>1,937</b>	<b>8,063</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>
<b>TOTAL PROJECT:</b>	<b>1,937</b>	<b>8,063</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>

ITEM NUMBER:433652 1									
DISTRICT:05									
ROADWAY ID:36110000									
PROJECT DESCRIPTION:SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE									
COUNTY:MARION									
PROJECT LENGTH: 1.309MI									
*NON-SIS*									
TYPE OF WORK:ADD TURN LANE(S)									
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1									
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	145,138	0	0	0	0	0	0	0	145,138
DIH	157,758	8,127	0	0	0	0	0	0	165,885
DS	1,682,854	0	0	0	0	0	0	0	1,682,854
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	30,572	37,428	32,000	0	0	0	0	0	100,000
SL	302,846	1,699,654	1,650,000	600,000	253,000	0	0	0	4,505,500
<b>TOTAL 433652 1</b>	<b>2,319,168</b>	<b>1,745,209</b>	<b>1,682,000</b>	<b>600,000</b>	<b>253,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,599,377</b>
<b>TOTAL PROJECT:</b>	<b>2,319,168</b>	<b>1,745,209</b>	<b>1,682,000</b>	<b>600,000</b>	<b>253,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,599,377</b>

ITEM NUMBER:433661 1									
DISTRICT:05									
ROADWAY ID:36030000									
PROJECT DESCRIPTION:US 441 FROM SR 40 TO SR 40A (SW BROADWAY)									
COUNTY:MARION									
PROJECT LENGTH: .384MI									
*NON-SIS*									
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT									
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0									
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	234,257	0	0	0	0	0	0	0	234,257
DIH	66,232	11,744	0	0	0	0	0	0	77,976
DS	624,903	0	0	0	0	0	0	0	624,903
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	251,782	328,639	197,000	106,879	0	0	0	0	884,300
DIH	70,974	28,714	0	0	0	0	0	0	99,688
DS	267,199	2,801	0	0	0	0	0	0	270,000



HIGHWAYS  
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSL	0	812,948	0	0	0	0	0	0	812,948
DDR	0	532,480	18,234	0	0	0	0	0	550,714
LF	0	598,113	0	0	0	0	0	0	598,113
SL	0	969,870	0	0	0	0	0	0	969,870
TOTAL 433661 1	1,515,347	3,285,309	215,234	106,879	0	0	0	0	5,122,769
TOTAL PROJECT:	1,515,347	3,285,309	215,234	106,879	0	0	0	0	5,122,769

ITEM NUMBER:435057 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 (SR 93) AT CR 484, SR 326, CR 318  
COUNTY:MARION  
PROJECT LENGTH: 28.270MI

TYPE OF WORK:LIGHTING  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

\*SIS\*

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	754,972	0	0	0	0	0	0	754,972
DIH	30,088	4,945	0	0	0	0	0	35,033
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	82,021	0	0	0	0	0	0	82,021
DI	2,162,021	0	0	0	0	0	0	2,162,021
DIH	61,476	0	0	0	0	0	0	61,476
DS	45,171	0	0	0	0	0	0	45,171
HSP	871,302	0	0	0	0	0	0	871,302
SL	34,289	0	0	0	0	0	0	34,289
TOTAL 435057 1	4,041,340	4,945	0	0	0	0	0	4,046,285
TOTAL PROJECT:	4,041,340	4,945	0	0	0	0	0	4,046,285

ITEM NUMBER:435466 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 2 LOCATIONS  
COUNTY:MARION  
PROJECT LENGTH: 4.364MI

TYPE OF WORK:LANDSCAPING  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

\*SIS\*

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DER	1,165	0	0	0	0	0	0	1,165
DIH	28,903	51,689	0	0	0	0	0	80,592
DS	586,142	0	0	0	0	0	0	586,142
TOTAL 435466 1	616,210	51,689	0	0	0	0	0	667,899
TOTAL PROJECT:	616,210	51,689	0	0	0	0	0	667,899

ITEM NUMBER:435686 1  
DISTRICT:05  
ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 500 / US 441 @ SE 98TH LANE  
COUNTY:MARION  
PROJECT LENGTH: .189MI

TYPE OF WORK:ADD LEFT TURN LANE(S)  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 2

\*NON-SIS\*

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	38,707	13,291	0	0	0	0	0	51,998
DS	221,456	0	0	0	0	0	0	221,456
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,190,816	0	0	0	0	0	0	1,190,816
DIH	6,643	57,659	0	0	0	0	0	64,302
TOTAL 435686 1	1,457,622	70,950	0	0	0	0	0	1,528,572
TOTAL PROJECT:	1,457,622	70,950	0	0	0	0	0	1,528,572

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

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DATE RUN: 07/28/2021

TIME RUN: 09.38.46  
MBRMPOTP

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

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

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

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	FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DC	2,720		0		0		0	2,720
	DDR	762,305		0		0		0	762,305
	DIH	44,667	7,587	0		0		0	52,254
	DS	22,467		0		0		0	22,467
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	1,290,088		0		0		0	1,290,088
	DIH	166,358	55	0		0		0	166,413
	DS	6,670,182		0		0		0	6,670,182
	NHRE	1,729,935		0		0		0	1,729,935
	SA	1,533	18,467	0		0		0	20,000
TOTAL	436879 1	10,690,255	26,109	0	0	0	0	0	10,716,364
TOTAL PROJECT:		10,690,255	26,109	0	0	0	0	0	10,716,364

ITEM NUMBER:437339 1  
DISTRICT:05  
ROADWAY ID:36070000

PROJECT DESCRIPTION:SR 500 / US 27 FROM LEVY COUNTY LINE TO CR 326  
COUNTY:MARION  
PROJECT LENGTH: 6.672MI

\*SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	1,609		0	0	0	0	0	1,609
DDR	550,707		0	0	0	0	0	550,707
DIH	72,383	2,862	0	0	0	0	0	75,245
DS	26,590		0	0	0	0	0	26,590
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	6,125,219		0	0	0	0	0	6,125,219
DIH	62,541	24,916	0	0	0	0	0	87,457
DS	180,037		0	0	0	0	0	180,037
TOTAL 437339 1	7,019,086	27,778	0	0	0	0	0	7,046,864
TOTAL PROJECT:	7,019,086	27,778	0	0	0	0	0	7,046,864

ITEM NUMBER:437818 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 @ CR 318 INTERCHANGE  
COUNTY:MARION  
PROJECT LENGTH: .413MI

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

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	FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	402,700	0	0	0	0	0	0	402,700
	DER	5,220	0	0	0	0	0	0	5,220
	DIH	55,400	12,971	0	0	0	0	0	68,371
	DS	134	0	0	0	0	0	0	134
TOTAL	437818 1	463,454	12,971	0	0	0	0	0	476,425
TOTAL PROJECT:		463,454	12,971	0	0	0	0	0	476,425

FLORIDA DEPARTMENT OF TRANSPORTATION  
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MPO ROLLFORWARD REPORT  
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**HIGHWAYS**  
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DATE RUN: 07/28/2021

TIME RUN: 09.38.46  
MBRMPOTP

ITEM NUMBER:437828 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION: I-75 @ SW 20TH STREET & I-75 @ SW 43RD ST.  
COUNTY: MARION  
PROJECT LENGTH: .500MI

TYPE OF WORK:LANDSCAPING  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	431,233	0	0	0	0	0	0	431,233
DIH	31,796	15,243	0	0	0	0	0	47,039
DS	22,863	0	0	0	0	0	0	22,863
TOTAL 437828 1	485,892	15,243	0	0	0	0	0	501,135
TOTAL PROJECT:	485,892	15,243	0	0	0	0	0	501,135

ITEM NUMBER:439238 1  
DISTRICT:05  
ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET  
COUNTY:MARION  
PROJECT LENGTH: 10.612MI

\*NON-SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	2,241,110		0	0	0	0	0	2,241,110
DIH	145,708	26,218	0	0	0	0	0	171,926
DS	504,214	0	0	0	0	0	0	504,214
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	301,000		0	0	0	0	0	301,000
DIH	1,428	8,572	0	0	0	0	0	10,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	130,000	100,000	0	0	0	0	0	230,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,713,099		0	0	0	0	0	1,713,099
DIH	36,951	19,122	0	0	0	0	0	56,073
DS	97,746	0	0	0	0	0	0	97,746
NHRE	5,823,937	0	0	0	0	0	0	5,823,937
SA	8,522,617	0	0	0	0	0	0	8,522,617
TOTAL 439238 1	19,517,810	153,912	0	0	0	0	0	19,671,722
TOTAL PROJECT:	19,517,810	153,912	0	0	0	0	0	19,671,722

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

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

\*SIS\*

TYPE OF WORK:LIGHTING

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	56,104	0	0	0	0	0	0	56,104
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	483	0	0	0	0	0	0	483
DIH	42,551	30,280	0	0	0	0	0	72,831
DS	53,587	53,589	0	0	0	0	0	107,176
HSP	30,866	0	0	0	0	0	0	30,866
TOTAL 439887 1	183,591	83,869	0	0	0	0	0	267,460

ITEM NUMBER:439887 2  
DISTRICT:05  
ROADWAY ID:36004000

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

\*SIS\*

TYPE OF WORK:LIGHTING

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY DUKE ENERGY FLORIDA, LLC								
ACSS	73,299	91,701	0	0	0	0	0	165,000
TOTAL 439887 2	73,299	91,701	0	0	0	0	0	165,000
TOTAL PROJECT:	256,890	175,570	0	0	0	0	0	432,460

ITEM NUMBER:441136 1  
DISTRICT:05  
ROADWAY ID:36001000

PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE  
COUNTY:MARION  
PROJECT LENGTH: 8.846MI

\*SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

	FUND	LESS						GREATER	
	CODE	THAN						THAN	ALL
		2022	2022	2023	2024	2025	2026	2026	YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR		1,647,005		0	0	0	0	0	1,647,005
DIH		80,872	35,447	0	0	0	0	0	116,319
DS		90,455		0	0	0	0	0	90,455
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR		713,651	50,000	0	0	0	0	0	763,651
DS		150,716	48,801	0	0	0	0	0	199,517
GFSL		4,198	0	0	0	0	0	0	4,198
SA		15,062,618	2,511,253	0	0	0	0	0	17,573,871
SL		679,486	753,969	0	0	0	0	0	1,433,455
TOTAL 441136 1		18,429,001	3,399,470	0	0	0	0	0	21,828,471
TOTAL PROJECT:		18,429,001	3,399,470	0	0	0	0	0	21,828,471

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

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

\*SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

	FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	ACNP	574,409	26,881	0	0	0	0	0	601,290
	DDR	317,389	0	0	0	0	0	0	317,389
	DIH	20,084	9,958	0	0	0	0	0	30,042
	DS	44,244	0	0	0	0	0	0	44,244
	NHPP	698,631	1,279	0	0	0	0	0	699,910
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	ACNP	0	30,232,895	0	0	0	0	0	30,232,895
	DS	24,706	0	0	0	0	0	0	24,706
TOTAL 443170 1		1,679,463	30,271,013	0	0	0	0	0	31,950,476
TOTAL PROJECT:		1,679,463	30,271,013	0	0	0	0	0	31,950,476

FLORIDA DEPARTMENT OF TRANSPORTATION  
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**HIGHWAYS**  
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ITEM NUMBER:447137 1		PROJECT DESCRIPTION:SR 200 BRIDGES 360044 & 360059 AND SR 40 BRIDGE 360044 DECK REHAB					*SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION		
ROADWAY ID:36080000		PROJECT LENGTH: .543MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0		
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
BRRP	57,368	0	0	0	0	0	0	0	57,368
DIH	0	2,000	0	0	0	0	0	0	2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
BRRP	0	1,006,629	0	0	0	0	0	0	1,006,629
DIH	0	2,052	0	0	0	0	0	0	2,052
TOTAL 447137 1	57,368	1,010,681	0	0	0	0	0	0	1,068,049
TOTAL PROJECT:	57,368	1,010,681	0	0	0	0	0	0	1,068,049
TOTAL DIST: 05	128,217,998	41,503,753	1,897,234	706,879	253,000	0	146,552,836	319,131,700	
TOTAL HIGHWAYS	128,217,998	41,503,753	1,897,234	706,879	253,000	0	146,552,836	319,131,700	

MAINTENANCE  
=====

ITEM NUMBER:418107 1  
DISTRICT:05  
ROADWAY ID:

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

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

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

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

AVIATION  
=====

ITEM NUMBER:438417 1                      PROJECT DESCRIPTION:MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS                      \*NON-SIS\*  
DISTRICT:05    COUNTY:MARION                      TYPE OF WORK:AVIATION PRESERVATION PROJECT  
ROADWAY ID:    PROJECT LENGTH: .000                      LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY:								
DPTO	0	145,600		0	0	0	0	145,600
LF	0	36,400		0	0	0	0	36,400
TOTAL 438417 1	0	182,000	0	0	0	0	0	182,000
TOTAL PROJECT:	0	182,000	0	0	0	0	0	182,000
TOTAL DIST: 05	0	182,000	0	0	0	0	0	182,000
TOTAL AVIATION	0	182,000	0	0	0	0	0	182,000



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

DATE RUN: 07/28/2021

TIME RUN: 09.38.46

MBRMPOTP

TRANSIT  
=====

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

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

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

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

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

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

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

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

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

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

DATE RUN: 07/28/2021

TIME RUN: 09.38.46

MBRMPOTP

MISCELLANEOUS  
=====

ITEM NUMBER:426179 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:MISCELLANEOUS CONSTRUCTION  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	244,045	20,400	0	0	0	0	0	264,445
TALN	553,713	46,287	0	0	0	0	0	600,000
TALT	517,836	31,929	0	0	0	0	0	549,765
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	93,282	0	0	0	93,282
DIH	0	0	0	5,415	0	0	0	5,415
TALL	0	0	0	11,577	0	0	0	11,577
TALN	0	0	0	170,381	0	0	0	170,381
TALT	0	0	0	2,433,279	0	0	0	2,433,279
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	0	50,000	0	0	0	0	0	50,000
<b>TOTAL 426179 1</b>	<b>1,315,594</b>	<b>148,616</b>	<b>0</b>	<b>2,713,934</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,178,144</b>
<b>TOTAL PROJECT:</b>	<b>1,315,594</b>	<b>148,616</b>	<b>0</b>	<b>2,713,934</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,178,144</b>

ITEM NUMBER:439310 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:BIKE PATH/TRAIL  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA								
LF	194,476	0	0	0	0	0	0	194,476
TALL	650,316	0	0	0	0	0	0	650,316
TALT	245,472	0	0	0	0	0	0	245,472
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	6	0	0	0	0	0	6
TALT	11,217	0	0	0	0	0	0	11,217
<b>TOTAL 439310 1</b>	<b>1,101,481</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,101,487</b>
<b>TOTAL PROJECT:</b>	<b>1,101,481</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,101,487</b>

ITEM NUMBER:440900 2  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS  
COUNTY:MARION  
PROJECT LENGTH: .000

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

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	42,012	0	0	0	0	0	0	42,012
NFP	319,959	0	0	0	0	0	0	319,959
SA	738	9,262	0	0	0	0	0	10,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	117,791	20,923	0	0	0	0	0	138,714
DS	889,226	0	0	0	0	0	0	889,226

DATE RUN: 07/28/2021  
TIME RUN: 09.38.46  
MBRMPOTP

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

# Transportation Improvement Program

Fiscal Years 2021/2022 to 2025/2026

## Roll Forward Amendment

*Pending Approval August 24, 2021*

# TPO Board Meeting

## August 24, 2021

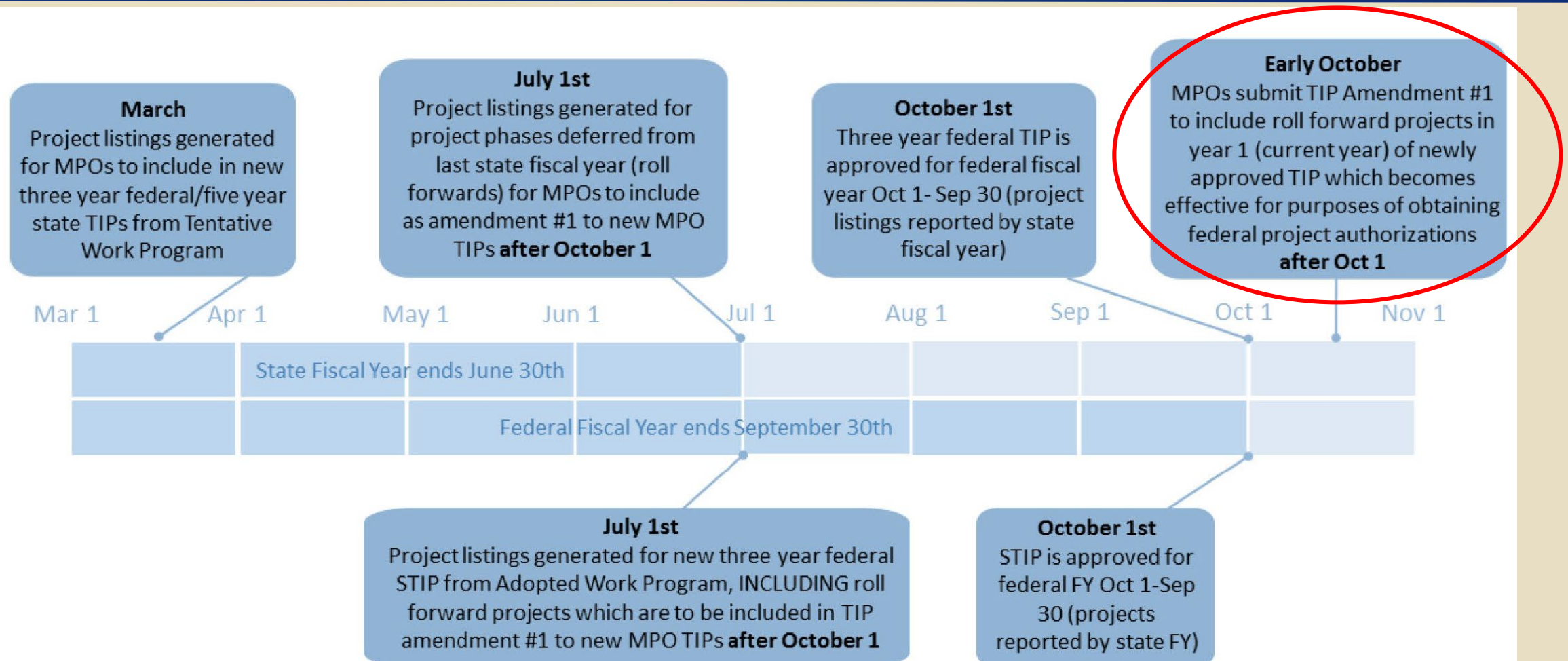


# Roll Forward Process

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



# Roll Forward Process



# Roll Forward Funding

## Roll Forward Funding Totals

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



# Major Project Changes

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

# Major Project Changes

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

# Total TIP Funding Changes

Current

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

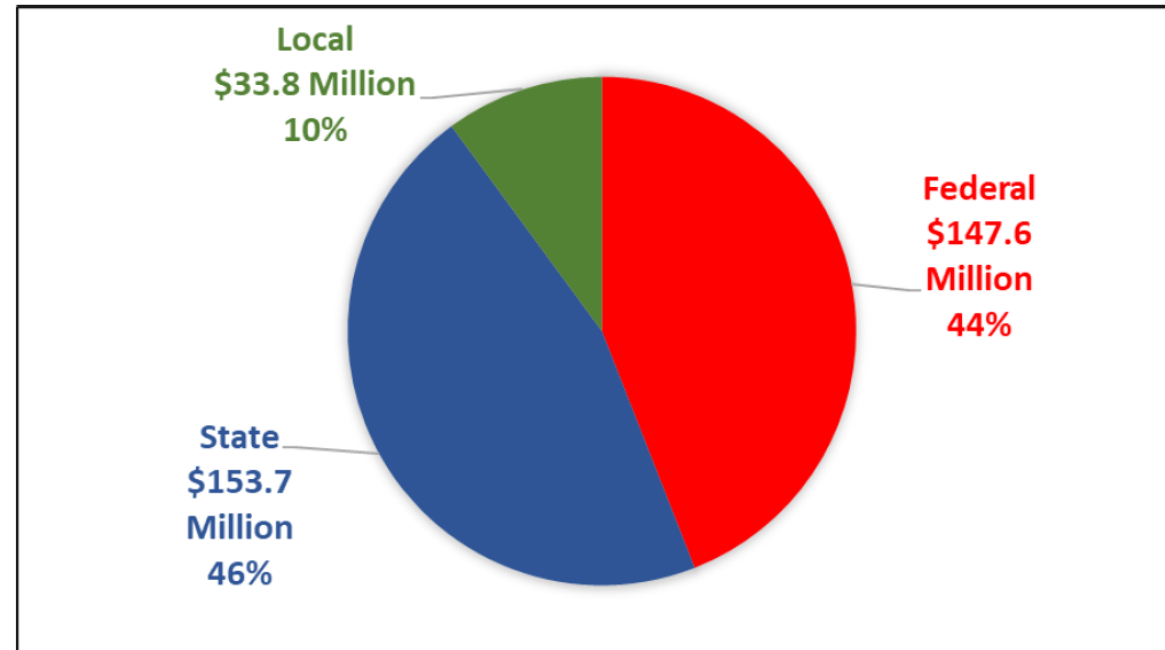


Figure 9: 5-Year Summary by Funding Source

# Total TIP Funding Changes

**Roll  
Forward**

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

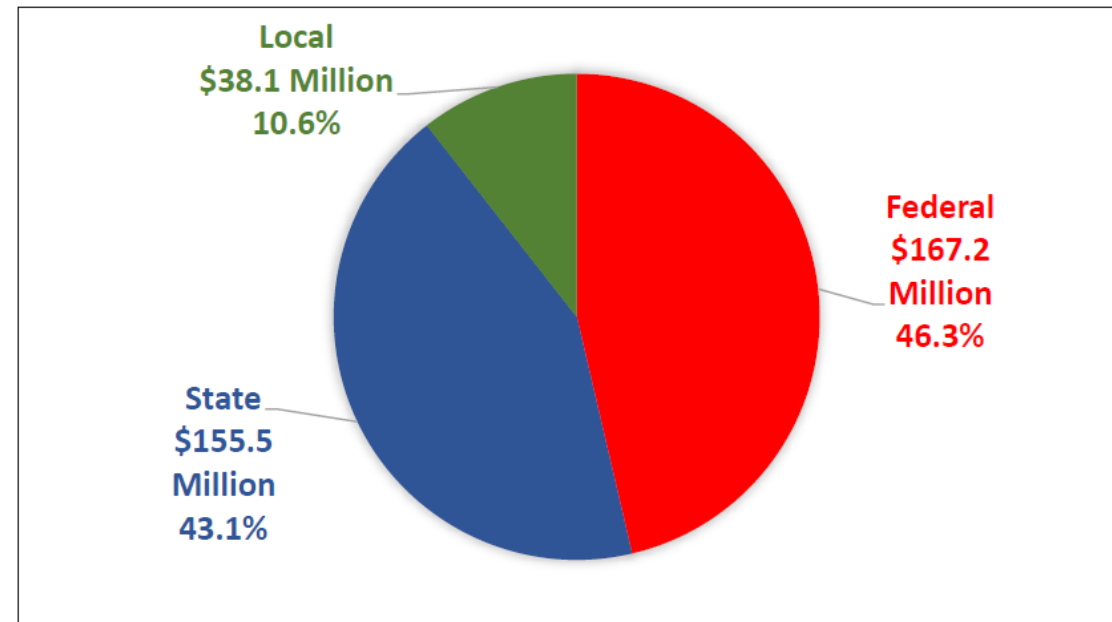


Figure 9: 5-Year Summary by Funding Source

# **TPO staff is Requesting Approval of the Roll Forward Amendment**



Website: [Ocalamariontpo.org](http://Ocalamariontpo.org)

# Transportation Improvement Program

Fiscal Years 2021/2022 to 2025/2026



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

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

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

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

[RESOLUTION INSERTED ON THIS PAGE]



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**Jared Perdue**, FDOT District 5 (Non-Voting)  
**Carl Zalak**, Marion County

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**Shakayla Irby**, Administrative Specialist/  
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**Liz Mitchell**, Grants Coordinator/  
Fiscal Planner, Title VI Non-Discrimination

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

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

# 1. INTRODUCTION

## PURPOSE

The Ocala Marion Transportation Planning Organization (TPO) is the federally designated Metropolitan Planning Organization (MPO) for Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The Fiscal Years 2021/22 to 2025/26 TIP is a five-year schedule of transportation projects proposed by government agencies and other stakeholders within the TPO's Metropolitan Planning Area (MPA), which includes all of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is updated on an annual basis. The types of projects in the TIP include all modes of transportation, such as roadway construction, operations and reconstruction, bicycle and pedestrian, transit and aviation.

As stated in the Federal Highway and Transit Acts of 1962 and 1964, each urbanized area over 50,000 people must have a continuing, cooperative and comprehensive transportation process. This process, also known as the 3-C planning process, is reflected in the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The 2045 LRTP, which is also developed by the TPO, outlines Marion County's transportation vision and goals 20 years into the future. The TIP outlines the short-term "action steps" necessary for achieving Marion County's long-term transportation vision by programming specific improvements. In summary, the TIP serves as the budget for carrying out the LRTP in five-year increments. The TIP is also used to coordinate transportation projects between local, state and federal agencies, thereby ensuring the efficient use of transportation funding to Marion County.

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

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



## TPO PLANNING AREA

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to rapid population growth in the 1980s, the planning boundaries of the entire county were added. Figure 1 illustrates TPO planning area which includes all of Marion County and the cities of Belleview, Dunnellon and Ocala.

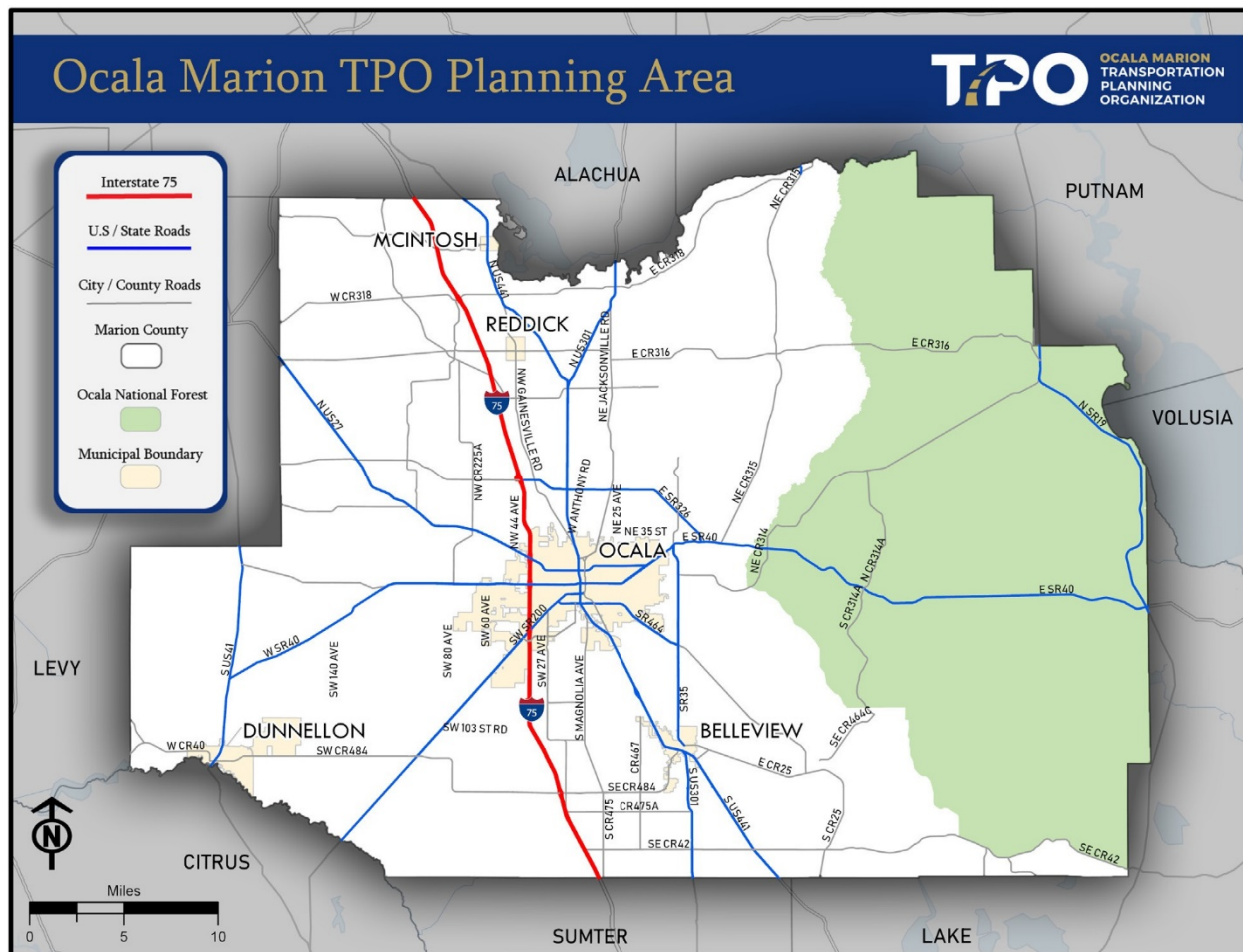


Figure 1: Map of TPO Planning Area

## DEVELOPMENT OF THE TIP

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

### **TPO Boards and Committees**

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

The TPO also submits a draft TIP to the TPO Board for review and to receive feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is then presented to the TPO Board for adoption in May or June of each year. In 2021, TPO staff presented the draft TIP to the TAC and CAC on May 11th and June 8th, the TPO Board on May 25th and June 22nd.

### **Public Involvement**

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

following agencies: Federal Transit Administration, Federal Highway Administration, U.S. Forest Service, Florida Department of Transportation, Department of Economic Opportunity, Florida Commission for the Transportation Disadvantaged and the St. Johns River Water Management District.

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

## JOINT CERTIFICATION

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

## CONSISTENCY WITH OTHER PLANS

The projects and project phases listed in the FY 2021/22 to 2025/26 TIP are consistent with the local public transit development plan (SunTran), aviation, and the approved local government comprehensive plans for governments within the TPO's MPA [s.339.175(8)(c)(7), F.S.]. The TIP is consistent with the Ocala Marion TPO's 2045 LRTP, Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Strategic Highway Safety Plan (SHSP), Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), TPO Congestion Management Process (CMP) and SunTran Transportation Development Plan (TDP).

### **2045 Long Range Transportation Plan (LRTP)**

In addition to documenting Marion County's long-term vision and goals for transportation, the 2045 LRTP includes a Needs Assessment and a Cost Feasible Plan. These two sections detail the specific projects to fulfill the County's long-term vision and goals. In order to remain current with the changing needs of Marion County, the Ocala Marion TPO updates the LRTP every five years. The 2045 LRTP was adopted by the TPO Board on November 24, 2020. A list of TIP projects referenced in the 2045 LRTP can be found in Appendix I. (<https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp>)

## **Florida Transportation Plan (FTP)**

The Florida Transportation Plan (FTP) serves as the state's long-range transportation vision and policy plan. The FTP focuses on ways to improve safety, provide a more efficient transportation system, meet the needs of a changing population, create a more competitive economy, enhance the overall quality of life and environment, increase access to transit and address emerging technologies. (<http://floridatransportationplan.com>)

## **Strategic Intermodal System (SIS) Policy Plan**

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

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

## **Florida's Strategic Highway Safety Plan (SHSP)**

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

## **Freight Mobility and Trade Plan (FMTP)**

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

## **Transportation Asset Management Plan (TAMP)**

The Transportation Asset Management Plan (TAMP) outlines the process for effectively operating, maintaining, and improving physical transportation assets within Florida. The plan also provides detailed information, such as the department's assets, asset management strategies, and long-term expenditure forecasts to inform decision-making at both the State and Local levels.



## **Congestion Management Plan (CMP)**

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

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

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

## **Transit Development Plan (TDP)**

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

## **TIP REVISIONS**

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

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

## **Administrative Modifications**

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

## **Minor Amendments**

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

## **Major Amendments**

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

## **TRANSPORTATION DISADVANTAGED**

The Transportation Disadvantaged (TD) program is a statewide program that provides vital transportation to medical appointments, employment, educational and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline or age 60+ or <16 years old.

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

## **EFFICIENT TRANSPORTATION DECISION MAKING**

Efficient Transportation Decision Making (ETDM) is a process used by FDOT to incorporate environmental, physical, cultural and community resource considerations into transportation planning to inform project delivery. FDOT screens some of the projects in the TIP through the ETDM process. Public information for these projects is available at: <https://etdmpub.florat.org/est>.

# 2. PERFORMANCE MANAGEMENT

## PERFORMANCE-BASED PLANNING

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

### **#1- Safety**

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

### **#2- Infrastructure Condition**

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

### **#3- Congestion Reduction**

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

### **#4- System Reliability**

To improve the efficiency of the surface transportation system

### **#5- Freight Movement and Economic Vitality**

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

### **#6- Environmental Sustainability**

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

### **#7- Reduced Project Delivery Delays**

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

Performance-based planning utilizes performance measures and performance targets to ensure

the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes.

## PERFORMANCE MEASURES & TARGETS

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have created highway and transit performance measures and requirements for State DOTs, TPOs/MPOs and transit operators to establish and report performance targets for each performance measure. Performance measures are quantitative criteria used to evaluate progress of the seven national goals. In order to determine the amount of progress made for each performance measure, the aforementioned agencies and organizations must establish baseline data and performance targets; benchmarks used to determine whether transportation investments make progress in achieving national goals and performance measures.

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



### Safety



### Bridge and Pavement Condition



### System Performance



### Transit Asset Management and Transit Safety



# Safety

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

As outlined in the Safe System approach promoted by FHWA, the death or serious injury by any person is unacceptable. Consequently, FDOT is fully committed to Vision Zero, and has set a statewide target of “0” for all five safety performance measures. Vision Zero is discussed in greater detail in the HSIP, the Florida Highway Safety Plan, and the Florida Transportation Plan. FDOT set its safety performance targets on August 31, 2017. In addition, FDOT completed a HSIP Implementation Plan in August 2020 to outline an approach toward meeting its safety performance targets in future years. In August of each calendar year, FDOT reports the following year’s targets in the HSIP. The TPO is then required to either adopt FDOT’s targets or set their own.

On February 27, 2018, the Ocala Marion TPO Board adopted its own safety performance targets to better track progress and reflect greater accountability to the public. The TPO plans to develop a Safety Action Plan in 2021 and applying the adopted targets will serve a key role in this planning effort. By adopting its own safety performance targets, the TPO is required to update the targets annually. The TPO most recently updated its safety targets on February 23, 2021. Figure 2 shows the safety performance targets set by both FDOT and the TPO for each of the five safety performance measures.

The Ocala Marion TPO is committed to improving safety for all roadway users, which is demonstrated through planning and programming activities. The TIP includes specific investment priorities by using a project-prioritization and project-selection process that is based on the anticipated effect of reducing both fatal and serious injury crashes. The TPO also collects and analyzes crash data and trends, which will be published in a Safety Trends Manual in 2021. Additionally, the TPO participates in the Marion County Community Traffic Safety Team (CTST).

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

**Figure 2: Performance Measure Targets and Results - Safety**



## Bridge and Pavement Condition

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

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. FHWA established five pavement condition metrics: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

FDOT established its statewide targets for bridge and pavement condition on May 18, 2018. The Ocala Marion TPO and all MPO/TPO's in Florida agreed to support the FDOT statewide targets on in 2018. The two-year and four-year targets represent bridge and pavement conditions at the end of both target years, and are displayed in Figure 3.

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

is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

Bridge and Pavement Condition Performance Measures	FDOT/TPO Target (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2019)
<b>Pavement Measures</b>			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	66.4%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	37.8%
Percent of non-Interstate NHS pavements in poor condition	≤ 5%	≤ 5%	0%
<b>Bridge Deck Area Measures</b>			
Percent of NHS bridges by deck area in good condition	≥ 50%	≥ 50%	59.1%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

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



## System Performance

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

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th

percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person- miles traveled on the Interstate and non-Interstate NHS that are reliable.

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

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

FDOT established its statewide targets for system performance on May 18, 2018. The Ocala Marion TPO and all MPO/TPO's in Florida agreed to support the FDOT statewide targets in October 2018. Figure 4 displays the most current System Performance measure targets and results.

<b>System Performance Measures</b>	<b>FDOT/TPO Target (2-Year)</b>	<b>FDOT/TPO Target (4-Year)</b>	<b>TPO Target Results (2020)</b>
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥ 75%	≥ 70 %	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	≥ 50 %	97%
Truck Travel Time Reliability (TTTR)	1.75	2.00	1.13

**Figure 4: Performance Measure Targets and Results - System Performance**





# Transit Asset Management and Safety

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

On July 1, 2019, SunTran, the public transit agency that operates primarily in the city of Ocala and in parts of unincorporated Marion County, moved from the oversight by the TPO to the City of Ocala. The SunTran system includes seven fixed bus routes contracted through a third-party company. As the administrative body to SunTran, the City of Ocala is responsible for setting performance targets for Transit Asset Management. In July 2019, the City of Ocala set the transit asset targets in Figure 5, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the transit asset targets. SunTran coordinates with FDOT on reporting targets to FTA through the National Transit Database (NTD). SunTran also coordinates with the TPO on a continuous basis and participates as a member of the Technical Advisory Committee (TAC).

Figure 5 displays the percentage of SunTran’s assets that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2019 and their performance targets for the next four years. FTA defines ULBs as “... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.” The performance targets assume the assets are replaced as they reach their ULB.

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

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

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

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

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

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

# 3. FINANCIAL PLAN

## Overview

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

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

The FY 2021/22 to 2025/26 TIP is financially constrained for each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran and Marion Transit. A summary of funding categories, distribution of funding by category and funding sources are summarized in Figures 7 to 9. The funding totals include the roll-forward projects, which are included in Appendix K.

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

<b>Acronym</b>	<b>Funding Category</b>	<b>Funding Source</b>
ACFP	Advanced Construction Freight Program	Federal
ACNP	Advanced Construction NHPP	Federal
ACSA	Advanced Construction (SA)	Federal
ACSL	Advanced Construction (SL)	Federal
ACSN	Advanced Construction (SN)	Federal
ACSS	Advanced Construction (SS)	Federal
BRRP	Bridge Repair/Rehabilitation	State
CIGP	County Incentive Grant Program	State
D	Unrestricted State Primary	State
DDR	District Dedicated Revenue	State
DIH	District In-House	State
DPTO	Public Transportation Office, State	State
DRA	Rest Areas	State
DS	State Primary Highways & Public Transportation Office	State
DU	State Primary, Federal Reimbursement Funds	Federal
DWS	Weigh Stations	State
FAA	Federal Aviation Administration	Federal
FCO	Fixed Capital Outlay	State
FTA	Federal Transit Administration	Federal
GFSN	General Funding	Federal
LF	Local Funds	Local
NHPP	National Highway Performance Program	Federal
NHRE	National Highway Resurfacing Set-Aside NHPP Funding	Federal
PL	Metropolitan Planning	Federal
RHH	Rail Highway Safety	Federal
SA	Surface Transportation Program, Any Area	Federal
SL	Surface Transportation Program, Population <=200K	Federal
SN	Surface Transportation Program, Population <=5K	Federal
TALL	Transportation Alternative Program, Population <=200K	Federal
TALN	Transportation Alternative Program, Population <=5K	Federal
TALT	Transportation Alternative Program, Any Area	Federal
TRIP	Transportation Regional Incentive Program	State
TRWR	Wheels on the Road, TRIP	State

**Figure 7: List of Funding Categories and Associated Funding Sources**

<b>Funding Category</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
ACFP	\$9,294,816	\$0	\$48,735	\$0	\$0	\$9,343,551
ACNP	\$30,259,776	\$0	\$0	\$0	\$0	\$30,259,776
ACSA	\$931,244	\$0	\$0	\$0	\$0	\$931,244
ACSL	\$3,637,759	\$0	\$0	\$0	\$0	\$3,637,759
ACSN	\$2,458,905	\$0	\$0	\$0	\$0	\$2,458,905
ACSS	\$1,398,116	\$1,365,009	\$752,704	\$521,496	\$0	\$4,037,325
BRRP	\$1,006,629	\$0	\$0	\$0	\$0	\$1,006,629
CIGP	\$0	\$0	\$0	\$8,209,249	\$0	\$8,209,249
D	\$5,728,220	\$4,760,342	\$4,773,193	\$4,736,430	\$4,750,061	\$24,748,246
DDR	\$5,438,547	\$4,388,837	\$35,027,602	\$14,973,347	\$3,290,063	\$63,118,396
DIH	\$485,657	\$116,320	\$79,565	\$11,150	\$28,700	\$721,392
DPTO	\$1,404,831	\$757,741	\$1,063,173	\$3,389,229	\$738,292	\$7,353,266
DRA	\$0	\$21,500,297	\$0	\$0	\$0	\$21,500,297
DS	\$177,154	\$0	\$8,882,919	\$929,077	\$0	\$9,989,150
DU	\$1,095,502	\$1,143,941	\$1,194,721	\$1,400,325	\$1,451,854	\$6,286,343
DWS	\$4,261,712	\$0	\$0	\$0	\$532,902	\$4,794,614
FAA	\$1,800,000	\$5,850,000	\$0	\$0	\$0	\$7,650,000
FCO	\$85,000	\$0	\$534,900	\$5,001,200	\$0	\$5,621,100
FTA	\$18,023,784	\$2,467,181	\$2,541,196	\$2,617,431	\$0	\$25,649,592
GFSN	\$350,276	\$0	\$0	\$0	\$0	\$350,276
LF	\$18,795,161	\$2,861,079	\$3,196,419	\$11,605,461	\$1,820,398	\$38,278,518
NHPP	\$1,279	\$0	\$0	\$0	\$0	\$1,279
NHRE	\$0	\$6,259,321	\$0	\$0	\$0	\$6,259,321
PL	\$494,973	\$493,370	\$493,370	\$493,370	\$493,370	\$2,468,453
RHH	\$207,629	\$0	\$0	\$0	\$0	\$207,629
SA	\$2,602,828	\$20,469,961	\$0	\$0	\$0	\$23,072,789
SL	\$5,363,893	\$6,178,893	\$8,937,257	\$9,284,418	\$0	\$29,764,461
SN	\$3,039,635	\$163,370	\$2,706,657	\$3,028,371	\$0	\$8,938,033
TALL	\$782,909	\$0	\$11,577	\$253,001	\$0	\$1,047,487
TALN	\$46,287	\$0	\$170,381	\$0	\$0	\$216,668
TALT	\$2,812,687	\$0	\$2,433,279	\$0	\$0	\$5,245,966
TRIP	\$0	\$0	\$0	\$5,109,562	\$0	\$5,109,562
TRWR	\$0	\$0	\$0	\$3,280,139	\$0	\$3,280,139
<b>Total:</b>	<b>\$121,985,209</b>	<b>\$78,775,662</b>	<b>\$72,847,648</b>	<b>\$74,843,256</b>	<b>\$13,105,640</b>	<b>\$361,557,415</b>

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

Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
Federal	\$84,602,298	\$44,391,046	\$19,289,877	\$17,598,412	\$1,945,224	<b>\$167,826,857</b>
State	\$18,587,750	\$31,523,537	\$50,361,352	\$45,639,383	\$9,340,018	<b>\$155,452,040</b>
Local	\$18,795,161	\$2,861,079	\$3,196,419	\$11,605,461	\$1,820,398	<b>\$38,278,518</b>
<b>Total:</b>	<b>\$121,985,209</b>	<b>\$78,775,662</b>	<b>\$72,847,648</b>	<b>\$74,843,256</b>	<b>\$13,105,640</b>	<b>\$361,557,415</b>

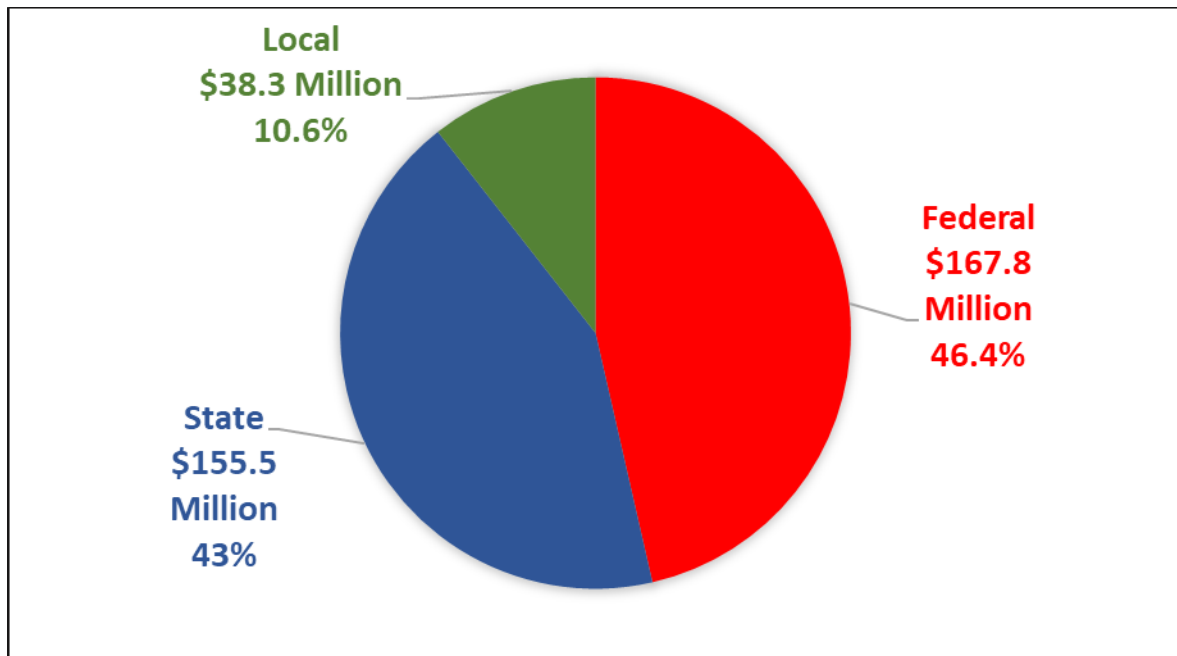


Figure 9: 5-Year Summary by Funding Source

# 4. PROJECT PRIORITIZATION PROCESS

## Methodology

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

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

## Project Ranking Criteria

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

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

The ranking criteria are grouped into the following six categories:

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



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

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

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

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

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

**Figure 10: 2021 List of Priority Projects (LOPP)**

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

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

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

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

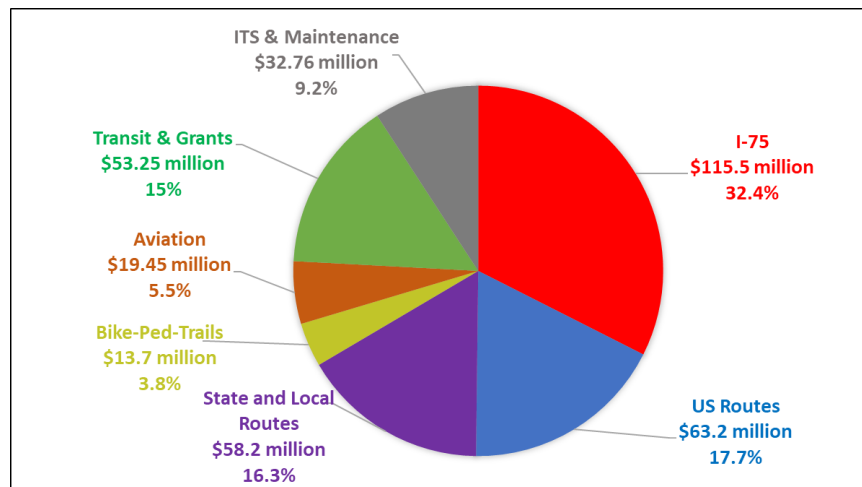
# 5. PROJECTS

## Summary

The FY 2021/22 to 2025/26 TIP consists of a total of 72 programmed projects. For ease of reference by the public, the projects were grouped into seven major categories. A summary of changes to major regional transportation projects from the previous Fiscal Years 2020/21 to 2024/25 TIP are available in Appendix H. Appendix I contains a listing of the TIP projects (TIP Download) as submitted to the TPO by FDOT in April 2021. Figure 11 provides a breakdown of the 72 projects by funding category. All 72 projects in the TIP are included in a summary format by category in the following pages of this section. A total of 21 other projects, part of the Roll Forward Amendment (Amendment #1), are included in a summary report in Appendix K. Projects are also referenced how they meet the specific goals and objectives in the 2045 LRTP.

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

	Interstate (I-75)	U.S. Routes	State and Local Routes	Bicycle and Pedestrian	Aviation (Airport)	Transit, Funding/Grants	ITS and Maintenance
Funding	\$115,533,666	\$63,169,672	\$58,175,462	\$13,699,624	\$19,452,936	\$53,249,368	\$32,764,410
Projects	6	9	13	11	8	11	14



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

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

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

**Figure 12: Project Phase and Information Acronym List**

## Performance Management and TIP Projects

The following provides a summary of the projects and SunTran transit program funding in the TIP that support meeting federally required performance measures specifically on the NHS and local

transit system, including: safety; bridge and pavement condition; system performance; and transit asset management and safety. In some cases, a project may support meeting more than one federal performance measure.

### **Safety (8 projects)**

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

### **Bridge and Pavement Condition (8 projects)**

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



### System Performance (7 projects)

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

### Transit Asset Management and Transit Safety

FM Number	Grant	TIP Funding
4481701	5399 Small Urban Capital Fixed Route	\$470,711
4333041	Block Grant Operating Assistance	\$2,073,725
4424551	Block Grant Operating Assistance	\$5,906,624
4271882	Section 5307 FTA Grant	\$29,998,766
4492381	Section 5307 FTA Grant	\$783,759
Total:		\$39,233,585

## TIP Online Interactive Map

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

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



# Interstate 75 (I-75) Projects





**Project:**

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

Project Type: Interchange

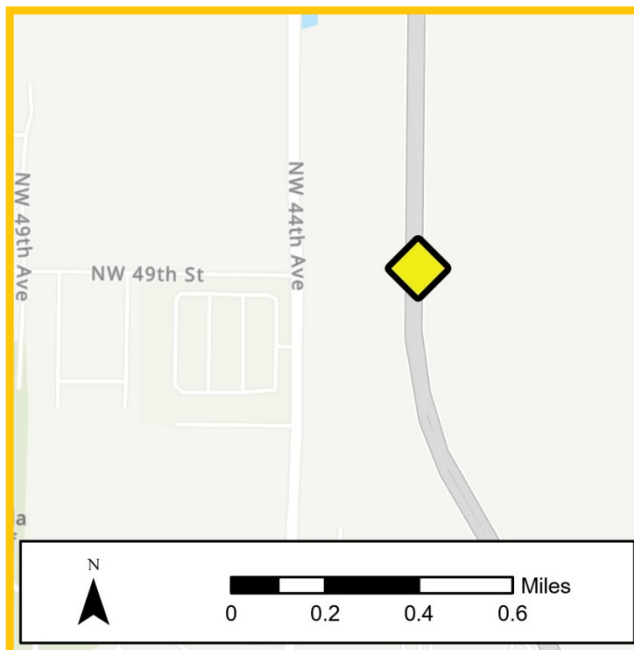
FM Number: 4352091

Lead Agency: FDOT

Length: 0.1 miles

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

SIS Project

**Description:**

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

**Prior < 2021/22:**

\$5,414,730

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$63,389,545

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

**Project:** I-75 Marion County Rest Area Landscaping

Project Type: Landscaping

FM Number: 4378261

Lead Agency: FDOT

Length: 0.5 miles

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

SIS Project



**Description:**

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

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$940,227

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

**Project:**

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

Project Type: Rest Area Maintenance

FM Number: 4385621

Lead Agency: FDOT

Length: 0.5 miles

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

**SIS Project****Description:**

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

**Prior < 2021/22:**

\$3,343,765

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$24,896,762

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

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

Project Type:

Resurfacing

FM Number:

4431701

Lead Agency:

FDOT

Length:

14 miles

LRTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)



SIS Project

**Description:**

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

**Prior < 2021/22:**

\$1,679,463

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$31,950,476

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

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



Project Type: Weigh Station

FM Number: 4453211

Lead Agency: FDOT

Length: 1.1 miles

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

# SIS Project

Description:

## Weigh-in-Motion station improvements.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$4,261,712

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



**Project:**

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



Project Type: Weigh Station

FM Number: 4478611

Lead Agency: FDOT

Length: N/A

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

SIS Project

**Description:**

Barn upgrades at weigh-in-motion facility.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$532,902

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



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





**Project:**

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

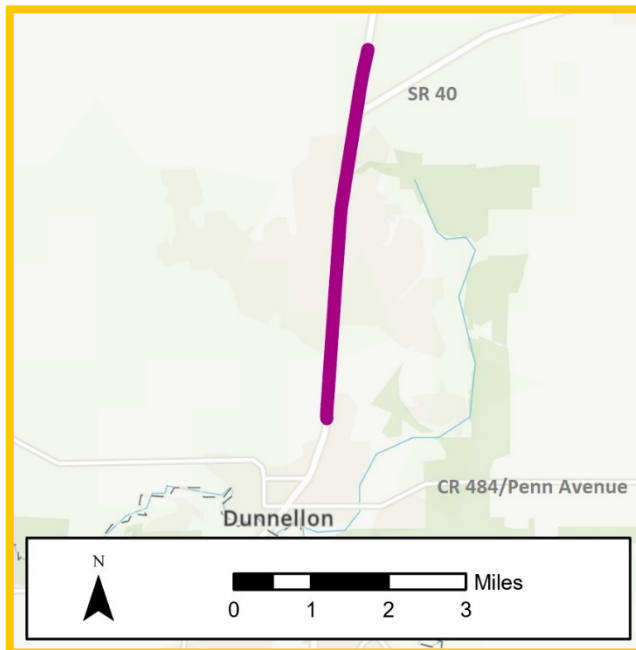
Project Type: Roadway Capacity

FM Number: 2386481

Lead Agency: FDOT

Length: 4.2 miles

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

**Description:**

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

**Prior < 2021/22:**

\$27,964,951

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$72,176,219

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

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

Project Type:

Drainage

FM Number:

4112565

Lead Agency:

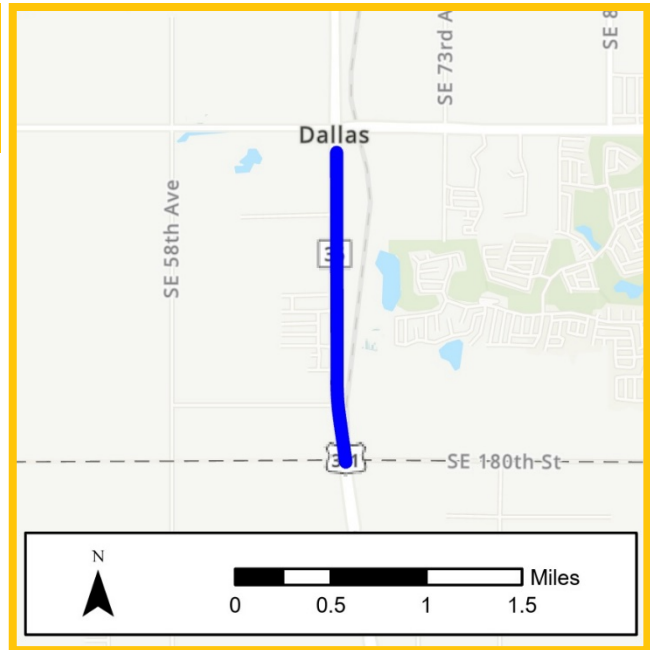
FDOT

Length:

1.4 miles

LRTP (Page#):

Goal 6: Objective 6.3 (15)

**Description:**

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

**Prior < 2021/22:****Future > 2025/26:****Total Project Cost:**

\$571,286

\$0

\$1,108,665

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

**Project:**

U.S. 441 at SR 464

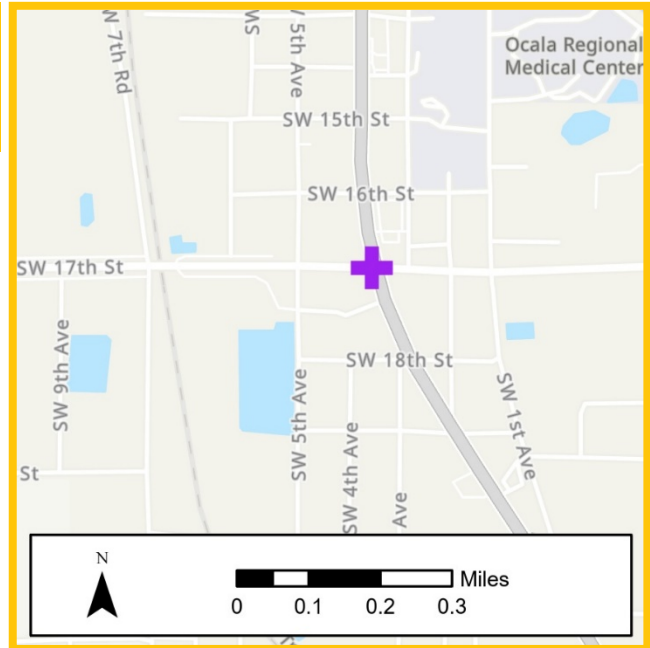
Project Type: Intersection/Turn Lane

FM Number: 4336601

Lead Agency: FDOT

Length: 0.4 miles

L RTP (Page#): Goal 3, Objective 3.2 (14);  
Goal 6: Objectives 6.1, 6.5 (15)

**Description:**

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

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

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

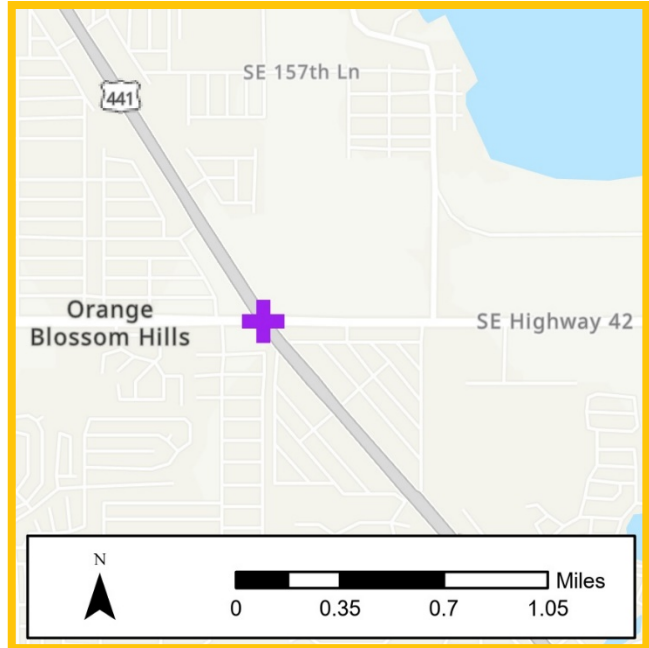
**Project:**U.S. 27/U.S. 441/Abshiver  
Boulevard at CR 42

Project Type: Intersection

FM Number: 4456881

Lead Agency: FDOT

Length: 0.1 miles

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

Traffic signals and operational improvements at the intersection.

**Prior < 2021/22:**

\$347,000

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$701,514

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

**Project:**

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

Project Type: Landscaping

FM Number: 4437301

Lead Agency: FDOT

Length: 2.3 miles

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

SIS Project

**Description:**

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

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$372,839

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



**Project:**

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

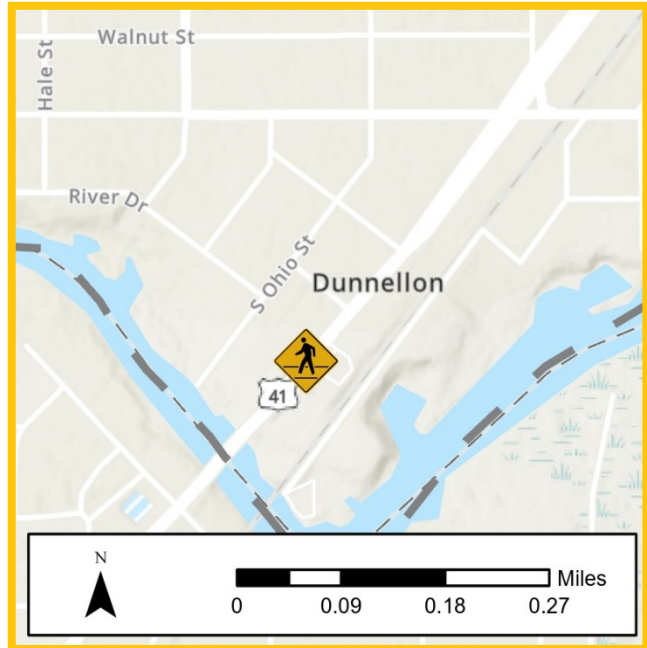
Project Type: Safety

FM Number: 4456871

Lead Agency: FDOT

Length: 0.1 miles

L RTP (Page#): Goal 3: Objective 3.2 (14)

**Description:**

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

**Prior < 2021/22:**

\$542,630

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$1,094,126

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

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

Project Type:

Intersection/Turn Lane

FM Number:

4336611

Lead Agency:

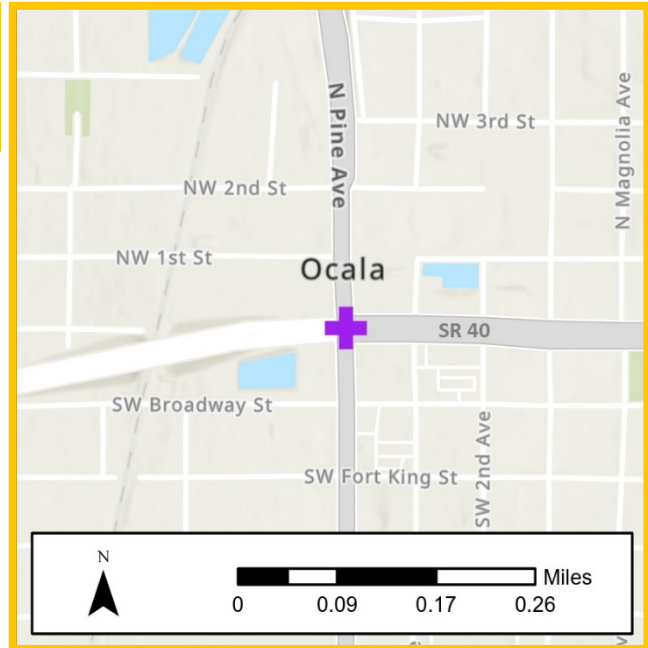
FDOT

Length:

0.4 miles

LRTP (Page#):

Goal 6: Objectives 6.1, 6.5 (15)

**Description:**

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

**Prior < 2021/22:**

\$1,515,347

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$5,122,769

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

**Project:**

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

Project Type:

Resurfacing

FM Number:

4452121

Lead Agency:

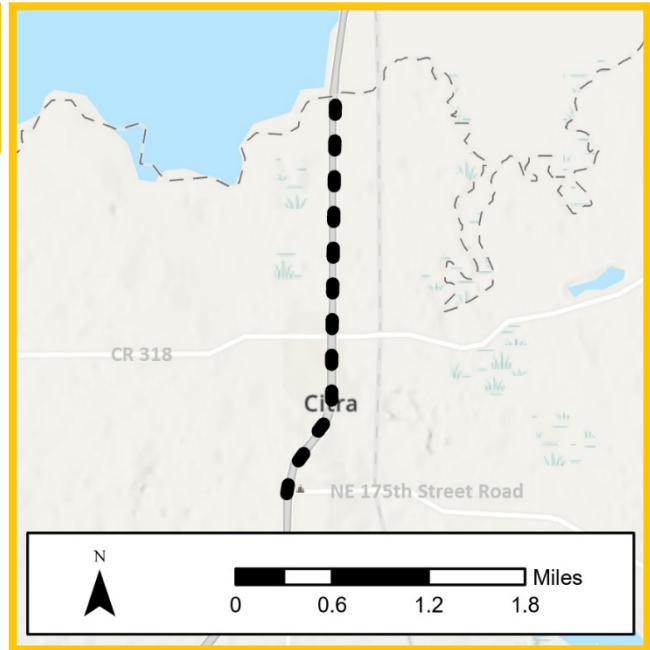
FDOT

Length:

2.4 miles

LRTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)



SIS Project

**Description:**

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

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$6,166,256

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

**Project:**

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

Project Type:

Resurfacing

FM Number:

4453021

Lead Agency:

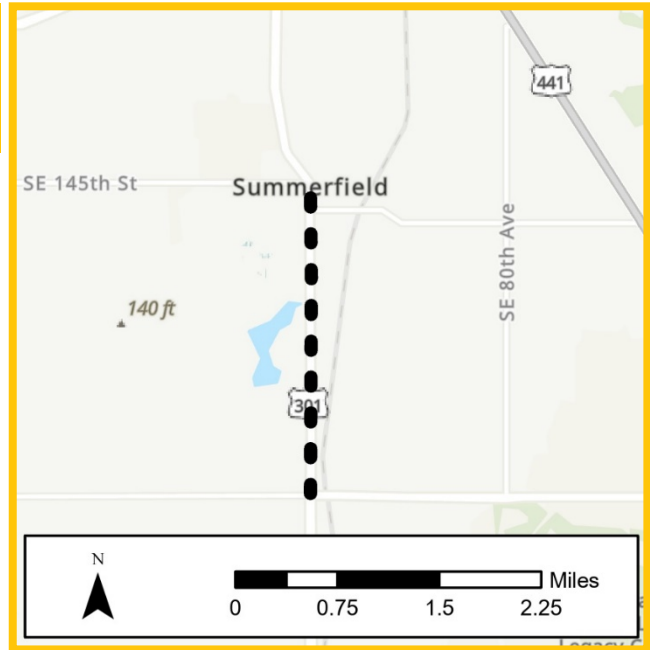
FDOT

Length:

2.2 miles

LRTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 301.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$3,774,255

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



# State and Local Projects





**Project:**CR 42 at SE 182nd Avenue  
Road

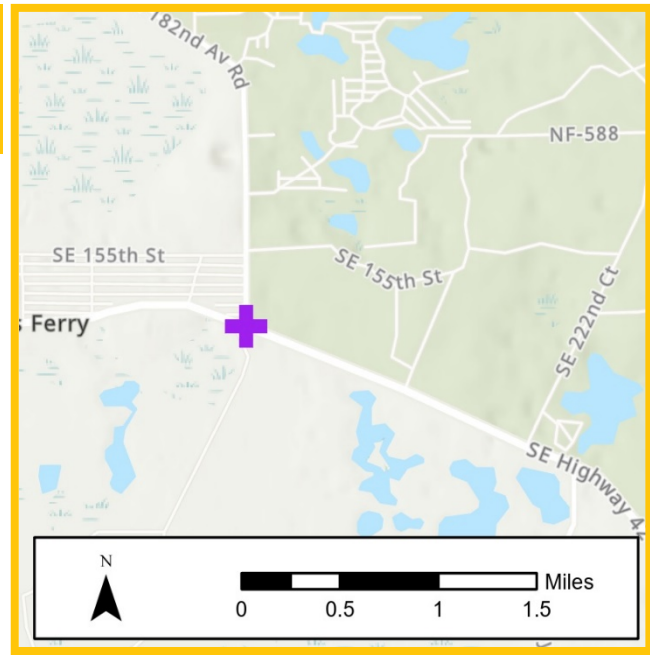
Project Type: Intersection/Turn Lane

FM Number: 4348441

Lead Agency: FDOT, Marion County

Length: 0.3 miles

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

**Description:**

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

**Prior < 2021/22:**

\$46,012

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$453,212

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

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

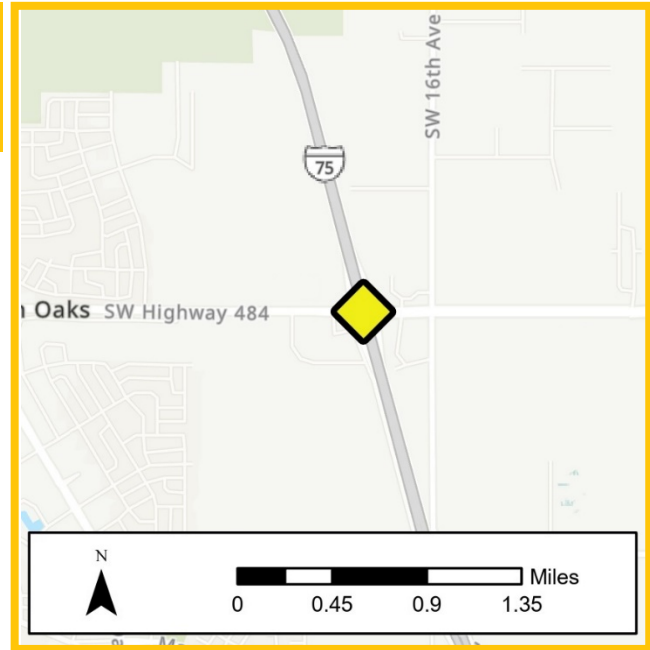
Project Type: Interchange/Intersection

FM Number: 4336511

Lead Agency: FDOT

Length: 0.7 miles

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

**Description:**

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

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

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



**Project:**

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

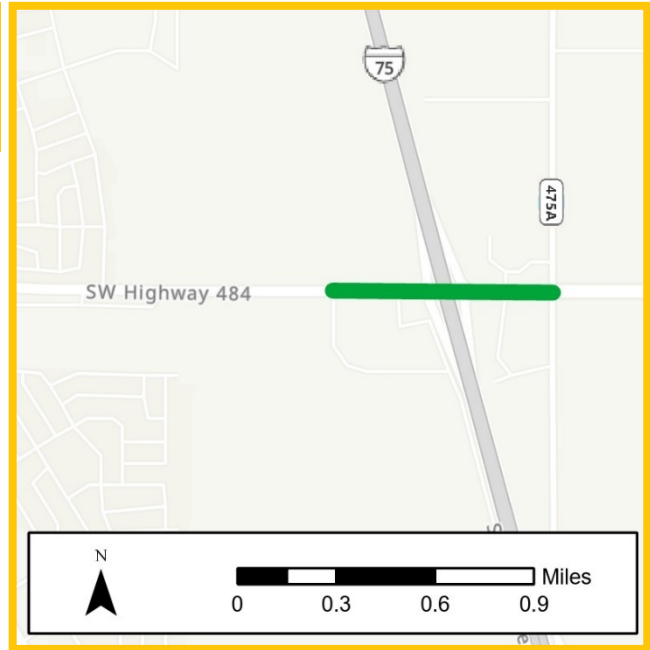
Project Type: Interchange/Intersection

FM Number: 4336514

Lead Agency: FDOT

Length: 0.7 miles

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

**Description:**

Landscaping in support of project 4336511.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$223,370

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

**Project:**

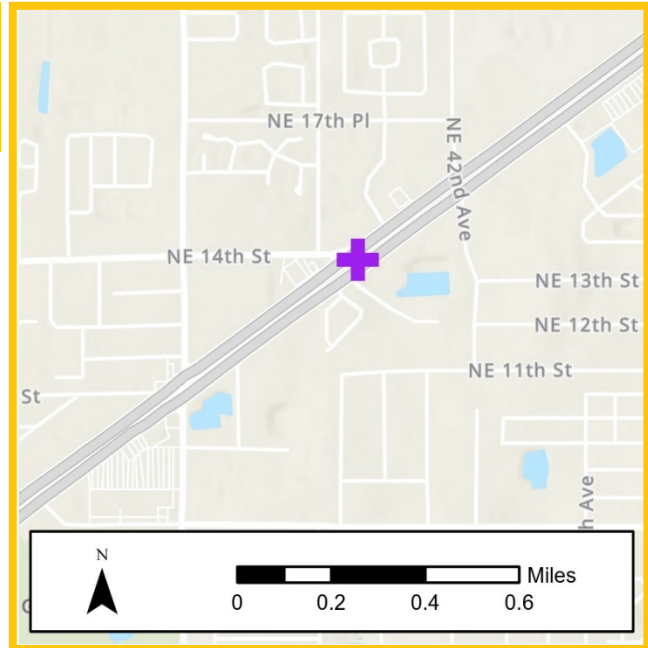
East SR 40 at SR 492 (NE 14th Street)

Project Type: Intersection

FM Number: 4458001

Lead Agency: FDOT

Length: 0.12 miles

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

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

**Prior < 2021/22:**

\$480,000

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$1,467,415

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

**Project:**

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

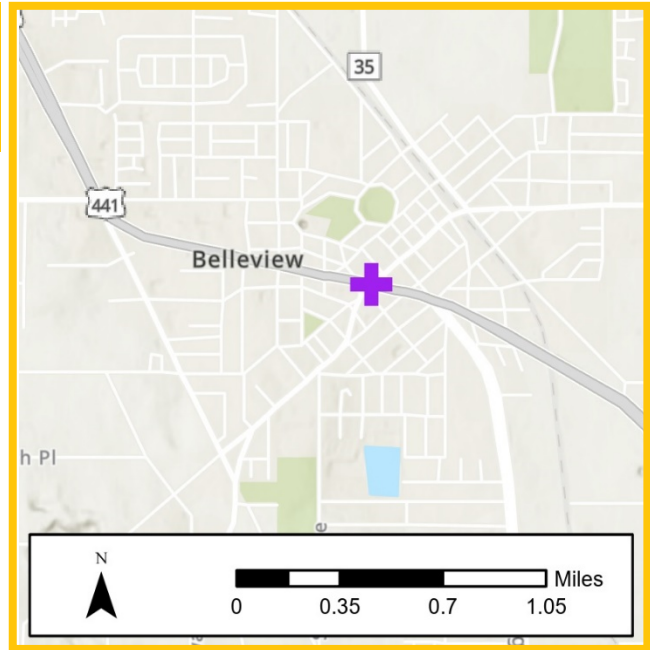
Project Type: Intersection

FM Number: 4457011

Lead Agency: FDOT

Length: 0.2 miles

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

**Description:**

Traffic signal replacement and maintenance at the intersection.

**Prior < 2021/22:**

\$639,980

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$1,966,675

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

**Project:**

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

Project Type: Bridge Repair/Rehabilitation

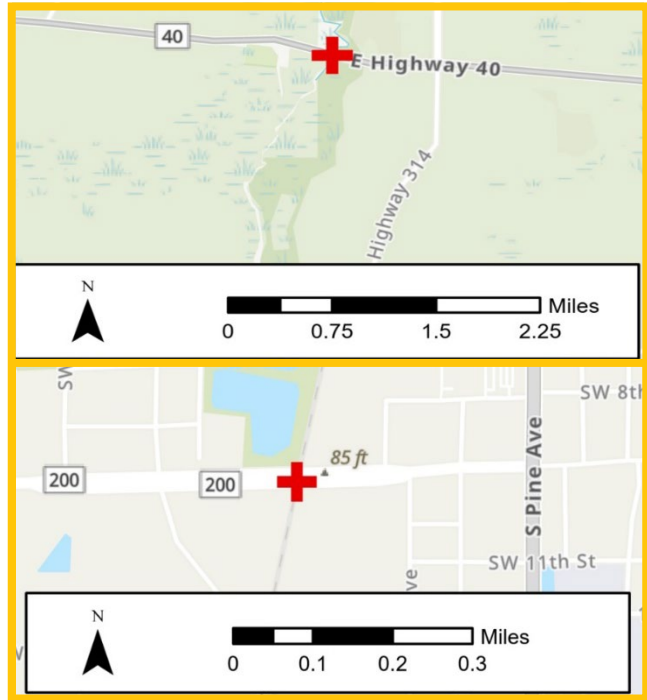
FM Number: 4471371

Lead Agency: FDOT

Length: 0.54 miles

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

SIS Project

**Description:**

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

**Prior < 2021/22:****Future > 2025/26:****Total Project Cost:**

\$57,368

\$0

\$1,068,049

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

**Project:**

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

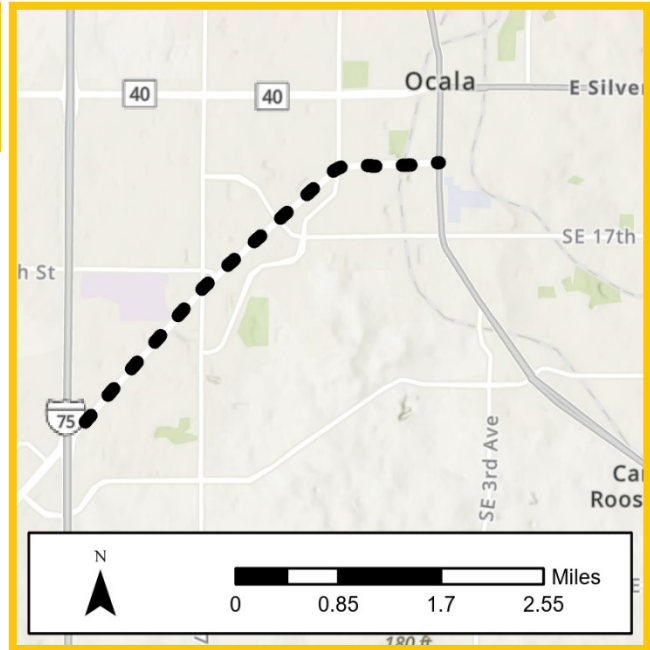
Project Type: Resurfacing

FM Number: 4392341

Lead Agency: FDOT

Length: 3.3 miles

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

**Description:**

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

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$1,641,065                      \$0                      \$8,421,926

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

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

Project Type:

Resurfacing

FM Number:

4452171

Lead Agency:

FDOT

Length:

8.4 miles

LRTP (Page#):

Goal 6: Objectives 6.2, 6.3 (15)

**Description:**

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

**Prior < 2021/22:**

\$970,000

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$9,639,722

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

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

Project Type: Roadway Capacity

FM Number: 4106742

Lead Agency: FDOT

Length: 5.3 miles

L RTP (Page#): Goal 1, Objective 1.2, 1.4 (14);  
 Goal 2, Objectives 2.2, 2.3 (14);  
 Goal 3, Objectives 3.2, 3.3 (14);  
 Goal 5, Objective 5.4 (15)

**SIS Project****Description:**

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

**Prior < 2021/22:**

\$14,373,406

**Future > 2025/26:**

\$146,552,836

**Total Project Cost:**

\$162,149,801

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



**Project:**

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

Project Type: Traffic Signals

FM Number: 4476031

Lead Agency: FDOT

Length: 0.2 miles

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

**Description:**

Replacement of traffic signals.

**Prior < 2021/22:**

\$5,000

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$1,258,199

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

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

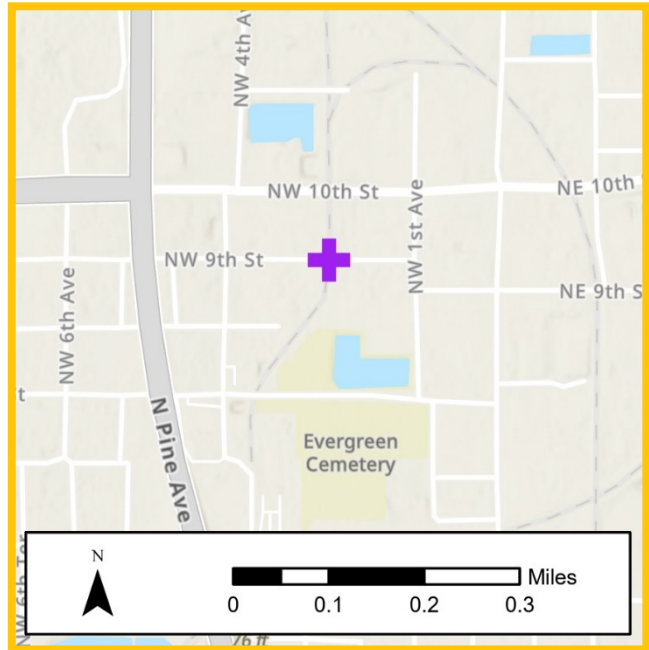
Project Type: Rail Safety

FM Number: 4483891

Lead Agency: FDOT

Length: 0 miles

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

**Description:**

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

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$207,629

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

**Project:**

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

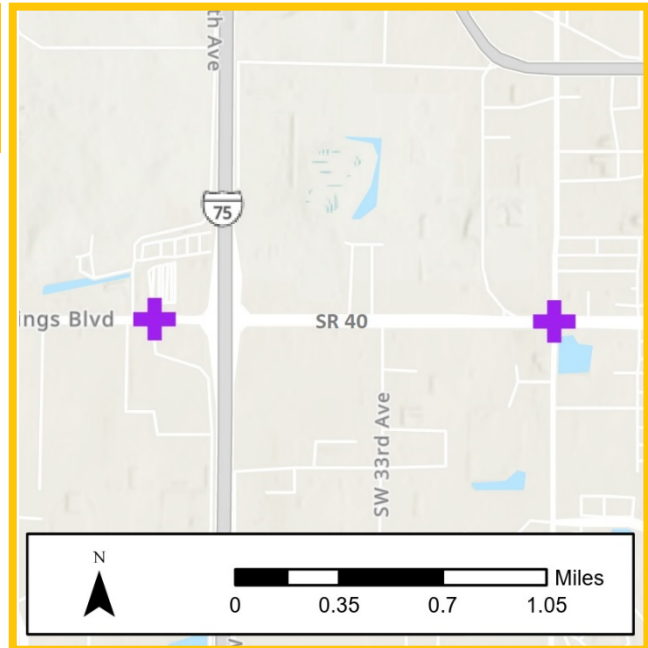
Project Type: Intersection/Turn Lane

FM Number: 4336521

Lead Agency: FDOT

Length: 1.3 miles

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

**Description:**

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

**Prior < 2021/22:**      **Future > 2025/26:**      **\*Total Project Cost:**

\$2,319,168                      \$0                      \$6,599,377

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

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

**Project:**

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

**Project Type:**

Resurfacing

**FM Number:**

4411411

**Lead Agency:**

FDOT

**Length:**

5.9 miles

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

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

**Prior < 2021/22:**

\$2,708,433

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$19,210,874

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



# Bicycle and Pedestrian Projects





**Project:**

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

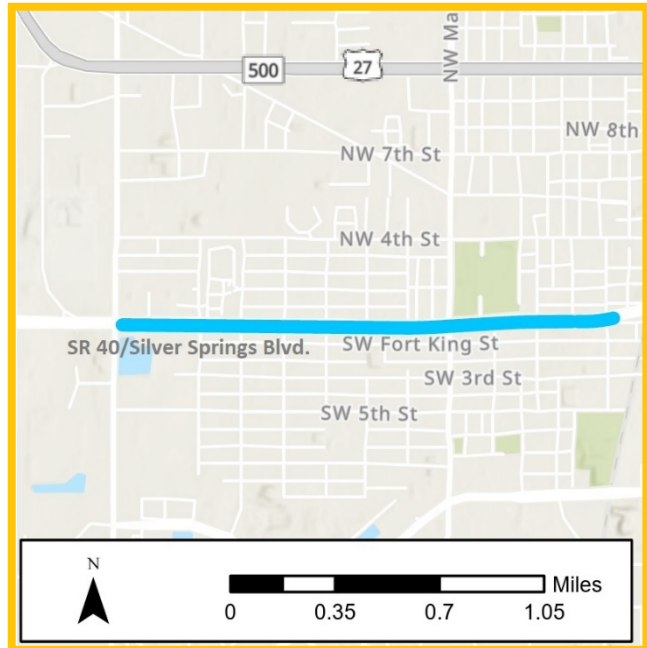
Project Type: Sidewalk

FM Number: 4375962

Lead Agency: FDOT

Length: 1.4 miles

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

**Description:**

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

**Prior < 2021/22:**

\$446,000

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$1,359,539

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

**Project:** Citywide Sidewalk Improvements

**Project Type:** Sidewalk

**FM Number:** 4363751

**Lead Agency:** City of Ocala

**Length:** N/A

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



**Description:** Installation of sidewalks in the City of Ocala.

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$0                                  \$0                                  \$858,950

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



**Project:** Citywide Sidewalk Improvements

Project Type: Sidewalk

FM Number: 4363752

Lead Agency: FDOT

Length: N/A

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



**Description:**

Installation of sidewalks in the City of Ocala.

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$0                              \$0                              \$114,928

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

**Project:**

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

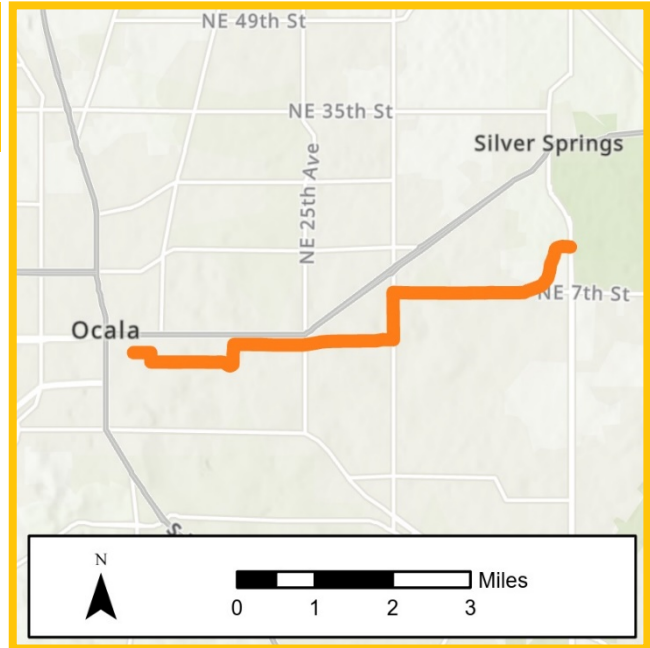
Project Type: Bike Path/Trail

FM Number: 4367561

Lead Agency: City of Ocala

Length: 7 miles

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

**Description:**

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

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**\*Total Project Cost:**

\$253,001

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

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

**Project:**

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

**Project Type:**

Bike Path/Trail

**FM Number:**

4367551

**Lead Agency:**

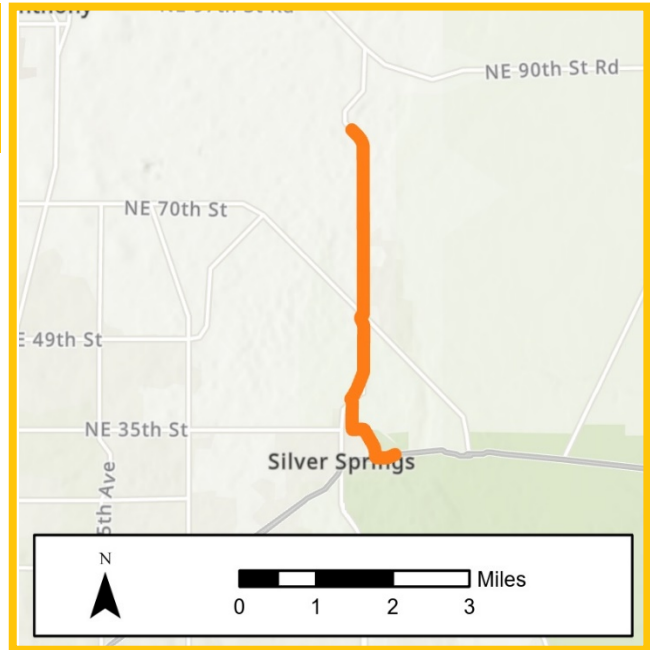
Marion County

**Length:**

4.8 miles

**LRTP (Page#):**

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

**Description:**

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

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**\*Total Project Cost:**

\$155,000

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

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

**Project:** Legacy Elementary School Sidewalks

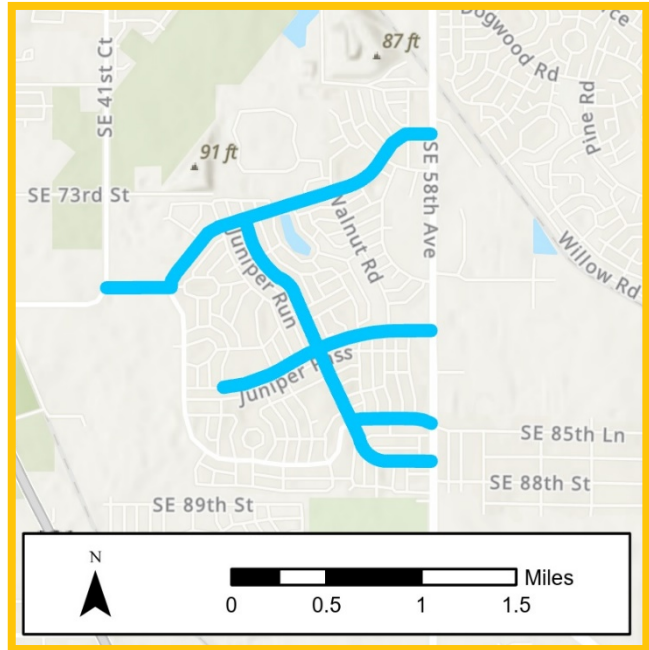
Project Type: Sidewalk

FM Number: 4364743

Lead Agency: Marion County

Length: 5.7 miles

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



**Description:**

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

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

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

**Project:** Saddlewood Elementary School  
Sidewalk Improvements

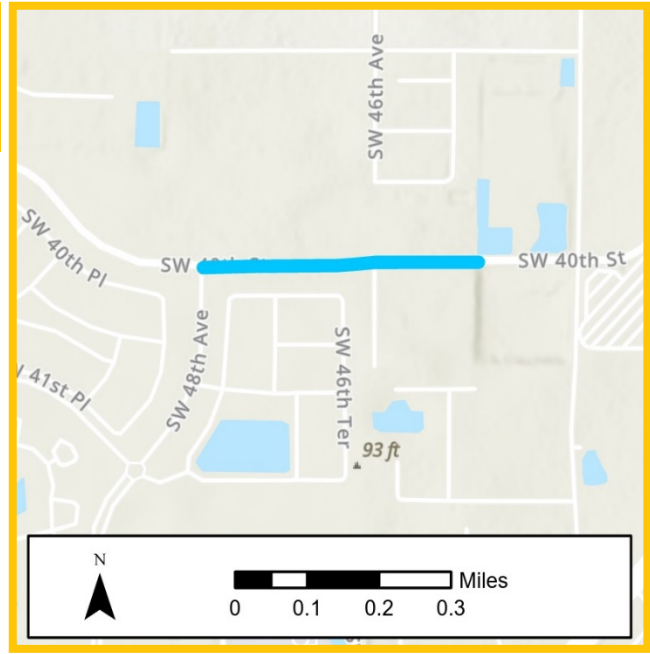
**Project Type:** Sidewalk

**FM Number:** 4364742

**Lead Agency:** Marion County

**Length:** 0.3 miles

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



**Description:**

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

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

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

**Project:**

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

Project Type:

Sidewalk

FM Number:

4408801

Lead Agency:

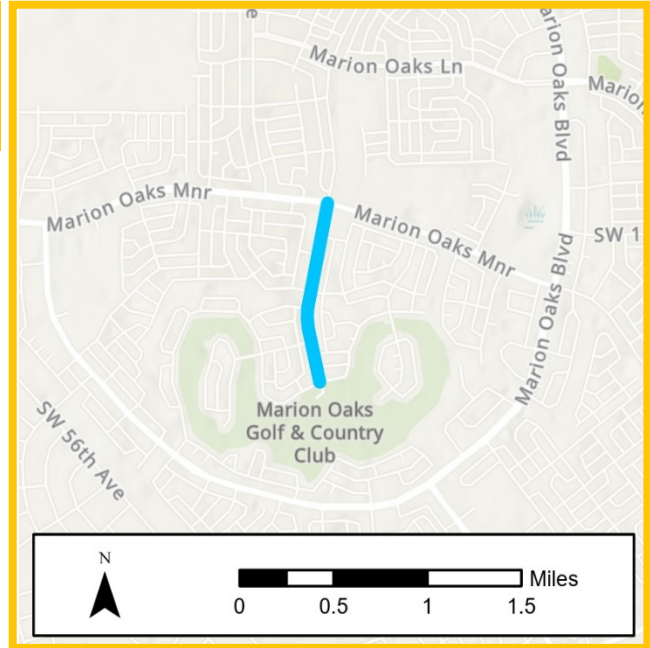
Marion County

Length:

1 mile

LRTP (Page#):

Goal 1: Objectives 1.2, 1.4 (14)

**Description:**

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

Prior &lt; 2021/22:

\$0

Future &gt; 2025/26:

\$0

\*Total Project Cost:

\$36,210

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

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

**Project:** Pruitt Trail from SR 200 to Pruitt Trailhead

**Project Type:** Bike Path and Trail

**FM Number:** 4354842

**Lead Agency:** Marion County

**Length:** 5.5 miles

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



**Description:**

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

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

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



**Project:** Silver Springs State Park  
Pedestrian Bridges

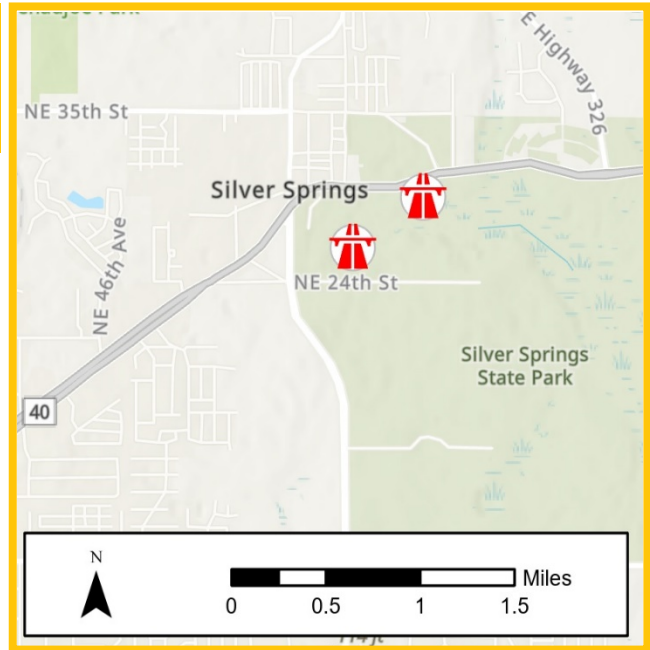
Project Type: Pedestrian Bridges

FM Number: 4261791

Lead Agency: FDOT

Length: N/A

L RTP (Page#): Goal 1: Objective 1.2 (14);  
Goal 5, Objective 5.4 (15)



**Description:**

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

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$1,315,594                      \$0                      \$4,178,144

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

**Project:**

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

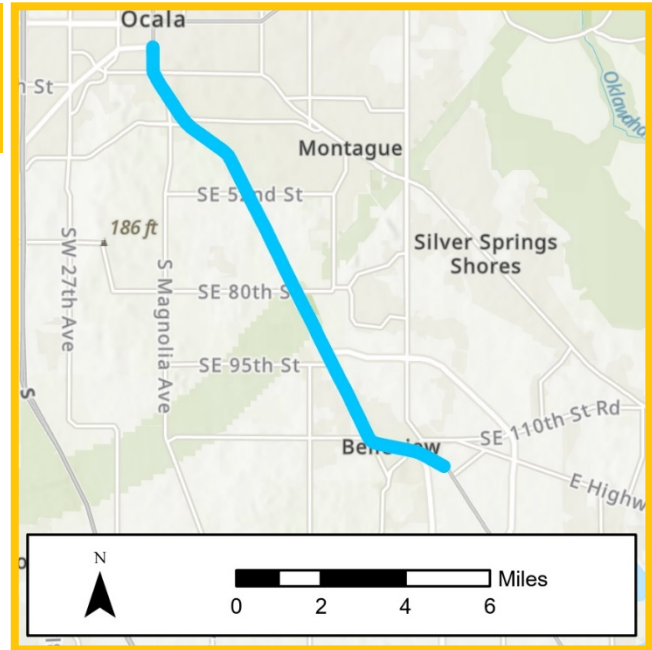
Project Type: Sidewalk/Bike

FM Number: 4392382

Lead Agency: FDOT

Length: 10.6 miles

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

**Description:**

Addition of bike lanes and sidewalks to the resurfacing project.

**Prior < 2021/22:**

\$19,541,305

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$24,129,996

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



# Aviation (Airport) Projects





**Project:** Marion County Airport Runway Rehabilitation

Project Type: Airport

FM Number: 4384351

Lead Agency: Marion County

Length: N/A

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



**Description:**

Airport runway rehabilitation preservation project.

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$0                              \$0                              \$1,000,000

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

**Project:** Marion County Airport Airfield  
Pavement Improvements

Project Type: Airport

FM Number: 4384271

Lead Agency: Marion County

Length: N/A

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



**Description:**

Airport pavement improvements.

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$0                              \$0                              \$4,833,608

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

**Project:** Ocala International Airport  
Airfield Improvements

Project Type: Airport

FM Number: 4384761

Lead Agency: City of Ocala

Length: N/A

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



**Description:**

Airport airfield improvements.

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$0                              \$0                              \$2,000,000

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

**Project:** Ocala International Airport  
Pavement Rehabilitation

Project Type: Airport

FM Number: 4407801

Lead Agency: City of Ocala

Length: N/A

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



**Description:**

Airport pavement improvements.

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$0                              \$0                              \$1,978,750

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



**Project:** Ocala International Airport  
Apron Improvements

Project Type: Airport

FM Number: 4475611

Lead Agency: City of Ocala

Length: N/A

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



**Description:**

Airport apron improvements.

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$1,315,736                      \$0                      \$1,597,420

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

**Project:** Ocala International Airport ARFF Building

**Project Type:** Airport

**FM Number:** 4485751

**Lead Agency:** City of Ocala

**Length:** N/A

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



### Description:

Airport Rescue and Fire Fighting (ARFF) Building.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$1,608,894

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

**Project:** Ocala International Airport Hangar

**Project Type:** Airport

**FM Number:** 4448771

**Lead Agency:** City of Ocala

**Length:** N/A

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



**Description:**

Airport Hangar improvements.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$1,250,000

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

**Project:** Ocala International Taxiway Improvements

Project Type: Airport

FM Number: 4384771

Lead Agency: City of Ocala

Length: N/A

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



**Description:**

Airport taxiway improvements.

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$0                              \$0                              \$6,500,000

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



# Transit, Funding and Grants





**Project:**Marion/Ocala 5399 Small Urban  
Capital Fixed Route

Project Type:

Transit

FM Number:

4481701

Lead Agency:

City of Ocala

Length:

N/A

LRTP (Page#):

Goal 1: Objectives 1.1, 1.4 (14)

**Description:**

Capital for fixed route service provided by SunTran.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$470,711

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

**Project:**

Marion Block Grant Operating  
Assistance for Fixed Route  
Service

Project Type:

Transit

FM Number:

4333041

Lead Agency:

City of Ocala

Length:

N/A

LRTP (Page#):

Goal 1: Objectives 1.1, 1.4 (14)

**Description:**

Capital for fixed route service provided by SunTran.

**Prior < 2021/22:**

\$2,064,251

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$4,137,976

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



**Project:** Marion Senior Services Section  
5311 Rural Transportation

**Project Type:** Transit

**FM Number:** 4424601

**Lead Agency:** Marion Transit

**Length:** N/A

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



**Description:**

Section 5311 capital and operating grant assistance.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$8,057,900

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

**Project:** Marion Section 5311 Rural Transportation

**Project Type:** Transit

**FM Number:** 4333121

**Lead Agency:** Marion Transit

**Length:** N/A

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



**Description:**

Section 5311 capital and operating grant assistance.

<b>Prior &lt; 2021/22:</b>	<b>Future &gt; 2025/26:</b>	<b>Total Project Cost:</b>
\$6,452,930	\$0	\$8,233,432

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

**Project:** Marion SunTran Block Grant  
Operating Assistance

Project Type: Transit

FM Number: 4424551

Lead Agency: City of Ocala

Length: N/A

L RTP (Page#): Goal 1: Objectives 1.1, 1.4 (14)



**Description:**

Block grant for SunTran operations.

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$0                              \$0                              \$5,906,624

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

**Project:**

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

Project Type:

Transit

FM Number:

4271882

Lead Agency:

City of Ocala

Length:

N/A

LRTP (Page#):

Goal 1: Objectives 1.1, 1.4 (14)

**Description:**

Fixed Route Section 5307 grant.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$29,998,766

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

**Project:**

Marion - Ocala SunTran  
Section 5307 ARP Small Urban  
Area

Project Type: Transit

FM Number: 4492381

Lead Agency: City of Ocala

Length: N/A

L RTP (Page#): Goal 1: Objectives 1.1, 1.4 (14)

**Description:**

Capital grant as part of American Rescue Plan (ARP).

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$783,759

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	Federal	\$627,007	\$0	\$0	\$0	\$0	\$627,007
CAP	LF	Local	\$156,752	\$0	\$0	\$0	\$0	\$156,752
<b>Total:</b>			<b>\$783,759</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$783,759</b>

**Project:**

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

Project Type: Transportation Planning

FM Number: 4393313

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page#): N/A

**Description:**

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

**Prior < 2021/22:**

\$687,026

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$1,181,999

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



**Project:**

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

Project Type: Transportation Planning

FM Number: 4393314

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page#): N/A

**Description:**

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

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$986,740

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



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



**Project Type:** Transportation Planning

**FM Number:** 4393315

**Lead Agency:** Ocala/Marion TPO

**Length:** N/A

**LRTP (Page#):** N/A

**Description:**

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

<b>Prior &lt; 2021/22:</b>	<b>Future &gt; 2025/26:</b>	<b>Total Project Cost:</b>
\$0	\$0	\$986,740

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

**Project:**Ocala/Marion TPO Planning  
Studies

Project Type: Transportation Planning

FM Number: 4407971

Lead Agency: Ocala/Marion TPO

Length: N/A

LRTP (Page#): N/A

**Description:**

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

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$1,708,928

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



# ITS and Maintenance Projects





**Project:**

ITS Operational Support - City of Ocala

Project Type:

ITS Communication

FM Number:

4363612

Lead Agency:

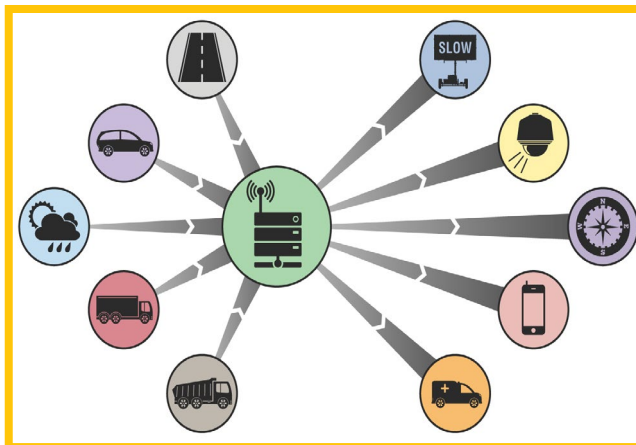
FDOT

Length:

N/A

LRTP (Page#):

Goal 6: Objective 6.1 (15)

**Description:**

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

**Prior < 2021/22:**

\$110,000

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$866,565

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

**Project:**ITS Operational Support –  
Marion County

Project Type:

ITS Communication

FM Number:

4363611

Lead Agency:

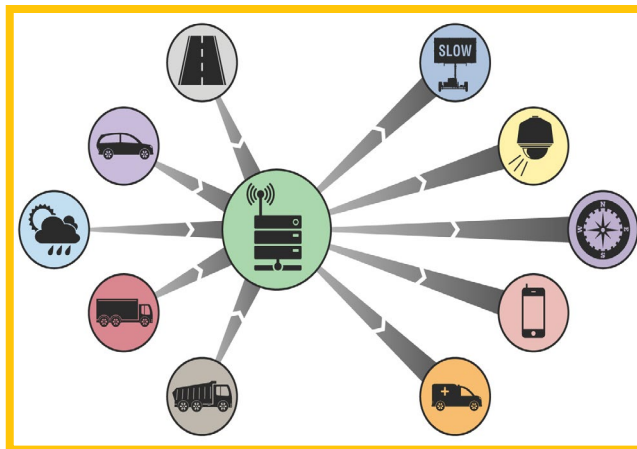
FDOT

Length:

N/A

LRTP (Page#):

Goal 6: Objective 6.1 (15)

**Description:**

Intelligent Transportation System (ITS) support to Marion County.

**Prior < 2021/22:**

\$160,000

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$1,798,499

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

## Project: Aesthetics Area Wide

Project Type: Maintenance

FM Number: 4466911

Lead Agency: FDOT

Length: N/A

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



### Description:

Routine maintenance.

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

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

**Project:**

Asphalt Resurfacing Various Locations

Project Type: Maintenance

FM Number: 4233912

Lead Agency: FDOT

Length: N/A

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

**Description:**

Routine resurfacing maintenance.

**Prior < 2021/22:**

\$4,700,500

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$4,900,500

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



**Project:**Asset Maintenance Marion  
County

Project Type: Maintenance

FM Number: 4469101

Lead Agency: FDOT

Length: N/A

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

**Description:**

Ongoing asset management.

**Prior < 2021/22:**

\$1,201,000

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$13,701,000

Phase	Fund Category	Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
MNT	D	State 100%	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000
<b>Total:</b>			<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$12,500,000</b>

## Project: Unpaved Shoulder Repair

Project Type: Maintenance

FM Number: 4291781

Lead Agency: FDOT

Length: N/A

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



### Description:

Routine maintenance.

Prior < 2021/22:      Future > 2025/26:      Total Project Cost:

\$1,484,913                      \$0                      \$1,584,913

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

**Project:**

City of Ocala MOA

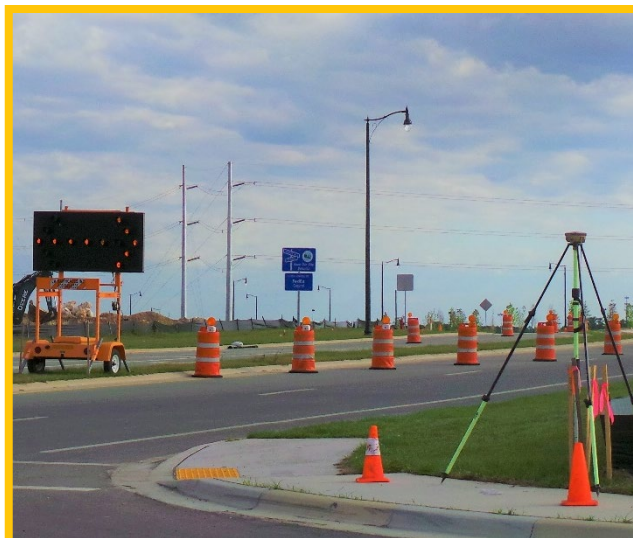
Project Type: Maintenance

FM Number: 4427381

Lead Agency: City of Ocala

Length: N/A

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

**Description:**

Routine maintenance.

**Prior < 2021/22:**

\$92,850

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$142,850

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

## Project: Lighting Agreements

Project Type: Maintenance

FM Number: 4136153

Lead Agency: FDOT

Length: N/A

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



### Description:

Lighting maintenance.

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

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

## Project: Marion Primary In-House

Project Type: Maintenance

FM Number: 4181071

Lead Agency: FDOT

Length: N/A

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



### Description:

Routine maintenance.

**Prior < 2021/22:**      **Future > 2025/26:**      **Total Project Cost:**

\$38,462,065                      \$0                      \$47,471,930

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

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

Project Type: Maintenance

FM Number: 4481791

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

**Description:**

Fixed capital outlay to Ocala Operations building.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$5,536,100

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



**Project:**

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



Project Type: Maintenance

FM Number: 4481871

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

**Description:**

Fixed capital outlay to Ocala Operations building.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$250,000

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

**Project:**

Ocala Operations Center  
Security – Access Control on  
Buildings



Project Type: Maintenance

FM Number: 4481881

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

**Description:**

Fixed capital outlay to Ocala Operations building.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$40,000

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

**Project:**Ocala Operations Center  
Security – Cameras

Project Type: Maintenance

FM Number: 4481891

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

**Description:**

Fixed capital outlay to Ocala Operations building.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$20,000

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

**Project:**

Ocala Operations Center  
Transfer Switch for Mobile  
Generator



Project Type: Maintenance

FM Number: 4481901

Lead Agency: FDOT

Length: N/A

LRTP (Page#): N/A

**Description:**

Fixed capital outlay to Ocala Operations building.

**Prior < 2021/22:**

\$0

**Future > 2025/26:**

\$0

**Total Project Cost:**

\$25,000

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

# APPENDIX

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## **APPENDIX B: LIST OF OBLIGATED PROJECTS**

PAGE	1	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2020
OCALA-MARION TPO		OFFICE OF WORK PROGRAM	TIME RUN: 09.29.25
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:238648 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36060000	PROJECT LENGTH: 4.146MI		LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2
FUND		2020	
CODE			
-----		-----	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		-3,040	
TOTAL 238648 1		-3,040	
TOTAL 238648 1		-3,040	
ITEM NUMBER:410674 2	PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314		*SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND		2020	
CODE			
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		15,000	
SN		102,789	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT			
GFSN		225,065	
SN		-1,125,211	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALN		163,794	
TOTAL 410674 2		-618,563	
TOTAL 410674 2		-618,563	
ITEM NUMBER:427280 1	PROJECT DESCRIPTION:SR 25 (US 441) FROM N OF NW 35TH ST TO N OF CR 25A		*SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:RESURFACING
ROADWAY ID:36001000	PROJECT LENGTH: 5.302MI		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND		2020	
CODE			
-----		-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP		-4,739	
SA		-18,171	
SL		-248,532	
TOTAL 427280 1		-271,442	
TOTAL 427280 1		-271,442	
ITEM NUMBER:430655 1	PROJECT DESCRIPTION:SR 492 SR25/200/500 US301/441 TO SR40 (SILVER SPRINGS)		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:RESURFACING
ROADWAY ID:36008000	PROJECT LENGTH: 3.719MI		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND		2020	
CODE			
-----		-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NHRE		-5,232	
TOTAL 430655 1		-5,232	
TOTAL 430655 1		-5,232	

ITEM NUMBER:431798 1	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000042	PROJECT LENGTH: 1.517MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4
FUND CODE	2020	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	1,000	
TOTAL 431798 1	1,000	
TOTAL 431798 1	1,000	

ITEM NUMBER:431798 4	PROJECT DESCRIPTION:NE 36TH AVENUE FROM NORTH OF NE 25TH STREET TO NE 35TH STREET	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000042	PROJECT LENGTH: .719MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	30,000	
TOTAL 431798 4	30,000	
TOTAL 431798 4	30,000	

ITEM NUMBER:433651 1	PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A	*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:INTERCHANGE IMPROVEMENT
ROADWAY ID:36570000	PROJECT LENGTH: .741MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	16,602	
SL	10,877	
SN	290,172	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SN	561,892	
TOTAL 433651 1	879,543	
TOTAL 433651 1	879,543	

ITEM NUMBER:433652 1	PROJECT DESCRIPTION:SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:36110000	PROJECT LENGTH: 1.309MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1
FUND CODE	2020	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	4,505,500	
TOTAL 433652 1	4,505,500	
TOTAL 433652 1	4,505,500	

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

DATE RUN: 10/01/2020  
TIME RUN: 09.29.25  
MBROBLTP

HIGHWAYS  
=====

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

FUND CODE	2020
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-3
<b>TOTAL 435484 1</b>	<b>-3</b>
<b>TOTAL 435484 1</b>	<b>-3</b>

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

FUND CODE	2020
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	150,772
<b>TOTAL 435659 2</b>	<b>150,772</b>
<b>TOTAL 435659 2</b>	<b>150,772</b>

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

FUND CODE	2020
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	5,484
SA	2,000
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	-66,717
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	631,556
<b>TOTAL 435660 2</b>	<b>572,323</b>
<b>TOTAL 435660 2</b>	<b>572,323</b>

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

FUND CODE	2020
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	20,000
<b>TOTAL 436879 1</b>	<b>20,000</b>
<b>TOTAL 436879 1</b>	<b>20,000</b>

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

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

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

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

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

**HIGHWAYS**  
=====

DATE RUN: 10/01/2020  
TIME RUN: 09.29.25  
MBROBLTP

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

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

\*SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND  
CODE

2020

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

699,910  
699,910  
699,910

TOTAL	443170	1
TOTAL	443170	1

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

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

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND  
CODE

2020

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

400,058  
400,058  
400,058

TOTAL	444382	1
TOTAL	444382	1

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

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

```

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

```

FUND  
CODE

2020

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

320,189  
320,189  
320,189  
21,318,701  
21,318,701

```
TOTAL 444383 1
TOTAL 444383 1
TOTAL DIST: 05
TOTAL HIGHWAYS
```



ITEM NUMBER:439331 2

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:TRANSPORTATION PLANNING

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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

ITEM NUMBER:439331 3

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:TRANSPORTATION PLANNING

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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

ITEM NUMBER:430252 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:OCALA ITS COUNTYWIDE MARION COUNTY

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:ITS COMMUNICATION SYSTEM

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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

ITEM NUMBER:440900 2

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:ITS COMMUNICATION SYSTEM

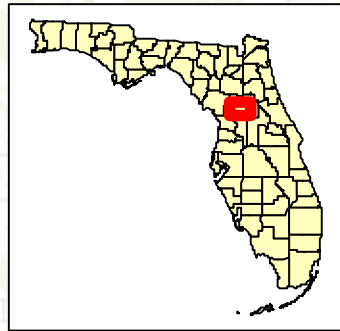
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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

GRAND TOTAL

26,490,664

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



**Legend**

Interstate

STRAHNET Route

STRAHNET Connector

Unbuilt

Other Principal Arterials

Intermodal Connector

MAP-21 Principal Arterials

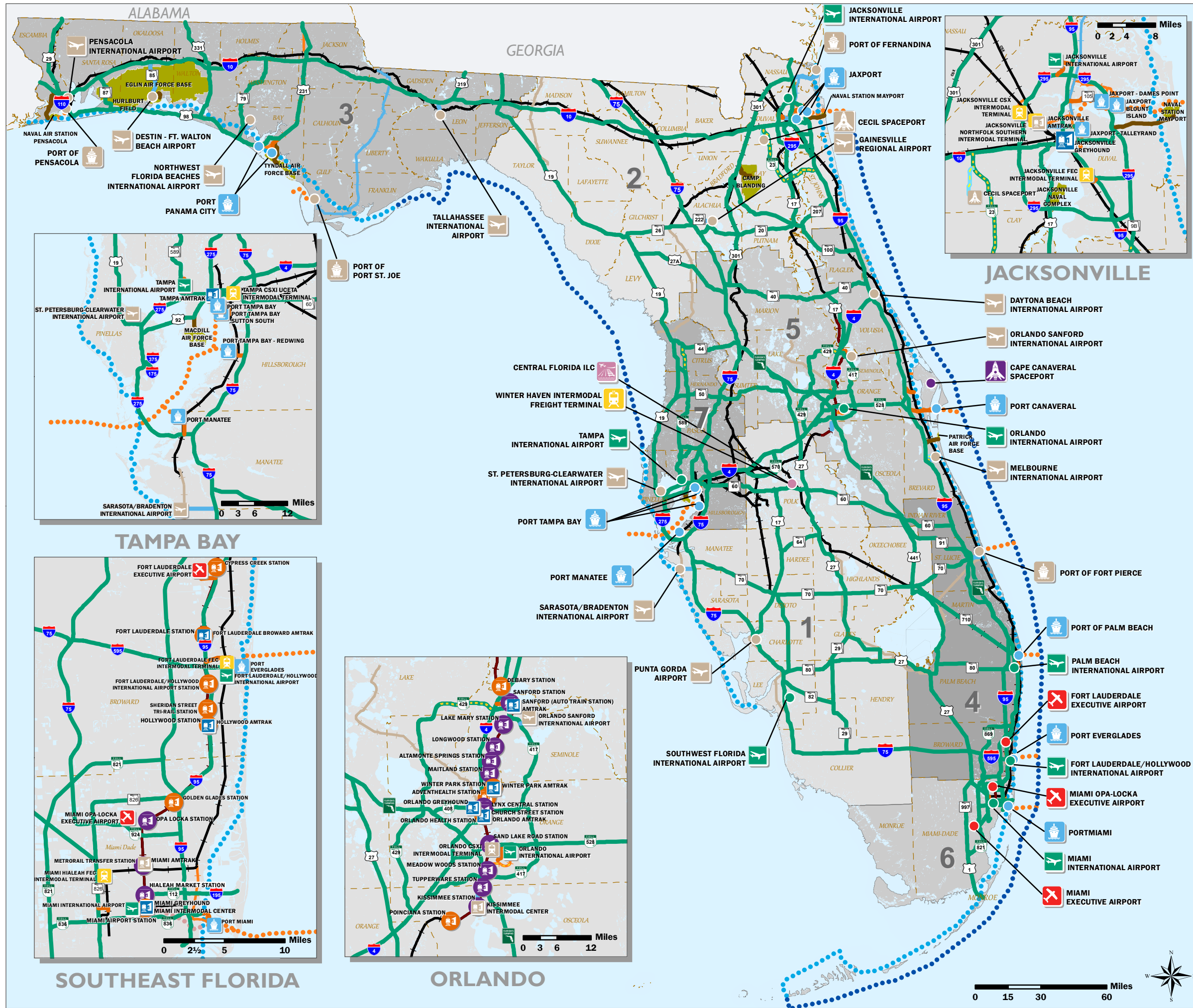
Urban areas

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

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

## APPENDIX D: Map of Strategic Intermodal System (SIS)







### Airports & Spaceports

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


### Seaports

-  SIS Seaport
-  Strategic Growth Seaport



### Freight Rail Terminals

-  SIS Freight Rail Terminal
-  Strategic Growth Freight Rail Terminal



### Intermodal Logistic Center

-  Strategic Growth Intermodal Logistic Center








### Interregional Passenger Terminals

-  SIS Passenger Terminal
-  Strategic Growth Passenger Terminal






### Urban Fixed Guideway Transit Terminal

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

### Highway

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

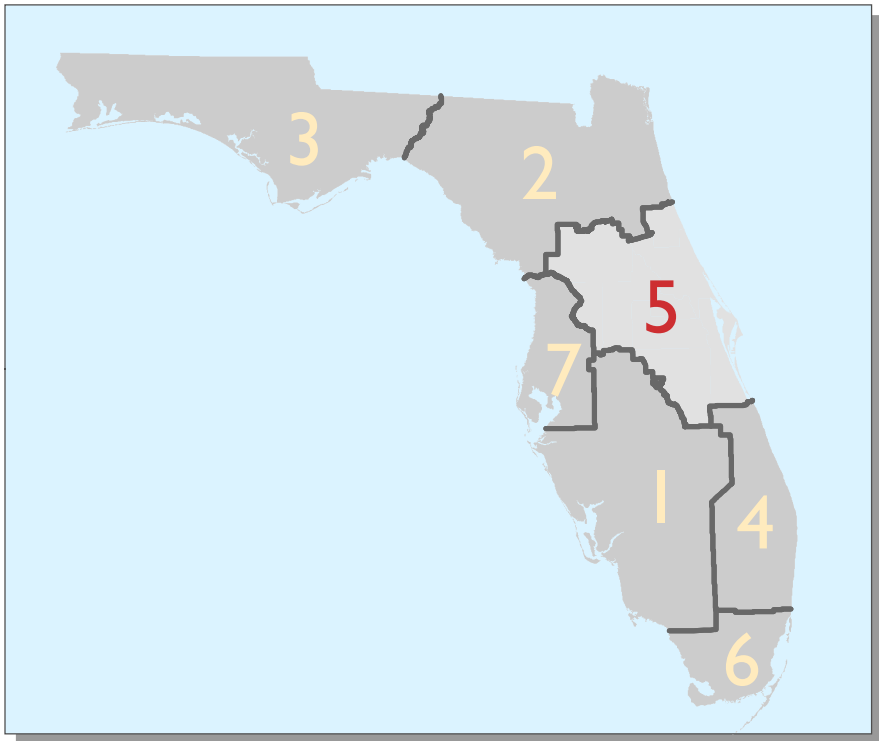
### Rail & Urban Fixed Guideway

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

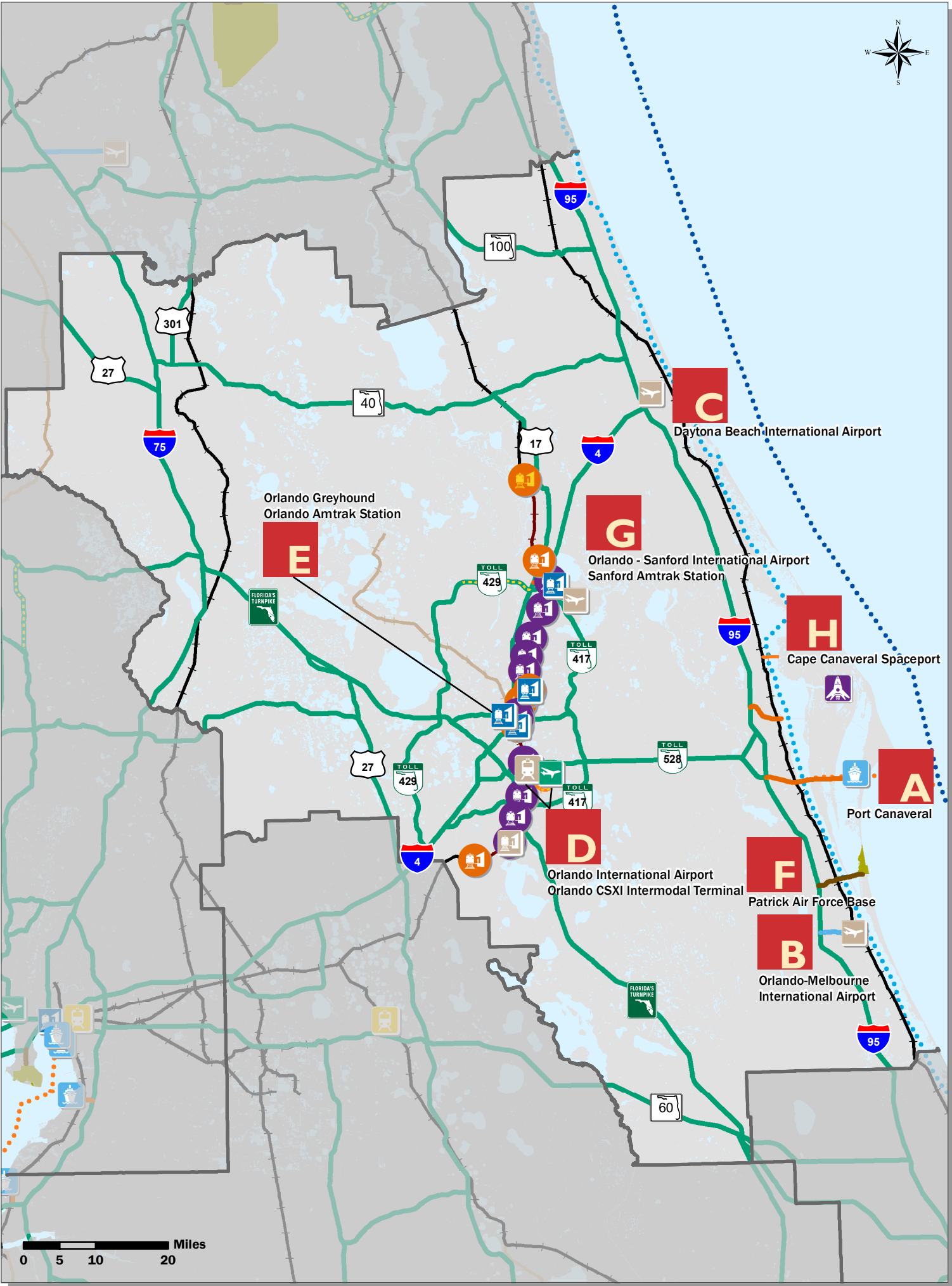
### Waterways

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

# DISTRICT 5 overview



DESIGNATED SIS AND STRATEGIC GROWTH FACILITIES						
Facility Type	Active and Planned Drop Facilities					Future Facility
	Corridor / Hub		Connector		Military Access Facility	
	SIS	Strategic Growth	SIS	Strategic Growth		
Airports	1	3	-	-	-	-
Spaceports	1					
Seaports	1	-	-	-	-	-
Freight Terminals	-	1	-	-	-	-
Passenger Terminals	4	1	-	-	-	-
UFG Hubs / Stations	5 / 11	-	-	-	-	1 / 0
Rail Miles	301	54	2	3	-	6
Urban Fixed Guideway	52	-	-	-	-	12
Highway Miles (Centerline)	796	-	28	17	6	13
Highway Miles (Lane)	3717	-	110	71	26	11
Note: For Future Highways that have yet to be open to traffic, lane mileage has not been included						



SISatlas

Airports and Spaceports

SIS Airport

Strategic Growth Airport

SIS Spaceport

Seaports

SIS Seaport

Freight Rail Terminals

Strategic Growth Freight Rail Terminal

Passenger Terminals

SIS Passenger Terminal

Strategic Growth Passenger Terminal

UFG Transit Terminals

SIS Urban Fixed Guideway Hub

Future SIS Urban Fixed Guideway Hub

SIS Urban Fixed Guideway Station

Highway

SIS Highway Corridor

Future SIS Highway Corridor

SIS Highway Connector

Strategic Growth Highway Connector

Military Access Facility

Rail

SIS Railway Corridor

Strategic Growth Railway Corridor

SIS Railway Connector

Urban Fixed Guideway (UFG)

SIS Urban Fixed Guideway Corridor

Waterways

SIS Waterway

SIS Waterway Connector

SIS Waterway Shipping Lane

Connector Map Insets

A

Florida Department of Transportation  
Strategic Intermodal System



## APPENDIX E: PUBLIC NOTICE RECORDS

# AFFIDAVIT OF PUBLICATION

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

STATE OF FLORIDA  
COUNTY OF MARION

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

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

was published in said newspaper in the issues of:

5/4 1x

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

## OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

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

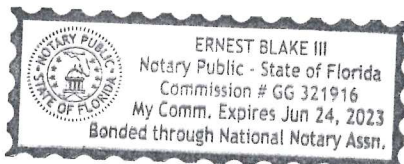
The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements to be funded throughout the Metropolitan Planning Area, which includes all of Marion County. The TIP documents the anticipated timing and cost of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

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

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

May 4, 2021  
#A000979495

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




[Signature]  
Notary Public  
Ernest Blake III

(Print, Type or Stamp Name of Notary Public)

Ad #: A000979495

## Social Media Announcements

Facebook on May 4, 2021

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

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

# TELL US YOUR THOUGHTS!

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

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

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

3,054  
People Reached

139  
Engagements

Boost Post

Twitter on May 4, 2021



**Ocala Marion TPO** @OcalaMarionTPO · May 4

...

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

View the Draft TIP: [ocalamariontpo.org/wp-content/upl...](https://ocalamariontpo.org/wp-content/upl...)

Provide comments using the TPO Feedback Form:  
[ocalamariontpo.org/contact-us/tpo...](https://ocalamariontpo.org/contact-us/tpo...)

View the Interactive Map: [marioncountyfl.maps.arcgis.com/apps/webappvie...](https://marioncountyfl.maps.arcgis.com/apps/webappvie...)



1




2



# TPO Website News Announcement – Ocalamariontpo.org/news

May 4, 2021



**OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION**

C

C

A-

A


A+

Select Language

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

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

Share & BookmarkPrint

May 4, 2021

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


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

The **Draft TIP for Fiscal Years 2021/2022 to 2025/2026** is available for public review and comment by accessing the TIP page.

[View the TIP page](#)

Please use the [TPO Feedback Form](#)

Provide comments by **June 22, 2021** or contact Rob Balmes, TPO Director at: 352-438-2631; [rob.balmes@mariontfl.org](mailto:rob.balmes@mariontfl.org).





May 16, 2021

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

**By Joe Callahan**

Ocala Star-Banner

[View Comments](#)

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



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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

**Northeast:**320-home subdivision approved just north of Ocala

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

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

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

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

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

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

## **State/Federal funded roadways**

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

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

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

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

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

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

**E SR 40**, at SR 492, traffic signals.

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

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

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

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

## **Local funded projects**

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

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

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

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

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

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

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

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

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

## **Pedestrian/ Bicycle Investments**

**Silver Springs State Park**, pedestrian bridges.

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

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

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

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

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

**Saddlewood Elementary**, sidewalks.

**Legacy Elementary**, sidewalks.

### **Technological Investments**

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

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

[View Comments](#)

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## **APPENDIX F: PUBLIC COMMENTS**



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

### **Public comments (5)**

#### **Non-Motorized Transportation Comments**

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

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

#### **Roadway Comment**

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

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

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



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

## **Federal Highway Administration (FHWA) Comments**

**Federal Highway Administration**

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

**Federal Transit Administration**

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

**Planning Comments**Document Name: Draft FY 2021/22-FY 2025/26 TIPMPO: Ocala/Marion TPODate of Document:  
05/04/2021Date Received  
05/04/2021Date Reviewed  
05/07/2021District:  
5Reviewed by: Jim Martin**COMMENTS**

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

## FHWA Comments and TPO Responses

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Florida Department of Transportation (FDOT) Comments**

## TRANSPORTATION IMPROVEMENT PROGRAM

### Review Checklist

---

## TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

---

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

Comments should be categorized as:

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

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

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

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

MPO: **Ocala Marion TPO**

Fiscal Years  
included: **2021/22-2025/26**

Review #: **1**

Date of Review: **5-13-21**

Reviewed by: **Laura Lockwood-Herrscher, AICP**

### TIP Format & Content

Does the cover page include the MPO name, address correct fiscal years, and provide a location to add the date of adoption?

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 1

Does the Table of Contents show the title of each section with correct page number?

Yes ☒ No ☐

[Enhancement](#)

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

Page Numbers: 4

**TPO Response: This enhancement was made to final version**

Does TIP include an endorsement that it was developed following state and federal requirements and include date of official MPO approval? This would be an MPO resolution or signed signature block on cover.

Yes ☒ No ☐

[Editorial](#)

*Page left blank to insert Resolution when adopted.*

Page Numbers: 2

[Click here to enter notes](#)

Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms?

Yes ☒ No ☐

[Enhancement](#)

*Include all acronyms and abbreviations compiled in same place.*

*Remove comment on page 132 (in Appendix G) in FY description.*

Page Numbers: 21,  
28 & 127-137

**TPO Response: The Glossary of Terms and Acronyms was updated**



## TRANSPORTATION IMPROVEMENT PROGRAM

### Review Checklist

#### TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>Enhancement</i>	<i>Specify 23 C.F.R. 450.326(a). Include statement regarding regionally significant projects regardless of funding source.</i>	Page Numbers: 5
<b>TPO Response: Additional text was added to page 1-1 of the Purpose section.</b>		
Was the TIP developed by MPO in cooperation with the state and public transit operator, who provided the MPO with estimates of available Federal and State funds for the MPO to develop the financial plan? [s. 339.175(8) F.S.]; [23 C.F.R. 450.326(a)]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i>	<a href="#">Click here to enter comments</a>	Page Numbers: 20 & 30
<a href="#">Click here to enter notes</a>		
Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S.].		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i>	<a href="#">Click here to enter comments</a>	Page Numbers: 22-23
<a href="#">Click here to enter notes</a>		
Does the TIP describe project selection process and state that it is consistent with the federal requirements in 23 C.F.R 450.332(b) and for non-TMA MPOs 23 C.F.R. 450.332(c)?		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>Editorial</i>	<i>Place holder for adopted list of Priority Projects noted (pg. 26)</i>	Page Numbers: 24-26
<a href="#">Click here to enter notes</a>		
Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 C.F.R 450.326(n)(1)]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i>	<a href="#">Click here to enter comments</a>	Page Numbers: 139
<a href="#">Appendix H covers changes from previous year(s)</a>		
Does the TIP describe how projects are consistent with MPO's LRTP and to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) F.S.]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i>	<a href="#">Click here to enter comments</a>	Page Numbers: 8-10
<a href="#">Click here to enter notes</a>		
Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i>	<a href="#">Click here to enter comments</a>	Page Numbers: 32-108 and 140-143
<a href="#">Appendix I</a>		
Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download HERE. [23 C.F.R. 450.334]; [s.339.175(8)(h), F.S.]		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

## TRANSPORTATION IMPROVEMENT PROGRAM

### Review Checklist

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[No comment](#)

[Click here to enter comments](#)

Page Numbers: 112-119

[Appendix B](#)

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Was the TIP developed with input from the public? [23 C.F.R. 450.316]; [23 C.F.R. 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 7, 125 and 126

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

---

Does the TIP discuss the MPO's current FDOT annual certification and past FHWA/FTA quadrennial certification? MPO should include anticipated date of next FHWA/FTA quadrennial certification.

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 7

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

---

Does the TIP discuss of the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. S 339.175(6)(c)(1), F.S.

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 9

[Click here to enter notes](#)

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Does the TIP discuss Transportation Disadvantaged (TD) services developed and a description of costs and revenues from TD services, as well as a list of improvements funded with TD funds? [s.427.015(1) F.S. AND 41-2.009(2) F.A.C.

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 11

[Click here to enter notes](#)

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

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

Yes ☒ No ☐

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

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 12-19

[Click here to enter notes](#)

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

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

Yes ☒ No ☐

## TRANSPORTATION IMPROVEMENT PROGRAM

### Review Checklist

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- ✓ State freight plan

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

[No comment](#)

[Click here to enter comments.](#)

Page Numbers: 14-19 and 24-25

[Click here to enter notes](#)

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### Detail Project Listing for Five Fiscal Years

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

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

Yes ☒ No ☐

[Enhancement](#)

*Note LRTP to find projects in CFP*

Page Numbers: 32-108

**TPO Response: Noted for future updates as enhancement to TIP**

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

Yes ☒ No ☐

[No comment](#)

[Click here to enter comments](#)

Page Numbers: 7

[Click here to enter notes](#)

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### TIP Review

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

Yes ☒ No ☐

[No comment](#)

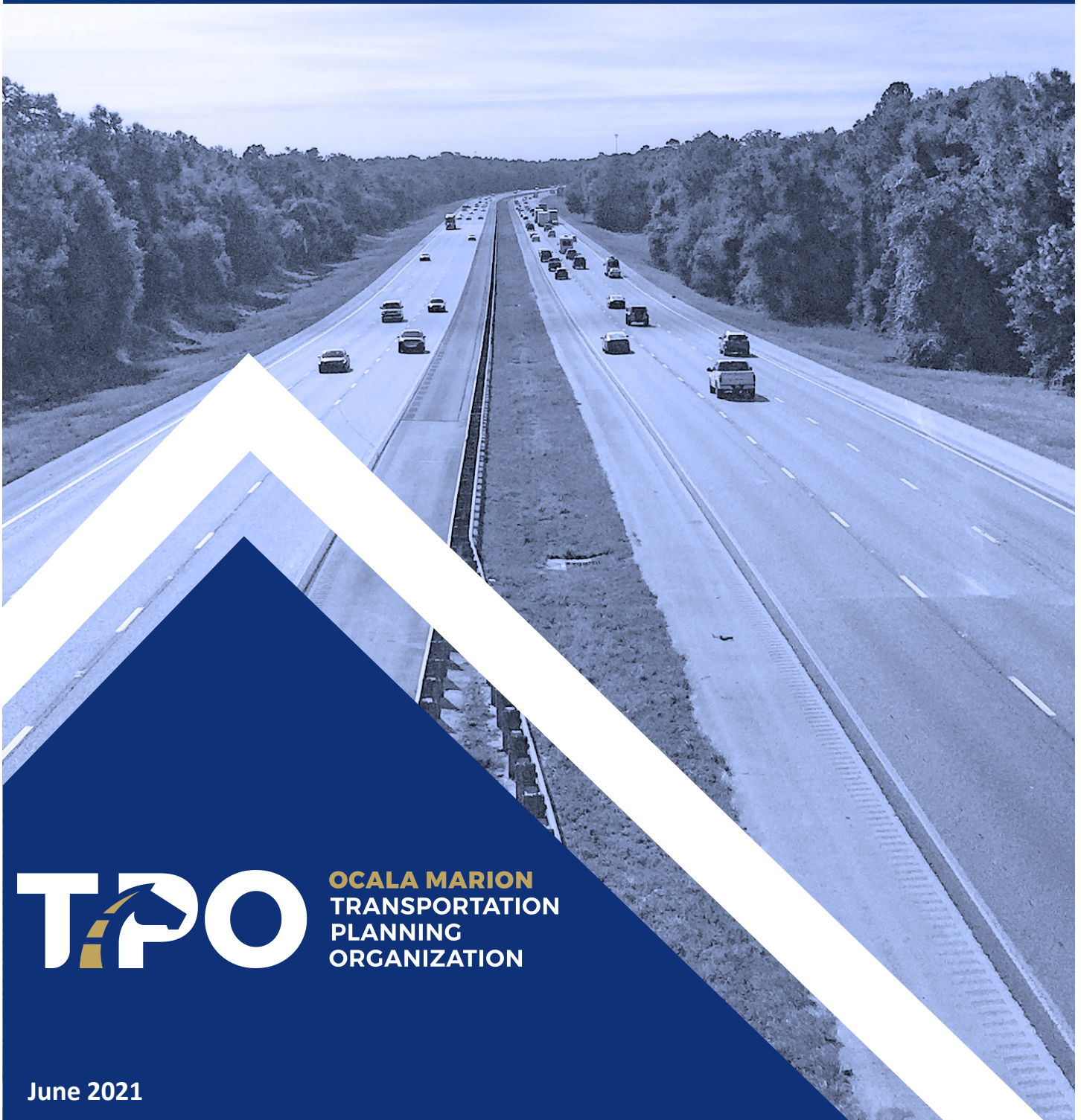
[Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

## **APPENDIX G: GLOSSARY OF TERMS AND ACRONYMS**

# Glossary of Terms and Acronyms



**OCALA MARION**  
TRANSPORTATION  
PLANNING  
ORGANIZATION

June 2021

ACRYONYM	NAME	DESCRIPTION
3-C	Comprehensive, Continuing and Cooperative	A Comprehensive, Continuing and Cooperative (3C) process is required for all Metropolitan Planning Organizations (MPO) to be eligible for Federal transportation funding.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. ATMS utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections.
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data.
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation- monitoring resources.
CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented.
CBSA	Core Based Statistical Areas	CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel.
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.



ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - <a href="http://leempo.com/programs-products/transportation-disadvantaged/">http://leempo.com/programs-products/transportation-disadvantaged/</a> ).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - <a href="http://www.ncfrpc.org/TD/td.html">http://www.ncfrpc.org/TD/td.html</a> ).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - <a href="https://www.fhwa.dot.gov/civilrights/programs/dbe/">https://www.fhwa.dot.gov/civilrights/programs/dbe/</a> ).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project.



ACRYONYM	NAME	DESCRIPTION
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify the impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America's Surface Transportation Act	The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.
FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- <a href="https://jobs.myflorida.com/go/Department-of-Transportation/2817700/">https://jobs.myflorida.com/go/ Department-of-Transportation/2817700/</a> ).
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
FMTP	Freight Mobility and Trade Plan	FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development into the future.
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/ Federal Fiscal Year	The TPO's Fiscal Year is from July 1 to June 30. The Federal Fiscal Year is from October 1 to September 30.

ACRYONYM	NAME	DESCRIPTION
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HIS	Interstate Highway System	The specially designated system of highways, begun in 1956, which connects the principal metropolitan areas, cities, and industrial centers of the United States.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people.
HSIP	Highway Safety Improvement Program	The goal of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.
HUD	Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
IRI	International Roughness Index	International Roughness Index (IRI) is used by transportation professionals around the world as a standard to quantify road surface roughness. IRI is highly useful for assessing overall roadway pavement ride quality; a higher IRI value indicates a rougher road surface.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing to improve the efficiency or safety of the surface transportation system.
LOS	Level of Service	Level of Service (LOS) is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LOPP	List of Priority Projects	The List of Priority Projects (LOPP) is a formalized list developed each year by the TPO in collaboration with local government partners, and as required by state statute. The LOPP contains the highest priorities for future transportation projects and investments to receive consideration for federal and state funding.
LRTP/MTP	Long-Range Transportation Plan (or Metropolitan Transportation Plan)	A document that serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: <a href="https://ocalamariointpo.org/plans-and-programs/long-range-transportation-plan-lrtp/">https://ocalamariointpo.org/plans-and-programs/long-range-transportation-plan-lrtp/</a> .

ACRYONYM	NAME	DESCRIPTION
LOTTR	Level of Travel Time Reliability	The Level of Travel Time Reliability (LOTTR) is the ratio of the 80th percentile travel time to the normal travel time (50th percentile) throughout a full calendar year. Data for this measure is derived from the FHWA National Performance Management Research Data set (NPMRDS).
MAP-21	Moving Ahead for Progress in the 21st Century	The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPA	Metropolitan Planning Area	The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.
MPO	Metropolitan Planning Organization	An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated as an MPO, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
MPOAC	Metropolitan Planning Organization Advisory Council	A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process.
MSA	Metropolitan Statistical Area	A Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.
NTD	National Transit Database	The National Transit Database (NTD) is the repository of data for the financial, operating and asset conditions of the nation's transit systems.
NEPA	National Environmental Policy Act of 1969	Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
NHPP	National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
NHPP (Bridge)	National Highway Performance Program (Bridge)	Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)].
NHS	National Highway System	This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b) (23CFR500).

ACRYONYM	NAME	DESCRIPTION
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - <a href="https://www.fdotd7studies.com/what-is-a-pde-study.html">https://www.fdotd7studies.com/what-is-a-pde-study.html</a> ).
PEA	Planning Emphasis Area	Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs.
PM	Performance Management	Performance Management (PM) serves as federally required strategic approach that uses system data and information guide investment and policies to achieve national goals.
PPP	Public Participation Plan	The Public Participation Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.
PTASP	Public Transportation Agency Safety Action Plan	A plan that is developed by transit agencies to identify responsibilities for safety and day to day implementation of a safety management system.
RPC	Regional Planning Council	Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration.
SHSP	Strategic Highway Safety Plan	This is a statewide and coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - <a href="https://www.fdot.gov/planning/sis/default.shtm">https://www.fdot.gov/planning/sis/default.shtm</a> ).
SOV	Single-Occupancy Vehicle	Any motor vehicle operated or driven by a single person.
STBG	Surface Transportation Block Grant Program	The STBG federal funding promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

ACRYONYM	NAME	DESCRIPTION
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and school officials.
TAMP	Transportation Asset Management Plan	The TAMP outlines the process for effectively operating, maintaining and improving the physical transportation assets in Florida (e.g., roads, bridges, culverts).
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.
TD	Transportation Disadvantaged	Transportation Disadvantaged includes individuals with physical and economic challenges and senior citizens facing mobility issues.
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.
TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10- year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
TIP	Transportation Improvement Program	A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area.
TMIP	Travel Model Improvement Program	TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.

ACRYONYM	NAME	DESCRIPTION
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation (Definition taken from Reconnecting America-www.reconnectingamerica.org).
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.
TTTR	Truck Travel Time Reliability Index	The Truck Travel Time Reliability Index (TTTR) is defined as the ratio of longer truck travel times (95th percentile) compared to normal truck travel times (50th percentile) on the interstate system.
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
ULB	Useful Life Benchmark	The expected lifecycle or the acceptable period of use in service for a transit capital asset, as determined by the transit agency or by a default benchmark provided by the Federal Transit Administration.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of United States.
USDOT	United States Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
YOE	Year of Expenditure	The current dollar in the year (adjusted for inflation) during which an expenditure is made or benefit realized, such as a project being constructed.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period (Definition taken from Wikipedia).

## **APPENDIX H: MAJOR PROJECT CHANGES FROM PRIOR TIP**



## Major Project Changes

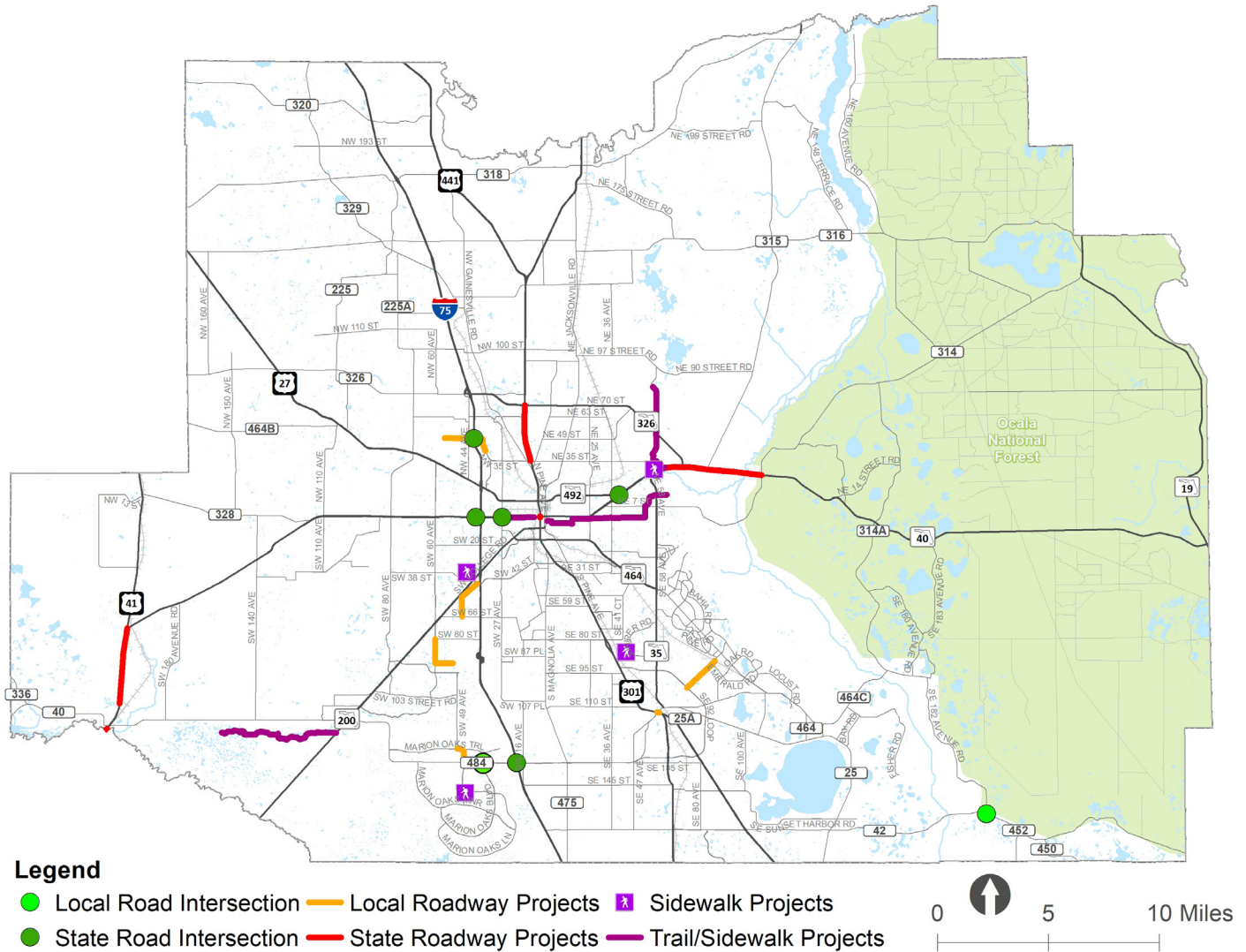
Major projects include TIP funded improvements to transportation facilities in Marion County that serve regional needs. The following lists summarize major projects that were listed in the previous FY 2020/2021 to FY 2024/2025 TIP and their respective status toward implementation. The status of these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

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

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

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

FIGURE 7.2: 2021-2025 PROJECTS



**TABLE 7.2: 2021-2025 PROJECTS**

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

FIGURE 7.3: 2026-2030 PROJECTS

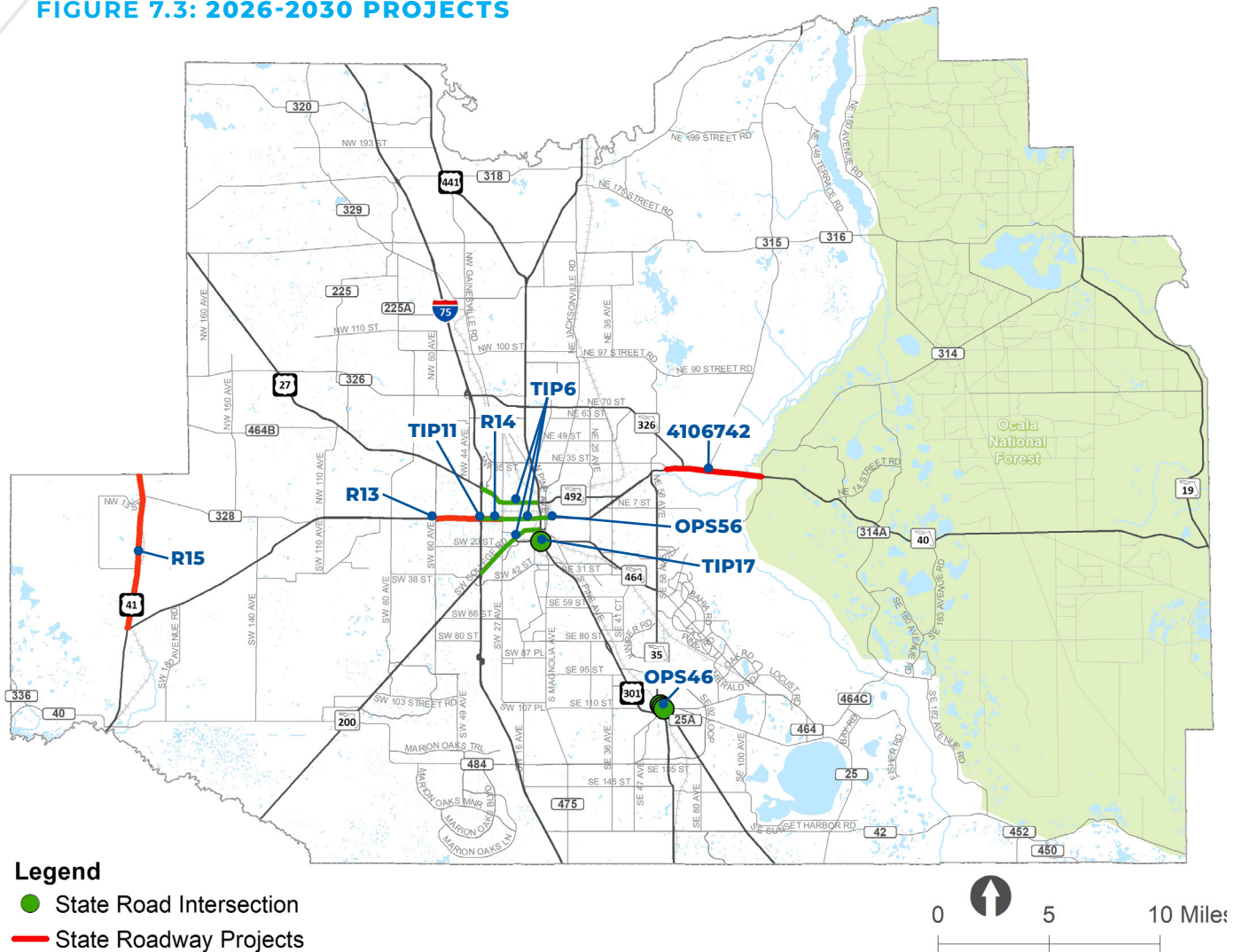


TABLE 7.3: 2026-2030 PROJECTS

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

## APPENDIX J: FDOT TIP DOWNLOAD LIST

5 Year TIP

View 5 Year TIP Phase Grouping Crosswalk  
DISTRICT 5

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
HIGHWAYS								
Item Number: 238648    1   Project Description: SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40*NON-SIS*								
District: 05 County: MARION Type of Work: ADD LANES & RECONSTRUCT   Project Length: 4.146								
P D & E                    / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	143,104	0	0	0	0	0	0	143,104
HPP -HIGH PRIORITY PROJECTS	682,728	0	0	0	0	0	0	682,728
SA -STP, ANY AREA	987,634	0	0	0	0	0	0	987,634
PRELIMINARY ENGINEERING   / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	547,588	0	0	0	0	0	0	547,588
DIH -STATE IN-HOUSE PRODUCT SUPPORT	372,283	0	0	0	0	0	0	372,283
EB -EQUITY BONUS	6,851	0	0	0	0	0	0	6,851
GFSL -GF STPBG <200K<5K (SMALL URB)	205,655	0	0	0	0	0	0	205,655
GFSN -GF STPBG <5K (RURAL)	30,330	0	0	0	0	0	0	30,330
SA -STP, ANY AREA	20,163	0	0	0	0	0	0	20,163
SL -STP, AREAS <= 200K	213,966	0	0	0	0	0	0	213,966
SN -STP, MANDATORY NON-URBAN <= 5K	2,435,547	0	0	0	0	0	0	2,435,547
RIGHT OF WAY                    / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	10,337,582	0	0	0	0	0	0	10,337,582
DIH -STATE IN-HOUSE PRODUCT SUPPORT	980,009	0	0	0	0	0	0	980,009
DS -STATE PRIMARY HIGHWAYS & PTO	3,121,944	0	0	0	0	0	0	3,121,944
HPP -HIGH PRIORITY PROJECTS	90,955	0	0	0	0	0	0	90,955
SA -STP, ANY AREA	2,070,206	0	0	0	0	0	0	2,070,206
SL -STP, AREAS <= 200K	5,718,406	0	0	0	0	0	0	5,718,406
CONSTRUCTION                    / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	24,085,930	0	144,355	0	24,230,285
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	54,150	0	0	0	54,150
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	0	8,882,919	0	0	0	8,882,919
SL -STP, AREAS <= 200K	0	0	0	8,337,257	0	0	0	8,337,257
SN -STP, MANDATORY NON-URBAN <= 5K	0	0	0	2,706,657	0	0	0	2,706,657
Item 238648    1 Totals:	27,964,951	0	0	44,066,913	0	144,355	0	72,176,219
Project Total:	27,964,951	0	0	44,066,913	0	144,355	0	72,176,219

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 410674    1   Project Description: SR 40 FROM END OF 4 LN SECTION TO LAKE CO LINE*SIS*								
District: 05 County: MARION Type of Work: PD&E/EMO STUDY   Project Length: 25.943								
P D & E                    / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,497,425	0	0	0	0	0	0	2,497,425
Item 410674    1 Totals:	2,497,425	0	0	0	0	0	0	2,497,425
Item Number: 410674    2   Project Description: SR 40 FROM END OF 4 LANES TO EAST OF CR 314*SIS*								
District: 05 County: MARION Type of Work: ADD LANES & RECONSTRUCT   Project Length: 5.327								
PRELIMINARY ENGINEERING   / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	409,742	0	0	0	0	0	0	409,742
ACSN -ADVANCE CONSTRUCTION (SN)	897,191	0	0	0	0	0	0	897,191
DIH -STATE IN-HOUSE PRODUCT SUPPORT	351,717	0	0	0	0	0	0	351,717
DS -STATE PRIMARY HIGHWAYS & PTO	8,039	0	0	0	0	0	0	8,039
EB -EQUITY BONUS	139,975	0	0	0	0	0	0	139,975
SA -STP, ANY AREA	35,000	0	0	0	0	0	0	35,000
SL -STP, AREAS <= 200K	5,660,253	0	0	0	0	0	0	5,660,253
SN -STP, MANDATORY NON-URBAN <= 5K	559,087	0	0	0	0	0	0	559,087
RIGHT OF WAY                    / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	1,204,913	0	0	0	0	0	0	1,204,913
ACSN -ADVANCE CONSTRUCTION (SN)	1,631,037	0	0	0	0	0	0	1,631,037
DDR -DISTRICT DEDICATED REVENUE	73,000	0	0	0	0	0	0	73,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	53,440	0	0	0	0	0	0	53,440
DS -STATE PRIMARY HIGHWAYS & PTO	347,693	0	0	0	0	0	0	347,693
GFSN -GF STPBG <5K (RURAL)	350,276	0	0	0	0	0	0	350,276
SA -STP, ANY AREA	434,400	0	0	0	0	0	0	434,400
SL -STP, AREAS <= 200K	422,219	0	0	0	0	0	0	422,219
SN -STP, MANDATORY NON-URBAN <= 5K	1,481,401	405,312	0	0	0	0	0	1,886,713
RAILROAD & UTILITIES       / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	400,000	0	0	0	0	0	0	400,000
CONSTRUCTION                    / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	0	79,671,817	79,671,817
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	0	651,500	651,500
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	0	0	0	0	53,601,347	53,601,347
STED -2012 SB1998-STRATEGIC ECON COR	0	0	0	0	0	0	12,628,172	12,628,172
ENVIRONMENTAL                / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	496,206	0	0	0	0	0	0	496,206
TALN -TRANSPORTATION ALTS- < 5K	163,794	0	0	0	0	0	0	163,794
Item 410674    2 Totals:	15,119,383	405,312	0	0	0	0	146,552,836	162,077,531
Item Number: 410674    3   Project Description: SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A*SIS*								
District: 05 County: MARION Type of Work: PRELIM ENG FOR FUTURE CAPACITY   Project Length: 12.280								
PRELIMINARY ENGINEERING   / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	6,004,533	0	0	0	0	0	0	6,004,533
ENVIRONMENTAL                / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,037,686	0	0	0	0	0	0	2,037,686
Item 410674    3 Totals:	8,042,219	0	0	0	0	0	0	8,042,219
Project Total:	25,659,027	405,312	0	0	0	0	146,552,836	172,617,175



Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 411256    2   Project Description: SR 35 US 301 SUMTER CO LINE US 441(SR500)*NON-SIS*								
District: 05 County: MARION Type of Work: PD&E/EMO STUDY   Project Length: 3.800								
P D & E                    / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	7,430	0	0	0	0	0	0	7,430
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	16,599	0	0	0	0	0	0	16,599
Item 411256    2 Totals:	24,029	0	0	0	0	0	0	24,029
Item Number: 411256    3   Project Description: SR 35 (US 301) FROM SUMTER CO LINE TO 529' S OF CR 42*NON-SIS*								
District: 05 County: MARION Type of Work: ADD LANES & RECONSTRUCT   Project Length: 1.404								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	355,509	0	0	0	0	0	0	355,509
RIGHT OF WAY                    / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	1,710,164	0	0	0	0	0	0	1,710,164
RAILROAD & UTILITIES    / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	224,104	0	0	0	0	0	0	224,104
CONSTRUCTION                    / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	4,539,955	0	0	0	0	0	0	4,539,955
REPAYMENTS                    / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,917,141	0	0	0	0	0	0	2,917,141
Item 411256    3 Totals:	6,829,732	0	0	0	0	0	0	6,829,732
Note: Repayment Phases are not included in the totals on this report.								
Item Number: 411256    4   Project Description: SR 35 (US 301) FROM N OF CR 42 TO BEGIN 4 LANES*NON-SIS*								
District: 05 County: MARION Type of Work: ADD LANES & RECONSTRUCT   Project Length: 2.370								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	1,538,352	0	0	0	0	0	0	1,538,352
Item 411256    4 Totals:	1,538,352	0	0	0	0	0	0	1,538,352
Item Number: 411256    5   Project Description: SR 35 (US 301) DALLAS POND REDESIGN*NON-SIS*								
District: 05 County: MARION Type of Work: DRAINAGE IMPROVEMENTS   Project Length: 1.404								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	240,282	0	0	0	0	0	0	240,282
DIH -STATE IN-HOUSE PRODUCT SUPPORT	24,340	0	0	0	0	0	0	24,340
DS -STATE PRIMARY HIGHWAYS & PTO	820	0	0	0	0	0	0	820
RIGHT OF WAY                    / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	228,530	120,000	43,520	0	0	0	0	392,050
DIH -STATE IN-HOUSE PRODUCT SUPPORT	50,364	0	0	0	0	0	0	50,364
DS -STATE PRIMARY HIGHWAYS & PTO	26,950	0	0	0	0	0	0	26,950
CONSTRUCTION                    / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	318,667	0	0	0	0	0	318,667
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	13,229	0	0	0	0	0	13,229
DS -STATE PRIMARY HIGHWAYS & PTO	0	41,963	0	0	0	0	0	41,963
Item 411256    5 Totals:	571,286	493,859	43,520	0	0	0	0	1,108,665
Project Total:	8,963,399	493,859	43,520	0	0	0	0	9,500,778

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
6,216,651								
Item Number: 433651    1   Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A*SIS*								
District: 05 County: MARION Type of Work: INTERCHANGE IMPROVEMENT   Project Length: .741								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	10,000	0	0	0	0	0	0	10,000
ACSN -ADVANCE CONSTRUCTION (SN)	416,296	0	0	0	0	0	0	416,296
SA -STP, ANY AREA	123,916	0	0	0	0	0	0	123,916
SL -STP, AREAS <= 200K	51,687	0	0	0	0	0	0	51,687
SN -STP, MANDATORY NON-URBAN <= 5K	1,898,164	0	0	0	0	0	0	1,898,164
RIGHT OF WAY                    / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	165,000	0	0	0	0	0	0	165,000
ACSN -ADVANCE CONSTRUCTION (SN)	31,250	787,042	0	0	0	0	0	818,292
DS -STATE PRIMARY HIGHWAYS & PTO	533	0	0	0	0	0	0	533
GFSL -GF STPBG <200K<5K (SMALL URB)	34,783	0	0	0	0	0	0	34,783
GFSN -GF STPBG <5K (RURAL)	650,000	0	0	0	0	0	0	650,000
SL -STP, AREAS <= 200K	494,470	311,997	0	0	0	0	0	806,467
SN -STP, MANDATORY NON-URBAN <= 5K	1,309,489	906,561	0	0	0	0	0	2,216,050
RAILROAD & UTILITIES    / MANAGED BY FDOT								
ACSN -ADVANCE CONSTRUCTION (SN)	1,031,063	602,554	0	0	0	0	0	1,633,617
LF -LOCAL FUNDS	0	817,040	0	0	0	0	0	817,040
SL -STP, AREAS <= 200K	0	997,069	0	0	0	0	0	997,069
SN -STP, MANDATORY NON-URBAN <= 5K	0	795,284	0	0	0	0	0	795,284
CONSTRUCTION                    / MANAGED BY FDOT								
ACFP -AC FREIGHT PROG (NFP)	0	9,273,893	0	48,735	0	0	0	9,322,628
ACSN -ADVANCE CONSTRUCTION (SN)	0	429,723	0	0	0	0	0	429,723
LF -LOCAL FUNDS	0	21,958	0	0	0	0	0	21,958
SN -STP, MANDATORY NON-URBAN <= 5K	0	310,625	0	0	0	0	0	310,625
Item 433651    1 Totals:	6,216,651	15,253,746	0	48,735	0	0	0	21,519,132
Item Number: 433651    4   Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A*NON-SIS*								
District: 05 County: MARION Type of Work: LANDSCAPING   Project Length: .414								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
SN -STP, MANDATORY NON-URBAN <= 5K	0	60,000	0	0	0	0	0	60,000
CONSTRUCTION                    / MANAGED BY FDOT								
SN -STP, MANDATORY NON-URBAN <= 5K	0	0	163,370	0	0	0	0	163,370
Item 433651    4 Totals:	0	60,000	163,370	0	0	0	0	223,370
Project Total:	6,216,651	15,313,746	163,370	48,735	0	0	0	21,742,502

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 433652    1   Project Description: SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE*NON-SIS*								
District: 05 County: MARION Type of Work: ADD TURN LANE(S)   Project Length: 1.309								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	145,138	0	0	0	0	0	0	145,138
DIH -STATE IN-HOUSE PRODUCT SUPPORT	165,885	0	0	0	0	0	0	165,885
DS -STATE PRIMARY HIGHWAYS & PTO	1,726,995	0	0	0	0	0	0	1,726,995
RIGHT OF WAY                    / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	34,000	34,000	32,000	0	0	0	0	100,000
SL -STP, AREAS <= 200K	850,000	1,152,500	1,650,000	600,000	253,000	0	0	4,505,500
Item 433652    1 Totals:	2,922,018	1,186,500	1,682,000	600,000	253,000	0	0	6,643,518
Project Total:	2,922,018	1,186,500	1,682,000	600,000	253,000	0	0	6,643,518

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 433660    1   Project Description: US 441 @ SR 464*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC OPS IMPROVEMENT   Project Length: .433								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	17,089	0	0	0	160,000	0	0	177,089
DIH -STATE IN-HOUSE PRODUCT SUPPORT	147,761	0	0	0	0	0	0	147,761
DS -STATE PRIMARY HIGHWAYS & PTO	689,533	0	0	0	0	0	0	689,533
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	212,165	259,835	0	0	0	0	0	472,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	122,228	0	0	0	0	0	0	122,228
DS -STATE PRIMARY HIGHWAYS & PTO	26,474	0	0	0	0	0	0	26,474
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	3,145,708	0	3,145,708
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	0	0	28,700	0	28,700
Item 433660    1   Totals:	1,215,250	259,835	0	0	160,000	3,174,408	0	4,809,493
Project Total:	1,215,250	259,835	0	0	160,000	3,174,408	0	4,809,493

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 433661    1   Project Description: US 441 FROM SR 40 TO SR 40A (SW BROADWAY)*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC OPS IMPROVEMENT   Project Length: .384								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	219,731	0	0	0	0	0	0	219,731
DIH -STATE IN-HOUSE PRODUCT SUPPORT	77,976	0	0	0	0	0	0	77,976
DS -STATE PRIMARY HIGHWAYS & PTO	624,903	0	0	0	0	0	0	624,903
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	290,421	290,000	197,000	106,879	0	0	0	884,300
DIH -STATE IN-HOUSE PRODUCT SUPPORT	81,531	18,157	0	0	0	0	0	99,688
DS -STATE PRIMARY HIGHWAYS & PTO	270,000	0	0	0	0	0	0	270,000
CONSTRUCTION / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	812,948	0	0	0	0	0	812,948
DDR -DISTRICT DEDICATED REVENUE	0	193,752	18,234	0	0	0	0	211,986
LF -LOCAL FUNDS	0	598,113	0	0	0	0	0	598,113
SL -STP, AREAS <= 200K	0	969,870	0	0	0	0	0	969,870
Item 433661    1   Totals:	1,564,562	2,882,840	215,234	106,879	0	0	0	4,769,515
Project Total:	1,564,562	2,882,840	215,234	106,879	0	0	0	4,769,515

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 434844    1   Project Description: CR 42 AT SE 182ND*NON-SIS*								
District: 05 County: MARION Type of Work: ADD LEFT TURN LANE(S)   Project Length: .307								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
HSP -SAFETY (HIWAY SAFETY PROGRAM)	557	0	0	0	0	0	0	557
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
HSP -SAFETY (HIWAY SAFETY PROGRAM)	24,455	0	0	0	0	0	0	24,455
RIGHT OF WAY / MANAGED BY FDOT								
LF -LOCAL FUNDS	21,000	0	0	0	0	0	0	21,000
CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	407,200	0	0	0	0	0	407,200
Item 434844    1   Totals:	46,012	407,200	0	0	0	0	0	453,212
Project Total:	46,012	407,200	0	0	0	0	0	453,212

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 435209    1   Project Description: I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST*SIS*								
District: 05 County: MARION Type of Work: INTERCHANGE (NEW)   Project Length: .001								
P D & E / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	2,636,410	0	0	0	0	0	0	2,636,410
DIH -STATE IN-HOUSE PRODUCT SUPPORT	169,997	0	0	0	0	0	0	169,997
DS -STATE PRIMARY HIGHWAYS & PTO	575,493	0	0	0	0	0	0	575,493
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	1,895,699	0	0	0	0	0	0	1,895,699
DIH -STATE IN-HOUSE PRODUCT SUPPORT	131,828	0	0	0	0	0	0	131,828
DS -STATE PRIMARY HIGHWAYS & PTO	5,303	0	0	0	0	0	0	5,303
RIGHT OF WAY / MANAGED BY FDOT								
LF -LOCAL FUNDS	0	10,200,000	0	0	0	0	0	10,200,000
CONSTRUCTION / MANAGED BY FDOT								
CIGP -COUNTY INCENTIVE GRANT PROGRAM	0	0	0	0	8,209,249	0	0	8,209,249
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	10,909,656	0	0	10,909,656
LF -LOCAL FUNDS	0	0	0	0	8,206,420	0	0	8,206,420
SL -STP, AREAS <= 200K	0	0	0	0	9,031,418	0	0	9,031,418
SN -STP, MANDATORY NON-URBAN <= 5K	0	0	0	0	3,028,371	0	0	3,028,371
TRIP -TRANS REGIONAL INCENTIVE PROGM	0	0	0	0	5,109,562	0	0	5,109,562
TRWR -2015 SB2514A-TRAN REG INCT PRG	0	0	0	0	3,280,139	0	0	3,280,139
Item 435209    1   Totals:	5,414,730	10,200,000	0	0	47,774,815	0	0	63,389,545
Project Total:	5,414,730	10,200,000	0	0	47,774,815	0	0	63,389,545

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 435484    1   Project Description: PRUITT TRAIL FROM WITHLACOOCHEE BRIDGE TRAIL AT S BRIDGES RD TO SR 200*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE PATH/TRAIL   Project Length: .000								
P D & E / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,081	0	0	0	0	0	0	2,081
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	2,604	0	0	0	0	0	0	2,604
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
-TOTAL OUTSIDE YEARS	67,319	0	0	0	0	0	0	67,319
Item 435484    1   Totals:	72,004	0	0	0	0	0	0	72,004
Item Number: 435484    2   Project Description: PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE PATH/TRAIL   Project Length: .000								
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C								
ACSN -ADVANCE CONSTRUCTION (SN)	0	336,093	0	0	0	0	0	336,093
SL -STP, AREAS <= 200K	0	460,700	0	0	0	0	0	460,700
SN -STP, MANDATORY NON-URBAN <= 5K	0	561,853	0	0	0	0	0	561,853
TALL -TRANSPORTATION ALTS- <200K	0	286,110	0	0	0	0	0	286,110
TALT -TRANSPORTATION ALTS- ANY AREA	0	513,244	0	0	0	0	0	513,244
Item 435484    2   Totals:	0	2,158,000	0	0	0	0	0	2,158,000
Project Total:	72,004	2,158,000	0	0	0	0	0	2,230,004

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436755    1 Project Description: INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE PATH/TRAIL Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
TALL -TRANSPORTATION ALTS- <200K		0	155,000	0	0	0	0	155,000
Item 436755    1 Totals:		0	155,000	0	0	0	0	155,000
Project Total:		0	155,000	0	0	0	0	155,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436756    1 Project Description: DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE PATH/TRAIL Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY CITY OF OCALA								
TALL -TRANSPORTATION ALTS- <200K		0	0	0	253,001	0	0	253,001
Item 436756    1 Totals:		0	0	0	253,001	0	0	253,001
Project Total:		0	0	0	253,001	0	0	253,001

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 437596    2 Project Description: SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: 1.423								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		436,000	0	0	0	0	0	436,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT		10,000	0	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT		0	0	10,540	0	0	0	10,540
SL -STP, AREAS <= 200K		0	0	902,999	0	0	0	902,999
Item 437596    2 Totals:		446,000	0	913,539	0	0	0	1,359,539
Project Total:		446,000	0	913,539	0	0	0	1,359,539

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 437826    1 Project Description: I-75 MARION COUNTY REST AREAS LANDSCAPING*SIS*								
District: 05 County: MARION Type of Work: LANDSCAPING Project Length: .542								
CONSTRUCTION / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT		0	0	0	11,150	0	0	11,150
DS -STATE PRIMARY HIGHWAYS & PTO		0	0	0	929,077	0	0	929,077
Item 437826    1 Totals:		0	0	0	940,227	0	0	940,227
Project Total:		0	0	0	940,227	0	0	940,227

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 438562    1 Project Description: I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200*SIS*								
District: 05 County: MARION Type of Work: REST AREA Project Length: .547								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		660,000	0	0	0	0	0	660,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT		35,765	0	0	0	0	0	35,765
DRA -REST AREAS - STATE 100%		2,637,424	0	0	0	0	0	2,637,424
DS -STATE PRIMARY HIGHWAYS & PTO		10,576	0	0	0	0	0	10,576
CONSTRUCTION / MANAGED BY FDOT								
DIH -STATE IN-HOUSE PRODUCT SUPPORT		0	0	52,700	0	0	0	52,700
DRA -REST AREAS - STATE 100%		0	0	21,500,297	0	0	0	21,500,297
Item 438562    1 Totals:		3,343,765	0	21,552,997	0	0	0	24,896,762
Project Total:		3,343,765	0	21,552,997	0	0	0	24,896,762

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 439234    1 Project Description: SR 200 FROM I-75 TO US 301*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 3.321								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		1,600,000	0	0	0	0	0	1,600,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT		41,065	0	0	0	0	0	41,065
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		0	0	126,327	0	0	0	126,327
DIH -STATE IN-HOUSE PRODUCT SUPPORT		0	0	10,540	0	0	0	10,540
SA -STP, ANY AREA		0	0	5,981,172	0	0	0	5,981,172
SL -STP, AREAS <= 200K		0	0	662,822	0	0	0	662,822
Item 439234    1 Totals:		1,641,065	0	6,780,861	0	0	0	8,421,926
Project Total:		1,641,065	0	6,780,861	0	0	0	8,421,926

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 439238    1 Project Description: SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 10.612								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS		2,906,396	0	0	0	0	0	2,906,396
RIGHT OF WAY / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS		311,000	0	0	0	0	0	311,000
RAILROAD & UTILITIES / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS		30,000	0	0	0	0	0	30,000
CONSTRUCTION / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS		16,293,909	0	0	0	0	0	16,293,909
Item 439238    1 Totals:		19,541,305	0	0	0	0	0	19,541,305

Item Number: 439238    2 Project Description: SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET*NON-SIS*								
District: 05 County: MARION Type of Work: BIKE LANE/SIDEWALK Project Length: 7.230								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		0	1,675,000	0	0	0	0	1,675,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT		0	10,000	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		0	0	0	2,903,691	0	0	2,903,691
Item 439238    2 Totals:		0	1,685,000	0	0	2,903,691	0	4,588,691
Project Total:		19,541,305	1,685,000	0	0	2,903,691	0	24,129,996

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 440880    1 Project Description: MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK Project Length: .840								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
TALT -TRANSPORTATION ALTS- ANY AREA		0	605	0	0	0	0	605
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT								
TALL -TRANSPORTATION ALTS- <200K		0	35,605	0	0	0	0	35,605
Item 440880    1 Totals:		0	36,210	0	0	0	0	36,210
Project Total:		0	36,210	0	0	0	0	36,210

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 441141    1 Project Description: SR 464 FROM SR 500 (US 27/301) TO SR 35*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 5.878								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE		2,606,369	0	0	0	0	0	2,606,369
DIH -STATE IN-HOUSE PRODUCT SUPPORT		53,597	0	0	0	0	0	53,597
DS -STATE PRIMARY HIGHWAYS & PTO		18,467	0	0	0	0	0	18,467
RAILROAD & UTILITIES / MANAGED BY FDOT								
DS -STATE PRIMARY HIGHWAYS & PTO		30,000	0	0	0	0	0	30,000
CONSTRUCTION / MANAGED BY FDOT								
SA -STP, ANY AREA		0	0	14,488,789	0	0	0	14,488,789
SL -STP, AREAS <= 200K		0	0	2,013,652	0	0	0	2,013,652
Item 441141    1 Totals:		2,708,433	0	16,502,441	0	0	0	19,210,874
Project Total:		2,708,433	0	16,502,441	0	0	0	19,210,874

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 443170 1 Project Description: SR 93 (I-75) FROM SUMTER COUNTY TO SR 200*SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 13.993								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	601,290	0	0	0	0	0	0	601,290
DDR -DISTRICT DEDICATED REVENUE	317,389	0	0	0	0	0	0	317,389
DIH -STATE IN-HOUSE PRODUCT SUPPORT	30,042	0	0	0	0	0	0	30,042
DS -STATE PRIMARY HIGHWAYS & PTO	44,244	0	0	0	0	0	0	44,244
NHPP -IM, BRDG REPL, NATNL HWY-MAP21	699,910	0	0	0	0	0	0	699,910
CONSTRUCTION / MANAGED BY FDOT								
ACNP -ADVANCE CONSTRUCTION NHPP	0	30,232,895	0	0	0	0	0	30,232,895
Item 443170 1 Totals:	1,692,875	30,232,895	0	0	0	0	0	31,925,770
Project Total:	1,692,875	30,232,895	0	0	0	0	0	31,925,770

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 443730 1 Project Description: US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF SPLIT TO NORTH OF SPLIT*SIS*								
District: 05 County: MARION Type of Work: LANDSCAPING Project Length: 2.262								
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	362,579	0	0	0	0	0	362,579
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	10,260	0	0	0	0	0	10,260
Item 443730 1 Totals:	0	372,839	0	0	0	0	0	372,839
Project Total:	0	372,839	0	0	0	0	0	372,839

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445212 1 Project Description: SR 200 (US 301) FROM SOUTH OF NE 175 ST TO THE ALACHUA COUNTY LINE*SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 2.362								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	0	813,000	0	0	0	0	0	813,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	10,000	0	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	5,333,256	0	0	0	5,333,256
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	10,000	0	0	0	10,000
Item 445212 1 Totals:	0	823,000	0	5,343,256	0	0	0	6,166,256
Project Total:	0	823,000	0	5,343,256	0	0	0	6,166,256

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445217 1 Project Description: SR 326 FROM NW 12TH AVE TO SR 40*SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 8.404								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	662,000	0	0	0	0	0	0	662,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	10,000	0	0	0	0	0	0	10,000
RAILROAD & UTILITIES / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	298,000	0	0	0	0	0	0	298,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	1,450,441	0	0	0	0	1,450,441
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	10,540	0	0	0	0	10,540
NHRE -NAT HWY PERFORM - RESURFACING	0	0	6,259,321	0	0	0	0	6,259,321
SL -STP, AREAS <= 200K	0	0	949,420	0	0	0	0	949,420
Item 445217 1 Totals:	970,000	0	8,669,722	0	0	0	0	9,639,722
Project Total:	970,000	0	8,669,722	0	0	0	0	9,639,722

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445302 1 Project Description: SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD*NON-SIS*								
District: 05 County: MARION Type of Work: RESURFACING Project Length: 2.207								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	546,000	0	0	0	0	0	546,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	10,000	0	0	0	0	0	10,000
CONSTRUCTION / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	3,208,255	0	0	0	3,208,255
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	10,000	0	0	0	10,000
Item 445302 1 Totals:	0	556,000	0	3,218,255	0	0	0	3,774,255
Project Total:	0	556,000	0	3,218,255	0	0	0	3,774,255

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445321 1 Project Description: WILDWOOD MAINLINE WEIGH IN MOTION (WIM) SCREENING*SIS*								
District: 05 County: MARION Type of Work: MCCO WEIGH STATION STATIC/WIM Project Length: 1.136								
CONSTRUCTION / MANAGED BY FDOT								
DWS -WEIGH STATIONS - STATE 100%	0	4,261,712	0	0	0	0	0	4,261,712
Item 445321 1 Totals:	0	4,261,712	0	0	0	0	0	4,261,712
Project Total:	0	4,261,712	0	0	0	0	0	4,261,712

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445687 1 Project Description: US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD*NON-SIS*								
District: 05 County: MARION Type of Work: SAFETY PROJECT Project Length: .100								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	160,000	0	0	0	0	0	0	160,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	20,630	0	0	0	0	0	0	20,630
SA -STP, ANY AREA	362,000	0	0	0	0	0	0	362,000
RIGHT OF WAY / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	30,000	0	0	0	0	30,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	0	0	0	521,496	0	0	521,496
Item 445687 1 Totals:	542,630	0	30,000	0	521,496	0	0	1,094,126
Project Total:	542,630	0	30,000	0	521,496	0	0	1,094,126

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445688 1 Project Description: US 27 / US 441 / ABSHIVER BLVD. @ CR 42*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC SIGNALS Project Length: .065								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACID -ADV CONSTRUCTION SAFETY (HSID)	155,000	0	0	0	0	0	0	155,000
SA -STP, ANY AREA	192,000	0	0	0	0	0	0	192,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	0	354,514	0	0	0	0	354,514
Item 445688 1 Totals:	347,000	0	354,514	0	0	0	0	701,514
Project Total:	347,000	0	354,514	0	0	0	0	701,514

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445701 1 Project Description: SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC SIGNALS Project Length: .180								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACID -ADV CONSTRUCTION SAFETY (HSID)	410,000	0	0	0	0	0	0	410,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	980	0	0	0	0	0	0	980
SA -STP, ANY AREA	229,000	0	0	0	0	0	0	229,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	0	1,010,495	0	0	0	0	1,010,495
DDR -DISTRICT DEDICATED REVENUE	0	0	316,200	0	0	0	0	316,200
Item 445701 1 Totals:	639,980	0	1,326,695	0	0	0	0	1,966,675
Project Total:	639,980	0	1,326,695	0	0	0	0	1,966,675

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 445800 1 Project Description: E SR 40 @ SR 492*NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC SIGNALS Project Length: .116								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	210,000	0	0	0	0	0	0	210,000
SA -STP, ANY AREA	270,000	0	0	0	0	0	0	270,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	899,215	0	88,200	0	0	0	987,415
Item 445800 1 Totals:	480,000	899,215	0	88,200	0	0	0	1,467,415
Project Total:	480,000	899,215	0	88,200	0	0	0	1,467,415

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 447137 1 Project Description: SR 200 BRIDGES 360044 & 360059 AND SR 40 BRIDGE 360044 DECK REHAB*SIS*								
District: 05 County: MARION Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: .543								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
BRRP -STATE BRIDGE REPAIR & REHAB	57,368	0	0	0	0	0	0	57,368
DIH -STATE IN-HOUSE PRODUCT SUPPORT	2,000	0	0	0	0	0	0	2,000
CONSTRUCTION / MANAGED BY FDOT								
BRRP -STATE BRIDGE REPAIR & REHAB	0	1,006,629	0	0	0	0	0	1,006,629
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	2,052	0	0	0	0	0	2,052
Item 447137 1 Totals:	59,368	1,008,681	0	0	0	0	0	1,068,049
Project Total:	59,368	1,008,681	0	0	0	0	0	1,068,049

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 447603 1 Project Description: NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE *NON-SIS*								
District: 05 County: MARION Type of Work: TRAFFIC SIGNALS Project Length: .026								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	410,000	0	0	0	0	0	410,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	5,000	0	0	0	0	0	0	5,000
CONSTRUCTION / MANAGED BY FDOT								
ACSS -ADVANCE CONSTRUCTION (SS,HSP)	0	0	0	664,504	0	0	0	664,504
LF -LOCAL FUNDS	0	0	0	178,695	0	0	0	178,695
Item 447603 1 Totals:	5,000	410,000	0	843,199	0	0	0	1,258,199
Project Total:	5,000	410,000	0	843,199	0	0	0	1,258,199

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 447861 1 Project Description: I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES*SIS*								
District: 05 County: MARION Type of Work: MCCO WEIGH STATION STATIC/WIM Project Length: 1.136								
CONSTRUCTION / MANAGED BY FDOT								
DWS -WEIGH STATIONS - STATE 100%	0	0	0	0	0	532,902	0	532,902
Item 447861 1 Totals:	0	0	0	0	0	532,902	0	532,902
Project Total:	0	0	0	0	0	532,902	0	532,902

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448389 1 Project Description: NW 9TH STREET AT RR CROSSING #627174G*NON-SIS*								
District: 05 County: MARION Type of Work: RAIL SAFETY PROJECT Project Length: .000								
RAILROAD & UTILITIES / MANAGED BY FDOT								
RHH -RAIL HIGHWAY X-INGS - HAZARD	0	207,629	0	0	0	0	0	207,629
Item 448389 1 Totals:	0	207,629	0	0	0	0	0	207,629
Project Total:	0	207,629	0	0	0	0	0	207,629

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
FIXED CAPITAL OUTLAY								
Item Number: 448179 1 Project Description: OCALA OPERATIONS BUILDING -DESIGN/CONSTRUCTION (MAJOR)*NON-SIS*								
District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: .000								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
FCO -PRIMARY/FIXED CAPITAL OUTLAY	0	0	0	534,900	0	0	0	534,900
CONSTRUCTION / MANAGED BY FDOT								
FCO -PRIMARY/FIXED CAPITAL OUTLAY	0	0	0	0	5,001,200	0	0	5,001,200
Item 448179 1 Totals:	0	0	0	534,900	5,001,200	0	0	5,536,100
Project Total:	0	0	0	534,900	5,001,200	0	0	5,536,100

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448188 1 Project Description: OCALA OPERATIONS CENTER SECURITY - ACCESS CONTROL ON BUILDINGS*NON-SIS*								
District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: .000								
CONSTRUCTION / MANAGED BY FDOT								
FCO -PRIMARY/FIXED CAPITAL OUTLAY	0	40,000	0	0	0	0	0	40,000
Item 448188 1 Totals:	0	40,000	0	0	0	0	0	40,000
Project Total:	0	40,000	0	0	0	0	0	40,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448189 1 Project Description: OCALA OPERATIONS CENTER SECURITY - CAMERAS*NON-SIS*								
District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: .000								
CONSTRUCTION / MANAGED BY FDOT								
FCO -PRIMARY/FIXED CAPITAL OUTLAY	0	20,000	0	0	0	0	0	20,000
Item 448189 1 Totals:	0	20,000	0	0	0	0	0	20,000
Project Total:	0	20,000	0	0	0	0	0	20,000





BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
-TOTAL OUTSIDE YEARS		93,000	0	0	0	0	0	0	93,000
Item 423391 4 Totals:		93,000	0	0	0	0	0	0	93,000
Project Total:		4,999,612	200,000	0	0	0	0	0	5,199,612

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 429178 1 Project Description: UNPAVED SHOULDER REPAIR*NON-SIS* District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		1,484,913	100,000	0	0	0	0	0	1,584,913
Item 429178 1 Totals:		1,484,913	100,000	0	0	0	0	0	1,584,913
Project Total:		1,484,913	100,000	0	0	0	0	0	1,584,913

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 442738 1 Project Description: CITY OF OCALA MOA*NON-SIS* District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									
BRDG/RDWY/CONTRACT MAINT / MANAGED BY CITY OF OCALA									
D -UNRESTRICTED STATE PRIMARY		92,850	0	0	50,000	0	0	0	142,850
Item 442738 1 Totals:		92,850	0	0	50,000	0	0	0	142,850
Project Total:		92,850	0	0	50,000	0	0	0	142,850

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 446691 1 Project Description: AESTHETICS AREA WIDE*NON-SIS* District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		1,721,305	430,350	0	0	0	0	0	2,151,655
Item 446691 1 Totals:		1,721,305	430,350	0	0	0	0	0	2,151,655
Project Total:		1,721,305	430,350	0	0	0	0	0	2,151,655

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 446910 1 Project Description: ASSET MAINTENANCE MARION COUNTY*NON-SIS* District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: .000									
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		1,201,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	13,701,000
Item 446910 1 Totals:		1,201,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	13,701,000
Project Total:		1,201,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0	13,701,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 448187 1 Project Description: OCALA OPERATIONS CENTER ASPHALT, MILL, OVERLAY, PARKING LOT STRIPING*NON-SIS* District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: .000									
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
D -UNRESTRICTED STATE PRIMARY		0	250,000	0	0	0	0	0	250,000
Item 448187 1 Totals:		0	250,000	0	0	0	0	0	250,000
Project Total:		0	250,000	0	0	0	0	0	250,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
FLP: AVIATION									
Item Number: 438427 1 Project Description: MARION AIRFIELD PAVEMENT IMPROVEMENTS*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
DDR -DISTRICT DEDICATED REVENUE		0	0	300,000	1,000,000	0	0	0	1,300,000
DPTO -STATE - PTO		0	0	0	0	2,566,886	0	0	2,566,886
LF -LOCAL FUNDS		0	0	75,000	250,000	641,722	0	0	966,722
Item 438427 1 Totals:		0	0	375,000	1,250,000	3,208,608	0	0	4,833,608
Project Total:		0	0	375,000	1,250,000	3,208,608	0	0	4,833,608

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 438435 1 Project Description: MARION-MARION CO AIRPORT RUNWAY REHABILITATION*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									
CAPITAL / MANAGED BY MARION COUNTY									
DDR -DISTRICT DEDICATED REVENUE		0	800,000	0	0	0	0	0	800,000
LF -LOCAL FUNDS		0	200,000	0	0	0	0	0	200,000
Item 438435 1 Totals:		0	1,000,000	0	0	0	0	0	1,000,000
Project Total:		0	1,000,000	0	0	0	0	0	1,000,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 438476 1 Project Description: MARION-OCALA INTL AIRFIELD IMPROVEMENTS*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									
CAPITAL / MANAGED BY CITY OF OCALA									
DDR -DISTRICT DEDICATED REVENUE		0	160,000	0	0	0	0	0	160,000
FAA -FEDERAL AVIATION ADMIN		0	1,800,000	0	0	0	0	0	1,800,000
LF -LOCAL FUNDS		0	40,000	0	0	0	0	0	40,000
Item 438476 1 Totals:		0	2,000,000	0	0	0	0	0	2,000,000
Project Total:		0	2,000,000	0	0	0	0	0	2,000,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 438477 1 Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									
CAPITAL / MANAGED BY CITY OF OCALA									
DDR -DISTRICT DEDICATED REVENUE		0	0	520,000	0	0	0	0	520,000
FAA -FEDERAL AVIATION ADMIN		0	0	5,850,000	0	0	0	0	5,850,000
LF -LOCAL FUNDS		0	0	130,000	0	0	0	0	130,000
Item 438477 1 Totals:		0	0	6,500,000	0	0	0	0	6,500,000
Project Total:		0	0	6,500,000	0	0	0	0	6,500,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years	
Item Number: 440780 1 Project Description: MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000									
CAPITAL / MANAGED BY CITY OF OCALA									
DDR -DISTRICT DEDICATED REVENUE		0	0	100,000	1,200,000	0	0	0	1,300,000
DPTO -STATE - PTO		0	0	0	283,000	0	0	0	283,000
LF -LOCAL FUNDS		0	0	25,000	370,750	0	0	0	395,750
Item 440780 1 Totals:		0	0	125,000	1,853,750	0	0	0	1,978,750
Project Total:		0	0	125,000	1,853,750	0	0	0	1,978,750



Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 444877    1   Project Description: MARION-OCALA INTL HANGAR*NON-SIS* District: 05 County: MARION Type of Work: AVIATION REVENUE/OPERATIONAL   Project Length: .000								
CAPITAL / MANAGED BY CITY OF OCALA								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	1,000,000	0	0	1,000,000
LF -LOCAL FUNDS	0	0	0	0	250,000	0	0	250,000
Item 444877    1 Totals:	0	0	0	0	1,250,000	0	0	1,250,000
Project Total:	0	0	0	0	1,250,000	0	0	1,250,000

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 447561    1   Project Description: MARION-OCALA INTL APRON IMPROVEMENTS*NON-SIS* District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT   Project Length: .000								
CAPITAL / MANAGED BY CITY OF OCALA								
DDR -DISTRICT DEDICATED REVENUE	1,031,016	185,347	0	0	0	0	0	1,216,363
LF -LOCAL FUNDS	284,720	96,337	0	0	0	0	0	381,057
Item 447561    1 Totals:	1,315,736	281,684	0	0	0	0	0	1,597,420
Project Total:	1,315,736	281,684	0	0	0	0	0	1,597,420

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448575    1   Project Description: MARION-OCALA INTL ARFF BUILDING*NON-SIS* District: 05 County: MARION Type of Work: AVIATION SAFETY PROJECT   Project Length: .000								
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
DDR -DISTRICT DEDICATED REVENUE	0	0	1,287,115	0	0	0	0	1,287,115
LF -LOCAL FUNDS	0	0	321,779	0	0	0	0	321,779
Item 448575    1 Totals:	0	0	1,608,894	0	0	0	0	1,608,894
Project Total:	0	0	1,608,894	0	0	0	0	1,608,894

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
FLP: TRANSIT								
Item Number: 427188    2   Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009*NON-SIS* District: 05 County: MARION Type of Work: CAPITAL FOR FIXED ROUTE   Project Length: .000 Extra Description: AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.								
CAPITAL / MANAGED BY MARION COUNTY TRANSIT								
FTA -FEDERAL TRANSIT ADMINISTRATION	13,977,852	2,395,321	2,467,181	2,541,196	2,617,431	0	0	23,998,981
LF -LOCAL FUNDS	3,494,463	598,830	616,795	635,299	654,398	0	0	5,999,785
Item 427188    2 Totals:	17,472,315	2,994,151	3,083,976	3,176,495	3,271,829	0	0	29,998,766
Project Total:	17,472,315	2,994,151	3,083,976	3,176,495	3,271,829	0	0	29,998,766

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 433304    1   Project Description: MARION-BLOCK GRANT OPERATING ASSIST FOR FIXED ROUTE SERVICE*NON-SIS* District: 05 County: MARION Type of Work: OPERATING FOR FIXED ROUTE   Project Length: .000								
OPERATIONS / MANAGED BY OCALA								
DPTO -STATE - PTO	972,690	710,265	0	0	0	0	0	1,682,955
FTA -FEDERAL TRANSIT ADMINISTRATION	400,000	0	0	0	0	0	0	400,000
LF -LOCAL FUNDS	2,391,376	710,265	0	0	0	0	0	3,101,641
Item 433304    1 Totals:	3,764,066	1,420,530	0	0	0	0	0	5,184,596
Project Total:	3,764,066	1,420,530	0	0	0	0	0	5,184,596

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 433312    1   Project Description: MARION-SECTION 5311 RURAL TRANSPORTATION*NON-SIS* District: 05 County: MARION Type of Work: OPERATING/ADMIN. ASSISTANCE   Project Length: .000								
OPERATIONS / MANAGED BY MARION COUNTY TRANSIT								
DU -STATE PRIMARY/FEDERAL REIMB	3,226,465	890,251	0	0	0	0	0	4,116,716
LF -LOCAL FUNDS	3,226,465	890,251	0	0	0	0	0	4,116,716
Item 433312    1 Totals:	6,452,930	1,780,502	0	0	0	0	0	8,233,432
Project Total:	6,452,930	1,780,502	0	0	0	0	0	8,233,432

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 440797    1   Project Description: MARION-OCALA/MARION TPO PLANNING STUDIES*NON-SIS* District: 05 County: MARION Type of Work: PTO STUDIES   Project Length: .000								
PLANNING / MANAGED BY OCALA/MARION TPO								
DPTO -STATE - PTO	0	25,656	26,148	26,653	46,218	46,218	0	170,893
DU -STATE PRIMARY/FEDERAL REIMB	0	205,251	209,177	213,219	369,747	369,748	0	1,367,142
LF -LOCAL FUNDS	0	25,656	26,148	26,653	46,218	46,218	0	170,893
Item 440797    1 Totals:	0	256,563	261,473	266,525	462,183	462,184	0	1,708,928
Project Total:	0	256,563	261,473	266,525	462,183	462,184	0	1,708,928

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 442455    1   Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE*NON-SIS* District: 05 County: MARION Type of Work: OPERATING FOR FIXED ROUTE   Project Length: .000								
OPERATIONS / MANAGED BY OCALA								
DPTO -STATE - PTO	0	0	731,593	753,520	776,125	692,074	0	2,953,312
LF -LOCAL FUNDS	0	0	731,593	753,520	776,125	692,074	0	2,953,312
Item 442455    1 Totals:	0	0	1,463,186	1,507,040	1,552,250	1,384,148	0	5,906,624
Project Total:	0	0	1,463,186	1,507,040	1,552,250	1,384,148	0	5,906,624

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 442460    1   Project Description: MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION*NON-SIS* District: 05 County: MARION Type of Work: OPERATING/ADMIN. ASSISTANCE   Project Length: .000								
OPERATIONS / MANAGED BY MARION COUNTY TRANSIT								
DU -STATE PRIMARY/FEDERAL REIMB	0	0	934,764	981,502	1,030,578	1,082,106	0	4,028,950
LF -LOCAL FUNDS	0	0	934,764	981,502	1,030,578	1,082,106	0	4,028,950
Item 442460    1 Totals:	0	0	1,869,528	1,963,004	2,061,156	2,164,212	0	8,057,900
Project Total:	0	0	1,869,528	1,963,004	2,061,156	2,164,212	0	8,057,900

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 448170    1   Project Description: MARION/OCALA SECTION 5339 SMALL URBAN CAPITAL FIXED ROUTE PROJECT*NON-SIS* District: 05 County: MARION Type of Work: CAPITAL FOR FIXED ROUTE   Project Length: .000								
CAPITAL / MANAGED BY OCALA								
FTA -FEDERAL TRANSIT ADMINISTRATION	0	376,569	0	0	0	0	0	376,569
LF -LOCAL FUNDS	0	94,142	0	0	0	0	0	94,142
Item 448170    1 Totals:	0	470,711	0	0	0	0	0	470,711
Project Total:	0	470,711	0	0	0	0	0	470,711

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
MISCELLANEOUS								
Item Number: 244932    5   Project Description: BRIDGE INSPECTION DUE TO HURRICANE MATTHEW - MARION*NON-SIS*								
District: 05 County: MARION Type of Work: EMERGENCY OPERATIONS   Project Length: .000								
MISCELLANEOUS       / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	4,646	0	0	0	0	0	0	4,646
Item 244932    5   Totals:	4,646	0	0	0	0	0	0	4,646
Project Total:	4,646	0	0	0	0	0	0	4,646

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 426179    1   Project Description: SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES*NON-SIS*								
District: 05 County: MARION Type of Work: MISCELLANEOUS CONSTRUCTION   Project Length: .000								
PRELIMINARY ENGINEERING   / MANAGED BY FDOT								
TALL -TRANSPORTATION ALTS- <200K	264,445	0	0	0	0	0	0	264,445
TALN -TRANSPORTATION ALTS- < 5K	600,000	0	0	0	0	0	0	600,000
TALT -TRANSPORTATION ALTS- ANY AREA	549,765	0	0	0	0	0	0	549,765
CONSTRUCTION       / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	93,282	0	0	0	93,282
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	5,415	0	0	0	5,415
TALL -TRANSPORTATION ALTS- <200K	0	0	0	11,577	0	0	0	11,577
TALN -TRANSPORTATION ALTS- < 5K	0	0	0	170,381	0	0	0	170,381
TALT -TRANSPORTATION ALTS- ANY AREA	0	0	0	2,433,279	0	0	0	2,433,279
ENVIRONMENTAL       / MANAGED BY FDOT								
SA -STP, ANY AREA	50,000	0	0	0	0	0	0	50,000
Item 426179    1   Totals:	1,464,210	0	0	2,713,934	0	0	0	4,178,144
Project Total:	1,464,210	0	0	2,713,934	0	0	0	4,178,144

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436361    1   Project Description: ITS OPERATIONAL SUPPORT- MARION COUNTY*NON-SIS*								
District: 05 County: MARION Type of Work: ITS COMMUNICATION SYSTEM   Project Length: .000								
PRELIMINARY ENGINEERING   / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	75,000	0	0	0	0	0	75,000
SL -STP, AREAS <= 200K	160,000	0	0	0	0	0	0	160,000
DESIGN BUILD       / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	1,563,499	0	0	0	0	0	1,563,499
Item 436361    1   Totals:	160,000	1,638,499	0	0	0	0	0	1,798,499

Item Number: 436361    2   Project Description: ITS OPERATIONAL SUPPORT- CITY OF OCALA*NON-SIS*								
District: 05 County: MARION Type of Work: ITS COMMUNICATION SYSTEM   Project Length: .000								
PRELIMINARY ENGINEERING   / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	75,000	0	0	0	0	0	75,000
SL -STP, AREAS <= 200K	110,000	0	0	0	0	0	0	110,000
DESIGN BUILD       / MANAGED BY FDOT								
ACSL -ADVANCE CONSTRUCTION (SL)	0	681,565	0	0	0	0	0	681,565
Item 436361    2   Totals:	110,000	756,565	0	0	0	0	0	866,565
Project Total:	270,000	2,395,064	0	0	0	0	0	2,665,064

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436375    1   Project Description: CITYWIDE SIDEWALK IMPROVEMENTS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK   Project Length: .000								
CONSTRUCTION       / MANAGED BY CITY OF OCALA								
SL -STP, AREAS <= 200K	0	32,366	0	0	0	0	0	32,366
TALT -TRANSPORTATION ALTS- ANY AREA	0	826,584	0	0	0	0	0	826,584
Item 436375    1   Totals:	0	858,950	0	0	0	0	0	858,950

Item Number: 436375    2   Project Description: CITYWIDE SIDEWALK IMPROVEMENTS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK   Project Length: .000								
CONSTRUCTION       / MANAGED BY FDOT								
ACSA -ADVANCE CONSTRUCTION (SA)	0	95,181	0	0	0	0	0	95,181
ACSL -ADVANCE CONSTRUCTION (SL)	0	19,747	0	0	0	0	0	19,747
Item 436375    2   Totals:	0	114,928	0	0	0	0	0	114,928
Project Total:	0	973,878	0	0	0	0	0	973,878

Fund	<2022	2022	2023	2024	2025	2026	>2026	All Years
Item Number: 436474    1   Project Description: COUNTYWIDE SIDEWALK IMPROVEMENTS, MARION COUNTY*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK   Project Length: .000								
PRELIMINARY ENGINEERING   / MANAGED BY FDOT								
-TOTAL OUTSIDE YEARS	22	0	0	0	0	0	0	22
PRELIMINARY ENGINEERING   / MANAGED BY MARION COUNTY ENGINEERING DEPT								
-TOTAL OUTSIDE YEARS	54,805	0	0	0	0	0	0	54,805
Item 436474    1   Totals:	54,827	0	0	0	0	0	0	54,827

Item Number: 436474    2   Project Description: SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK   Project Length: .000								
CONSTRUCTION       / MANAGED BY MARION COUNTY ENGINEERING DEPT								
SL -STP, AREAS <= 200K	0	4,455	0	0	0	0	0	4,455
TALL -TRANSPORTATION ALTS- <200K	0	285,794	0	0	0	0	0	285,794
TALT -TRANSPORTATION ALTS- ANY AREA	0	26,847	0	0	0	0	0	26,847
Item 436474    2   Totals:	0	317,096	0	0	0	0	0	317,096

Item Number: 436474    3   Project Description: LEGACY ELEMENTARY SCHOOL SIDEWALKS*NON-SIS*								
District: 05 County: MARION Type of Work: SIDEWALK   Project Length: .000								
CONSTRUCTION       / MANAGED BY MARION COUNTY ENGINEERING DEPT								
SL -STP, AREAS <= 200K	0	28,181	0	0	0	0	0	28,181
TALT -TRANSPORTATION ALTS- ANY AREA	0	1,413,478	0	0	0	0	0	1,413,478
Item 436474    3   Totals:	0	1,441,659	0	0	0	0	0	1,441,659
Project Total:	54,827	1,758,755	0	0	0	0	0	1,813,582
District 05 Totals:	199,043,962	95,595,504	78,775,662	72,847,648	74,843,256	13,105,640	146,552,836	680,764,508

Grand Total	199,043,962	95,595,504	78,775,662	72,847,648	74,843,256	13,105,640	146,552,836	680,764,508
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## **APPENDIX K: Roll Forward Amendment Report**



Website: [Ocalamariontpo.org](http://Ocalamariontpo.org)

# Transportation Improvement Program

Fiscal Years 2021/2022 to 2025/2026

## Roll Forward Amendment

*Pending Approval August 24, 2021*



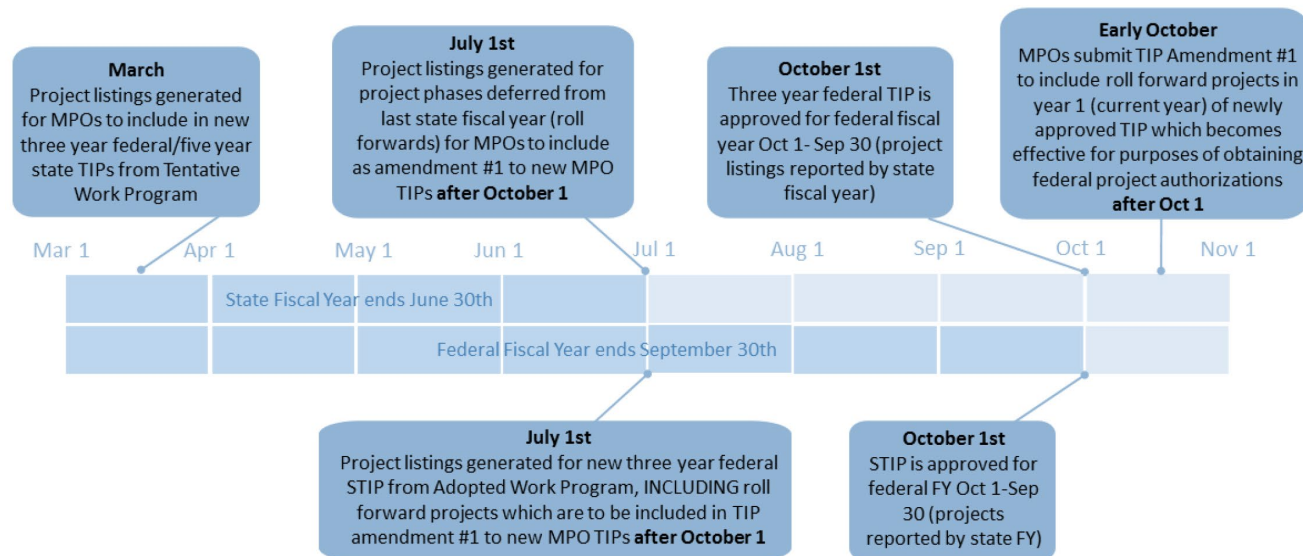
# Roll Forward TIP Amendment

## PURPOSE

The purpose of the Roll Forward Amendment is to ensure consistency between the Ocala/Marion County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program. This is due to a three-month gap between the start of the State fiscal year (FY) on July 1 and the start of the Federal FY on October 1.

The TPO's FY 2021/2022 to 2025/2026 TIP was adopted by the Board on June 22, 2021. Both the TPO's TIP and FDOT's Work Program are adopted by July 1 of each year with the requirement that year one (FY 2022) in both documents must match. However, in some cases there are projects that were programmed in the previous FY of the prior TIP document that were not authorized and encumbered prior to June 30. These projects automatically roll-forward in the FDOT Work Program, but not into the TIP to meet the TPO's timeline for annual adoption. As a result, the TPO's TIP must be amended each year to include these projects to be in full alignment with the FDOT Work Program. Hence, the process is called the Roll Forward TIP Amendment.

Unlike all other projects, Federal Transit Administration (FTA) projects do not automatically roll-forward in the FDOT Work Program. The TPO is required to coordinate with the FDOT District Public Transit Office (TPO) and SunTran to ensure that any project funding is appropriately accounted for in the Roll Forward TIP Amendment. The following graphic displays the Roll Forward process and all key milestones.



Source: Florida Department of Transportation MPO Program Management Handbook, 2021



## Roll Forward Summary

The following summary displays the differences between the current adopted FY 2021/2022 to 2025/2026 TIP for year one (FY 21/2022) and proposed TIP based on the project changes due to the Roll Forward amendment process.

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 21/2022	Amount Rolled Forward	Revised TIP FY 21/2022
2386511	SR 200 from Citrus County Line to CR 484	Add lanes, reconstruction	PE	\$0	<b>\$4,730</b>	<b>\$4,730</b>
2386774	SR 35/Bellevue Bypass, US 27 to SR 35	New road construction	PE	\$0	<b>\$1,196</b>	<b>\$1,196</b>
2386931	SR 35 Baseline Road from SE 92nd PL/Bellevue Bypass to SR 464/Maricamp Road	Add lanes, reconstruction	PE	\$0	\$4,467	\$4,467
			DB	\$0	\$7,399	\$7,399
			<b>Total:</b>	\$0	<b>\$11,866</b>	<b>\$11,866</b>
4106742	SR 40 from End of 4 lanes to East of CR 314	Add lanes, reconstruction	ROW	\$405,312	\$789,401	\$1,194,713
			PE	\$0	\$28,846	\$28,846
			<b>Total:</b>	\$405,312	<b>\$818,247</b>	<b>\$1,223,559</b>
4306551	SR 492, SR 200/US 301/441 to SR 40	Resurfacing	CST	\$0	<b>\$3,490</b>	<b>\$3,490</b>
4317973	NE 25th Avenue from NE 24th St to NE 35th St	Add lanes, reconstruction	PE	\$0	<b>\$8,063</b>	<b>\$8,063</b>
4336521	SR 40 Intersections at SW 40th Ave and SW 27th Ave	Add turn lanes	PE	\$0	\$8,127	\$8,127
			ROW	\$1,186,500	\$550,582	\$1,737,082
			<b>Total:</b>	\$1,186,500	<b>\$558,709</b>	<b>\$1,745,209</b>
4336611	US 441 from SR 40 to SR 40A (SW Broadway)	Intersection traffic operations	PE	\$0	\$11,744	\$11,744
			ROW	\$308,157	\$51,997	\$360,154
			CST	\$2,574,683	\$338,728	\$2,913,411
			<b>Total:</b>	\$2,882,840	<b>\$402,469</b>	<b>\$3,285,309</b>
4350571	I-75 (SR 93) at CR 484, SR 326, CR 318	Lighting	PE	\$0	<b>\$4,945</b>	<b>\$4,945</b>
4354661	I-75 2 Locations	Landscaping	CST	\$0	<b>\$51,689</b>	<b>\$51,689</b>
4356861	SR 500/US 441 at SE 98th Lane	Add left turn lane(s)	PE	\$0	\$13,291	\$13,291
			CST	\$0	\$57,659	\$57,659
			<b>Total:</b>	\$0	<b>\$70,950</b>	<b>\$70,950</b>
4368791	SR 200 from S of CR 484 to S of SW 60th Avenue	Resurfacing	PE	\$0	\$7,587	\$7,587
			CST	\$0	\$18,522	\$18,522
			<b>Total:</b>	\$0	<b>\$26,109</b>	<b>\$26,109</b>
4373391	SR 500/US 27 from Levy County Line to CR 326	Resurfacing	PE	\$0	\$2,862	\$2,862
			CST	\$0	\$24,916	\$24,916
			<b>Total:</b>	\$0	<b>\$27,778</b>	<b>\$27,778</b>

Project FM #	Project Name	Work Type	Phase(s)	Current TIP FY 21/2022	Amount Rolled Forward	Revised TIP FY 21/2022
4378181	I-75 at CR 318 Interchange	Landscaping	CST	\$0	<b>\$12,971</b>	<b>\$12,971</b>
4378281	I-75 at SW 20th St and I-75 at SW 43rd St	Landscaping	CST	\$0	<b>\$15,243</b>	<b>\$15,243</b>
4392381	SR 25/SR 500/US 441 from SR 25/Baseline Rd to SR 200/SW 10th Street	Resurfacing	PE	\$0	\$26,218	\$26,218
			ROW	\$0	\$8,572	\$8,572
			RRU	\$0	\$100,000	\$100,000
			CST	\$0	\$19,122	\$19,122
			<b>Total:</b>	<b>\$0</b>	<b>\$153,912</b>	<b>\$153,912</b>
4398871	Marion County Pedestrian Lighting Bundle A	Lighting	CST	\$0	<b>\$83,869</b>	<b>\$83,869</b>
4398872	Marion County Pedestrian Lighting Bundle A	Lighting	CST	\$0	<b>\$91,701</b>	<b>\$91,701</b>
4411361	SR 25/SR 200/US 301/441 from CR 25A to US 301/441 Interchange	Resurfacing	PE	\$0	\$35,447	\$35,447
			CST	\$0	\$3,364,023	\$3,364,023
			<b>Total:</b>	<b>\$0</b>	<b>\$3,399,470</b>	<b>\$3,399,470</b>
4431701	SR 93 (I-75) from Sumter County Line to SR 200	Resurfacing	PE	\$0	\$38,118	\$38,118
			CST	\$30,232,895	\$0	\$30,232,895
			<b>Total:</b>	<b>\$30,232,895</b>	<b>\$38,118</b>	<b>\$30,271,013</b>
4471371	SR 200 Bridges 360044, 360059 and SR 40 Bridge 360044 Deck Area	Bridge Repair/Rehabilitation	PE	\$0	\$2,000	\$2,000
			CST	\$1,008,681	\$0	\$1,008,681
			<b>Total:</b>	<b>\$1,008,681</b>	<b>\$2,000</b>	<b>\$1,010,681</b>
4181071	Marion County Primary In-House	Routine Maintenance	CRT MTN	\$1,831,973	<b>\$0</b>	<b>\$1,831,973</b>
4384171	Marion County Airport Runway Improvements	Aviation Preservation	CAP	\$0	<b>\$182,000</b>	<b>\$182,000</b>
4271882	SunTran/Ocala/Marion Capital and Operating	Capital for Fixed Route	CAP	\$2,994,151	<b>\$17,472,315</b>	<b>\$20,466,466</b>
4333041	Marion Block Grant Operating Assistance	Operating for Fixed Route	OPS	\$1,420,530	<b>\$653,195</b>	<b>\$2,073,725</b>
4333042	Marion Block Grant Operating Assistance	Capital for Fixed Route	CAP	\$0	<b>\$523,310</b>	<b>\$523,310</b>
4453771	Marion Ocala Section 5399 Small Urban Capital	Capital for Fixed Route	CAP	\$0	<b>\$808,794</b>	<b>\$808,794</b>
4261791	Silver Springs State Park Pedestrian Bridges	Pedestrian Bridges	PE	\$0	\$98,616	\$98,616
			ENV	\$0	\$50,000	\$50,000
			<b>Total:</b>	<b>\$0</b>	<b>\$148,616</b>	<b>\$148,616</b>
4393101	Osceola Avenue Trail from SE 3rd St to NE 5th St	Bike Path/Trail	CST	\$0	<b>\$6</b>	<b>\$6</b>
4409002	I-75 FRAME Arterials	ITS Communication System	PE	\$0	\$9,262	\$9,262
			CST	\$0	\$20,923	\$20,923
			<b>Total:</b>	<b>\$0</b>	<b>\$30,185</b>	<b>\$30,185</b>

**Roll Forward Grand Totals:    \$41,962,882    \$25,605,946    \$67,568,828**



### **Project Phase Acronym Description**

CAP	Capital
CRT MTN	Contract Routine Maintenance
CST	Construction
DB	Design Build
ENV	Environmental
OPS	Operations
PE	Preliminary Engineering
ROW	Right of Way
RRU	Railroad and Utilities

FLORIDA DEPARTMENT OF TRANSPORTATION  
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MPO ROLLFORWARD REPORT  
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HIGHWAYS  
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ITEM NUMBER:238651 1  
DISTRICT:05  
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM CITRUS CO LINE TO CR 484  
COUNTY:MARION  
PROJECT LENGTH: 5.343MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	2,451	0	0	0	0	0	0	2,451
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	402,670	0	0	0	0	0	0	402,670
DIH	1,367,712	4,730	0	0	0	0	0	1,372,442
DS	93,900	0	0	0	0	0	0	93,900
SA	538,174	0	0	0	0	0	0	538,174
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BND	251,979	0	0	0	0	0	0	251,979
DIH	94,558	0	0	0	0	0	0	94,558
ML	1,891,323	0	0	0	0	0	0	1,891,323
SL	213,888	0	0	0	0	0	0	213,888
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SN	213,876	0	0	0	0	0	0	213,876
<b>TOTAL 238651 1</b>	<b>5,070,531</b>	<b>4,730</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,075,261</b>
<b>TOTAL PROJECT:</b>	<b>5,070,531</b>	<b>4,730</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,075,261</b>

ITEM NUMBER:238677 4  
DISTRICT:05  
ROADWAY ID:36050000

PROJECT DESCRIPTION:SR 35 / BELLEVIEW BYPASS FROM US 27/441 TO SR 35  
COUNTY:MARION  
PROJECT LENGTH: .001MI

\*NON-SIS\*  
TYPE OF WORK:NEW ROAD CONSTRUCTION  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	26,621	1,196	0	0	0	0	0	27,817
<b>TOTAL 238677 4</b>	<b>26,621</b>	<b>1,196</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,817</b>
<b>TOTAL PROJECT:</b>	<b>26,621</b>	<b>1,196</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,817</b>

ITEM NUMBER:238693 1  
DISTRICT:05  
ROADWAY ID:36009000

PROJECT DESCRIPTION:SR 35 BASELINE ROAD FROM SE 92PL/BELLEVIEW BY PASS TO SR 464/MARICAMP  
COUNTY:MARION  
PROJECT LENGTH: 3.758MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	250,497	4,467	0	0	0	0	0	254,964
DS	189,210	0	0	0	0	0	0	189,210
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	810	0	0	0	0	0	0	810
DIH	546,592	0	0	0	0	0	0	546,592
DS	932	0	0	0	0	0	0	932
SL	8,397,532	0	0	0	0	0	0	8,397,532
SN	1,771,589	0	0	0	0	0	0	1,771,589
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	79,992	0	0	0	0	0	0	79,992
DS	763,589	0	0	0	0	0	0	763,589



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
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DATE RUN: 07/28/2021

TIME RUN: 09.38.46

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HIGHWAYS  
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PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	65,483	0	0	0	0	0	0	0	65,483
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	147,787	0	0	0	0	0	0	0	147,787
DIH	69,397	3,490	0	0	0	0	0	0	72,887
DS	302,671	0	0	0	0	0	0	0	302,671
NHRE	4,159,940	0	0	0	0	0	0	0	4,159,940
SA	50,000	0	0	0	0	0	0	0	50,000
<b>TOTAL 430655 1</b>	<b>4,938,800</b>	<b>3,490</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,942,290</b>
<b>TOTAL PROJECT:</b>	<b>4,938,800</b>	<b>3,490</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,942,290</b>

ITEM NUMBER:431797 3									
DISTRICT:05									
ROADWAY ID:36000041									
PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 24TH STREET TO NE 35TH STREET									
COUNTY:MARION									
PROJECT LENGTH: .817MI									
*NON-SIS*									
TYPE OF WORK:ADD LANES & RECONSTRUCT									
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1									
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSA	1,937	8,063	0	0	0	0	0	0	10,000
<b>TOTAL 431797 3</b>	<b>1,937</b>	<b>8,063</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>
<b>TOTAL PROJECT:</b>	<b>1,937</b>	<b>8,063</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>

ITEM NUMBER:433652 1									
DISTRICT:05									
ROADWAY ID:36110000									
PROJECT DESCRIPTION:SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE									
COUNTY:MARION									
PROJECT LENGTH: 1.309MI									
*NON-SIS*									
TYPE OF WORK:ADD TURN LANE(S)									
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1									
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	145,138	0	0	0	0	0	0	0	145,138
DIH	157,758	8,127	0	0	0	0	0	0	165,885
DS	1,682,854	0	0	0	0	0	0	0	1,682,854
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	30,572	37,428	32,000	0	0	0	0	0	100,000
SL	302,846	1,699,654	1,650,000	600,000	253,000	0	0	0	4,505,500
<b>TOTAL 433652 1</b>	<b>2,319,168</b>	<b>1,745,209</b>	<b>1,682,000</b>	<b>600,000</b>	<b>253,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,599,377</b>
<b>TOTAL PROJECT:</b>	<b>2,319,168</b>	<b>1,745,209</b>	<b>1,682,000</b>	<b>600,000</b>	<b>253,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,599,377</b>

ITEM NUMBER:433661 1									
DISTRICT:05									
ROADWAY ID:36030000									
PROJECT DESCRIPTION:US 441 FROM SR 40 TO SR 40A (SW BROADWAY)									
COUNTY:MARION									
PROJECT LENGTH: .384MI									
*NON-SIS*									
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT									
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0									
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	234,257	0	0	0	0	0	0	0	234,257
DIH	66,232	11,744	0	0	0	0	0	0	77,976
DS	624,903	0	0	0	0	0	0	0	624,903
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	251,782	328,639	197,000	106,879	0	0	0	0	884,300
DIH	70,974	28,714	0	0	0	0	0	0	99,688
DS	267,199	2,801	0	0	0	0	0	0	270,000

HIGHWAYS  
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSL	0	812,948	0	0	0	0	0	0	812,948
DDR	0	532,480	18,234	0	0	0	0	0	550,714
LF	0	598,113	0	0	0	0	0	0	598,113
SL	0	969,870	0	0	0	0	0	0	969,870
TOTAL 433661 1	1,515,347	3,285,309	215,234	106,879	0	0	0	0	5,122,769
TOTAL PROJECT:	1,515,347	3,285,309	215,234	106,879	0	0	0	0	5,122,769

ITEM NUMBER:435057 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 (SR 93) AT CR 484, SR 326, CR 318  
COUNTY:MARION  
PROJECT LENGTH: 28.270MI

TYPE OF WORK:LIGHTING  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

\*SIS\*

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	754,972	0	0	0	0	0	0	754,972
DIH	30,088	4,945	0	0	0	0	0	35,033
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	82,021	0	0	0	0	0	0	82,021
DI	2,162,021	0	0	0	0	0	0	2,162,021
DIH	61,476	0	0	0	0	0	0	61,476
DS	45,171	0	0	0	0	0	0	45,171
HSP	871,302	0	0	0	0	0	0	871,302
SL	34,289	0	0	0	0	0	0	34,289
TOTAL 435057 1	4,041,340	4,945	0	0	0	0	0	4,046,285
TOTAL PROJECT:	4,041,340	4,945	0	0	0	0	0	4,046,285

ITEM NUMBER:435466 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 2 LOCATIONS  
COUNTY:MARION  
PROJECT LENGTH: 4.364MI

TYPE OF WORK:LANDSCAPING  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

\*SIS\*

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DER	1,165	0	0	0	0	0	0	1,165
DIH	28,903	51,689	0	0	0	0	0	80,592
DS	586,142	0	0	0	0	0	0	586,142
TOTAL 435466 1	616,210	51,689	0	0	0	0	0	667,899
TOTAL PROJECT:	616,210	51,689	0	0	0	0	0	667,899

ITEM NUMBER:435686 1  
DISTRICT:05  
ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 500 / US 441 @ SE 98TH LANE  
COUNTY:MARION  
PROJECT LENGTH: .189MI

TYPE OF WORK:ADD LEFT TURN LANE(S)  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 2

\*NON-SIS\*

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	38,707	13,291	0	0	0	0	0	51,998
DS	221,456	0	0	0	0	0	0	221,456
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,190,816	0	0	0	0	0	0	1,190,816
DIH	6,643	57,659	0	0	0	0	0	64,302
TOTAL 435686 1	1,457,622	70,950	0	0	0	0	0	1,528,572
TOTAL PROJECT:	1,457,622	70,950	0	0	0	0	0	1,528,572

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

**HIGHWAYS**  
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DATE RUN: 07/28/2021

TIME RUN: 09.38.46  
MBRMPOTP

ITEM NUMBER:436879 1  
DISTRICT:05  
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE.  
COUNTY:MARION  
PROJECT LENGTH: 6.168MI

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*NON-SIS*
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

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	FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DC	2,720		0		0		0	2,720
	DDR	762,305		0		0		0	762,305
	DIH	44,667	7,587	0		0		0	52,254
	DS	22,467		0		0		0	22,467
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	1,290,088		0		0		0	1,290,088
	DIH	166,358	55	0		0		0	166,413
	DS	6,670,182		0		0		0	6,670,182
	NHRE	1,729,935		0		0		0	1,729,935
	SA	1,533	18,467	0		0		0	20,000
TOTAL	436879 1	10,690,255	26,109	0	0	0	0	0	10,716,364
TOTAL PROJECT:		10,690,255	26,109	0	0	0	0	0	10,716,364

ITEM NUMBER:437339 1  
DISTRICT:05  
ROADWAY ID:36070000

PROJECT DESCRIPTION:SR 500 / US 27 FROM LEVY COUNTY LINE TO CR 326  
COUNTY:MARION  
PROJECT LENGTH: 6.672MI

\*SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	1,609		0		0		0	1,609
DDR	550,707		0		0		0	550,707
DIH	72,383	2,862	0		0		0	75,245
DS	26,590		0		0		0	26,590
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	6,125,219		0		0		0	6,125,219
DIH	62,541	24,916	0		0		0	87,457
DS	180,037		0		0		0	180,037
TOTAL 437339 1	7,019,086	27,778	0		0		0	7,046,864
TOTAL PROJECT:	7,019,086	27,778	0		0		0	7,046,864

ITEM NUMBER:437818 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 @ CR 318 INTERCHANGE  
COUNTY:MARION  
PROJECT LENGTH: .413MI

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                                *SIS*
TYPE OF WORK:LANDSCAPING
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

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	FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	DDR	402,700		0	0	0	0	0	402,700
	DER	5,220		0	0	0	0	0	5,220
	DIH	55,400	12,971	0	0	0	0	0	68,371
	DS	134		0	0	0	0	0	134
TOTAL	437818 1	463,454	12,971	0	0	0	0	0	476,425
TOTAL PROJECT:		463,454	12,971	0	0	0	0	0	476,425

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
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**HIGHWAYS**  
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DATE RUN: 07/28/2021

TIME RUN: 09.38.46  
MBRMPOTP

ITEM NUMBER:437828 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION: I-75 @ SW 20TH STREET & I-75 @ SW 43RD ST.  
COUNTY: MARION  
PROJECT LENGTH: .500MI

TYPE OF WORK:LANDSCAPING  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	431,233	0	0	0	0	0	0	431,233
DIH	31,796	15,243	0	0	0	0	0	47,039
DS	22,863	0	0	0	0	0	0	22,863
TOTAL 437828 1	485,892	15,243	0	0	0	0	0	501,135
TOTAL PROJECT:	485,892	15,243	0	0	0	0	0	501,135

ITEM NUMBER:439238 1  
DISTRICT:05  
ROADWAY ID:36010000

PROJECT DESCRIPTION:SR 25/500/US441/ FROM SR 35/SE BASELINE RD TO SR 200/SW 10TH STREET  
COUNTY:MARION  
PROJECT LENGTH: 10.612MI

\*NON-SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

	FUND	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	DDR	2,241,110	0	0	0	0	0	0	2,241,110
	DIH	145,708	26,218	0	0	0	0	0	171,926
	DS	504,214	0	0	0	0	0	0	504,214
PHASE:	RIGHT OF WAY / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	DDR	301,000	0	0	0	0	0	0	301,000
	DIH	1,428	8,572	0	0	0	0	0	10,000
PHASE:	RAILROAD & UTILITIES / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	DDR	130,000	100,000	0	0	0	0	0	230,000
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY:	MANAGED BY FDOT							
	DDR	1,713,099	0	0	0	0	0	0	1,713,099
	DIH	36,951	19,122	0	0	0	0	0	56,073
	DS	97,746	0	0	0	0	0	0	97,746
	NHRE	5,823,937	0	0	0	0	0	0	5,823,937
	SA	8,522,617	0	0	0	0	0	0	8,522,617
TOTAL	439238 1	19,517,810	153,912	0	0	0	0	0	19,671,722
TOTAL PROJECT:		19,517,810	153,912	0	0	0	0	0	19,671,722

ITEM NUMBER:439887 1  
DISTRICT:05  
ROADWAY ID:36004000

PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A  
COUNTY:MARION  
PROJECT LENGTH: 1.234MI

\*SIS\*

TYPE OF WORK:LIGHTING

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	56,104	0	0	0	0	0	0	56,104
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	483	0	0	0	0	0	0	483
DIH	42,551	30,280	0	0	0	0	0	72,831
DS	53,587	53,589	0	0	0	0	0	107,176
HSP	30,866	0	0	0	0	0	0	30,866
TOTAL	439887	183,591	83,869	0	0	0	0	267,460



ITEM NUMBER:439887 2  
DISTRICT:05  
ROADWAY ID:36004000

PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A  
COUNTY:MARION  
PROJECT LENGTH: 1.234MI

\*SIS\*

TYPE OF WORK:LIGHTING

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY DUKE ENERGY FLORIDA, LLC								
ACSS	73,299	91,701	0	0	0	0	0	165,000
TOTAL 439887 2	73,299	91,701	0	0	0	0	0	165,000
TOTAL PROJECT:	256,890	175,570	0	0	0	0	0	432,460

ITEM NUMBER:441136 1  
DISTRICT:05  
ROADWAY ID:36001000

PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE  
COUNTY:MARION  
PROJECT LENGTH: 8.846MI

\*SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

	FUND	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR		1,647,005	0	0	0	0	0	0	1,647,005
DIH		80,872	35,447	0	0	0	0	0	116,319
DS		90,455	0	0	0	0	0	0	90,455
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR		713,651	50,000	0	0	0	0	0	763,651
DS		150,716	48,801	0	0	0	0	0	199,517
GFSL		4,198	0	0	0	0	0	0	4,198
SA		15,062,618	2,511,253	0	0	0	0	0	17,573,871
SL		679,486	753,969	0	0	0	0	0	1,433,455
TOTAL 441136 1		18,429,001	3,399,470	0	0	0	0	0	21,828,471
TOTAL PROJECT:		18,429,001	3,399,470	0	0	0	0	0	21,828,471

ITEM NUMBER:443170 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200  
COUNTY:MARION  
PROJECT LENGTH: 13.993MI

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                                *SIS*
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

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	FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE:	PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	ACNP	574,409	26,881	0	0	0	0	0	601,290
	DDR	317,389	0	0	0	0	0	0	317,389
	DIH	20,084	9,958	0	0	0	0	0	30,042
	DS	44,244	0	0	0	0	0	0	44,244
	NHPP	698,631	1,279	0	0	0	0	0	699,910
PHASE:	CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
	ACNP	0	30,232,895	0	0	0	0	0	30,232,895
	DS	24,706	0	0	0	0	0	0	24,706
TOTAL 443170 1		1,679,463	30,271,013	0	0	0	0	0	31,950,476
TOTAL PROJECT:		1,679,463	30,271,013	0	0	0	0	0	31,950,476

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

**HIGHWAYS**  
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ITEM NUMBER:447137 1		PROJECT DESCRIPTION:SR 200 BRIDGES 360044 & 360059 AND SR 40 BRIDGE 360044 DECK REHAB					*SIS*		
DISTRICT:05		COUNTY:MARION					TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION		
ROADWAY ID:36080000		PROJECT LENGTH: .543MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0		
FUND	LESS						GREATER	ALL	
CODE	THAN						THAN	YEARS	
	2022	2022	2023	2024	2025	2026	2026		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
BRRP	57,368	0	0	0	0	0	0	0	57,368
DIH	0	2,000	0	0	0	0	0	0	2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
BRRP	0	1,006,629	0	0	0	0	0	0	1,006,629
DIH	0	2,052	0	0	0	0	0	0	2,052
TOTAL 447137 1	57,368	1,010,681	0	0	0	0	0	0	1,068,049
TOTAL PROJECT:	57,368	1,010,681	0	0	0	0	0	0	1,068,049
TOTAL DIST: 05	128,217,998	41,503,753	1,897,234	706,879	253,000	0	146,552,836	319,131,700	
TOTAL HIGHWAYS	128,217,998	41,503,753	1,897,234	706,879	253,000	0	146,552,836	319,131,700	

ITEM NUMBER:418107 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:MARION PRIMARY IN-HOUSE

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:ROUTINE MAINTENANCE

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL 418107 1	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL PROJECT:	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL DIST: 05	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930
TOTAL MAINTENANCE	38,462,065	1,831,973	1,831,973	1,781,973	1,781,973	1,781,973	0	47,471,930

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
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AVIATION  
=====

ITEM NUMBER:438417 1                      PROJECT DESCRIPTION:MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS                      \*NON-SIS\*  
DISTRICT:05    COUNTY:MARION                      TYPE OF WORK:AVIATION PRESERVATION PROJECT  
ROADWAY ID:    PROJECT LENGTH: .000                      LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO	0	145,600	0	0	0	0	0	145,600
LF	0	36,400	0	0	0	0	0	36,400
TOTAL 438417 1	0	182,000	0	0	0	0	0	182,000
TOTAL PROJECT:	0	182,000	0	0	0	0	0	182,000
TOTAL DIST: 05	0	182,000	0	0	0	0	0	182,000
TOTAL AVIATION	0	182,000	0	0	0	0	0	182,000

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
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DATE RUN: 07/28/2021

TIME RUN: 09.38.46

MBRMPOTP

TRANSIT  
=====

ITEM NUMBER:427188 2 PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009 \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
EX DESC:AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT								
FTA	0	16,373,173	2,467,181	2,541,196	2,617,431	0	0	23,998,981
LF	0	4,093,293	616,795	635,299	654,398	0	0	5,999,785
<b>TOTAL 427188 2</b>	<b>0</b>	<b>20,466,466</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>0</b>	<b>0</b>	<b>29,998,766</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>20,466,466</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>0</b>	<b>0</b>	<b>29,998,766</b>

ITEM NUMBER:433304 1 PROJECT DESCRIPTION:MARION-BLOCK GRANT OPERATING ASSIST FOR FIXED ROUTE SERVICE \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:OPERATING FOR FIXED ROUTE  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY OCALA								
DPTO	449,380	710,265	0	0	0	0	0	1,159,645
FTA	400,000	0	0	0	0	0	0	400,000
LF	1,214,871	1,363,460	0	0	0	0	0	2,578,331
<b>TOTAL 433304 1</b>	<b>2,064,251</b>	<b>2,073,725</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,137,976</b>

ITEM NUMBER:433304 2 PROJECT DESCRIPTION:MARION-BLOCK GRANT CAPITAL ASSISTANCE FOR FIXED ROUTE SERVICE \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
DPTO	0	523,310	0	0	0	0	0	523,310
<b>TOTAL 433304 2</b>	<b>0</b>	<b>523,310</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>523,310</b>
<b>TOTAL PROJECT:</b>	<b>2,064,251</b>	<b>2,597,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,661,286</b>

ITEM NUMBER:445377 1 PROJECT DESCRIPTION:MARION OCALA SECTION 5339 SMALL URBAN CAPITAL \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY OCALA								
FTA	0	647,035	0	0	0	0	0	647,035
LF	0	161,759	0	0	0	0	0	161,759
<b>TOTAL 445377 1</b>	<b>0</b>	<b>808,794</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>808,794</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>808,794</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>808,794</b>
<b>TOTAL DIST: 05</b>	<b>2,064,251</b>	<b>23,872,295</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>0</b>	<b>0</b>	<b>35,468,846</b>
<b>TOTAL TRANSIT</b>	<b>2,064,251</b>	<b>23,872,295</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>3,271,829</b>	<b>0</b>	<b>0</b>	<b>35,468,846</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
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DATE RUN: 07/28/2021

TIME RUN: 09.38.46

MBRMPOTP

MISCELLANEOUS  
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ITEM NUMBER:426179 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:MISCELLANEOUS CONSTRUCTION  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	244,045	20,400	0	0	0	0	0	264,445
TALN	553,713	46,287	0	0	0	0	0	600,000
TALT	517,836	31,929	0	0	0	0	0	549,765
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	93,282	0	0	0	93,282
DIH	0	0	0	5,415	0	0	0	5,415
TALL	0	0	0	11,577	0	0	0	11,577
TALN	0	0	0	170,381	0	0	0	170,381
TALT	0	0	0	2,433,279	0	0	0	2,433,279
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	0	50,000	0	0	0	0	0	50,000
<b>TOTAL 426179 1</b>	<b>1,315,594</b>	<b>148,616</b>	<b>0</b>	<b>2,713,934</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,178,144</b>
<b>TOTAL PROJECT:</b>	<b>1,315,594</b>	<b>148,616</b>	<b>0</b>	<b>2,713,934</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,178,144</b>

ITEM NUMBER:439310 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:BIKE PATH/TRAIL  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA								
LF	194,476	0	0	0	0	0	0	194,476
TALL	650,316	0	0	0	0	0	0	650,316
TALT	245,472	0	0	0	0	0	0	245,472
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	6	0	0	0	0	0	6
TALT	11,217	0	0	0	0	0	0	11,217
<b>TOTAL 439310 1</b>	<b>1,101,481</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,101,487</b>
<b>TOTAL PROJECT:</b>	<b>1,101,481</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,101,487</b>

ITEM NUMBER:440900 2  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:ITS COMMUNICATION SYSTEM  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	42,012	0	0	0	0	0	0	42,012
NFP	319,959	0	0	0	0	0	0	319,959
SA	738	9,262	0	0	0	0	0	10,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	117,791	20,923	0	0	0	0	0	138,714
DS	889,226	0	0	0	0	0	0	889,226

DATE RUN: 07/28/2021  
TIME RUN: 09.38.46  
MBRMPOTP

NFP	4,046,047	0	0	0	0	0	0	0	4,046,047
TOTAL 440900 2	5,415,773	30,185	0	0	0	0	0	0	5,445,958
TOTAL PROJECT:	5,415,773	30,185	0	0	0	0	0	0	5,445,958
TOTAL DIST: 05	7,832,848	178,807	0	2,713,934	0	0	0	0	10,725,589
TOTAL MISCELLANEOUS	7,832,848	178,807	0	2,713,934	0	0	0	0	10,725,589
GRAND TOTAL	176,577,162	67,568,828	6,813,183	8,379,281	5,306,802	1,781,973	146,552,836		412,980,065





**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Fiscal Years 2020/21 to 2021/22 Unified Planning Work Program (UPWP) Amendment**

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### **Summary**

The TPO was notified in July by the Florida Department of Transportation (FDOT) regarding the Fiscal Years (FY) 2021/2022 allocation amount for the Federal Transit Administration (FTA) 5305d grant. The total allocation of federal funds is \$83,826.10. A local match of 20 percent or \$20,956.53 will be provided by FDOT through toll revenue credits. Since toll revenue credits are not actual cash match toward the TPO's allocation, the total grant funding available to the TPO will be \$83,826.10. As presented in January 2021, local and state funding are no longer available to cash match the FTA 5305d grant.

When the FY 2020/21 to 2021/22 UPWP budget was developed in March 2020, TPO staff estimated a total of \$74,398 in grant funding will be available for the FY 21/22 5305d grant. The difference between the staff estimate and actual allocation is \$9,437.10. Therefore, TPO staff proposes to amend the UPWP to include the revised actual allocation for the FY 21/22 5305d grant and apply the additional \$9,437.10 toward the following activities.

- Task 1 Administration: Machinery and Equipment (\$2,037.10)
- Task 1 Administration: Printing and Binding (\$500)
- Task 7 Special Projects: Staff Salaries/Benefits (\$3,400)
- Task 7 Special Projects: Consultants (\$3,500)

A summary of current and proposed budget tables are included with this memo outlining the proposed changes to the FY 2021/2022 budget, including the revised UPWP document. A brief summary will be provided at the TPO Board meeting to further explain the changes to the budget.

### **Attachment(s)**

- Proposed UPWP Budget Tables
- FY 20/21 to 21/22 UPWP

*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 request approval of the UPWP amendment to include the FTA 5305d grant allocation and budget.

If you have any questions or concerns, please contact me at: 438-2631.

## TASK 1: ADMINISTRATION

---

### Purpose

Identifies all functions necessary to carry out the 3-C (continuous, cooperative and comprehensive) transportation planning process for the TPO area.

### Previous Work Completed

The completed administrative activities of the TPO in FY 2018/19 and FY 2019/20.

- Administration of all meetings in support of TPO boards and committees.
- Completion of financial tasks for grant reimbursement process.
- Attendance at Central Florida MPO Alliance (CFMPOA) and Metropolitan Planning Organization Advisory Council (MPOAC) meetings.
- Coordination and attendance of meetings with local, state and federal partners.
- Completion of UPWP and amendment updates.
- Completion of new bylaws for the CAC and TAC.
- Completion of annual Joint Certification audit with FDOT in 2019 and 2020.
- Completed an update to the TPO Disadvantaged Business Enterprise (DBE) Plan in June 2020.
- Staff and TPO Board travel at meetings, trainings, conferences and workshops.
- Host government change from the City of Ocala to Marion County, including office move, installation of new offices, equipment, computer software, and hardware purchases.
- Coordination with Marion County for host government change, including Human Resources, Payroll, Procurement, IT, Administration and Clerk of the Court.
- Transfer of TPO budget from City of Ocala to Marion County Clerk of the Court.
- Staff management and personnel changes to accomplish all TPO plans, programs.
- Development of a new TPO logo and independent website.
- Staff Services Agreement with Marion County, including revisions.
- Audit with the FDOT Office of Inspector General (OIG).

### Required Activities

The administrative activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Staff support and administration of TPO committees, boards and other related meetings	Meetings, packets, notifications, minutes	Monthly
Financial tasks and maintain records	Budgets for UPWP and Marion Clerk of Court	Ongoing
Prepare and submit progress reports and	Invoices and progress	Monthly,

invoices for federal grants	reports	Quarterly
Amend, update FY 20/21 to FY 21/22 UPWP	FY 21-22 updated UPWP	As needed
Complete FY 22/23 to FY 23/24 UPWP	FY 23-24 new UPWP	May 2022
TPO Audit conducted by FDOT Office of Inspector General (OIG)	Completed OIG audit and supporting reports	December 2020
Participate in annual Joint FDOT/TPO Certification	Certification Reports, Certification Statements	June 2021, 2022
Participation in MPOAC and CFMPOA meetings, trainings	Meetings, MPOAC Institute trainings	Quarterly, Ongoing
Coordinate and attend meetings with federal, state and local partners	Meeting participation	Ongoing
Maintain and update TPO agreements, bylaws	Revised agreements, bylaws	As needed
Monitor legislative activities at the federal, state, local levels affecting transportation	Summary reports, documentation	Ongoing
Manage consultant support services	General Planning Consultant (GPC) contract(s), tasks	Ongoing
Procure office supplies, equipment, software, etc.	Office support	As needed
Printing of TPO materials for education and outreach	Printed materials	As needed
Procure consultant services (contracts, scopes)	Executed contracts, task work orders	As needed
Travel and training for TPO staff and TPO Board	Meetings, conferences, workshops, training	Ongoing, As needed

**Responsible Agency:** Ocala Marion TPO

**Responsible Staff:** TPO Director, TPO Assistant Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist III/Social Media Coordinator.

### **Budget Summary**

The estimated budget for Task 1 in FY 2020/21 and FY 2021/22 is summarized in Tables 1A and 1B on the next page.

Table 1B: Task 1 Estimated Budget for FY 2021/22

Task 1						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ 282,594
	Total:	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ 282,594
<b>B. Consultant</b>						
	*Annual Allocation for CFMPO Alliance (funds to MetroPlan Orlando)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
<b>C. Travel</b>						
	Travel Expenses	\$ 1,274	\$ 7,319	\$ 880	\$ -	\$ 9,473
	Training & Education	\$ 318	\$ 1,830	\$ 220	\$ -	\$ 2,368
	Total:	\$ 1,592	\$ 9,149	\$ 1,100	\$ -	\$ 11,841
<b>D. Direct Expenses</b>						
	Copier	\$ 2,158	\$ 313	\$ 105	\$ -	\$ 2,576
	Advertising	\$ 1,660	\$ 240	\$ 750	\$ -	\$ 2,650
	Insurance Premiums	\$ 2,610	\$ -	\$ -	\$ -	\$ 2,610
	Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
	Office Supplies	\$ 3,735	\$ 467	\$ 100	\$ -	\$ 4,302
	Postage	\$ 332	\$ 48	\$ 20	\$ -	\$ 400
	New Software	\$ 5,810	\$ 728	\$ 200	\$ -	\$ 6,738
	Machinery & Equipment	\$ 1,245	\$ 408	\$ -	\$ -	\$ 1,653
	Total:	\$ 17,965	\$ 2,256	\$ 1,195	\$ -	\$ 21,416
<b>E. Indirect Expenses</b>						
	Marion County Cost Allocation	\$ 26,536	\$ 29,670	\$ 1,857	\$ -	\$ 58,063
	<b>TOTAL BUDGET</b>	<b>\$ 325,588</b>	<b>\$ 49,174</b>	<b>\$ 4,152</b>	<b>\$ -</b>	<b>\$ 378,914</b>
* Central Florida Metropolitan Planning Organization Alliance. CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake Sumter MPO, Ocala Marion MPO and Polk TPO.						
* All Federal funds, including fund transfers, apply the required non-federal match.						

## Proposed FY 21/22

Table 1B: Task 1 Estimated Budget for FY 2021/22

Task 1						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ 282,594
	Total:	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ 282,594
<b>B. Consultant</b>						
	*Annual Allocation for CFMPO Alliance (funds to MetroPlan Orlando)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
<b>C. Travel</b>						
	Travel Expenses	\$ 1,274	\$ 7,319	\$ 880	\$ -	\$ 9,473
	Training & Education	\$ 318	\$ 1,830	\$ 220	\$ -	\$ 2,368
	Total:	\$ 1,592	\$ 9,149	\$ 1,100	\$ -	\$ 11,841
<b>D. Direct Expenses</b>						
	Copier	\$ 2,158	\$ 313	\$ 105	\$ -	\$ 2,576
	Advertising	\$ 1,660	\$ 240	\$ 750	\$ -	\$ 2,650
	Insurance Premiums	\$ 2,610	\$ -	\$ -	\$ -	\$ 2,610
	Printing & Binding (Educational)	\$ 415	\$ 552	\$ 20	\$ -	\$ 987
	Office Supplies	\$ 3,735	\$ 467	\$ 100	\$ -	\$ 4,302
	Postage	\$ 332	\$ 48	\$ 20	\$ -	\$ 400
	New Software	\$ 5,810	\$ 728	\$ 200	\$ -	\$ 6,738
	Machinery & Equipment	\$ 1,245	\$ 2,445	\$ -	\$ -	\$ 3,690
	Total:	\$ 17,965	\$ 4,793	\$ 1,195	\$ -	\$ 23,953
<b>E. Indirect Expenses</b>						
	Marion County Cost Allocation	\$ 26,536	\$ 29,670	\$ 1,857	\$ -	\$ 58,063
	<b>TOTAL BUDGET</b>	<b>\$ 325,588</b>	<b>\$ 51,711</b>	<b>\$ 4,152</b>	<b>\$ -</b>	<b>\$ 381,451</b>
* Central Florida Metropolitan Planning Organization Alliance. CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake Sumter MPO, Ocala Marion MPO and Polk TPO.						
* All Federal funds, including fund transfers, apply the required non-federal match.						

## TASK 7: SPECIAL PROJECTS

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### Purpose

Identifies special projects and activities that are non-recurring, such as planning studies and research in support of various transportation issues.

### Previous Work Completed

The completed special transportation planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Completed Pennsylvania Avenue Multimodal Improvements Study in 2019.
- Completed Regional Trails Facilities Plan in 2019.

### Required Activities

The special project activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Congestion Management Plan (CPM) major update, including policy procedures and state of system reports	Updated CMP document(s) and corresponding databases, maps	October 2021
Complete a Safety Plan and/or strategies to improve safety for all users in Marion County	Safety Plan/Study	April 2022
Complete Economic and Community Benefits of Bicycling and Trails Study in Marion County	Study Report	April 2022
Develop a timesheet tool to support monitoring and reporting for invoicing and record keeping	Timesheet Tool and Database	June 2021
Conduct corridor or subarea studies to improve mobility, safety and support economic development in Marion County	Studies	As requested
Complete transportation studies for major activity centers (e.g. downtown, employment hub)	Studies	As requested
Develop a guidance paper on transportation resilience to prepare the TPO and partner governments for future project and planning opportunities	Transportation Resilience Guidance Paper	October 2021
Plan for the integration of automated, connected, electric, shared vehicles and other emerging technologies	Study	As needed

**Responsible Agency:** Ocala Marion TPO;

**Responsible Staff:** TPO Director, TPO Assistant Director, Transportation Planner, Consultant.

## Current FY 2021/22

**Table 7B: Task 7 Estimated Budget for FY 2021/22**

Task 7						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 15,117	\$ -	\$ -		\$ 15,117
	Total:	\$ 15,117	\$ -	\$ -		\$ 15,117
<b>B. Consultant</b>						
	# Consultants	\$ 133,947	\$ 25,215	\$ -		\$ 159,162
	Total:	\$ 133,947	\$ 25,215	\$ -		\$ 159,162
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 149,064</b>	<b>\$ 25,215</b>	<b>\$ -</b>		<b>\$ 174,279</b>

## Proposed FY 2021/22

**Table 7B: Task 7 Estimated Budget for FY 2021/22**

Task 7						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 15,117	\$ 3,400	\$ -		\$ 18,517
	Total:	\$ 15,117	\$ 3,400	\$ -		\$ 18,517
<b>B. Consultant</b>						
	# Consultants	\$ 133,947	\$ 28,715	\$ -		\$ 162,662
	Total:	\$ 133,947	\$ 28,715	\$ -		\$ 162,662
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 149,064</b>	<b>\$ 32,115</b>	<b>\$ -</b>		<b>\$ 181,179</b>

\*Carry Forward FTA 5305(d) grant funding (Contract G0V18, FY 16/17)

#In addition to the funding amounts for consultant services listed in Tables 7A and 7B, a Congestion Management Plan (CMP) and an Economic Study regarding the impacts of cycling and trails are documented in the previous UPWP FY 18-20. The TPO will utilize authorized 5305(d) and PL funds to support the completion of a Congestion Management Plan, Safety Action Plan and Economic Study of cycling and trails from executed grants in FY 19/20 and 20/21, in addition to authorized PL funds in FY 20/21 and 21/22. For more financial information regarding these projects, access the TPO website at the following link: <https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>.



## SUMMARY BUDGET TABLES

### CURRENT: FISCAL YEAR 2021/2022 AGENCY PARTICIPATION SUMMARY BY TASK AND FUNDING SOURCE

FY 2021/22 FUNDING SOURCES												
TASK	ELEMENT	Planning Funds (PL)		Local	FTA Section 5305(d)		TD	SunTran	Total			Task Total
		FHWA	**FDOT Soft Match	Local Fund	FY 2021/22 FTA 5305(d)		State	^ FTA 5307	Federal	State	Local	
					FTA	**FDOT Soft Match						
1	Admin (Less 1B)	\$ 320,588	\$ 57,930	\$ -	\$ 49,174	\$ 12,293	\$ 4,152	\$ -	\$ 369,762	\$ 4,152	\$ -	\$ 373,914
1B	CFMPOA*	\$ 5,000	\$ 904						\$ 5,000		\$ -	\$ 5,000
2	Data/Safety	\$ 15,428	\$ 2,788	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ 15,428
3	LRP	\$ 30,122	\$ 5,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,122	\$ -	\$ -	\$ 30,122
4	SRP	\$ 25,360	\$ 4,583	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ 25,360
5	Public Trans.	\$ 6,345	\$ 1,147	\$ -	\$ -	\$ -	\$ 23,371	\$ 50,000	\$ 6,345	\$ 23,371	\$ -	\$ 29,716
6	Public Inv.	\$ 47,399	\$ 8,565	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,399	\$ -	\$ -	\$ 47,399
7	Special Proj.	\$ 149,064	\$ 26,936	\$ -	\$ 25,215	\$ 6,304	\$ -	\$ -	\$ 174,279	\$ -	\$ -	\$ 174,279
8	Local Funds	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL:		\$ 599,306	\$ 108,295	\$ 2,500	\$ 74,389	\$ 18,597	\$ 27,523	\$ 50,000	\$ 673,695	\$ 27,523	\$ 2,500	\$ 703,718
*FHWA PL Funds transferred per MetroPlan Orlando for CFMPOA agreement. CFMPOA Alliance members include: MetroPlan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala Marion TPO and Polk TPO												
**All federal funds, including fund transfers, apply the required non-federal match (FDOT State Soft Match)												
^ Total FTA 5307 Funding to SunTran. Not included in TPO Funding totals in this table												

FY 2021/22 AGENCY PARTICIPATION										
TASK	ELEMENT	FHWA	FTA	FDOT	TD	Local	Total	CFMPO Transfer	*Consultant	^ SunTran
1	Admin	\$ 325,588	\$ 49,174	\$ -	\$ 4,152	\$ -	\$ 378,914	\$ 5,000	\$ -	\$ -
2	Data/Safety	\$ 15,428	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ -
3	LRP	\$ 30,122	\$ -	\$ -	\$ -	\$ -	\$ 30,122	\$ -	\$ -	\$ -
4	SRP	\$ 25,360	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ -
5	Public Trans.	\$ 6,345	\$ -	\$ -	\$ 23,371	\$ -	\$ 29,716	\$ -	\$ -	\$ 50,000
6	Public Inv.	\$ 47,399	\$ -	\$ -	\$ -	\$ -	\$ 47,399	\$ -	\$ 6,180	\$ -
7	Special Proj.	\$ 149,064	\$ 25,215	\$ -	\$ -	\$ -	\$ 174,279	\$ -	\$ 159,162	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 599,306	\$ 74,389	\$ -	\$ 27,523	\$ 2,500	\$ 703,718	\$ 5,000	\$ 165,842	\$ 50,000
*Consultant charges not included in total, as they are already calculated within each agencies charges for that specific task										
^SunTran 5307 funding not included in total as agency budget and tasks are separate from TPO										

**CURRENT: FISCAL YEAR 2021/2022 SUMMARY**

JULY 1, 2021 - JUNE 30, 2022 BUDGET					
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 21/22	TD	Local	Total
<b>A. Personnel</b>					
Salaries and Fringe Benefits	\$ 408,086	\$ 8,099	\$ 23,371	\$ -	\$ 439,556
<b>Subtotal:</b>	<b>\$ 408,086</b>	<b>\$ 8,099</b>	<b>\$ 23,371</b>	<b>\$ -</b>	<b>\$ 439,556</b>
<b>B. Consultant Services</b>					
Consultant Services	\$ 145,127	\$ 25,215	\$ -	\$ 500	\$ 170,842
<b>Subtotal:</b>	<b>\$ 145,127</b>	<b>\$ 25,215</b>	<b>\$ -</b>	<b>\$ 500</b>	<b>\$ 170,842</b>
<b>C. Travel</b>					
Travel	\$ 1,592	\$ 9,149	\$ 1,100	\$ -	\$ 11,841
<b>Subtotal:</b>	<b>\$ 1,592</b>	<b>\$ 9,149</b>	<b>\$ 1,100</b>	<b>\$ -</b>	<b>\$ 11,841</b>
<b>D. Direct Expenses</b>					
Postage & Freight	\$ 332	\$ 48	\$ 20	\$ -	\$ 400
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 313	\$ 105	\$ -	\$ 2,576
Advertising - Legal	\$ 1,660	\$ 240	\$ 750	\$ -	\$ 2,650
Insurance Premiums (Marion County)	\$ 2,610	\$ -	\$ -	\$ -	\$ 2,610
Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
Office Supplies	\$ 3,735	\$ 467	\$ 100	\$ 100	\$ 4,402
Operating - Computer Software	\$ 5,810	\$ 728	\$ 200	\$ -	\$ 6,738
Dues & Memberships	\$ -	\$ -	\$ -	\$ 1,900	\$ 1,900
Machinery & Equipment	\$ 1,245	\$ 408	\$ -	\$ -	\$ 1,653
<b>SubTotal:</b>	<b>\$ 17,965</b>	<b>\$ 2,256</b>	<b>\$ 1,195</b>	<b>\$ 2,000</b>	<b>\$ 23,416</b>
<b>E. Indirect Expenses</b>					
Marion County - Cost Allocation	\$ 26,536	\$ 29,670	\$ 1,857	\$ -	\$ 58,063
<b>SubTotal:</b>	<b>\$ 26,536</b>	<b>\$ 29,670</b>	<b>\$ 1,857</b>	<b>\$ -</b>	<b>\$ 58,063</b>
<b>Revenues</b>	<b>\$ 599,306</b>	<b>\$ 74,389</b>	<b>\$ 27,523</b>	<b>\$ 2,500</b>	<b>\$ 703,718</b>
<b>Expenditures</b>	<b>\$ 599,306</b>	<b>\$ 74,389</b>	<b>\$ 27,523</b>	<b>\$ 2,500</b>	<b>\$ 703,718</b>

**PROPOSED: FISCAL YEAR 2021/2022 AGENCY PARTICIPATION SUMMARY BY TASK AND FUNDING SOURCE**

FY 2021/22 FUNDING SOURCES												
TASK	ELEMENT	Planning Funds (PL)		Local	FTA Section 5305(d)		TD	SunTran	Total			Task Total
		FHWA	**FDOT Soft Match	Local Fund	FY 2021/22 FTA 5305(d)		State	^ FTA 5307	Federal	State	Local	
					FTA	**FDOT Soft Match						
1	Admin (Less 1B)	\$ 320,588	\$ 57,930	\$ -	\$ 51,711	\$ 12,928	\$ 4,152	\$ -	\$ 372,299	\$ 4,152	\$ -	\$ 376,451
1B	CFMPOA*	\$ 5,000	\$ 904						\$ 5,000		\$ -	\$ 5,000
2	Data/Safety	\$ 15,428	\$ 2,788	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ 15,428
3	LRP	\$ 30,122	\$ 5,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,122	\$ -	\$ -	\$ 30,122
4	SRP	\$ 25,360	\$ 4,583	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ 25,360
5	Public Trans.	\$ 6,345	\$ 1,147	\$ -	\$ -	\$ -	\$ 23,371	\$ 50,000	\$ 6,345	\$ 23,371	\$ -	\$ 29,716
6	Public Inv.	\$ 47,399	\$ 8,565	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,399	\$ -	\$ -	\$ 47,399
7	Special Proj.	\$ 149,064	\$ 26,936	\$ -	\$ 32,115	\$ 8,029	\$ -	\$ -	\$ 181,179	\$ -	\$ -	\$ 181,179
8	Local Funds	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL:		\$ 599,306	\$ 108,295	\$ 2,500	\$ 83,826	\$ 20,956	\$ 27,523	\$ 50,000	\$ 683,132	\$ 27,523	\$ 2,500	\$ 713,155
*FHWA PL Funds transferred per MetroPlan Orlando for CFMPOA agreement. CFMPO Alliance members include: MetroPlan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala Marion TPO and Polk TPO												
**All federal funds, including fund transfers, apply the required non-federal match (FDOT State Soft Match)												
^ Total FTA 5307 Funding to SunTran. Not included in TPO Funding totals in this table												

FY 2021/22 AGENCY PARTICIPATION										
TASK	ELEMENT	FHWA	FTA	FDOT	TD	Local	Total	CFMPO Transfer	*Consultant	^ SunTran
1	Admin	\$ 325,588	\$ 51,711	\$ -	\$ 4,152	\$ -	\$ 381,451	\$ 5,000	\$ -	\$ -
2	Data/Safety	\$ 15,428	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ -
3	LRP	\$ 30,122	\$ -	\$ -	\$ -	\$ -	\$ 30,122	\$ -	\$ -	\$ -
4	SRP	\$ 25,360	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ -
5	Public Trans.	\$ 6,345	\$ -	\$ -	\$ 23,371	\$ -	\$ 29,716	\$ -	\$ -	\$ 50,000
6	Public Inv.	\$ 47,399	\$ -	\$ -	\$ -	\$ -	\$ 47,399	\$ -	\$ 6,180	\$ -
7	Special Proj.	\$ 149,064	\$ 32,115	\$ -	\$ -	\$ -	\$ 181,179	\$ -	\$ 162,662	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 599,306	\$ 83,826	\$ -	\$ 27,523	\$ 2,500	\$ 713,155	\$ 5,000	\$ 169,342	\$ 50,000
*Consultant charges not included in total, as they are already calculated within each agencies charges for that specific task										
^SunTran 5307 funding not included in total as agency budget and tasks are separate from TPO										

**PROPOSED: FISCAL YEAR 2021/2022 SUMMARY**

JULY 1, 2021 - JUNE 30, 2022 BUDGET					
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 21/22	TD	Local	Total
<b>A. Personnel</b>					
Salaries and Fringe Benefits	\$ 408,086	\$ 11,499	\$ 23,371	\$ -	\$ 442,956
<b>Subtotal:</b>	<b>\$ 408,086</b>	<b>\$ 11,499</b>	<b>\$ 23,371</b>	<b>\$ -</b>	<b>\$ 442,956</b>
<b>B. Consultant Services</b>					
Consultant Services	\$ 145,127	\$ 28,715	\$ -	\$ 500	\$ 174,342
<b>Subtotal:</b>	<b>\$ 145,127</b>	<b>\$ 28,715</b>	<b>\$ -</b>	<b>\$ 500</b>	<b>\$ 174,342</b>
<b>C. Travel</b>					
Travel	\$ 1,592	\$ 9,149	\$ 1,100	\$ -	\$ 11,841
<b>Subtotal:</b>	<b>\$ 1,592</b>	<b>\$ 9,149</b>	<b>\$ 1,100</b>	<b>\$ -</b>	<b>\$ 11,841</b>
<b>D. Direct Expenses</b>					
Postage & Freight	\$ 332	\$ 48	\$ 20	\$ -	\$ 400
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 313	\$ 105	\$ -	\$ 2,576
Advertising - Legal	\$ 1,660	\$ 240	\$ 750	\$ -	\$ 2,650
Insurance Premiums (Marion County)	\$ 2,610	\$ -	\$ -	\$ -	\$ 2,610
Printing & Binding (Educational)	\$ 415	\$ 552	\$ 20	\$ -	\$ 987
Office Supplies	\$ 3,735	\$ 467	\$ 100	\$ 100	\$ 4,402
Operating - Computer Software	\$ 5,810	\$ 728	\$ 200	\$ -	\$ 6,738
Dues & Memberships	\$ -	\$ -	\$ -	\$ 1,900	\$ 1,900
Machinery & Equipment	\$ 1,245	\$ 2,445	\$ -	\$ -	\$ 3,690
<b>SubTotal:</b>	<b>\$ 17,965</b>	<b>\$ 4,793</b>	<b>\$ 1,195</b>	<b>\$ 2,000</b>	<b>\$ 25,953</b>
<b>E. Indirect Expenses</b>					
Marion County - Cost Allocation	\$ 26,536	\$ 29,670	\$ 1,857	\$ -	\$ 58,063
<b>SubTotal:</b>	<b>\$ 26,536</b>	<b>\$ 29,670</b>	<b>\$ 1,857</b>	<b>\$ -</b>	<b>\$ 58,063</b>
<b>Revenues</b>	<b>\$ 599,306</b>	<b>\$ 83,826</b>	<b>\$ 27,523</b>	<b>\$ 2,500</b>	<b>\$ 713,155</b>
<b>Expenditures</b>	<b>\$ 599,306</b>	<b>\$ 83,826</b>	<b>\$ 27,523</b>	<b>\$ 2,500</b>	<b>\$ 713,155</b>



Website: [Ocalamariontpo.org](http://Ocalamariontpo.org)

# Unified Planning Work Program

Fiscal Years 2020/2021 and 2021/2022



## **Adopted April 28, 2020 (Effective July 1, 2020)**

Amendment #1 (Revision #1): August 5, 2020

Modification #1 (Revision #2): September 22, 2020

Amendment #2 (Revision #3): November 24, 2020

Amendment #3 (Revision #4): January 26, 2021

Amendment #4 (Revision #5): April 27, 2021

Amendment #5 (Revision #6): June 22, 2021

Modification #2 (Revision #7): August 4, 2021

Amendment #6 (Revision #8): August 24, 2021

This document was prepared in cooperation with the Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation and participating local governments.

Federal Aid Project (FAP) Number: 0314-058-M

FDOT Financial Project Numbers: 439331-3-14-01

Catalog of Federal Domestic Assistance Numbers:

20.205 Highway Planning and Construction; 20.505 Federal Transit Technical Studies Grant (Metropolitan Planning)

**2710 E. Silver Springs Boulevard • Ocala, FL 34470 • 352-438-2630**

**[Placeholder for Resolution]**



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.  
SECRETARY

### Cost Analysis Certification

#### Ocala/Marion County TPO

#### Unified Planning Work Program - FY 2022

Modified 8/4/2021

Revision Number: Revision 7

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

---

Name: Rakinya Hinson

MPO Liaison District Five

Title and District

DocuSigned by:  
*Rakinya Hinson*  
DE5360D3FA644A8...

8/4/2021

Signature



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## INTRODUCTION

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The Unified Planning Work Program (UPWP) outlines the Ocala/Marion County Transportation Planning Organization (Ocala Marion TPO) planning activities for the two-year period from July 1, 2020 to June 30, 2022 (fiscal years 2020/21, 2021/22). The UPWP incorporates all federal, state, regional and local activities to be performed in the TPO Urbanized Areas and Marion County. The UPWP is required as a basis and condition for federal funding assistance by the joint planning regulations of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). All planning activities must follow a \*Continuing, Cooperative and Comprehensive (3-C) transportation process and be in full compliance with Title 23 United States Code (USC), Sections 134 (Metropolitan Transportation Planning), 135 (Statewide Transportation Planning) and Title 49 (Public Transportation).

The UPWP provides a description and estimated budget for eight specific planning tasks to be undertaken by the TPO. Planning tasks programmed in the UPWP reflect the services anticipated to meet local priorities, as well as the requirements of FHWA, FTA and the Florida Department of Transportation (FDOT). The federal government provides funding to support the TPO through FDOT, including three primary sources of funds: FHWA Planning (PL funds), FTA Section 5305(d), and the Florida Commission for Transportation Disadvantaged (TD) state grant. The FDOT provides an 18.07% non-cash (soft) match for PL funds and a 20% soft match for the 5305(d) funds. An overall summary of the planning activities, budget and matching funds for the two-year period are provided on pages 36 to 39.

Public and local government involvement for the development of the UPWP is accomplished through regularly scheduled meetings of the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) (draft only) and the TPO Board (draft and final approval). The TPO also strives to engage both citizens and stakeholders to assist in the development of the UPWP. The draft UPWP is provided to the public for a minimum of 30 days prior to adoption by the TPO Board. The TPO uses a variety of methods to involve the public through posting on its website and social media platforms, sending e-blast and press release notifications, and traditional print media. A hard printed copy of the UPWP is available for public review at the TPO office during regular business hours. The TPO also ensures the UPWP complies with all public involvement provisions identified in Title VI of the Civil Rights Act of 1964 Nondiscrimination Requirements. The public involvement process of the UPWP is described in further detail in the TPO's Public Involvement Plan. **Appendix A** consists of certification statements and assurances for all tasks in this UPWP.

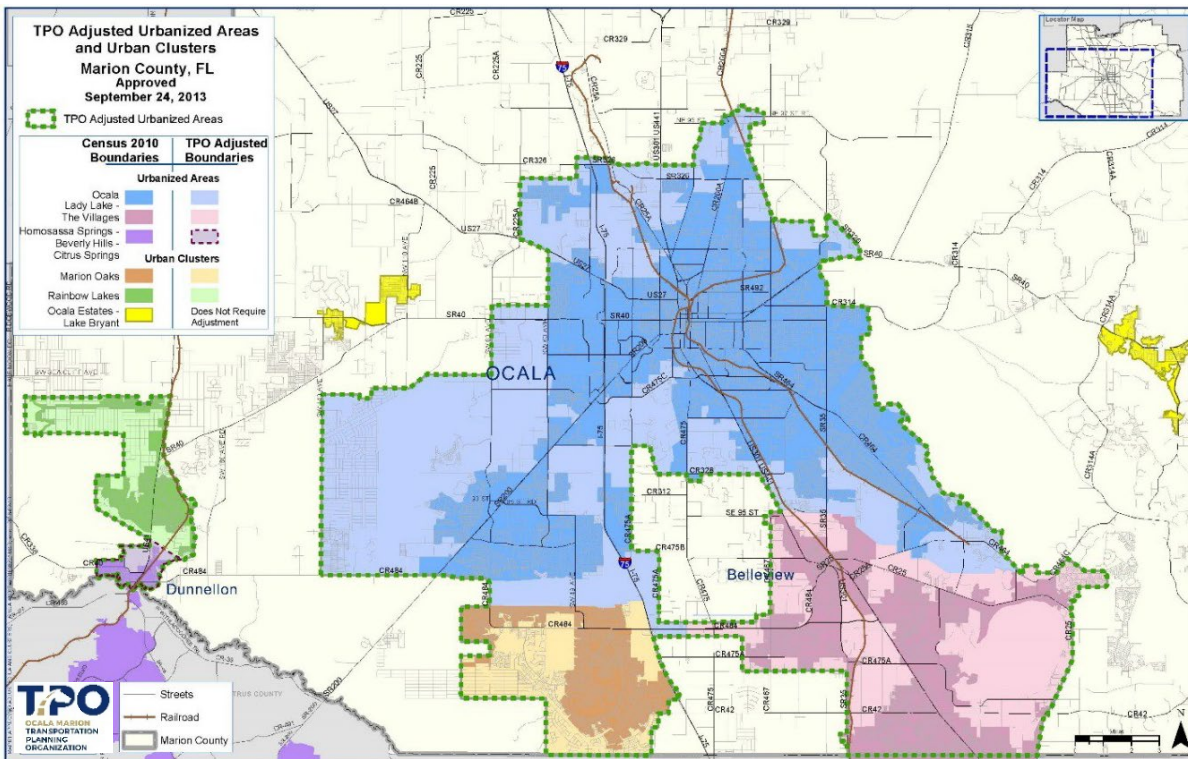
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\*The U.S. Department of Transportation (USDOT) requires the TPO to carry out a Continuing, Cooperative and Comprehensive (3-C) transportation process. *Continuing*: Planning must be maintained as an ongoing activity and addresses both short-term needs and a long-term vision; *Cooperative*: The process must include the entire region and all partners through a public participation process; and *Comprehensive*: the process must cover all modes of transportation and consistent with local plans and priorities.

## TPO PLANNING AREA

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to rapid population growth in the 1980s, the planning boundaries of the entire county were added. Figure 1 illustrates the 2010 Census designated Urbanized Areas (UZA) and Urban Cluster areas of Marion County, which are all served by the TPO. This also includes portions of Lady Lake-the Villages and the Homosassa Springs-Beverly Hills-Citrus areas within the Ocala Metropolitan Statistical Area (MSA), Marion Oaks, Rainbow Lakes and Ocala Estates-Lake Bryant.

**Figure 1: TPO Urbanized Areas and Urban Clusters**



**Appendix B** provides a glossary of terms and acronyms used in this document and by the TPO.

## TPO ORGANIZATION STRUCTURE

The Ocala Marion TPO is governed by a 12-member Board of locally elected officials responsible for the overall guidance of the transportation planning process in Marion County. The Board's guidance includes providing leadership and oversight for the development of transportation policies, plans, programs and strategies. The **TPO Board** is comprised of: City of Ocala Mayor and four members of the City of Ocala Council; all five Marion County Board of County Commissioners; one member of the City of Belleview City Commission; and one member of the City of Dunnellon City Council. The FDOT District Five Secretary also serves on the TPO Board as a non-voting member.

The TPO is served by two advisory committees (CAC, TAC) and works in coordination with the area's Transportation Disadvantaged Local Coordinating Board (TDLCB). FDOT serves on the TDLCB and TAC bodies as a non-voting member.

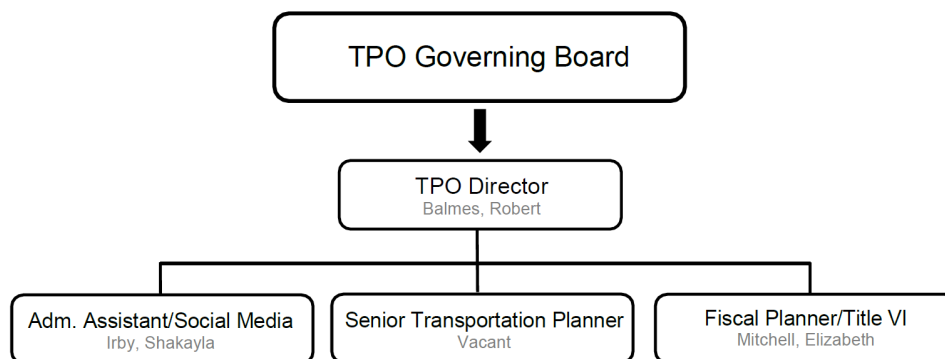
**Transportation Disadvantaged Local Coordinating Board (TDLCB):** coordinates transportation needs of the disadvantaged in Marion County, including individuals with physical and economic challenges and senior citizens facing mobility issues.

**Citizens Advisory Committee (CAC):** comprised of citizens from all areas of Marion County and its municipalities. Its primary function is to advise the TPO on local transportation issues based on the input of citizens in the area they represent.

**Technical Advisory Committee (TAC):** comprised of professional planners, engineers, and school officials that review plans, programs and projects from a technical perspective, offering recommendations to the TPO.

The TPO is comprised of four professional staff members, including a TPO Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist/Social Media Coordinator and a vacant position. Figure 2 displays a staff organization chart of the TPO (June 1, 2021).

**Figure 2: TPO Staff Organization Chart**



## TPO AGREEMENTS

The TPO executes a number of required agreements to support and facilitate the transportation planning process in Marion County. An updated **Interlocal Agreement** was signed in June 2016 by the TPO's four local governments and FDOT. The Agreement establishes the TPO as the official planning agency for the Ocala urbanized area and other urbanized areas and clusters within Marion County as shown in Figure 1. Additional **Joint Participation Agreements (JPA)** have been executed for maintaining continued federal and state match funding. In August 2018, the TPO approved an extension to the JPA for the administration of all planning funds in Section 5305(d). The Planning Funds (PL) JPA was approved for two years in June 2018 and is reviewed as part of the annual certification process to ensure consistency with FDOT and TPO policies. In December 2020, a revised **Joint Intergovernmental Coordination and Review (ICAR) and Public Transportation Agreement** was approved which requires the TPO to have a continuing, cooperative and comprehensive transportation planning process, and coordinate public transportation planning. The agreement is between the FDOT, TPO, East Central Florida Regional Planning Council, City of Ocala and Marion County Board of County Commissioners.

In January 2020, the TPO entered into a revised **Staff Services Agreement** with the Marion County Board of County Commissioners for the County to provide support services and an office facility to the TPO. The agreement also includes a Cost Allocation Plan that the TPO is responsible for all direct and indirect services to the County.

The JPA of March 4, 1991, involving the Commission for the Transportation Disadvantaged (CTD) established the Ocala Marion County TPO as the Designated Official Planning Agency (DOPA) for transportation disadvantaged planning. This JPA also established the Ocala Marion TDLCB.

The TPO is part of a coalition of six Metropolitan Planning Organizations (MPO) that are members of the Central Florida Metropolitan Planning Organization Alliance (CFMPOA). The TPO is party to an Interlocal Agreement with the six MPOs (Resolution No. 2004-01) last updated in October 2005.

In 2020, the TPO entered in a **Joint Metropolitan Planning Agreement** with the Lake-Sumter Metropolitan Planning Organization to formalize ongoing collaboration for transportation activities in Marion, Lake and Sumter counties.

All Agreements and Bylaws for the TPO Boards and Committees can be found on the TPO website (<https://ocalamariontpo.org>).

## PLANNING EMPHASIS AREAS AND ACTIVITIES

---

The transportation planning activities of the UPWP are aligned with the '3-C' process and follow specific organizational, federal and state emphasis areas. The following summarizes how the TPO's UPWP tasks in fiscal years (FY) 2020/21 and 2021/22 are guided by these areas.

### PLANNING EMPHASIS AREAS

#### TPO Long Range Transportation Plan

The TPO's **Long Range Transportation Plan (LRTP)** outlines the vision for transportation in Marion County for the next 20 to 25 years. The LRTP reflects input and guidance from government officials, citizen's advisory boards, technical experts, community stakeholders and the general public. The LRTP is also used to forecast future travel demands in Marion County. The current LRTP (2040 LRTP) was adopted on November 24, 2015, and includes a Needs Assessment and Cost Feasible Plan. Selected projects from the Cost Feasible Plan are identified in the Transportation Improvement Program (TIP) Priority Projects List. These projects are prioritized on an annual basis. In 2020, the TPO will adopt a major update to the LRTP, extending the horizon year to 2045. On February 25, 2020, the TPO Board adopted the goals of the 2045 LRTP, which will serve as overall guidance to future transportation planning by the TPO and partners. The goals in weighted order are:

1. Optimize and preserve existing infrastructure
2. Focus on improving safety and security of the transportation system
3. Provide efficient transportation that promotes economic development
4. Promote travel choices that are multimodal and accessible
5. Ensure the transportation system meets the needs of the community
6. Protect natural resources and create quality places

#### Federal Planning Factors

In December 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed into law. The FAST Act serves as the primary surface transportation legislation and is valid until September 30, 2020. The Fast Act identifies 10 planning factors that shall be considered as part of the development of transportation plans and programs of the TPO. The planning factors are outlined in Title 23 USC, Section 134(h) and are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve



- quality of life, promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  7. Promote efficient system management and operation; and
  8. Emphasize the preservation of the existing transportation system.
  9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
  10. Enhance travel and tourism.

Figure 3 summarizes how the TPO's UPWP integrates the ten planning factors in the transportation planning process by Task.

**Figure 3: FAST Act Planning Factors and UPWP Work Tasks**

UPWP Task	1	2	3	4	5	6	7	8	9	10
1. Administration	X	X	X	X	X	X	X	X	X	X
2. Data Collection	X	X	X	X		X	X	X		
3. Long Range Planning	X	X	X	X	X	X	X	X	X	X
4. Short Range Planning	X	X	X	X	X	X	X	X	X	X
5. Public Transportation	X	X	X	X	X	X	X			X
6. Public Involvement	X	X	X	X	X	X	X	X	X	X
7. Special Projects	X	X	X	X	X	X	X	X	X	X
8. Local Fund										

### Florida Planning Emphasis Areas

The FDOT develops Planning Emphasis Areas on a two-year cycle in coordination with Metropolitan Planning Organizations' (MPO) UPWP documents. The Emphasis areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPO's are encouraged to address in their respective planning programs. Figure 4 illustrates the TPO's consideration of the Florida Planning Emphasis Areas in the transportation planning process. The Planning Emphasis Areas are summarized as follows:

#### *Safety*

Safety has been a federal planning priority over numerous iterations of the transportation legislation. As stated within the FAST Act planning factors, metropolitan areas should "increase safety for motorized and non-motorized users." The state of Florida has expanded on this concept further by becoming a Vision Zero area, with a stated goal within the Florida Transportation Plan of zero fatalities across the state's transportation system. FDOT adopted their Strategic Highway Safety Plan in 2016, which provides more information about how the state intends to address transportation safety in the coming years.



Since the MPOs are being asked to report on and monitor their progress against their adopted safety performance measures, MPOs need to account in their UPWP for the effort necessary to meet these federal requirements. Additionally, MPOs are encouraged to consider how to

**Figure 4: Florida Planning Emphasis Areas and UPWP Tasks**

UPWP Task	Safety	System Connectivity	Resilience	ACES Vehicles
1. Administration	X	X	X	X
2. Data Collection	X	X		
3. Long Range Planning	X	X	X	X
4. Short Range Planning	X	X	X	
5. Public Transportation	X	X		
6. Public Involvement	X	X	X	X
7. Special Projects	X	X	X	X
8. Local Fund				

expand upon the level of analysis and reporting required by the performance measurement process to further study their unique safety challenges. This approach may include the identification of safety needs in the MPO’s LRTP or TIP, stand-alone safety studies for areas or corridors, or safety considerations within modal planning elements.

#### *System Connectivity*

Connectivity is a concept that is emphasized both at the federal and state levels. Within the FAST Act, one of the ten planning factors states, “enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.” Within the Florida Transportation Plan, system connectivity is addressed within four different goals.

- Make our economy more competitive
- Increase opportunities for access to transit and other modes
- Provide a more efficient and mobile transportation system
- Meet the needs of a growing and changing population

A connected system is often more cost-effective and better able to address natural and manmade constraints. For MPOs, system connectivity should be considered within several contexts. First, MPOs should emphasize connectivity within their boundaries to serve the unique needs of their urban and non-urban jurisdictions. This requires coordination with member jurisdictions to identify their connectivity needs while also understanding how current and future land uses impact or can help augment connectivity. Second, MPOs should consider connectivity beyond their boundaries and emphasize continuity on those facilities that link their MPO to other metropolitan and non-urban or rural areas. Third, connectivity for MPOs should include multimodal linkages that are supportive of both passengers and freight.

A connected network supports users traveling by a variety of modes, including first and last mile linkages.

### *Resilience*

With the passage of the FAST Act, resilience was introduced as a federal planning factor: “Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation.” Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

MPOs can address resilience within their planning processes by leveraging tools such as the FHWA Resilience and Transportation Planning guide and the FDOT Quick Guide: Incorporating Resilience in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

### *ACES (Automated, Connected, Electric, Shared-Use) Vehicles*

According to the Federal Highway Administration, “Transportation is in the midst of disruptive change from new technologies (automated and connected vehicles); new institutions (shared mobility firms); and changing attitudes (reduced car ownership). Across the nation, transportation planners are under pressure to develop performance-oriented policies, plans, and investment decisions that consider an increasingly complex transportation landscape. In the process, planners need to consider, but cannot yet reliably predict, the potential impact of disruptive and transformational Connected Vehicle (CV) and Automated Vehicle (AV) technologies on safety, vehicle ownership, road capacity, VMT, land-use, roadway design, future investment demands, and economic development, among others. While some forms of CV and AV are already being deployed across the United States, significant unknowns exist regarding the rate of technology adoption, which types of technologies will prevail in the marketplace, the interaction between CV/AV vehicles and various forms of shared mobility services, and the impacts of interim and widespread levels of CV/AV usage.”

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to great improvements in safety, transportation choices, and quality of life for Floridians, our visitors, and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES.

## **REGIONAL TRANSPORTATION PLANNING ACTIVITIES**

The following highlights major regional transportation planning activities conducted over the next two year period within Marion County and the Central Florida region.

### **Regional Studies**

#### **I-75 Forward Project Development and Environment (PD&E) Studies (47.7 miles)**

FDOT is conducting two studies to evaluate transportation improvements and upgrades to I-75 in Sumter, Marion and Alachua Counties. Both studies will take place simultaneously. The outcomes for both studies may result in different recommendations to address transportation corridor issues for each specific area. The PD&E studies are conducted from 2020 to 2023.

- Southern Segment: Florida Turnpike (SR 91) to SR 200
- Northern Segment: SR 200 to CR 234

#### **Multi-use Corridors of Regional Economic Significance (M-CORES) Program Task Forces**

Based on a program signed into law by Governor Ron DeSantis in May 2019 (Senate Bill 7068), the FDOT is overseeing a program to identify transportation corridor opportunities to support tolled facilities, accommodate regional connectivity and leverage technology. Three specific corridors have been identified, including:

- Suncoast Connector: From Citrus County to Jefferson County;
- Northern Turnpike Connector: From northern terminus of the Florida Turnpike to the Suncoast Parkway; and
- Southwest-Central Florida Connector: From Collier County to Polk County

Marion County has two representatives that serve on the Northern Turnpike Connector Task Force, including the Marion County Board of County Commissioners and the Ocala Marion TPO. The Task Force evaluates the corridor in coordination with FDOT for economic, community and environmental issues and opportunities. The Task Forces are scheduled to convene from mid-2019 to fall 2020. By law, construction of the three corridors is scheduled to start by January 2023, and open to traffic no later than July 1, 2030.

### **FDOT District Five Planning Activities**

The following summarizes the major planning activities of FDOT District Five for the two-year period.

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>• GIS Application Development and System Maintenance</li><li>• Systems Planning and Reviews</li><li>• Interchange Reviews</li><li>• Travel Demand Model Development</li><li>• ETDM/Community Impact Assessment</li><li>• Statistics</li><li>• Federal Functional Classification</li><li>• Traffic Counts Program</li></ul> | <ul style="list-style-type: none"><li>• Modal Development Technical Support</li><li>• Transportation Alternatives Program Development</li><li>• Commuter Services</li><li>• State Highway System Corridor Studies</li><li>• Complete Streets Studies</li><li>• Growth Management Impact Reviews</li><li>• Promoting and coordinating safety for all modes of transportation, including bicycle and pedestrian</li></ul> |
|--|---|

## **TPO PLANNING PRIORITIES FOR FISCAL YEARS (FY) 2020/21 AND 2021/22**

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The following summarizes the planning priorities of the TPO for FY 2020/21 and FY 2021/22. This includes activities with their associated end products and completion dates. Some activities are identified as ongoing or as needed based on local government requests.

### **2045 Long Range Transportation Plan (LRTP)**

Planning activities for the 2045 LRTP will involve finalizing the Needs Plan, developing the Cost-Feasible Plan, a public involvement and engagement process, plan documentation, presentations on draft and final plan documents and final adoption. The LRTP must be adopted by November 2020.

### **Transportation Improvement Program (TIP)**

The TPO will actively manage the FY 2020/21 to 2024/25 TIP, including amendments and the Roll Forward Amendment to be adopted by the TPO Board by October 2020. TPO staff will also develop the next TIP which will include FY 2021/22 to 2025/26, and is scheduled for adoption by June 2021.

### **Congestion Management Plan (CMP)**

The TPO will undertake the development of a revised Congestion Management Plan (CMP) to better manage congestion and to meet federal requirements and state statutes. The TPO is anticipated to become a Transportation Management Area (TMA), post 2020 Census. Once designated as a TMA, the TPO will be required to maintain a CMP and meet all federal requirements. Therefore, being proactive by developing a revised CMP will be a high priority task. The last significant development of the TPO's CMP was in 2011, which included CMP Policy Procedures and State of State of System reports. It is anticipated both documents will be revised and likely combined into one comprehensive CMP, starting in fall 2020 with completion by fall 2021.

### **Economic and Community Benefits of Bicycling and Trails in Marion County:**

#### **A Study of Transportation and Tourism Impacts**

This is a TPO-sponsored study to determine the economic and community benefits of bicycling and trails related to transportation and tourism, supporting the overall economic development of Marion County. The economic and community benefits assessed may include employment, attraction of new business, increased business activity, increases in property values, visitor spending, recreation, education, health, congestion mitigation, safety, environmental, capital projects, public and private investments. The study area will include the Cities of Belleview, Dunnellon, Ocala and unincorporated Marion County. The timeline is expected to be from fall 2021 to mid 2022.

### **Safety Planning**

Improving safety is critical to the future of transportation in Marion County. The TPO, in collaboration with its local government partners will develop a plan or actionable strategies

that support the improvement of safety for all users. This may include a comprehensive assessment of the primary locations, types or causes of safety issues in the County; identification of solutions and strategies to improve safety; and innovative methods to improve public awareness and education. The completion of this task is anticipated to be by spring 2022.

### **Local Government Planning Support for Studies and Plans**

The TPO has outlined planning services that will be undertaken during the two-year period on an as-needed basis to support the transportation network, land use, environment and future economic development of Marion County. The following outlines the planned activities in summary format:

#### **Corridor and Subarea Analysis**

As Marion County's population and transportation system continues to expand and develop, the TPO will support local governments by performing professional planning activities, not limited to the completion of corridor studies, land use analysis, market area studies, and traffic circulation studies. Services may be to support a single corridor or involve a sub-area within Marion County.

#### **Transportation Studies**

The TPO will support its local government partners in conducting localized transportation studies in downtowns, major activity centers or hubs. This may include an analysis of the transportation network, intersections, traffic circulation, truck routes and parking.

#### **Resiliency Planning**

Improving resiliency is crucial to the long-term viability of the transportation system in Marion County. The TPO will work with its local government partners to identify vulnerable road and bridge assets that may be disrupted or damaged by extreme weather events (e.g., flooding). This task may involve the development of a plan or strategies that address resilience, support greater adaption, short and long-term planning and risk reduction.

#### **ACES (Automated, Connected, Electric, Shared-use) Vehicles and Emerging Technologies**

The transportation system of Marion County, Florida and the nation is in the process of becoming more complex. Transportation in the future will be transformed through ACES and other emerging technologies. The TPO will assess the future implications of these advancements, including the development of policies, plans and/or overall approaches. This may also involve how to better integrate short-term and long-term planning through the TPO's core planning documents to address the challenges and opportunities of the future.

## UPWP TASKS

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The activities of the UPWP are organized into eight specific tasks. Each task provides an overview of the work completed in the previous UPWP, activities planned for the next two-year period and the funding sources and costs associated with those activities. Also included are responsible staff and/or consultants for each task. Summary budget tables for FY 2020/2021 and FY 2021/2022 are on pages 35 to 38.

**Task 1: Administration:** Identifies all functions necessary to carry out the continuous, cooperative and comprehensive transportation planning process for the TPO area.

**Task 2: Data Collection:** Includes the collection and analysis of socioeconomic, traffic, crash, land use, and other transportation related data on a continuing basis in order to document changes within the TPO transportation study area.

**Task 3: Long Range Planning:** Includes work related to the development and maintenance of the Long Range Transportation Plan (LRTP), performance management, as well as the Efficient Transportation Decision Making Process (ETDM) and items related to Census 2020.

**Task 4: Short Range Planning:** Includes development of the annual Transportation Improvement Program (TIP) and Priority Project development process, and reviews of impacts to the transportation system.

**Task 5: Public Transportation:** Includes all work items related to the Transportation Disadvantaged (TD) Program and support for local public transportation in Marion County.

**Task 6: Public Involvement:** Describes the activities used to encourage public participation in the transportation planning process.

**Task 7: Special Projects:** Identifies all short-term projects and/or planning studies undertaken or sponsored by the TPO.

**Task 8: Local Fund:** Identifies all tasks and expenditures that are non-reimbursable from state and federal grant sources or local match funds.

**Cost categories** for the UPWP are as follows:

<b>Personnel:</b>	Salaries and fringe benefits for TPO staff. Fringe includes retirement, FICA, health insurance, workers compensation and life insurance.
<b>Consultant:</b>	Costs for consulting services.
<b>Travel:</b>	Costs for travel related to all TPO activities.
<b>Direct Expenses:</b>	
Office	Supplies, computer equipment, furniture, copier (leased), postage, etc.
Administrative	Training, legal support, audit, etc.
<b>Indirect Expenses:</b>	Marion County Cost Allocation.

**FDOT Soft Match**

Section 120 of Title 23, USC, permits FDOT to use toll revenue expenditures as a credit toward the non-federal matching share of all authorized programs. This credit, referred to as a “Soft Match”, is listed as FDOT state funds in the agency participation tables on pages 36 and 37. For this UPWP, the total soft match by FDOT is 18.07% of the FHWA PL funds, and 20% of the FTA 5305(d) funds.

**FHWA Approval**

Any purchase equal to or greater than \$5,000 shall require the pre-approval of the Federal Highway Administration per Section 200 of Title 2, USC.

**Marion County Cost Allocation**

Per the Staff Services Agreement between the TPO and Marion County Board of County Commissioners, calculated rates are used by the Office of the Marion County Clerk of the Circuit Court and Comptroller to recover indirect costs of the TPO. These rates are derived from an annual TPO Cost Allocation Plan completed by the Clerk of the Circuit Court and Comptroller. The Plan is prepared in compliance with Section 200 of Title 2, USC. The Plan was presented to and approved by the TPO Board and Florida Department of Transportation in July 2019. **Appendix C** contains the current TPO Cost Allocation Plan and Staff Services Agreement with Marion County.



## TASK 1: ADMINISTRATION

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### Purpose

Identifies all functions necessary to carry out the 3-C (continuous, cooperative and comprehensive) transportation planning process for the TPO area.

### Previous Work Completed

The completed administrative activities of the TPO in FY 2018/19 and FY 2019/20.

- Administration of all meetings in support of TPO boards and committees.
- Completion of financial tasks for grant reimbursement process.
- Attendance at Central Florida MPO Alliance (CFMPOA) and Metropolitan Planning Organization Advisory Council (MPOAC) meetings.
- Coordination and attendance of meetings with local, state and federal partners.
- Completion of UPWP and amendment updates.
- Completion of new bylaws for the CAC and TAC.
- Completion of annual Joint Certification audit with FDOT in 2019 and 2020.
- Completed an update to the TPO Disadvantaged Business Enterprise (DBE) Plan in June 2020.
- Staff and TPO Board travel at meetings, trainings, conferences and workshops.
- Host government change from the City of Ocala to Marion County, including office move, installation of new offices, equipment, computer software, and hardware purchases.
- Coordination with Marion County for host government change, including Human Resources, Payroll, Procurement, IT, Administration and Clerk of the Court.
- Transfer of TPO budget from City of Ocala to Marion County Clerk of the Court.
- Staff management and personnel changes to accomplish all TPO plans, programs.
- Development of a new TPO logo and independent website.
- Staff Services Agreement with Marion County, including revisions.
- Audit with the FDOT Office of Inspector General (OIG).

### Required Activities

The administrative activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Staff support and administration of TPO committees, boards and other related meetings	Meetings, packets, notifications, minutes	Monthly
Financial tasks and maintain records	Budgets for UPWP and Marion Clerk of Court	Ongoing
Prepare and submit progress reports and	Invoices and progress	Monthly,

invoices for federal grants	reports	Quarterly
Amend, update FY 20/21 to FY 21/22 UPWP	FY 21-22 updated UPWP	As needed
Complete FY 22/23 to FY 23/24 UPWP	FY 23-24 new UPWP	May 2022
TPO Audit conducted by FDOT Office of Inspector General (OIG)	Completed OIG audit and supporting reports	December 2020
Participate in annual Joint FDOT/TPO Certification	Certification Reports, Certification Statements	June 2021, 2022
Participation in MPOAC and CFMPOA meetings, trainings	Meetings, MPOAC Institute trainings	Quarterly, Ongoing
Coordinate and attend meetings with federal, state and local partners	Meeting participation	Ongoing
Maintain and update TPO agreements, bylaws	Revised agreements, bylaws	As needed
Monitor legislative activities at the federal, state, local levels affecting transportation	Summary reports, documentation	Ongoing
Manage consultant support services	General Planning Consultant (GPC) contract(s), tasks	Ongoing
Procure office supplies, equipment, software, etc.	Office support	As needed
Printing of TPO materials for education and outreach	Printed materials	As needed
Procure consultant services (contracts, scopes)	Executed contracts, task work orders	As needed
Travel and training for TPO staff and TPO Board	Meetings, conferences, workshops, training	Ongoing, As needed

**Responsible Agency:** Ocala Marion TPO

**Responsible Staff:** TPO Director, TPO Assistant Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist III/Social Media Coordinator.

### **Budget Summary**

The estimated budget for Task 1 in FY 2020/21 and FY 2021/22 is summarized in Tables 1A and 1B on the next page.

**Table 1A: Task 1 Estimated Budget for FY 2020/21**

Task 1						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 247,091	**\$5,000	\$ -	\$ -	\$ 252,091
	Total:	\$ 247,091	\$ 5,000	\$ -	\$ -	\$ 252,091
<b>B. Consultant</b>						
	*Annual Allocation for CFMPO Alliance (funds to MetroPlan Orlando)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
<b>C. Travel</b>						
	Travel Expenses	\$ 7,891	\$ 1,258	\$ 855	\$ -	\$ 10,005
	Training & Education	\$ 1,973	\$ 315	\$ 214	\$ -	\$ 2,501
	Total:	\$ 9,864	\$ 1,573	\$ 1,069	\$ -	\$ 12,506
<b>D. Direct Expenses</b>						
	Copier	\$ 2,158	\$ 338	\$ 104	\$ -	\$ 2,600
	Advertising	\$ 1,660	\$ 208	\$ 716	\$ -	\$ 2,584
	Insurance Premiums	\$ 1,362				\$ 1,362
	Printing & Binding (Educational)	\$ 415	\$ 52	\$ 20	\$ -	\$ 487
	Office Supplies	\$ 3,735	\$ 468	\$ 180	\$ -	\$ 4,383
	Postage	\$ 332	\$ 42	\$ 16	\$ -	\$ 390
	New Software	\$ 5,686	\$ 712	\$ 274	\$ -	\$ 6,672
	Machinery & Equipment	\$ 2,905	\$ 364	\$ 140	\$ -	\$ 3,409
	Total:	\$ 18,253	\$ 2,184	\$ 1,450	\$ -	\$ 21,887
<b>E. Indirect Expenses</b>						
	Marion County Cost Allocation	\$ 39,255	\$ 6,148	\$ 1,892	\$ -	\$ 47,295
	<b>TOTAL BUDGET</b>	<b>\$ 319,463</b>	<b>\$ 14,905</b>	<b>\$ 4,411</b>	<b>\$ -</b>	<b>\$ 338,778</b>
* Central Florida Metropolitan Planning Organization Alliance. CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake Sumter MPO, Ocala Marion MPO and Polk TPO.						
* All Federal funds, including fund transfers, apply the required non-federal match. **5305(d) FY 17/18 funds for a Congestion Management Plan in prior FY 18-20 UPWP will also be used for grant invoicing (\$830).						

**Table 1B: Task 1 Estimated Budget for FY 2021/22**

Task 1						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ 282,594
	Total:	\$ 274,495	\$ 8,099	\$ -	\$ -	\$ 282,594
<b>B. Consultant</b>						
	*Annual Allocation for CFMPO Alliance (funds to MetroPlan Orlando)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
	Total:	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
<b>C. Travel</b>						
	Travel Expenses	\$ 1,274	\$ 7,319	\$ 880	\$ -	\$ 9,473
	Training & Education	\$ 318	\$ 1,830	\$ 220	\$ -	\$ 2,368
	Total:	\$ 1,592	\$ 9,149	\$ 1,100	\$ -	\$ 11,841
<b>D. Direct Expenses</b>						
	Copier	\$ 2,158	\$ 313	\$ 105	\$ -	\$ 2,576
	Advertising	\$ 1,660	\$ 240	\$ 750	\$ -	\$ 2,650
	Insurance Premiums	\$ 2,610	\$ -	\$ -	\$ -	\$ 2,610
	Printing & Binding (Educational)	\$ 415	\$ 552	\$ 20	\$ -	\$ 987
	Office Supplies	\$ 3,735	\$ 467	\$ 100	\$ -	\$ 4,302
	Postage	\$ 332	\$ 48	\$ 20	\$ -	\$ 400
	New Software	\$ 5,810	\$ 728	\$ 200	\$ -	\$ 6,738
	Machinery & Equipment	\$ 1,245	\$ 2,445	\$ -	\$ -	\$ 3,690
	Total:	\$ 17,965	\$ 4,793	\$ 1,195	\$ -	\$ 23,953
<b>E. Indirect Expenses</b>						
	Marion County Cost Allocation	\$ 26,536	\$ 29,670	\$ 1,857	\$ -	\$ 58,063
	<b>TOTAL BUDGET</b>	<b>\$ 325,588</b>	<b>\$ 51,711</b>	<b>\$ 4,152</b>	<b>\$ -</b>	<b>\$ 381,451</b>
* Central Florida Metropolitan Planning Organization Alliance. CFMPO Alliance members include: Metroplan Orlando, River to Sea TPO, Space Coast TPO, Lake Sumter MPO, Ocala Marion MPO and Polk TPO.						
* All Federal funds, including fund transfers, apply the required non-federal match.						

## TASK 2: DATA COLLECTION

### Purpose

Identifies all data gathering activities from a number of sources including the City of Ocala, Marion County, FDOT, University of Florida, federal agencies, and law enforcement. This data is used in the development of geographic information systems (GIS) online applications and maps, TPO Traffic Counts and Trends Manual, support for the Congestion Management Plan (CMP) update, level of service/traffic analysis, identification of crashes and other tasks as deemed necessary.

### Previous Work Completed

The completed administrative activities by the TPO in FY 2018/19 and FY 2019/20.

- Completion of 2013-2017 Traffic Counts and Trends Manual in October 2018.
- Completion of 2019-2020 Traffic Counts and Trends Manual in June 2020.
- Completion of interactive and static maps for TPO website (crashes, traffic counts, transportation network features) in June 2020.
- Coordination and review of traffic counts collection with FDOT, City of Ocala and Marion County.
- Collection of crash data and information from FDOT and University of Florida Signal Four Analytics database.
- Participation in Marion County Community Traffic Safety Team (CTST).
- Participation in local and state GIS coordination meetings.
- Participation in FDOT Transportation Systems Management and Operations (TSM&O) work group.

### Required Activities

The data collection activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Completion of Traffic Counts and Trends Manual and companion maps	Completed manuals	March 2021, 2022
Updates to interactive and static maps for TPO website (crashes, traffic counts, multimodal transportation network features, others as determined)	Online interactive map portal hub on TPO website	July 2020, Ongoing
Participation in Community Traffic Safety Team (CTST) and Transportation Systems Management and Operations (TSM&O) and other work groups	Meetings, workshops	Monthly, Ongoing
Data collection and information to support	Congestion Management	June 2021

update to the Congestion Management Plan (CMP)	Plan (CMP) updated data and information	
On-call data collection, analysis and GIS support services to TPO partner governments	Reports, databases, maps, etc.	Ongoing, As needed
Completion of maps (crashes, traffic counts, multimodal transportation network features, others as determined)	Static maps available for printing	As needed

**Responsible Agency:** Ocala Marion TPO

**Responsible Staff:** TPO Director, TPO Assistant Director, Transportation Planner.

### Budget Summary

The estimated budget for Task 2 in FY 2020/21 and FY 2021/22 is summarized in Tables 2A and 2B.

**Table 2A: Task 2 Estimated Budget for FY 2020/21**

Task 2						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 22,599	\$ -	\$ -		\$ 22,599
	Total:	\$ 22,599	\$ -	\$ -	\$ -	\$ 22,599
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL BUDGET</b>		<b>\$ 22,599</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 22,599</b>

**Table 2B: Task 2 Estimated Budget for FY 2021/22**

Task 2						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 15,428	\$ -	\$ -		\$ 15,428
	Total:	\$ 15,428	\$ -	\$ -		\$ 15,428
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 15,428</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 15,428</b>

## TASK 3: LONG RANGE PLANNING

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### Purpose

Identifies activities that support the long-term implementation of TPO transportation programs and projects. Also included are activities that support partners to address transportation on a regional level.

### Previous Work Completed

The completed long range planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Continued participation in the Central Florida MPO Alliance (CFMPOA) for the development and update of Regional Project Prioritization and Transportation Regional Incentive Program (TRIP) project priorities.
- Adopted federally required performance measures, including setting five specific targets for safety.
- Coordination with local and regional partners on planning initiatives, local and regional trails and other major projects.
- Completed the Public Involvement Plan for the 2045 Long Range Transportation Plan (LRTP) update.
- Participation in the Central Florida Regional Planning Model development and review.
- Conducted initial public outreach, online survey and workshops for the 2045 LRTP update.
- Adopted the goals and objectives and corresponding weights for the 2045 LRTP.
- Completed the draft Needs Plan for the 2045 LRTP update.
- Completed the draft Financial Plan for revenue forecasting for the 2045 LRTP update.
- Conducted a second round of public involvement for the Needs Plan of the 2045 LRTP.
- Coordinated with FDOT District Five on the Strategic Intermodal System (SIS) Plan project and priorities.

### Required Activities

The long-range planning activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Completion of the 2045 LRTP draft and final documents, including 30-day public comment period	2045 LRTP Final Plan documents	December 2020
Data collection and analysis for all federally	Updated information	January –

required performance measures, including safety targets		February 2021, 2022
Updated reports on the federally required performance measures, including safety targets	Annual reports and safety target setting	February 2021, 2022
Coordination with CFMPOA on regional initiatives, priority project lists	Regional Prioritization for TRIP, Strategic Intermodal System (SIS), SUNTrails, regional transit and Transportation System Management and Operations (TSM&O) projects	July to October 2021, 2022
Support for updates to the CFMPOA Long Range Transportation Plan (LRTP)	Updated regional LRTP documents	December 2021
Coordination on local, regional projects	Meetings, technical assistance	As Needed, Ongoing
Adopt FDOT/MPOAC Transportation Performance Measures Consensus Planning Document	Adopted document into TPO performance management	December 2020

**Responsible Agency:** Ocala Marion TPO

**Responsible Staff:** TPO Director, TPO Assistant Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Consultant.

### **Budget Summary**

The estimated budget for Task 3 in FY 2020/21 and FY 2021/22 is summarized in Tables 3A and 3B on the next page.



**Proposed - Table 3A: Task 3 Estimated Budget for FY 2020/21**

Task 3						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 30,757	\$ -	\$ -		\$ 30,757
	Total:	\$ 30,757	\$ -	\$ -	\$ -	\$ 30,757
<b>B. Consultant</b>						
	*Consultants	\$ 10,960	\$ -	\$ -		\$ 10,960
	Total:	\$ 10,960	\$ -	\$ -	\$ -	\$ 10,960
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL BUDGET</b>		<b>\$ 41,717</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 41,717</b>

\*The TPO will utilize previously authorized 5305(d) funds to support completion of the 2045 LRTP project. This includes the use of FY 17/18 funds previously allocated for a Congestion Management Plan for a total of \$79,296. A total of \$78,466 of these funds will be applied to the 2045 LRTP. The 2045 LRTP is documented in the prior FY 18-20 UPWP including the use of FY 18/19 5305(d) funds. For more financial information regarding this project in the prior UPWP, access the TPO website at the following link: <https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>

**Table 3B: Task 3 Estimated Budget for FY 2021/22**

Task 3						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 30,122	\$ -	\$ -		\$ 30,122
	Total:	\$ 30,122	\$ -	\$ -		\$ 30,122
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 30,122</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 30,122</b>

## TASK 4: SHORT RANGE PLANNING

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### Purpose

Identifies activities that support the short-term implementation of TPO transportation programs and projects. Also included are activities in support of the annual development and ongoing maintenance of the Transportation Improvement Program (TIP).

### Previous Work Completed

The completed long range planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Completion of 2019 TPO Legislative Priorities.
- Completion of the Annual Priority Projects process for FY 2025 and FY 2026, including a consolidation of three prior project lists into one comprehensive list.
- Developed the annual TIP for both FY 2019/20 to 2023/24 and FY 2020/21 to 2024/25.
- Development of a new TIP document format.
- Development of a new TIP interactive online map on the TPO website.
- Processed TIP amendments.
- Assisted local governments with submission of applications to FDOT for off-system projects.
- Published annual listing of federally-funded obligated projects in 2018, 2019.

### Required Activities

The short-range planning activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Completion of Priority Projects process	FY 2027 Priority Projects List	May 2021
Completion of Priority Projects process	FY 2028 Priority Projects List	May 2022
Prepare annual TIP, including database, online mapping and public involvement process	FY 2021/22 to 2025/26 TIP FY 2022/23 to 2026/27 TIP	June 2021 June 2022
Updates, amendments to the TIP and online map	Updated TIP, online map	As Needed
Annual Listing of federally-funded Obligated projects	Annual Obligation Report amended in the TIP	October 2020, 2021

**Responsible Agency:** Ocala Marion TPO

**Responsible Staff:** TPO Director, TPO Assistant Director, Transportation Planner.

### Budget Summary

The estimated budget for Task 4 in FY 2020/21 and FY 2021/22 is summarized in Tables 4A and 4B.

**Table 4A: Task 4 Estimated Budget for FY 2020/21**

Task 4						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 28,217	\$ -	\$ -		\$ 28,217
	Total:	\$ 28,217	\$ -	\$ -	\$ -	\$ 28,217
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 28,217</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 28,217</b>

**Table 4B: Task 4 Estimated Budget for FY 2021/22**

Task 4						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 25,360	\$ -	\$ -		\$ 25,360
	Total:	\$ 25,360	\$ -	\$ -		\$ 25,360
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 25,360</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 25,360</b>

## TASK 5: PUBLIC TRANSPORTATION

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### **Purpose**

Identifies TPO staff support activities that assist the local public transportation system, which includes services provided by SunTran and Marion Transit Service (MTS). SunTran operates fixed-route service on seven routes. MTS provides door-to-door paratransit services as well as Americans with Disabilities Act (ADA) service within the fixed-route area of SunTran service. MTS also serves as the designated Community Transportation Coordinator (CTC) through the Florida Commission for Transportation Disadvantaged (CTD).

On April 23, 2019, the Ocala Marion TPO Board approved an interlocal agreement that transferred its duties as the policy-making board for SunTran to the Ocala City Council, effective July 1, 2019. This section provides a separate summary of tasks performed by SunTran and associated 5307 FTA funding to support public transportation.

### **Previous Work Completed**

The completed public transportation planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Provided staff support and administration to the Transportation Disadvantaged Local Coordinating Board (TDLCB).
- Conducted administration responsibilities for the Florida Commission for Transportation Disadvantaged grant (TD), including quarterly reports, invoices and financial statements.
- SunTran grant management administration, including invoices and financial statements.
- Conducted review of the local CTC.
- Completed review and approval of the CTC Annual Operating Report (AOR).
- Reviewed CTC's Annual report.
- Developed Request for Proposal (RFP) and conducted selection of CTC.
- Completion of Transit Development Plan (TDSP) review, February 2019.
- Completed updates/reviews of TDLCB Bylaws, Grievance Procedures and TD Service Plan revisions.
- Coordination with the CTD grant program manager.
- Facilitated coordination between the TDLCB, CTC and MTS.
- Coordination and management of SunTran transit route realignments, public hearings.
- SunTran transit route and corresponding map updates.
- SunTran advertising procurement process.
- Updates to SunTran website.
- Completed annual National Transit Database (NTD) Report, February 2019.

- SunTran transition process and interlocal agreement development.
- FTA grant Certifications and Assurances compliance process.

### Required Activities

The public transportation activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Staff support and administration of the TDLCB	Meetings, packets, notifications, minutes	Quarterly
Perform CTC report and evaluation	Annual Report	February 2021, 2022
RFP and CTC selection process	CTC Contract	July 2020
Financial tasks and maintain records for TD grant	Budget for UPWP and Marion Clerk of Court	Ongoing
Prepare and submit progress reports and invoices for TD grant	Invoices and progress reports	Quarterly
Meetings and coordination with CTC, Commission for Transportation Disadvantaged (CTD) and SunTran	Meetings	Ongoing, As needed
Staff training for Transportation Disadvantaged	CTD Annual Conference and workshops	2020, 2021
Updates/Reviews/Amendments to TDLCB Bylaws, Grievance Procedures and TD Service Plan (TDSP)	Updated documents	Ongoing, As needed
Review and approval of CTC Annual Operating Report (AOR)	AOR Review	Annual 2020, 2021
Conduct TD Public workshop	Public workshop meeting	2020/2021
Coordination and support for TDSP with MTS and TDLCB	Annual updated tactical plan	June 2021 June 2022
Prepare and review Actual Expenditure Report (AER)	Annual Expenditure Report (AER)	August 2020 August 2021
Coordinate with SunTran for the Public Transportation Agency Safety Plan (PTASP) and safety performance targets	PTASP targets	July 2020
Coordinate with SunTran on the federally required PTASP transit safety performance measure targets	Reporting and amendment of targets in TIP	October 2021
Coordination and support for public transportation in development of short-term and long-term planning needs for TPO area	Technical assistance, meetings, data and information gathering	As needed

**Responsible Agency:** Ocala Marion TPO

**Responsible Staff:** TPO Director, TPO Assistant Director, Transportation Planner, Grants Coordinator/Fiscal Planner.

### Budget Summary

The estimated budget for Task 5 in FY 2020/21 and FY 2021/22 is summarized in Tables 5A and 5B.

**Table 5A: Task 5 Estimated Budget for FY 2020/21**

Task 5						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 6,738		\$ 22,327		\$ 29,066
	Total:	\$ 6,738	\$ -	\$ 22,327		\$ 29,066
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 6,738</b>	<b>\$ -</b>	<b>\$ 22,327</b>		<b>\$ 29,066</b>

**Table 5B: Task 5 Estimated Budget for FY 2021/22**

Task 5						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 6,345	\$ -	\$ 23,371		\$ 29,716
	Total:	\$ 6,345	\$ -	\$ 23,371		\$ 29,716
<b>B. Consultant</b>						
	Consultants	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 6,345</b>	<b>\$ -</b>	<b>\$ 23,371</b>		<b>\$ 29,716</b>

### SunTran Required Activities

Public transportation activities planned by SunTran for FY 2020/21 and FY 2021/22 include the following:

- Review congested route segments/intersections for potential ITS applications to improve service.
- Periodically review routes and schedules to determine effectiveness, identify linkages between residential and employment centers.
- Update SunTran website on a regular basis.
- Annually update the Transit Development Plan (TDP).
- Develop annual NTD Report.
- Develop shelter and bench program for fixed-route service area.

**Responsible Agency:** SunTran, Consultant

### Budget Summary

The estimated SunTran budget for Task 5 in FY 2020/21 and FY 2021/22 is summarized in Tables 5C and 5D.

**Table 5C: Task 5 SunTran Planning Estimated Budget for FY 2020/21**

Task 5							
Estimated Budget detail for FY 2020/21							
Budget Category	Budget Category Description	FTA 5307				Local	Total:
		FTA	FDOT	TDC	Local Match		
A. Personnel							
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
B. Consultant							
	Consultants	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 19,800	\$ 69,800
	Total:	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 19,800	\$ 69,800
C. Travel							
	Travel Expenses	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses							
		\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 19,800	\$ 69,800

**Table 5D: Task 5 SunTran Planning Estimated Budget for FY 2021/22**

Task 5							
Estimated Budget detail for FY 2021/22							
Budget Category	Budget Category Description	FTA 5307				Local	Total:
		FTA	FDOT	TDC	Local Match		
A. Personnel							
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
B. Consultant							
	Consultants	\$ 40,000	\$ -	\$ 10,000	\$ -		\$ 50,000
	Total:	\$ 40,000	\$ -	\$ 10,000	\$ -		\$ 50,000
C. Travel							
	Travel Expenses	\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
D. Direct Expenses							
		\$ -	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -	\$ -		\$ -
TOTAL BUDGET		\$ 40,000	\$ -	\$ 10,000	\$ -	\$ -	\$ 50,000



## TASK 6: PUBLIC INVOLVEMENT

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### Purpose

Identifies all activities that involve the public in the TPO's transportation planning process. This includes information dissemination, review of all federally required plans and programs, TPO meetings, public hearings and workshops.

### Previous Work Completed

The completed public involvement planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Developed and designed a new independent TPO website at: <https://ocalamariontpo.org>.
- Completed regular updates on the TPO website, including public notices for meetings, all federally required planning document reviews and notifications of the TPO office relocation.
- Developed new information fact sheets for public education and awareness.
- Implemented a new TPO social media platform on Facebook, Twitter and LinkedIn.
- Published a Social Media and Website Plan.
- Updated the Title VI Plan in 2018 and 2020.
- Updated the Public Involvement Plan in 2018 and 2020.
- Hosted local FDOT Mobility Week events in Marion County in 2018 and 2019.
- Procured a social media archive service in April 2020.
- Provided public notices for meetings within seven (7) days to meet state Sunshine Law.
- Developed Limited English Proficiency "I Speak Cards" for use in all TPO meetings.
- Instituted non-discrimination statements on all public meeting notices and agendas.
- Documented and responded to all public inquiries and requests for information.

### Required Activities

The public involvement activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Promote greater awareness and understanding of the TPO and planning process	Fact sheets, infographics, annual report	Ongoing
Regular updates to TPO website content	Up to date website	Ongoing
Develop new TPO Annual Report to highlight major activities, accomplishments	2020, 2021 Annual Reports	January 2021, 2022

Expand social media outreach to gain greater input and feedback on planning activities	Routine postings via Facebook, Twitter, LinkedIn	Weekly
Advertise all TPO meetings with minimum 7 days notice to meet state Sunshine Law	Meeting notifications	Monthly, As required
Updates to Public Participation Plan	Revised Public Participation Plan	As needed
Updates to Title VI Plan	Revised Title VI Plan	As needed
Update the TPO DBE Plan	Updated DBE Plan	June 2021
Monitor and respond to all Title VI and ADA complaints	Formal response, documented report(s)	As needed, As required
Monitor DBE participation and report payments for work completed for TPO	Summary report(s)	As needed, As required
Document and respond to all public inquiries and information requests	Formal responses, documented	Ongoing
Develop outreach materials for public awareness	Brochures, summary cards, pamphlets	Ongoing
Social media archive subscription renewals	Social Media archives subscription service	April 2021, 2022
Attend Title VI, ADA, DBE, Limited English Proficiency (LEP) and public involvement training	Completed trainings	Ongoing, Annual
Outreach to attract membership for the Citizens Advisory Committee (CAC)	New members of the CAC	Ongoing
Participate in FDOT Mobility Week events	Serve as a local host partner	2020, 2021

**Responsible Agency:** Ocala Marion TPO

**Responsible Staff:** TPO Director, TPO Assistant Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist III/Social Media Coordinator.

### **Budget Summary**

The estimated budget for Task 6 in FY 2020/21 and FY 2021/22 is summarized in Tables 6A and 6B on the next page.

**Table 6A: Task 6 Estimated Budget for FY 2020/21**

Task 6						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 43,527	\$ -	\$ -		\$ 43,527
	Total:	\$ 43,527	\$ -	\$ -		\$ 43,527
<b>B. Consultant</b>						
	TPO Website Maint. & Hosting	\$ 3,536	\$ 494	\$ -		\$ 4,030
	Total:	\$ 3,536	\$ 494	\$ -		\$ 4,030
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 47,063</b>	<b>\$ 494</b>	<b>\$ -</b>		<b>\$ 47,557</b>

**Table 6B: Task 6 Estimated Budget for FY 2021/22**

Task 6						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 41,219	\$ -	\$ -		\$ 41,219
	Total:	\$ 41,219	\$ -	\$ -		\$ 41,219
<b>B. Consultant</b>						
	TPO Website Maint. & Hosting	\$ 6,180	\$ -	\$ -		\$ 6,180
	Total:	\$ 6,180	\$ -	\$ -		\$ 6,180
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 47,399</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ 47,399</b>

## TASK 7: SPECIAL PROJECTS

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### Purpose

Identifies special projects and activities that are non-recurring, such as planning studies and research in support of various transportation issues.

### Previous Work Completed

The completed special transportation planning activities of the TPO in FY 2018/19 and FY 2019/20.

- Completed Pennsylvania Avenue Multimodal Improvements Study in 2019.
- Completed Regional Trails Facilities Plan in 2019.

### Required Activities

The special project activities planned for FY 2020/21 and FY 2021/22, including end product(s) and completion date(s).

Activity	End Product(s)	Completion Date(s)
Congestion Management Plan (CPM) major update, including policy procedures and state of system reports	Updated CMP document(s) and corresponding databases, maps	October 2021
Complete a Safety Plan and/or strategies to improve safety for all users in Marion County	Safety Plan/Study	April 2022
Complete Economic and Community Benefits of Bicycling and Trails Study in Marion County	Study Report	April 2022
Develop a timesheet tool to support monitoring and reporting for invoicing and record keeping	Timesheet Tool and Database	June 2021
Conduct corridor or subarea studies to improve mobility, safety and support economic development in Marion County	Studies	As requested
Complete transportation studies for major activity centers (e.g. downtown, employment hub)	Studies	As requested
Develop a guidance paper on transportation resilience to prepare the TPO and partner governments for future project and planning opportunities	Transportation Resilience Guidance Paper	October 2021
Plan for the integration of automated, connected, electric, shared vehicles and other emerging technologies	Study	As needed

**Responsible Agency:** Ocala Marion TPO;

**Responsible Staff:** TPO Director, TPO Assistant Director, Transportation Planner, Consultant.

## Budget Summary

The estimated budget for Task 7 in FY 2020/21 and FY 2021/22 is summarized in Tables 7A and 7B.

**Table 7A: Task 7 Estimated Budget for FY 2020/21**

Task 7								
Estimated Budget detail for FY 2020/21								
		FHWA (PL)	FTA 5305(d) FY 20/21	*FTA 5305(d) Carry Forward			Local	Total:
Budget Category	Budget Category Description			Federal (FTA)	FDOT Match	Local Match		
A. Personnel								
	Salaries & Benefits	\$ 34,691	\$ 11,500	\$ -	\$ -	\$ -	\$ -	\$ 46,191
	Total:	\$ 34,691	\$ 11,500	\$ -	\$ -	\$ -	\$ -	\$ 46,191
B. Consultant								
	# Consultants	\$ 186,538	\$ 59,807	\$ -		\$ -	\$ -	\$ 246,345
	Safety Action Plan	\$ -	\$ -	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 36,382
	Total:	\$ 186,538	\$ 59,807	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 282,727
C. Travel								
	Travel Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
D. Direct Expenses								
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGET		\$ 221,229	\$ 71,307	\$ 29,106	\$ 3,638	\$ 3,638		\$ 328,918

**Table 7B: Task 7 Estimated Budget for FY 2021/22**

Task 7						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ 15,117	\$ 3,400	\$ -		\$ 18,517
	Total:	\$ 15,117	\$ 3,400	\$ -		\$ 18,517
<b>B. Consultant</b>						
	# Consultants	\$ 133,947	\$ 28,715	\$ -		\$ 162,662
	Total:	\$ 133,947	\$ 28,715	\$ -		\$ 162,662
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>D. Direct Expenses</b>						
		\$ -	\$ -	\$ -		\$ -
	Total:	\$ -	\$ -	\$ -		\$ -
<b>TOTAL BUDGET</b>		<b>\$ 149,064</b>	<b>\$ 32,115</b>	<b>\$ -</b>		<b>\$ 181,179</b>

\*Carry Forward FTA 5305(d) grant funding (Contract G0V18, FY 16/17)

#In addition to the funding amounts for consultant services listed in Tables 7A and 7B, a Congestion Management Plan (CMP) and an Economic Study regarding the impacts of cycling and trails are documented in the previous UPWP FY 18-20. The TPO will utilize authorized 5305(d) and PL funds to support the completion of a Congestion Management Plan, Safety Action Plan and Economic Study of cycling and trails from executed grants in FY 19/20 and 20/21, in addition to authorized PL funds in FY 20/21 and 21/22. For more financial information regarding these projects, access the TPO website at the following link: <https://ocalamariontpo.org/plans-and-programs/unified-planning-work-plan-upwp>.

## TASK 8: LOCAL FUND

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### Purpose

Identifies activities and expenditures that are non-reimbursable from state and federal grant sources or local match funds.

### Previous Work Completed

This is a newly proposed dedicated TPO fund. Past sources of miscellaneous local funds provided by the City of Ocala and Marion County supported the following activities in FY 2018/19 and FY 2019/20:

- Professional planning member dues to the American Planning Association (APA).
- Annual legislative dues to the Florida Metropolitan Planning Organization Advisory Council (MPOAC).
- Data cabling to new TPO offices at Marion County Growth Services building.
- Non-reimbursable travel.
- Office expenses.

### Required Activities

The activities planned for FY 2020/21 and FY 2021/22 that will be supported by local funding.

Activity	End Product(s)	Completion Date(s)
Staff professional planning membership dues, American Planning Association	APA memberships	Annual
Legislative dues/contribution to MPOAC	Annual MPOAC contribution	2020, 2021
Legislative/ policy activities including travel and staff support	Travel, staff time reimbursement	As needed
Payment for office expenses not reimbursed by federal grants (PL, 5305d, TD)	Office expenses	As needed

**Responsible Agency:** Ocala Marion TPO

**Responsible Staff:** TPO Director, TPO Assistant Director, Transportation Planner, Grants Coordinator/Fiscal Planner, Administrative Specialist III/Social Media Coordinator.

### Budget Summary

The estimated budget for Task 8 in FY 2020/21 and FY 2021/22 is summarized in Tables 8A and 8B on the next page.

**Table 8A: Task 8 Estimated Budget for FY 2020/21**

Task 8						
Estimated Budget detail for FY 2020/21						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>B. Consultant</b>						
	MPOAC Dues	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
<b>D. Direct Expenses</b>						
	Office Supplies	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Professional Memberships & Dues	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
	Total:	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500
<b>TOTAL BUDGET</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,500</b>	<b>\$ 3,500</b>

**Table 8B: Task 8 Estimated Budget for FY 2021/22**

Task 8						
Estimated Budget detail for FY 2021/22						
Budget Category	Budget Category Description	FHWA (PL)	FTA 5305(d)	TD	Local	Total:
<b>A. Personnel</b>						
	Salaries & Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -
<b>B. Consultant</b>						
	MPOAC Dues		\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
<b>C. Travel</b>						
	Travel Expenses	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Total:	\$ -	\$ -	\$ -	\$ 500	\$ 500
<b>D. Direct Expenses</b>						
	Office Supplies	\$ -	\$ -	\$ -	\$ 500	\$ 500
	Professional Memberships & Dues	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
	Total:	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500
<b>TOTAL BUDGET</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,500</b>	<b>\$ 3,500</b>



## SUMMARY BUDGET TABLES

### FISCAL YEAR 2020/2021 AGENCY PARTICIPATION SUMMARY BY TASK AND FUNDING SOURCE

FY 2020/21 FUNDING SOURCES																	
TASK	ELEMENT	Planning Funds (PL)			FTA Section 5305(d)					TD	SunTran	Total			Task Total		
		FHWA	**FDOT Soft Match	Local Fund	FY 2020/21 FTA 5305(d)		Carry Forward FTA 5305(d)					State	^ FTA 5307	Federal		State	Local
					FTA	**FDOT Soft Match	FTA	FDOT Match	Local Match								
1	Admin (Less 1B)	\$ 314,463	\$ 56,824	\$ -	\$ 14,905	\$ 3,726				\$ 4,411	\$ -	\$ 329,368	\$ 4,411	\$ -	\$ 333,779		
1B	CFMPOA*	\$ 5,000	\$ 904	\$ -	\$ -	\$ -				\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000		
2	Data/Safety	\$ 22,599	\$ 4,084	\$ -	\$ -	\$ -				\$ -	\$ -	\$ 22,599	\$ -	\$ -	\$ 22,599		
3	LRP	\$ 41,717	\$ 7,538	\$ -	\$ -	\$ -				\$ -	\$ -	\$ 41,717	\$ -	\$ -	\$ 41,717		
4	SRP	\$ 28,217	\$ 5,099	\$ -	\$ -	\$ -				\$ -	\$ -	\$ 28,217	\$ -	\$ -	\$ 28,217		
5	Public Trans.	\$ 6,738	\$ 1,218	\$ -	\$ -	\$ -				\$ 22,327	\$ 69,800	\$ 6,738	\$ 22,327	\$ -	\$ 29,065		
6	Public Inv.	\$ 47,063	\$ 8,504	\$ -	\$ 494	\$ 123				\$ -	\$ -	\$ 47,557	\$ -	\$ -	\$ 47,557		
7	Special Proj.	\$ 221,229	\$ 39,976	\$ -	\$ 71,307	\$ 17,827	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ -	\$ 321,642	\$ 3,638	\$ 3,638	\$ 328,918		
8	Local Funds	\$ -	\$ -	\$ 3,500	\$ -	\$ -				\$ -		\$ -	\$ -	\$ 3,500	\$ 3,500		
TOTAL:		\$ 687,026	\$ 124,146	\$ 3,500	\$ 86,706	\$ 21,676	\$ 29,106	\$ 3,638	\$ 3,638	\$ 26,738	\$ 69,800	\$ 802,838	\$ 30,376	\$ 7,138	\$ 840,352		
*FHWA PL Funds transferred per MetroPlan Orlando for CFMPOA agreement. CFMPO Alliance members include: MetroPlan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala Marion TPO and Polk TPO																	
**All federal funds, including fund transfers, apply the required non-federal match (FDOT State Soft Match)																	
^ Total FTA 5307 Funding to SunTran. Not included in TPO Funding totals in this table																	

FY 2020/21 AGENCY PARTICIPATION										
TASK	ELEMENT	FHWA	FTA	FDOT	TD	Local	Total	CFMPO Transfer	*Consultant	^ SunTran
1	Admin	\$ 319,463	\$ 14,905	\$ -	\$ 4,411	\$ -	\$ 338,779	\$ 5,000	\$ -	\$ -
2	Data/Safety	\$ 22,599	\$ -	\$ -	\$ -	\$ -	\$ 22,599	\$ -	\$ -	\$ -
3	LRP	\$ 41,717	\$ -	\$ -	\$ -	\$ -	\$ 41,717	\$ -	\$ 10,960	\$ -
4	SRP	\$ 28,217	\$ -	\$ -	\$ -	\$ -	\$ 28,217	\$ -	\$ -	\$ -
5	Public Trans.	\$ 6,738	\$ -	\$ -	\$ 22,327	\$ -	\$ 29,065	\$ -	\$ -	\$ 69,800
6	Public Inv.	\$ 47,063	\$ 494	\$ -	\$ -	\$ -	\$ 47,557	\$ -	\$ 4,030	\$ -
7	Special Proj.	\$ 221,229	\$ 100,413	\$ 3,638	\$ -	\$ 3,638	\$ 328,918	\$ -	\$ 282,727	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ 3,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 687,026	\$ 115,812	\$ 3,638	\$ 26,738	\$ 7,138	\$ 840,352	\$ 5,000	\$ 298,217	\$ 69,800
*Consultant charges not included in total, as they are already calculated within each agencies charges for that specific task										
^SunTran 5307 funding not included in total as agency budget and tasks are separate from TPO										

## FISCAL YEAR 2021/2022 AGENCY PARTICIPATION SUMMARY BY TASK AND FUNDING SOURCE

FY 2021/22 FUNDING SOURCES												
TASK	ELEMENT	Planning Funds (PL)		Local	FTA Section 5305(d)		TD	SunTran	Total			Task Total
		FHWA	**FDOT Soft Match	Local Fund	FY 2021/22 FTA 5305(d)		State	^ FTA 5307	Federal	State	Local	
					FTA	**FDOT Soft Match						
1	Admin (Less 1B)	\$ 320,588	\$ 57,930	\$ -	\$ 51,711	\$ 12,928	\$ 4,152	\$ -	\$ 372,299	\$ 4,152	\$ -	\$ 376,451
1B	CFMPOA*	\$ 5,000	\$ 904						\$ 5,000		\$ -	\$ 5,000
2	Data/Safety	\$ 15,428	\$ 2,788	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ 15,428
3	LRP	\$ 30,122	\$ 5,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,122	\$ -	\$ -	\$ 30,122
4	SRP	\$ 25,360	\$ 4,583	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ 25,360
5	Public Trans.	\$ 6,345	\$ 1,147	\$ -	\$ -	\$ -	\$ 23,371	\$ 50,000	\$ 6,345	\$ 23,371	\$ -	\$ 29,716
6	Public Inv.	\$ 47,399	\$ 8,565	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,399	\$ -	\$ -	\$ 47,399
7	Special Proj.	\$ 149,064	\$ 26,936	\$ -	\$ 32,115	\$ 8,029	\$ -	\$ -	\$ 181,179	\$ -	\$ -	\$ 181,179
8	Local Funds	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL:		\$ 599,306	\$ 108,295	\$ 2,500	\$ 83,826	\$ 20,956	\$ 27,523	\$ 50,000	\$ 683,132	\$ 27,523	\$ 2,500	\$ 713,155
*FHWA PL Funds transferred per MetroPlan Orlando for CFMPOA agreement. CFMPO Alliance members include: MetroPlan Orlando, River to Sea TPO, Space Coast TPO, Lake-Sumter MPO, Ocala Marion TPO and Polk TPO												
**All federal funds, including fund transfers, apply the required non-federal match (FDOT State Soft Match)												
^ Total FTA 5307 Funding to SunTran. Not included in TPO Funding totals in this table												

FY 2021/22 AGENCY PARTICIPATION										
TASK	ELEMENT	FHWA	FTA	FDOT	TD	Local	Total	CFMPO Transfer	*Consultant	^SunTran
1	Admin	\$ 325,588	\$ 51,711	\$ -	\$ 4,152	\$ -	\$ 381,451	\$ 5,000	\$ -	\$ -
2	Data/Safety	\$ 15,428	\$ -	\$ -	\$ -	\$ -	\$ 15,428	\$ -	\$ -	\$ -
3	LRP	\$ 30,122	\$ -	\$ -	\$ -	\$ -	\$ 30,122	\$ -	\$ -	\$ -
4	SRP	\$ 25,360	\$ -	\$ -	\$ -	\$ -	\$ 25,360	\$ -	\$ -	\$ -
5	Public Trans.	\$ 6,345	\$ -	\$ -	\$ 23,371	\$ -	\$ 29,716	\$ -	\$ -	\$ 50,000
6	Public Inv.	\$ 47,399	\$ -	\$ -	\$ -	\$ -	\$ 47,399	\$ -	\$ 6,180	\$ -
7	Special Proj.	\$ 149,064	\$ 32,115	\$ -	\$ -	\$ -	\$ 181,179	\$ -	\$ 162,662	\$ -
8	Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ 500	\$ -
TOTAL:		\$ 599,306	\$ 83,826	\$ -	\$ 27,523	\$ 2,500	\$ 713,155	\$ 5,000	\$ 169,342	\$ 50,000
*Consultant charges not included in total, as they are already calculated within each agencies charges for that specific task										
^SunTran 5307 funding not included in total as agency budget and tasks are separate from TPO										

### ESTIMATED BUDGET DETAIL FISCAL YEAR (FY) 2020/2021

JULY 1, 2020 - JUNE 30, 2021 BUDGET								
Budget Category/Description	FHWA (PL)	FTA 5305(d) FY 20/21	FTA 5305(d) Carry Forward			TD	Local	Total
			FTA	FDOT	Local			
A. Personnel								
Salaries and Fringe Benefits	\$ 413,621	\$ 16,500	\$ -	\$ -	\$ -	\$ 22,327	\$ -	\$ 452,448
Subtotal:	\$ 413,621	\$ 16,500	\$ -	\$ -	\$ -	\$ 22,327	\$ -	\$ 452,448
B. Consultant Services								
Consultant Services	\$ 206,034	\$ 60,301	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 500	\$ 266,835
Subtotal:	\$ 206,034	\$ 60,301	\$ 29,106	\$ 3,638	\$ 3,638	\$ -	\$ 500	\$ 303,217
C. Travel								
Travel	\$ 9,864	\$ 1,573	\$ -	\$ -	\$ -	\$ 1,069	\$ 500	\$ 13,006
Subtotal:	\$ 9,864	\$ 1,573	\$ -	\$ -	\$ -	\$ 1,069	\$ 500	\$ 13,006
D. Direct Expenses								
Postage & Freight	\$ 332	\$ 42	\$ -	\$ -	\$ -	\$ 16	\$ -	\$ 390
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 338	\$ -	\$ -	\$ -	\$ 104	\$ -	\$ 2,600
Advertising - Legal	\$ 1,660	\$ 208	\$ -	\$ -	\$ -	\$ 716	\$ -	\$ 2,584
Insurance Premiums	\$ 1,362	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,362
Printing & Binding (Educational)	\$ 415	\$ 52	\$ -	\$ -	\$ -	\$ 20	\$ -	\$ 487
Office Supplies	\$ 3,735	\$ 468	\$ -	\$ -	\$ -	\$ 180	\$ 500	\$ 4,883
Operating - Computer Software	\$ 5,686	\$ 712	\$ -	\$ -	\$ -	\$ 274	\$ -	\$ 6,672
Dues & Memberships	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
Machinery & Equipment	\$ 2,905	\$ 364	\$ -	\$ -	\$ -	\$ 140	\$ -	\$ 3,409
Subtotal:	\$ 18,253	\$ 2,184	\$ -	\$ -	\$ -	\$ 1,450	\$ 2,500	\$ 24,387
E. Indirect Expenses								
Marion County Cost Allocation	\$ 39,254	\$ 6,148	\$ -	\$ -	\$ -	\$ 1,892	\$ -	\$ 47,294
SubTotal:	\$ 39,254	\$ 6,148	\$ -	\$ -	\$ -	\$ 1,892	\$ -	\$ 47,294
Revenues	\$ 687,026	\$ 86,706	\$ 29,106	\$ 3,638	\$ 3,638	\$ 26,738	\$ 3,500	\$ 840,352
Expenditures	\$ 687,026	\$ 86,706	\$ 29,106	\$ 3,638	\$ 3,638	\$ 26,738	\$ 3,500	\$ 840,352

**ESTIMATED BUDGET DETAIL FISCAL YEAR (FY) 2021/2022**

<b>JULY 1, 2021 - JUNE 30, 2022 BUDGET</b>					
<b>Budget Category/Description</b>	<b>FHWA (PL)</b>	<b>FTA 5305(d) FY 21/22</b>	<b>TD</b>	<b>Local</b>	<b>Total</b>
<b>A. Personnel</b>					
Salaries and Fringe Benefits	\$ 408,086	\$ 11,499	\$ 23,371	\$ -	\$ 442,956
<b>Subtotal:</b>	<b>\$ 408,086</b>	<b>\$ 11,499</b>	<b>\$ 23,371</b>	<b>\$ -</b>	<b>\$ 442,956</b>
<b>B. Consultant Services</b>					
Consultant Services	\$ 145,127	\$ 28,715	\$ -	\$ 500	\$ 174,342
<b>Subtotal:</b>	<b>\$ 145,127</b>	<b>\$ 28,715</b>	<b>\$ -</b>	<b>\$ 500</b>	<b>\$ 174,342</b>
<b>C. Travel</b>					
Travel	\$ 1,592	\$ 9,149	\$ 1,100	\$ -	\$ 11,841
<b>Subtotal:</b>	<b>\$ 1,592</b>	<b>\$ 9,149</b>	<b>\$ 1,100</b>	<b>\$ -</b>	<b>\$ 11,841</b>
<b>D. Direct Expenses</b>					
Postage & Freight	\$ 332	\$ 48	\$ 20	\$ -	\$ 400
Rent & Leases - Equip. (Copier)	\$ 2,158	\$ 313	\$ 105	\$ -	\$ 2,576
Advertising - Legal	\$ 1,660	\$ 240	\$ 750	\$ -	\$ 2,650
Insurance Premiums (Marion County)	\$ 2,610	\$ -	\$ -	\$ -	\$ 2,610
Printing & Binding (Educational)	\$ 415	\$ 552	\$ 20	\$ -	\$ 987
Office Supplies	\$ 3,735	\$ 467	\$ 100	\$ 100	\$ 4,402
Operating - Computer Software	\$ 5,810	\$ 728	\$ 200	\$ -	\$ 6,738
Dues & Memberships	\$ -	\$ -	\$ -	\$ 1,900	\$ 1,900
Machinery & Equipment	\$ 1,245	\$ 2,445	\$ -	\$ -	\$ 3,690
<b>SubTotal:</b>	<b>\$ 17,965</b>	<b>\$ 4,793</b>	<b>\$ 1,195</b>	<b>\$ 2,000</b>	<b>\$ 25,953</b>
<b>E. Indirect Expenses</b>					
Marion County - Cost Allocation	\$ 26,536	\$ 29,670	\$ 1,857	\$ -	\$ 58,063
<b>SubTotal:</b>	<b>\$ 26,536</b>	<b>\$ 29,670</b>	<b>\$ 1,857</b>	<b>\$ -</b>	<b>\$ 58,063</b>
<b>Revenues</b>	<b>\$ 599,306</b>	<b>\$ 83,826</b>	<b>\$ 27,523</b>	<b>\$ 2,500</b>	<b>\$ 713,155</b>
<b>Expenditures</b>	<b>\$ 599,306</b>	<b>\$ 83,826</b>	<b>\$ 27,523</b>	<b>\$ 2,500</b>	<b>\$ 713,155</b>

## **APPENDIX A: UPWP STATEMENTS AND ASSURANCES**

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
05/18

**DEBARMENT and SUSPENSION CERTIFICATION**

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Ocala/Marion County TPO hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
  - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Ocala/Marion County TPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.

  
\_\_\_\_\_  
Name: Jeff Gold  
Title: TPO Chairman

4/28/20  
\_\_\_\_\_  
Date

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**STATEMENTS AND ASSURANCES**

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**LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS**

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Ocala/Marion County TPO that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Ocala/Marion County TPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Ocala/Marion County TPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

  
Name: Jeff Gold  
Title: TPO Chairman

4-28-20  
Date



FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
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**DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION**

It is the policy of the Ocala/Marion County TPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Ocala/Marion County TPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Ocala/Marion County TPO, in a non-discriminatory environment.

The Ocala/Marion County TPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code

  
\_\_\_\_\_  
Name: Jeff Gold  
Title: TPO Chairman

  
\_\_\_\_\_  
Date

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**STATEMENTS AND ASSURANCES**

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**TITLE VI/ NONDISCRIMINATION ASSURANCE**

Pursuant to Section 9 of US DOT Order 1050.2A, the Ocala/Marion County TPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Ocala/Marion County TPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

  
Name: Jeff Gold  
Title: TPO Chairman

4-28-20  
Date

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**STATEMENTS AND ASSURANCES**

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**APPENDICES A and E**

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
  - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
  - b. Cancellation, termination or suspension of the contract, in whole or in part.

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**STATEMENTS AND ASSURANCES**

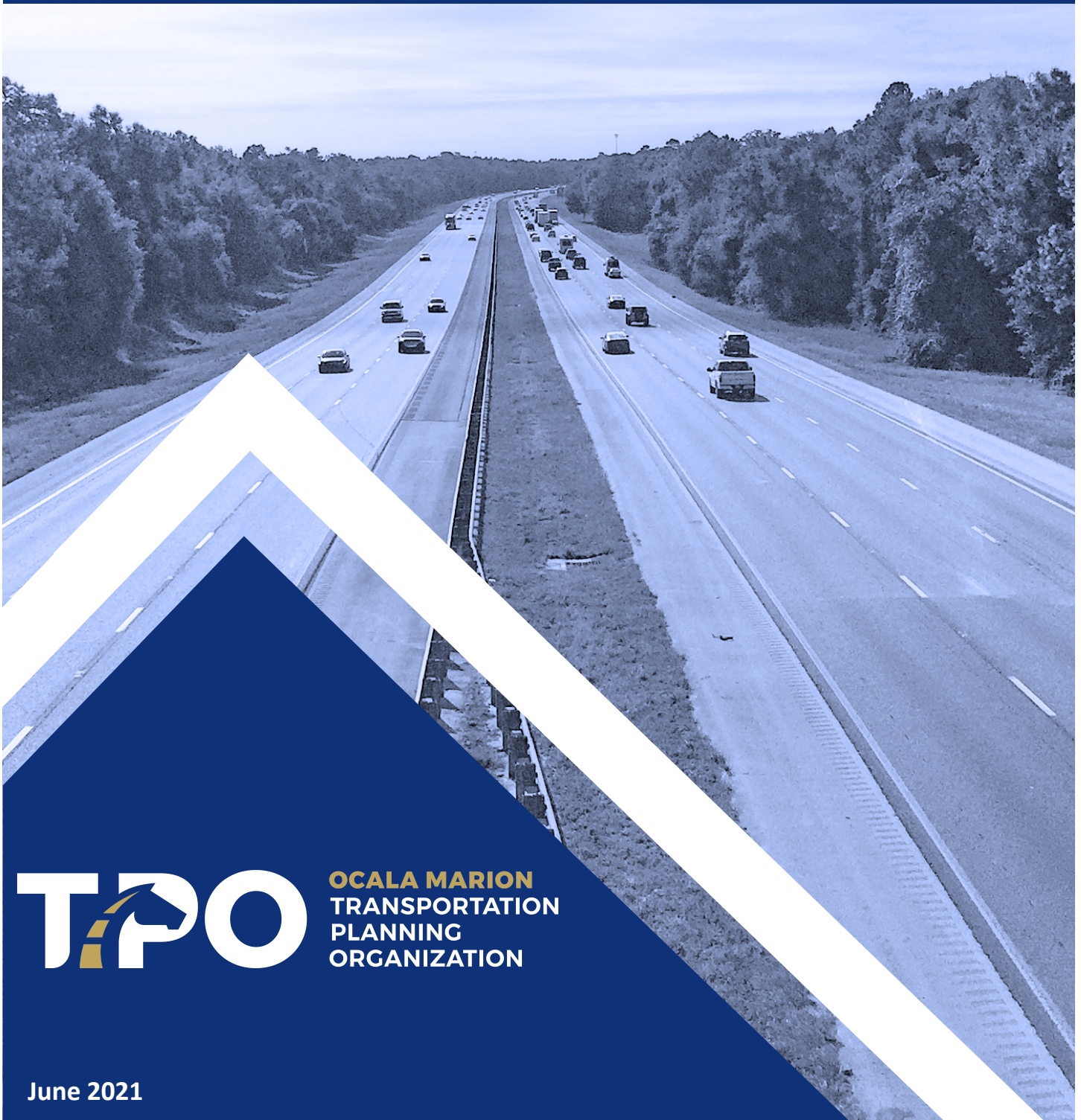
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- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)

## **APPENDIX B: GLOSSARY OF TERMS AND ACRONYMS**



# Glossary of Terms and Acronyms



**OCALA MARION**  
TRANSPORTATION  
PLANNING  
ORGANIZATION

June 2021

ACRYONYM	NAME	DESCRIPTION
3-C	Comprehensive, Continuing and Cooperative	A Comprehensive, Continuing and Cooperative (3C) process is required for all Metropolitan Planning Organizations (MPO) to be eligible for Federal transportation funding.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. ATMS utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections.
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data.
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation- monitoring resources.
CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented.
CBSA	Core Based Statistical Areas	CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel.
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.



ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - <a href="http://leempo.com/programs-products/transportation-disadvantaged/">http://leempo.com/programs-products/transportation-disadvantaged/</a> ).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - <a href="http://www.ncfrpc.org/TD/td.html">http://www.ncfrpc.org/TD/td.html</a> ).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - <a href="https://www.fhwa.dot.gov/civilrights/programs/dbe/">https://www.fhwa.dot.gov/civilrights/programs/dbe/</a> ).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project.

ACRYONYM	NAME	DESCRIPTION
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify the impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America's Surface Transportation Act	The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.
FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- <a href="https://jobs.myflorida.com/go/Department-of-Transportation/2817700/">https://jobs.myflorida.com/go/ Department-of-Transportation/2817700/</a> ).
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
FMTP	Freight Mobility and Trade Plan	FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development into the future.
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/ Federal Fiscal Year	The TPO's Fiscal Year is from July 1 to June 30. The Federal Fiscal Year is from October 1 to September 30.

ACRYONYM	NAME	DESCRIPTION
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HIS	Interstate Highway System	The specially designated system of highways, begun in 1956, which connects the principal metropolitan areas, cities, and industrial centers of the United States.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people.
HSIP	Highway Safety Improvement Program	The goal of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.
HUD	Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
IRI	International Roughness Index	International Roughness Index (IRI) is used by transportation professionals around the world as a standard to quantify road surface roughness. IRI is highly useful for assessing overall roadway pavement ride quality; a higher IRI value indicates a rougher road surface.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing to improve the efficiency or safety of the surface transportation system.
LOS	Level of Service	Level of Service (LOS) is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LOPP	List of Priority Projects	The List of Priority Projects (LOPP) is a formalized list developed each year by the TPO in collaboration with local government partners, and as required by state statute. The LOPP contains the highest priorities for future transportation projects and investments to receive consideration for federal and state funding.
LRTP/MTP	Long-Range Transportation Plan (or Metropolitan Transportation Plan)	A document that serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: <a href="https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/">https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/</a> .

ACRYONYM	NAME	DESCRIPTION
LOTTR	Level of Travel Time Reliability	The Level of Travel Time Reliability (LOTTR) is the ratio of the 80th percentile travel time to the normal travel time (50th percentile) throughout a full calendar year. Data for this measure is derived from the FHWA National Performance Management Research Data set (NPMRDS).
MAP-21	Moving Ahead for Progress in the 21st Century	The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPA	Metropolitan Planning Area	The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.
MPO	Metropolitan Planning Organization	An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated as an MPO, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
MPOAC	Metropolitan Planning Organization Advisory Council	A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process.
MSA	Metropolitan Statistical Area	A Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.
NTD	National Transit Database	The National Transit Database (NTD) is the repository of data for the financial, operating and asset conditions of the nation's transit systems.
NEPA	National Environmental Policy Act of 1969	Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
NHPP	National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
NHPP (Bridge)	National Highway Performance Program (Bridge)	Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)].
NHS	National Highway System	This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b) (23CFR500).

ACRYONYM	NAME	DESCRIPTION
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - <a href="https://www.fdotd7studies.com/what-is-a-pde-study.html">https://www.fdotd7studies.com/what-is-a-pde-study.html</a> ).
PEA	Planning Emphasis Area	Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs.
PM	Performance Management	Performance Management (PM) serves as federally required strategic approach that uses system data and information guide investment and policies to achieve national goals.
PPP	Public Participation Plan	The Public Participation Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.
PTASP	Public Transportation Agency Safety Action Plan	A plan that is developed by transit agencies to identify responsibilities for safety and day to day implementation of a safety management system.
RPC	Regional Planning Council	Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration.
SHSP	Strategic Highway Safety Plan	This is a statewide and coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - <a href="https://www.fdot.gov/planning/sis/default.shtm">https://www.fdot.gov/planning/sis/default.shtm</a> ).
SOV	Single-Occupancy Vehicle	Any motor vehicle operated or driven by a single person.
STBG	Surface Transportation Block Grant Program	The STBG federal funding promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

ACRYONYM	NAME	DESCRIPTION
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and school officials.
TAMP	Transportation Asset Management Plan	The TAMP outlines the process for effectively operating, maintaining and improving the physical transportation assets in Florida (e.g., roads, bridges, culverts).
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.
TD	Transportation Disadvantaged	Transportation Disadvantaged includes individuals with physical and economic challenges and senior citizens facing mobility issues.
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.
TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10- year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
TIP	Transportation Improvement Program	A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area.
TMIP	Travel Model Improvement Program	TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.

ACRYONYM	NAME	DESCRIPTION
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation (Definition taken from Reconnecting America-www.reconnectingamerica.org).
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.
TTTR	Truck Travel Time Reliability Index	The Truck Travel Time Reliability Index (TTTR) is defined as the ratio of longer truck travel times (95th percentile) compared to normal truck travel times (50th percentile) on the interstate system.
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
ULB	Useful Life Benchmark	The expected lifecycle or the acceptable period of use in service for a transit capital asset, as determined by the transit agency or by a default benchmark provided by the Federal Transit Administration.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of United States.
USDOT	United States Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
YOE	Year of Expenditure	The current dollar in the year (adjusted for inflation) during which an expenditure is made or benefit realized, such as a project being constructed.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period (Definition taken from Wikipedia).



## **APPENDIX C: STAFF SERVICES AGREEMENT AND COST ALLOCATION**

## STAFF SERVICES AGREEMENT

THIS STAFF SERVICES AGREEMENT is made and entered into this 21 day of January, 2020 between the Ocala/Marion County Transportation Planning Organization, created and operating pursuant to Section 339.175, Florida Statutes (hereinafter called the "TPO"), and the Marion County Board of County Commissioners, a political subdivision of the State of Florida (hereinafter called the "COUNTY").

WITNESSETH:

WHEREAS, 23 U.S.C. 134 and Section 339.175, Florida Statutes provides for the designation of a metropolitan planning organization for each urbanized area of the state; and

WHEREAS, pursuant to Section 339.175(4), F.S., the Governor, by letter dated the 13<sup>th</sup> day of February 2014, approved the apportionment and boundary plan submitted by the TPO; and

WHEREAS, the TPO, pursuant to the power conferred upon it by Section 339.175(6)(g), Florida Statutes, and Section 5.00 of the Interlocal Agreement between Marion county, the City of Ocala, the City of Belleview, and the City of Dunnellon, and the Florida Department of Transportation, (FDOT), dated May 18, 2004, as amended, may enter into agreements with local agencies to utilize the staff resources of such agencies or for the performance of certain services by such agencies; and

WHEREAS, pursuant to Section 339.175(2)(b), Florida Statutes, the TPO is an independent governmental entity separate and distinct from the COUNTY; and

WHEREAS, the TPO is desirous of obtaining certain services from the COUNTY to assist with the TPO functions of managing the continuing, cooperative and comprehensive transportation planning process as mandated by State and Federal law; and

WHEREAS, it is deemed by the parties to be appropriate and necessary that the duties and obligation of the TPO and the COUNTY in relation to the staffing of the TPO be defined and fixed by formal agreement.

NOW, THEREFORE, in consideration the mutual covenants, premises, and representations herein, the parties agree as follows:

1. **Purpose.** For the reasons recited in the preamble, which are hereby adopted as part thereof, this Staff Services agreement (Agreement) is to provide for professional services to carry out the term of the Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement, dated September 19, 2017 between the TPO and the FDOT and to provide personnel for the administration of the TPO.
2. **Scope of Services.** It is agreed by the COUNTY that it shall support the TPO with the staff necessary for professional, technical, administrative, and clerical services, office and other space, and other incidental items as may be required and necessary to manage the business and affairs of the TPO and to carry on the transportation planning and programming process specified by the Transportation Planning Joint Participation Agreement; provided, it is understood and agreed that, unless otherwise provided for, the performance of such service and functions shall be limited to those specified and allocated in the TPO's federally approved two-year Unified Planning Work Program (UPWP) budget and all approved budgets and management reports under Federal or State grant contracts with the TPO. The UPWP shall be prepared by the TPO support Staff in cooperation

with all related State and Federal agencies and TPO committees in accordance with the rules and regulations governing the TPO and shall be subject to the approval of the TPO Governing Board before submittal to State or Federal Agencies.

3. **Cost Allocation.** The TPO shall be responsible for all direct and indirect costs of services provided by the COUNTY. A Cost Allocation Plan will be maintained and updated to identify the costs to the TPO for the use of COUNTY facilities, resources and staff services during each fiscal year. A cost allocation rate will be monitored by the Budget Office of the Clerk of the Circuit Court to specifically reflect the TPO organizational needs and staff size, including occupation of office space at the Marion County Growth Services Building.

4. **TPO Director.** The TPO Director shall be selected by the TPO Governing Board. Pursuant to Section 339.715(6)(g) Florida Statutes, the TPO Director shall report directly to the TPO Governing Board for all matters relating to the administration and operation of the TPO. **The County Administrator shall serve as a resource to assist the TPO Director in the execution of the TPO's operations and priorities.** The TPO Director shall be responsible for the development of an appropriate organizational structure to carry out the responsibilities set forth in this Agreement, development of procedures to monitor and coordinate the planning process, as well as the overall administration of TPO programs. Addition of new personnel shall be subject to approval of the TPO Governing Board. The TPO chairman and his/her designee shall be responsible for the annual performance evaluation of the TPO Director using the standard COUNTY performance evaluation process.

5. **TPO Personnel.** The TPO Director shall be responsible for full oversight and supervision of TPO support staff. Subject to TPO Governing Board approval and within the existing COUNTY's Job Classifications Plan, the TPO Director responsibilities include adding or deleting staff or staff positions, adjusting responsibilities and salaries, and to recommend through the COUNTY HR department when to hire, terminate, discipline or suspend personnel in accordance with the rules and procedures established in the COUNTY's Employee Handbook. TPO support staff, as COUNTY employees, shall abide by the COUNTY's Employee Handbook. When the TPO Governing Board approves TPO personnel changes, all records shall be submitted to the COUNTY for documentation purposes only and no further action shall be necessary by the COUNTY.

- 5.1 The TPO Director shall be responsible for submitting all the necessary information to establish job descriptions and pay grades within the COUNTY's Job Classification Plan for TPO positions. Each pay grade will define a minimum, mid-point and a maximum for the position. The TPO Director shall be responsible for coordinating with Marion County Human Resources to determine the salary for new hires up to 75% of the paygrade range in accordance with the rules and procedures established in the COUNTY's Employee Handbook.

7. **Legal Representation.** The TPO shall utilize the services of the COUNTY's attorney as needed. The TPO may employ special legal counsel for specific needs when it is deemed necessary.

9. **Financial Administration**

- 9.1 The records and accounts of the TPO including receipts, expenditures and deposits shall be administered by the TPO support staff with final processing of such by the COUNTY. The COUNTY shall include TPO revenues and expenditures in the COUNTY budget, and will authorize the Marion County Clerk of the Circuit Court

without further action by the COUNTY to pay expenses from the appropriated funds subject to reimbursement, subject to meeting all appropriate State and Federal Regulations. .

- 9.2 Contracts and bids for the purchase of materials and services shall be in accordance with COUNTY procedures for the same purposes. The TPO shall follow the County Procurement process for all contracts and bids. The TPO Director and TPO Governing Board shall review and approve all Requests for Proposals (RFP) and subsequent contracts. Subject to meeting all appropriate State and Federal Regulations, when the TPO Governing Board approves a contract or bid, all records shall be submitted to the COUNTY for documentation purposes only and no further action shall be necessary by the COUNTY.

10. **Asset Management.** All equipment and supplies purchased by the TPO with federal funding are the property of the TPO. The TPO will maintain a property inventory per federal regulations [C.F.R.200.313(d)], and update at least once every two years. Any disposition of TPO property with assistance or support by the COUNTY must be approved by the TPO and in accordance with federal regulation outlined in 2 C.F.R.200.313(3).

11. **Training.** Pursuant to Section 339.715(6)(h) Florida Statutes, the TPO shall provide training opportunities and training funds specifically for local elected officials and others who serve on the TPO Governing Board. These training opportunities may be conducted by the TPO or through statewide and federal training programs and initiative that are specifically designed to meet the needs of TPO Governing Board members.

12. **Travel.** All travel by TPO personnel and Governing Board members shall be approved by the TPO Director. All travel by the TPO Director shall be approved by the TPO Board. All travel expenses shall be paid consistent with the provisions of Section 112.061, Florida Statutes. The TPO shall pay all Class "C" travel expenses, as defined in Section 112.061, in accordance with the policies established in the UPWP. The COUNTY shall have no function or responsibility with respect to the approval of travel of any TPO staff or Governing Board members.

12.1 Each year the TPO Governing Board shall follow the per diem rates outlined in the TPO Travel Policy as part of the annual UPWP process.

13. **Reimbursement to Marion County.** The TPO hereby agrees that it shall reimburse the COUNTY for all services rendered under this Agreement as specified in the UPWP budget and all approved budgets under Federal or State grant contracts. The determination of eligible costs shall be in accordance with 23 CFR Section 420, Federal Management Circular (FMC) 74-4, as appropriate.

14. **Local Share.** The COUNTY will provide cash for the required match for Federal funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

15. **Invoices and Progress Reports.** The TPO shall provide to the FDOT or appropriate Federal agencies progress reports and an invoice for reimbursement for all Federal grants with FHWA and FTA. The progress reports and invoices shall be in sufficient detail for audit purposes.

16. **Payment.** Payment to the COUNTY of any and all monies by the TPO is contingent upon the TPO first receiving the funds for the work tasks from the FDOT, FHWA, or FTA.

17. **Information and Reports.** The TPO will provide all required information and reports and will permit access to its books, records, accounts, and other sources of information, and its facilities as may be determined by FDOT, FHWA, or FTA to be pertinent to ascertain compliance with such regulations, orders and instructions. The TPO shall adhere to Chapter 119 Florida Statutes regarding public records. Where any information required of the TPO is in the exclusive possession of another who fails or refuses to furnish this information, the TPO shall certify to FDOT, FHWA, or FTA as appropriate, and shall set forth what efforts it has made to obtain the information.

18. **Amendment of Agreement.** The COUNTY and the TPO may, upon initiation of either party, amend this Agreement to cure any ambiguity, defect, omission or to grant any additional powers, or to confer additional duties which are consistent with the intent and purpose of this Agreement subject to formal approval by resolution of each party.

19. **Effective Date and Term.** This Agreement shall become effective on January 28, 2020 upon approval by the TPO and the Marion County Board of County Commission and remain in effect for a period of five years. At that time, the TPO shall review this Agreement to determine if any changes are warranted.

20. **Termination.** Either party may terminate this Agreement by providing written notice of intent to terminate to the other party 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. 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.

IN WITNESS WHEREOF, the undersigned parties have caused this Staff Services Agreement to be duly executed in their behalf this 21 day of January, 2020.

MARION COUNTY BOARD OF  
COUNTY COMMISSIONERS

By: Kathy Bryant  
Kathy Bryant, Chairman

OCALA / MARION COUNTY  
TRANSPORTATION PLANNING  
ORGANIZATION

By: Jeff Gold  
Jeff Gold, TPO Chair

ATTEST: David R. Ellspermann  
David R. Ellspermann,  
Marion County Clerk of the  
Circuit Court

ATTEST: Mr. [Signature]  
TPO Director

Approved as to form and legality

Mathew G. Minter  
Mathew G. Minter, County Attorney

## Marion County Office of Fiscal Review

DEPARTMENT	TOTAL \$ ALLOCATED	ALLOCATED UNITS	TPO VALUE	TPO PERCENT	TPO ALLOCATION BASIS
CAFR	198,968.00	407,878,729.55	630,416	0.15456%	308 BUDGET
ATTORNEY	679,202.00	91.00	0.50	0.54945%	3,732 STAFF EFFORT (Percent of Time, Est at 100 hours meetings and prep)
ATTORNEY General	52,216.00	1,581.22	5	0.31621%	165 FTE COUNT
ADMINISTRATION	1,305,123.00	1,581.22	5	0.31621%	4,127 FTE COUNT
IT TECH	1,794,403.00	2,024.00	8	0.39526%	7,093 # COMPUTERS
IT SUPPORT	1,290,784.00	634,998.74	511	0.08047%	1,039 WORK ORDERS (Avg of Storm Water per person * TPO F 1,101 FTE
HR	348,291.00	1,581.22	5	0.31621%	COUNT
HR RECRUITMENT	183,812.00	218.00	5	2.29358%	4,216 NEW HIRES
HR TRAINING	69,060.00	4,775.50	18	0.37692%	260 # HOURS (avg per employee)
PROC PUR ORDERS	101,138.00	2,433.00	6	0.24661%	249 ENCUMBRANCES (Used Similar OPER Budget of 6310) 4,659
PROC SOLICITATIONS	166,072.00	499.00	14	2.80561%	NUMBER OF (Sum of Transportation Prior)
PROC PCARD ADMIN	12,259.00	336.00	2	0.59524%	73 NUMBER CARDS
PROC P-CARD	190,270.00	21,437.00	129	0.60176%	1,145 TRANSACTIONS (Used Similar OPER Budget of 6310)
PROC CONTRACTS	159,212.00	536.00	3	0.55970%	891 CONTRACTS (Used Contracts of Water Resources)) 1,947 # INVOICES
PROC INVOICES	344,307.00	23,879.00	135	0.56535%	(USED SIMILAR OPER Budget of 6310)
HEALTH CLINIC	231,793.00	6,591.00	5	0.07586%	176 INTERACTIONS (Est based on new FTE)
FAC GRW SERV BLDG	184,725.00	38,400.00	1920	5.00000%	9,236 SQ FOOTAGE OCCUPIED (Estimated at 5% of office and common area
BCC RECORDS	220,360.00	1,581.22	5	0.31621%	697 FTE COUNT
FIN PAYABLES	688,020.00	30,489.00	137	0.44934%	3,092 # ACCOUNTS PAYABLE (Used Similar OPER budget of 63110)
FIN PAYROLL	300,241.00	1,581.22	5	0.31621%	949 FTE COUNT
FIN CAFR PREP	36,478.00	421,108,335.24	630,416	0.14970%	55 ACT EXPEND
INTERNAL AUDIT	370,285.00	317,653,097.07	630,416	0.19846%	735 ACT EXPEND
BUDG PREP	340,985.00	3,878.00	39	1.00567%	3,429 LINE ITEMS
BUDG POSITIONS	51,837.00	1,761.33	5	0.28388%	147 FTE COUNT
BUDG AMND	57,367.00	738.00	20	2.71003%	1,555 # AMENDED ACCOUNTS (Oper Dept Averages)
BUDG COST ALLOCA	12,500.00	421,108,335.24	630,416	0.14970%	19 ACT EXPEND

51,095
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Marion County Board of County Commissioners  
Detail of Cost Allocation  
Rev- Fiscal Year 2020-21

Type of Central Service	TPO 2018-19	TPO 2019-20	TPO 2020-21
Independent Audit Fee		308	73
Clerk of the Circuit Court - Finance		4,096	1,864
Clerk of the Circuit Court - Internal Auditor		735	202
Clerk of the Circuit Court - Budget		5,150	8,780
BCC Records		697	958
Records Center		-	-
County Attorney		3,897	218
County Administration		4,127	6,208
Information Systems		8,132	16,476
Human Resources		5,577	3,143
Procurement		8,964	-
Human Resources - Clinic		176	230
Facilities Management		9,236	7,874
Public Safety Radio			-
MSTU / Assessments Office		-	-
Tax Collector (Assessment)			-
Property Appraiser (Assessment)			
Total Costs Identified		\$ 51,095	\$ 46,026
Identified Costs not Allocated		-	-
Actual Budgeted Allocation		\$ 51,095	\$ 46,026
BR407		89%	40,963
BR408		7%	3,222
BR409		4%	1,841
			46,026



Marion County Board of County Commissioners

Detail of Cost Allocation

Proposed Fiscal Year 2021-22

105100 BR407, 408, 409 BR407, 408, 409

Type of Central Service	TPO 2019-20	TPO 2020-21	TPO 2021-22
Independent Audit Fee	308	73	346
Clerk of the Circuit Court - Finance	4,096	1,864	5,790
Clerk of the Circuit Court - Internal Auditor	735	202	1,040
Clerk of the Circuit Court - Budget	5,150	8,780	13,592
BCC Records	697	958	614
Records Center	-	-	-
County Attorney	3,897	218	155
County Administration	4,127	6,208	5,151
Information Systems	8,132	16,476	23,367
Human Resources	5,577	3,143	3,374
Procurement	8,964	-	186
Human Resources - Clinic	176	230	103
Facilities Management	9,236	7,874	8,356
Public Safety Radio		-	-
MSTU / Assessments Office	-	-	-
Tax Collector (Assessment)	-	-	-
Property Appraiser (Assessment)	-	-	-
Total Costs Identified	\$ 51,095	\$ 46,026	\$ 62,074
Identified Costs not Allocated		-	-
Actual Budgeted Allocation	\$ 51,095	\$ 46,026	\$ 62,074
Property Tax @100%			
Assessment @100%			
Tax/Assessment @100%			
Max Cost Allocation			
Limit by Ordinance			



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Draft Congestion Management Plan**

---

**Summary**

In 2021, the TPO has been undertaking a major update to the Congestion Management Process (CMP). This includes full revisions to the current Policy and Procedures and State of System documents last completed in 2011. In addition, public outreach took place through an online survey conducted in March.

Included with the meeting packet is a draft Congestion Management Plan for your review. The TPO's consultant, Kimley-Horn, will provide an overview presentation of the draft CMP at the TPO Board meeting on August 24. On August 3, a draft CMP was released to the public and provided for your initial review.

Comments on the draft document will be accepted through September 10. A final CMP document and presentation will be provided to the TPO Board for approval at the October 26 meeting.

**Attachment(s)**

- Draft Congestion Management Plan

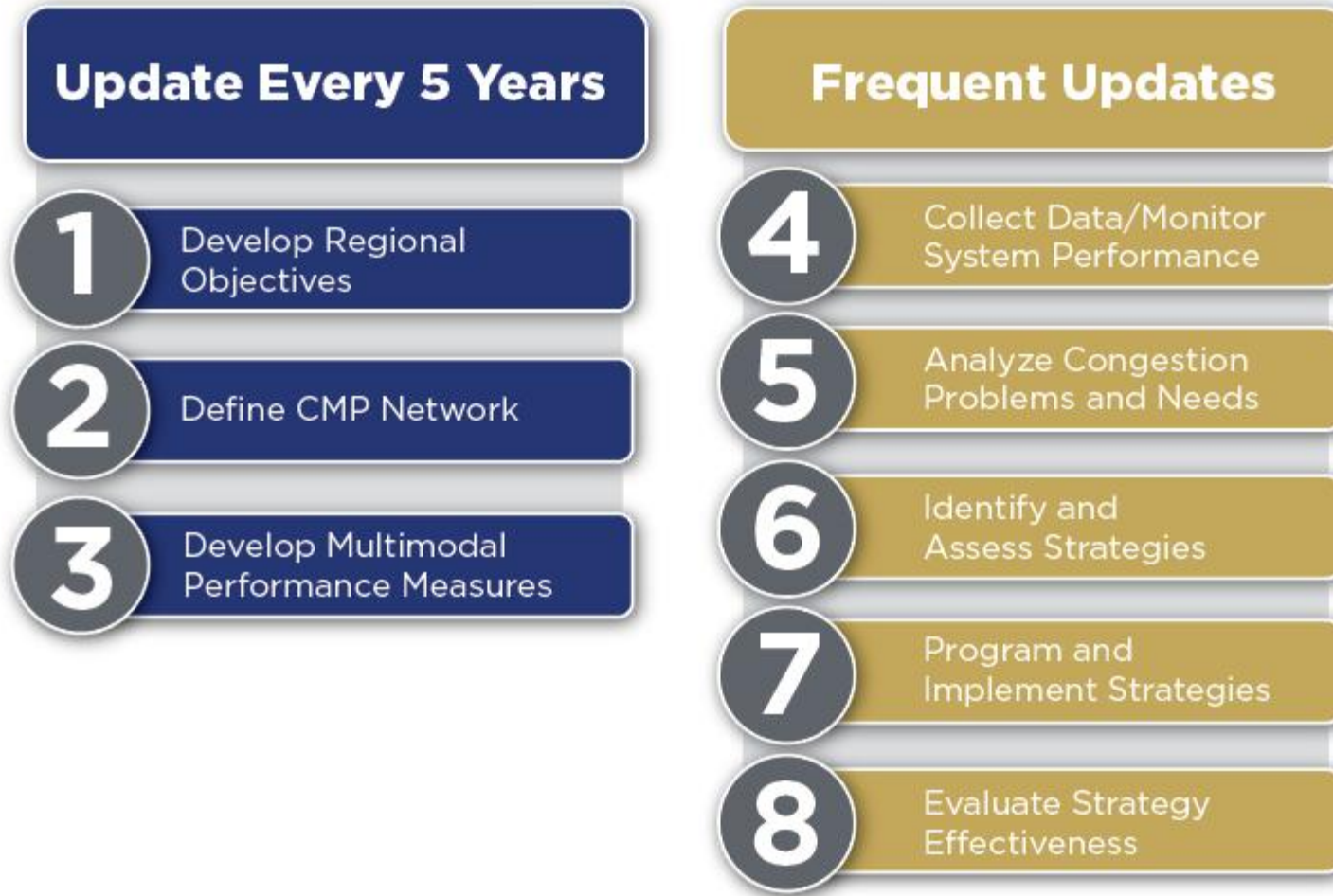
If you have any questions, please contact me at: 438-2631.

OCALA MARION

# Congestion Management Process



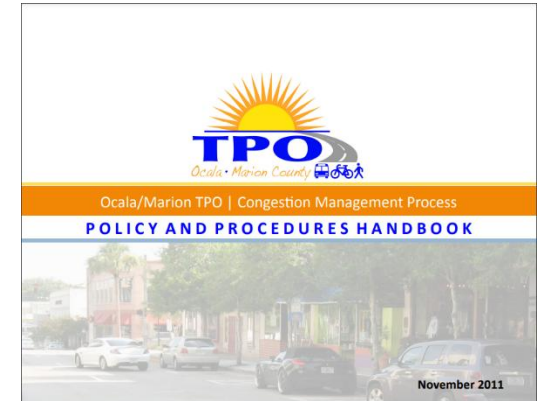
# Ocala Marion CMP Process



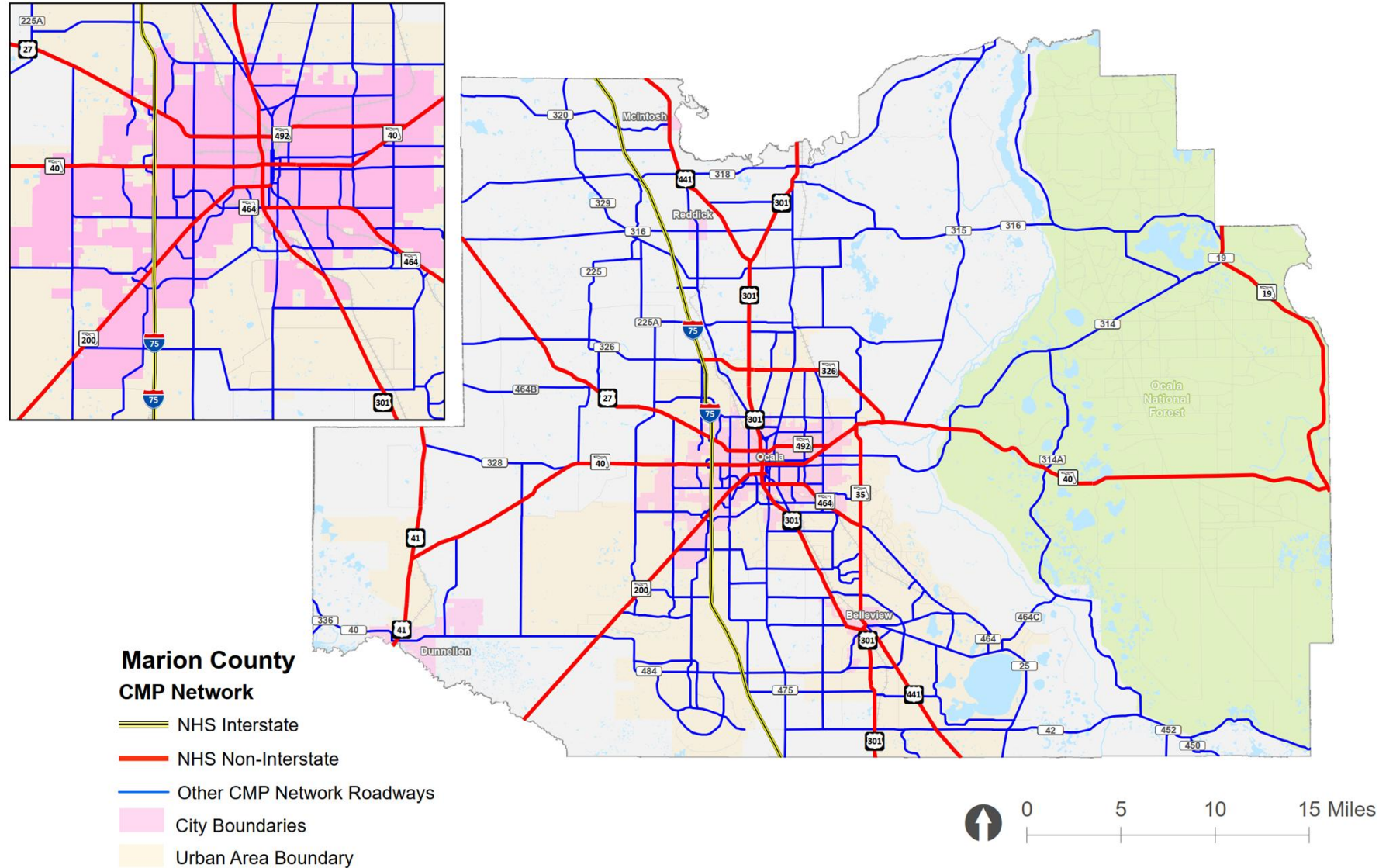


# Step 1: Recommended CMP Goals

- Monitor System Performance
- Improve Safety
- Congestion Reduction
- Engage the Public



# Step 2: Congestion Management Network



# Step 3: Performance Measures

## Safety Performance Measures (5-Year Rolling Average)

- Number of Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Non-Motorized Safety (Fatalities + Serious Injuries)

## Roadway Capacity Performance Measures

- Percent of VMT and Roadway Miles below adopted Level of Service Standard
- V/C Ratio
- V/MSV Ratio

## Reliable Travel Time Performance Measures

- Percent of Person-Miles Traveled on the Interstate that are Reliable
- Percent of Person Miles Traveled on the Non-Interstate NHS that are Reliable

## Goods Movement Performance Measures

- Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes
- Truck Travel Time Reliability (TTTR) Index
- Percent of the Interstate System Mileage Uncongested
- Number of Crashes Involving Heavy Vehicles



# Step 3: Performance Measures

## Public Transit Performance Measures

- Percent of Congested Roadway Centerline Miles with Transit Service
- Passenger Trips per Revenue Hour
- Average Peak Service Frequency
- On-Time Performance
- Annual Ridership

## Bicycle/Pedestrian/Trail Facility Performance Measures

- Percent of Congested Roadway Centerline Miles with Bicycle and/or Sidewalk Facilities
- Miles of Multi-Use Trails

## TDM Performance Measures

- Number of Registered Carpools or Vanpools

## System Preservation (Optional – Non-CMP)

- Percent of pavements on the Interstate System in Good condition
- Percent of pavements on the non-Interstate NHS in Good condition
- Percent of pavements on the Interstate System in Poor condition
- Percent of pavements on the non-Interstate NHS in poor condition
- Percent of NHS Bridges classified as in Good condition
- Percent of NHS Bridges classified as in Poor condition

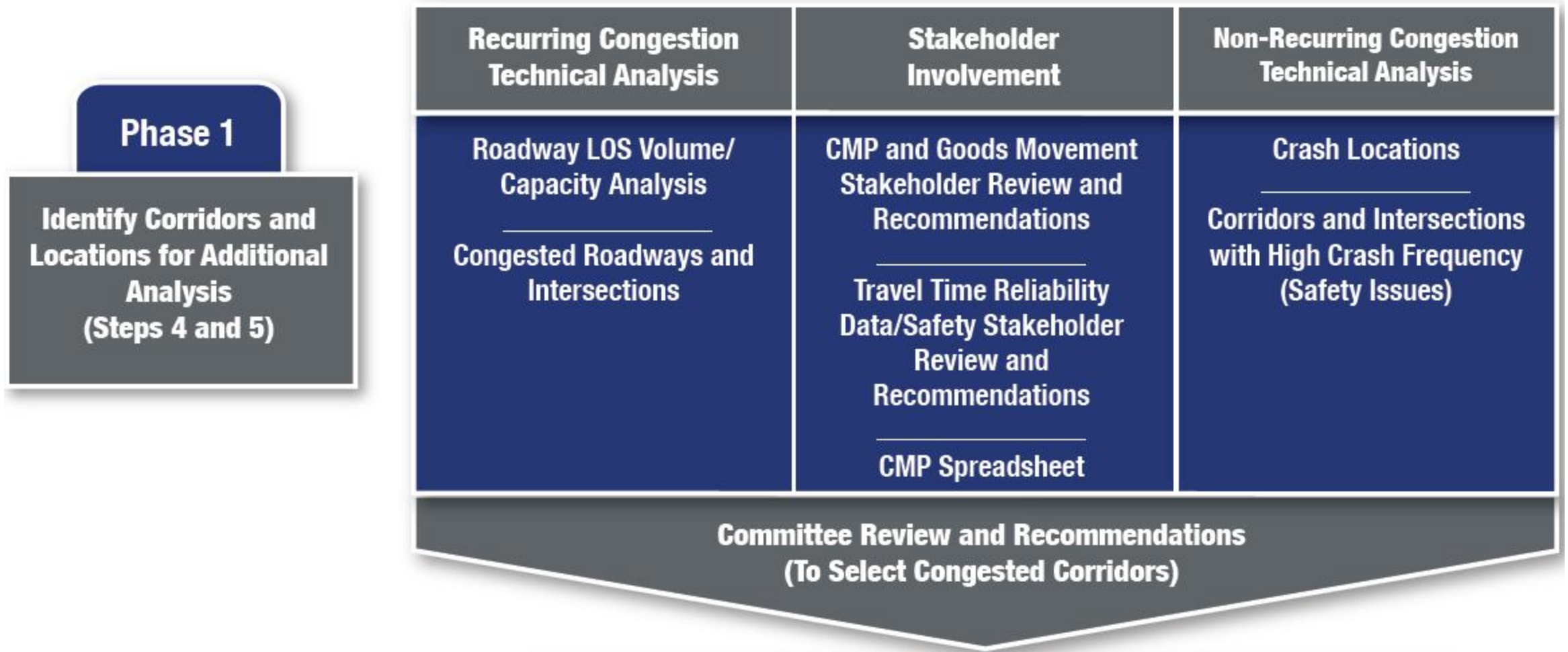
# Step 3: Performance Measures

## Public Engagement

- Was a survey of provided to the public to identify congestion and safety issues?
- Were CMP materials provided for review by the public?



# Step 5: Analyze Congestion Problems & Needs

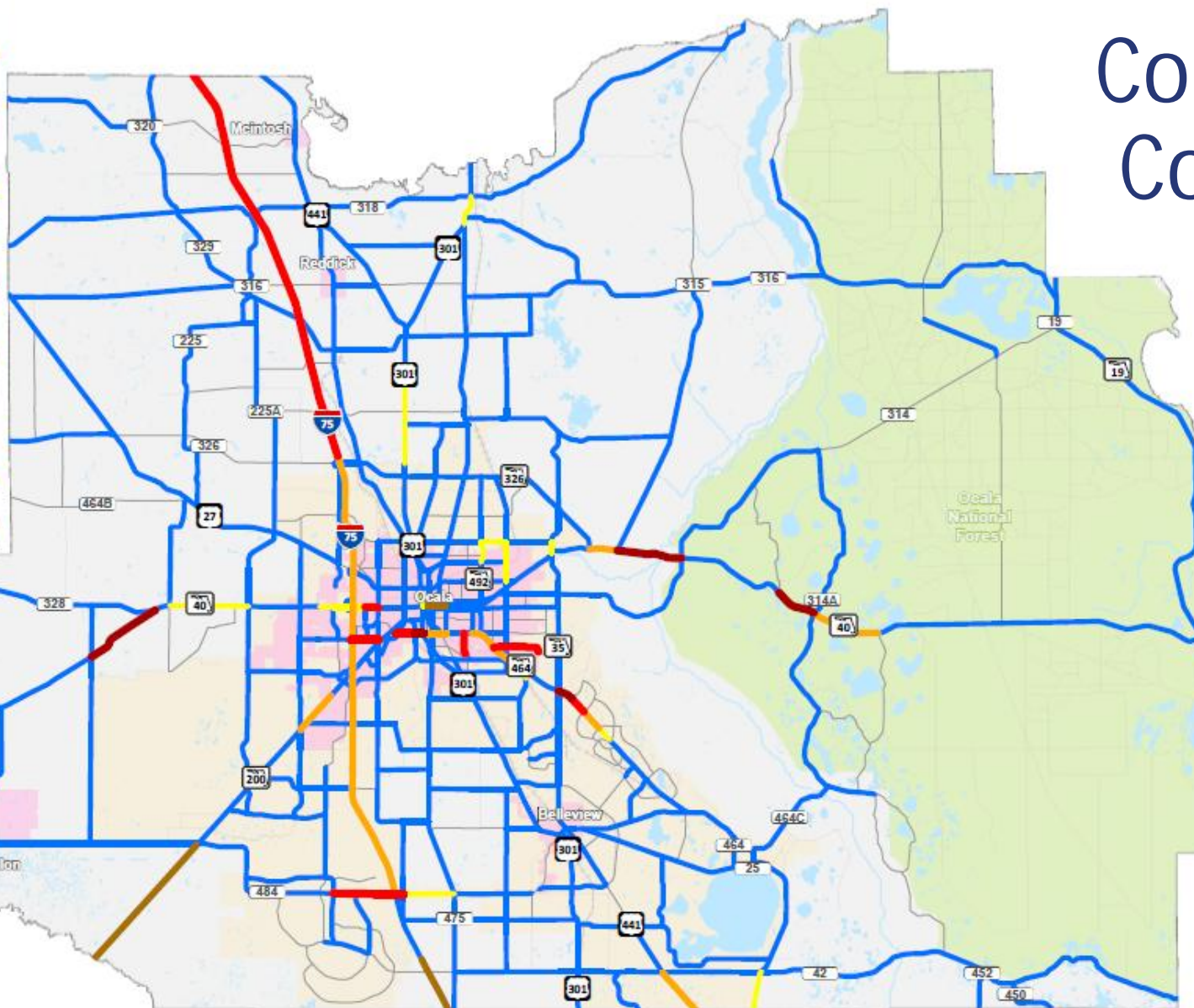
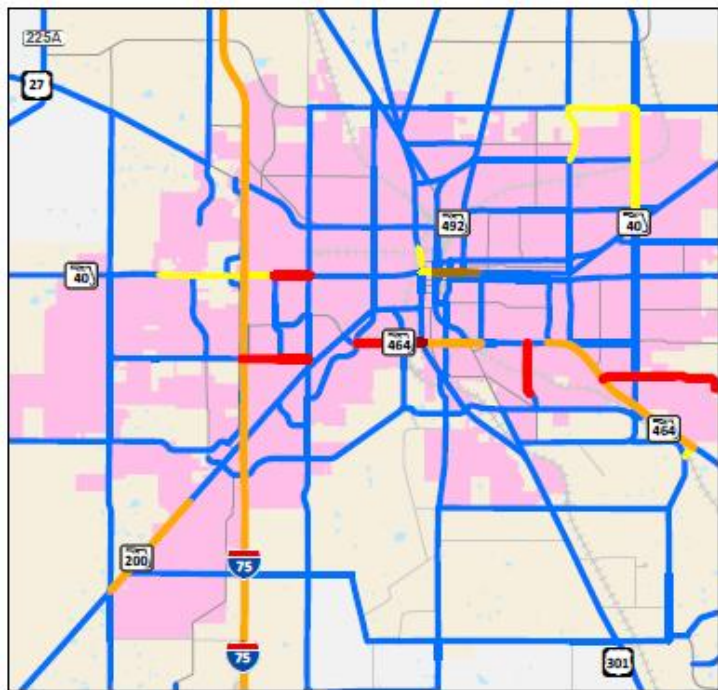


# Congested Corridors Selection

- Assumes Committed Improvements
- Not Congested
  - Operating at acceptable LOS
- Approaching Congestion or Minimally Congested
  - Operating at 90% to 100% of LOS Standard
- Congested Today
  - Exceeding 100% of LOS Standard but less than 108% of Physical Capacity
- Extremely Congested
  - Exceeding 108% of Physical Capacity



# Congested Corridors



## Marion County

### Congested Corridors

- EXTREMELY (2021)
- EXTREMELY (2026)
- CONGESTED (2021)
- CONGESTED (2026)
- APPROACHING CONGESTION
- NOT CONGESTED
- Not Counted
- City Boundaries
- Urban Area Boundary



0 5 10 15 Miles

# Roadway Congestion Summary

## Existing (2021) Conditions - Miles

	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	8.53	11.22	17.73	0.00
NHS Non-Interstate	144.18	6.35	7.39	6.94
Non-NHS CMP Roadways	581.16	7.55	3.62	1.01
<b>Countywide</b>	<b>733.87</b>	<b>25.12</b>	<b>28.74</b>	<b>7.95</b>
% of total of centerline miles of highway	92.2%	3.2%	3.6%	1.0%

## Horizon Year (2026) Conditions - Miles

	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	2.69	0.00	17.06	15.54
NHS Non-Interstate	132.25	10.44	7.36	0.48
Non-NHS CMP Roadways	573.29	7.18	4.17	7.69
<b>Countywide</b>	<b>708.23</b>	<b>17.62</b>	<b>28.59</b>	<b>23.71</b>
% of total of centerline miles of highway	89.0%	2.2%	3.6%	3.0%



# Multi-Modal Evaluation - Sidewalks

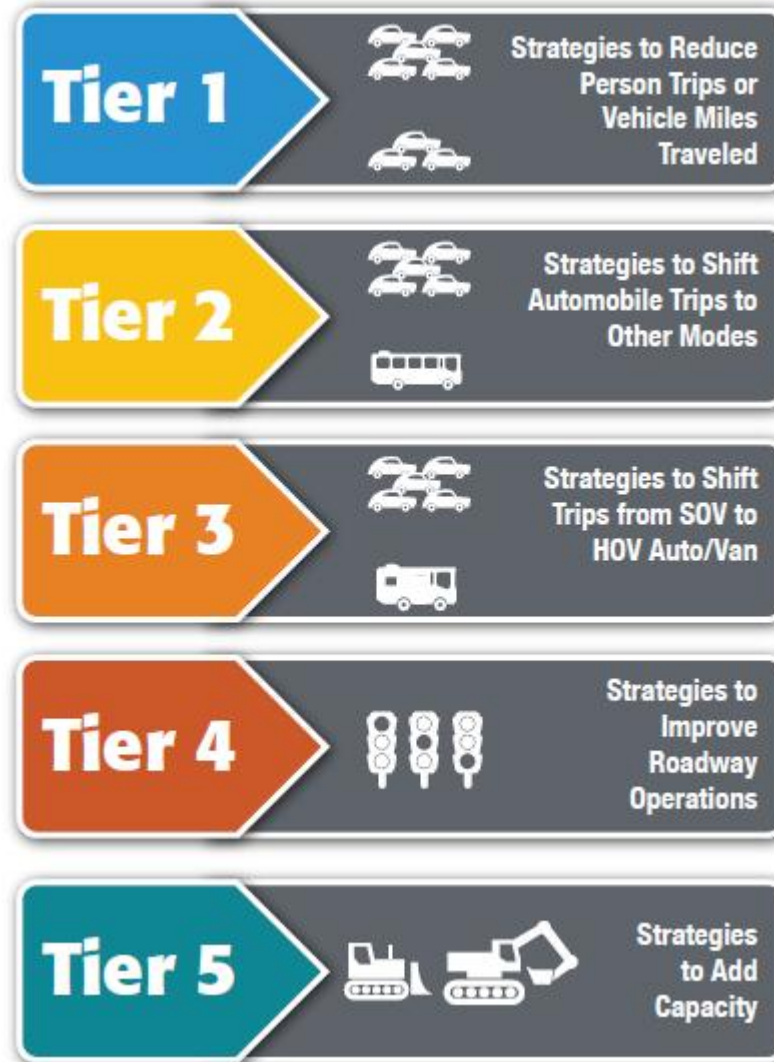
Percent of Congested Roadway Centerline Miles (within Urban Areas) with Sidewalks	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.3 miles	16.1 miles
Congested Roadways with a Sidewalk	3.7 miles	9.5 miles
Congested Roadways without a Sidewalk	2.6 miles	6.6 miles
% of Congested Roadways with a Sidewalk	58.7%	59.0%

*Note: Includes where there is a sidewalk on at least one side of the roadway*

# Multi-Modal Evaluation – Bicycle Facilities

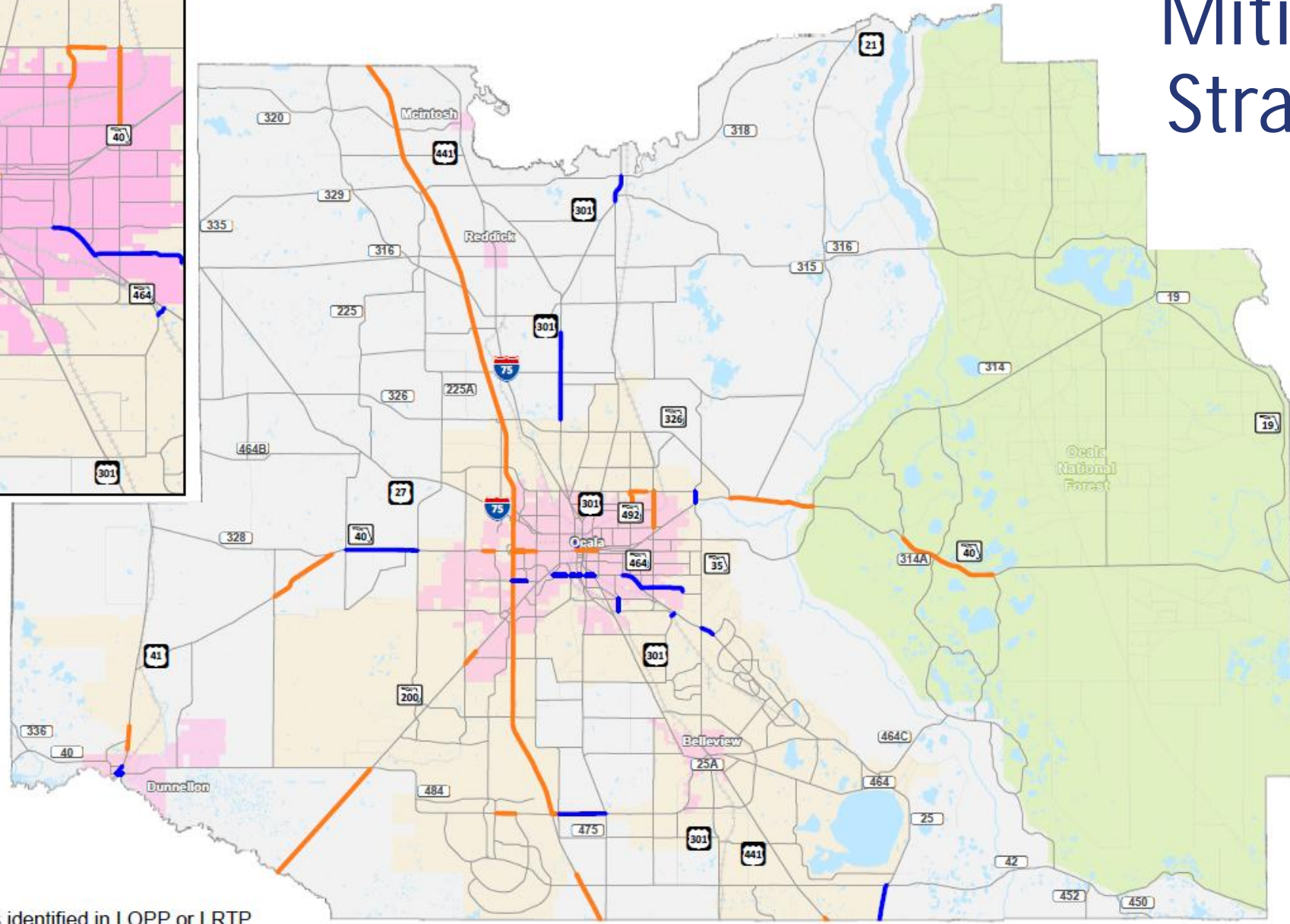
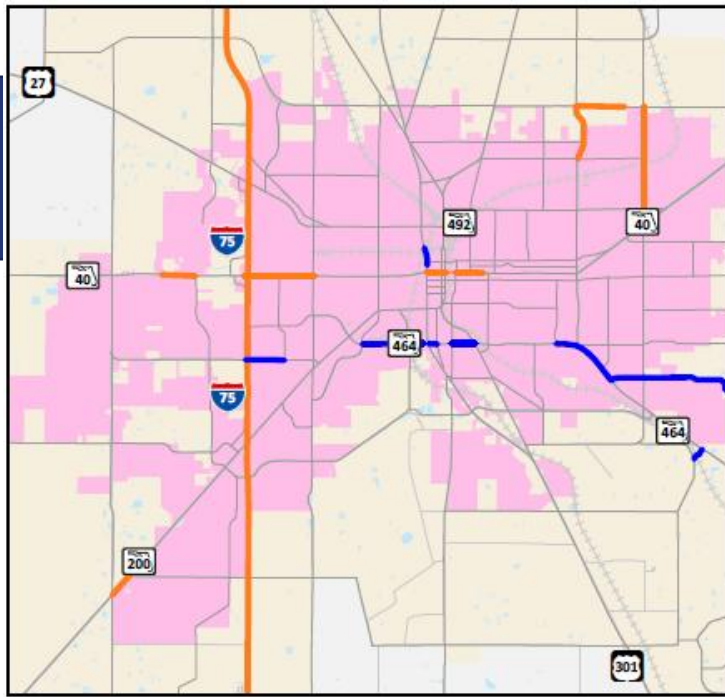
Percent of Congested Roadway Centerline Miles (within Urban Areas) with Bicycle Facilities	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.3 mile	16.1 miles
Congested Roadways with a Bicycle Facility	0.4 miles	0.4 miles
Congested Roadways without a Bicycle Facility	5.9 miles	15.7 miles
% of Congested Roadways with a Bicycle Facility	6.3%	2.5%

# Step 6: Identify and Assess Strategies





# Mitigation Strategies



## Marion County Mitigation Strategies

- Roadway with improvements identified in LOPP or LRTP
- Roadway with future study / mitigation strategy identified
- City Boundaries
- Urban Area Boundary



0 5 10 15 Miles

# Roadways for Future Study / Congestion Mitigation

Roadway	Roadway
CR 464, from SR 35 to Emerald Road	US 441/US 301, from NW 2 <sup>nd</sup> Street to NW 6 <sup>th</sup> Street
CR 35, from SR 40 to NE 35 <sup>th</sup> Street	US 441/301, from NW 77 <sup>th</sup> Street to NW 117 <sup>th</sup> Street
CR 25, from Sumter County Line to CR 42	US 301, from Jacksonville Road to CR 318
CR 484, from US 41 to Lakeshore Drive	US 41, from CR 484 to Robinson Road
CR 484, from CR 475A to CR 475	SR 40, from SW 110 <sup>th</sup> Avenue to SW 80 <sup>th</sup> Avenue
SE 24 <sup>th</sup> Street, from SR 464 to SE 28 <sup>th</sup> Street	SR 464, from SW 19 <sup>th</sup> Ave Rd to SE 44 <sup>th</sup> Avenue
SE 19 <sup>th</sup> Avenue, from SE 38 <sup>th</sup> Street to SE 31 <sup>st</sup> Street	SW 20 <sup>th</sup> Street, from SW 38 <sup>th</sup> Ave to SW 27 <sup>th</sup> Ave
SE 44 <sup>th</sup> Avenue Road, from SE 44 <sup>th</sup> Ave to SR 464	

# Step 7 and 8: Program Strategies and Evaluate Effectiveness



# Summary and Next Steps

1. Ongoing monitoring of the transportation system
2. Monitor availability of traffic data and travel time reliability from FDOT
3. Monitor Federal and State requirements for CMP and setting of performance targets
4. Program 2 to 3 corridor / intersection studies per year based on the results of the congestion analysis and mitigation strategy identification
5. Perform State of the System update every two to three years to monitor system performance and effectiveness of strategy implementation
6. Publish an online interactive map and CMP resource page on the TPO's website





# Questions?

OCALA MARION

# Congestion Management Process





OCALA MARION TPO

# Congestion Management Plan

## Congestion Management Process and State of the System Report



Hold for Resolution





Prepared For:

Prepared By:

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## Chapter 1

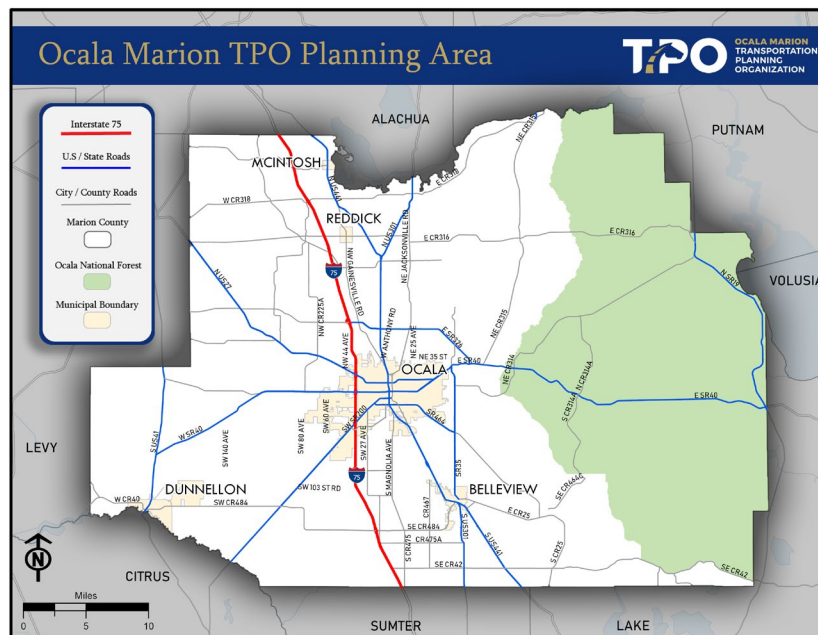
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# Introduction



# Introduction

The Ocala Marion Transportation Planning Organization (TPO) is a federally-mandated public agency responsible for the planning and implementation of transportation projects, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. **Figure 1** illustrates TPO planning area which includes all of Marion County.



**Figure 1: Ocala Marion TPO Planning Area**

The Congestion Management Process (CMP) is a management system and process conducted by the Ocala Marion TPO to improve safety and reliability of traffic operations by providing strategies to reduce travel demand on the roadway network or providing improvements to the overall transportation network.

Per the Federal Highway Administration (FHWA), the CMP is, “a systematic approach collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.”

The Ocala Marion TPO is required by Florida Law (Florida Statutes 339.175) to develop a CMP as part of its routine planning efforts. This Congestion Management Plan outlines the Policies and Procedures to address federal and state requirements and documents the State of the System Report for 2021. The Plan serves as a major update to the previously adopted Policy and Procedures Handbook and State of System Report adopted by the TPO in 2011.

Federal guidance includes an Eight-Step Congestion Management Process. These eight steps guide the contents of this document and are described at length in Chapter 2. Chapter 3 summarizes the State of the System for the Congestion Management Process network. The following provides a summary of the Congestion Management Plan contents.





## CHAPTER 2 - CMP POLICY AND PROCEDURES

The implementation of the Federal Eight-Step Congestion Management Process requirements is described in Chapter 2 which is broken up into the sections described below.

**Goals and Objectives:** A series of CMP goals are developed to guide the process of monitoring congestion and improving the mobility of persons and goods in Marion County. The CMP goals will be used as a tool for selecting strategies and performance measures for strategy monitoring and evaluation.

**Network Identification:** The geographic area of application and the transportation network for the Ocala Marion TPO CMP is described.

**Development of Performance Measures:** Identifying the performance measures to monitor the effectiveness of the transportation system in the CMP.

**System Performance Monitoring Plan:** The development of an ongoing system of monitoring and reporting that relies primarily on data already collected or planned to be collected.

**Congested Corridor Selection and CMP Strategies:** A summary of the implementation and management of the CMP strategies, including the process for selecting congested corridors for review and future projects for implementation.

**Monitor Strategy Effectiveness:** Describing provisions to monitor the performance of strategies implemented to address congestion to help determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area.

## CHAPTER 3 - STATE OF THE SYSTEM REPORT

The purpose of State of the System Report is to report the performance of the transportation system in the TPO's planning area, and identify congested corridors. This chapter provides analysis of the major corridors within the TPO's planning area and is presented in the following sections:

**System Performance and Trends:** A summary of the overall system performance and trends relative to the performance measures identified in Chapter 2.

**Congested Corridors:** Identifies congested corridors within Marion County in 2021 and 2026.

## CHAPTER 4 - CONGESTED CORRIDOR EVALUATION

The Congested Corridor Evaluation chapter provides more information on corridors identified as part of the congested corridor network identification process (Phase 1) discussed in Chapter 3. Roadways that are congested today or forecasted to be congested in five years are considered. Corridors are identified as being “not congested,” “approaching congestion or minimally congested,” or “extremely congested”.

**Not Congested (currently or in five years with improvements):** Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.

**Approaching Congestion:** Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway’s capacity at the adopted level of service standard, but less than 100%, with either the existing conditions or forecasted five-year condition without improvement.

**Congested:** Existing corridors or corridor forecasted in five years to have traffic volumes that exceed the adopted level of service standard (over 100% of the roadway’s capacity at the adopted level of service standard) that do not exceed the physical capacity of the roadway.

**Extremely Congested:** Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.



## Chapter 2

# CMP Policy and Procedures





# CMP Policy and Procedures

## CMP OVERVIEW

The CMP is intended to provide benefit to the public by improving travel conditions with approaches that often may be implemented more quickly or at a lower cost than many capacity improvements such as adding travel lanes or creating new travel corridors. Longer-term solutions are also identified in the CMP with the intention that they will be considered in the TPO's Long Range Transportation Plan (LRTP), which is a document that plans for at least 20 years in the future.

A Transportation Management Area (TMA) is required to develop and implement a CMP as a part of the metropolitan planning process. A TMA is an urbanized area (UZA) with a population that exceeds 200,000 people, or any area where designation as a TMA has been requested. The area covered by the Ocala Marion TPO does not meet the criteria but has developed this CMP "to provide the information needed to make informed decisions regarding the proper allocation of transportation resources" as required by Florida law. It is anticipated that following the designation of Metropolitan Areas using the 2020 Census that portions of the Ocala Marion TPO and Lake~Sumter MPO planning areas will receive TMA designation.

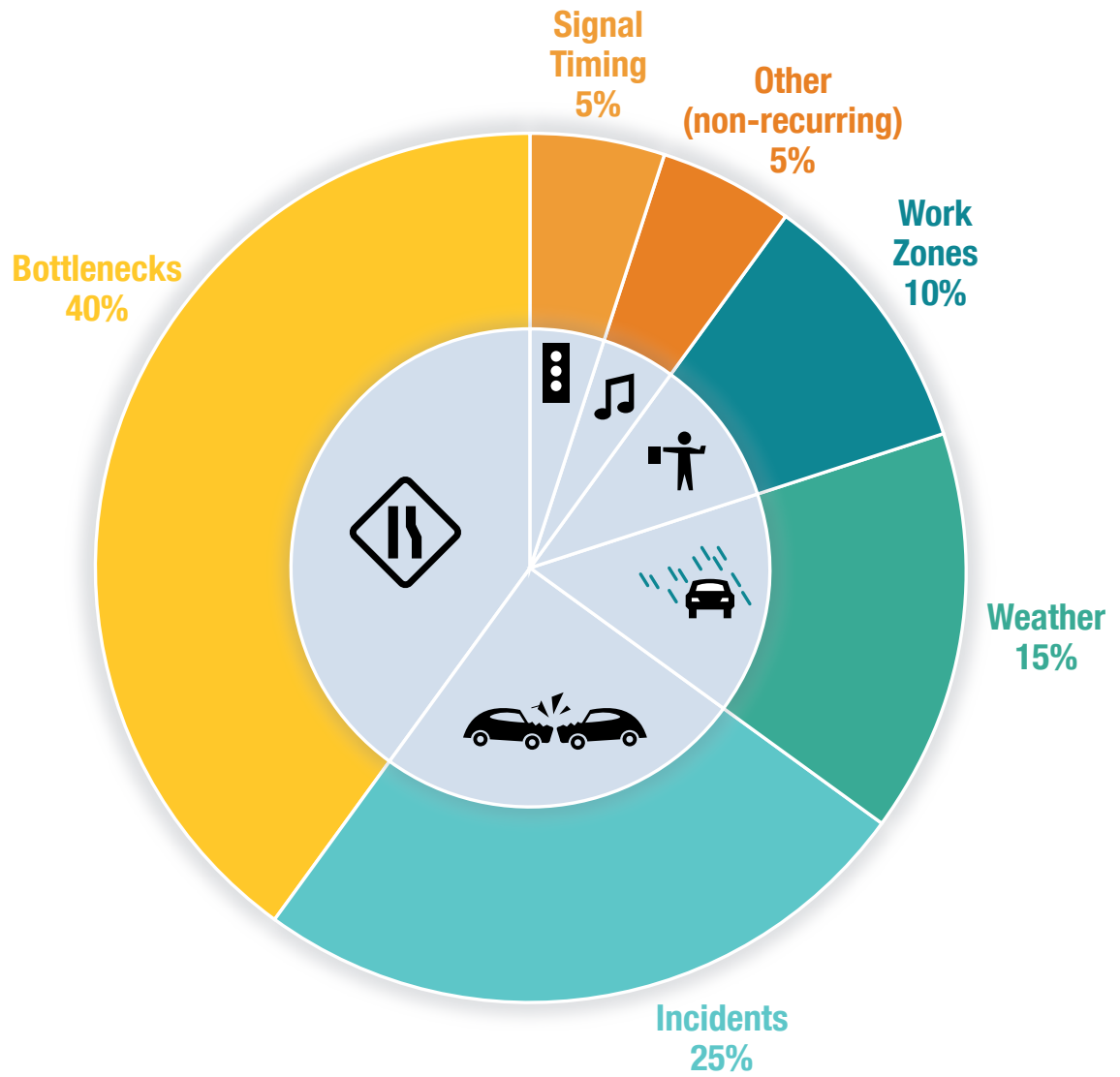
## Causes of Congestion

Congestion impacts nearly all aspects of a transportation system, which affects most of a community's residents and visitors. A study by FHWA identified six primary causes of congestion as is described below and depicted in **Figure 2**. This CMP uses these national data, which suggests that local causes are likely to be similar, with bottlenecks and traffic incidents typically being the top two causes of congestion.

- **Bottlenecks** often occur where roadways narrow or where vehicles stack up (often at traffic signals). These are most frequent source of congestion and characteristically cause a roadway to operate below its adopted level of service standards.
- **Traffic incidents** includes crashes, stalled vehicles, debris on the road, etc. Comprising 25% of congestion issues.
- **Poor weather** cannot be influenced by any agency.
- **Work zones** account for 10% of congestion causes and is attributed primarily to activities involved with network construction and maintenance.
- **Signal timing** may cause congestion when the operations of the signal are not timed appropriately for the volume of traffic.
- **Nonrecurring events** are considered those events that do not occur on a regular basis such as weekday rush hour. Events such as sporting events or concerts may cause unusually high traffic volumes and changes in traffic patterns in locations that typically do not experience them.

As shown in **Figure 2**, bottlenecks are the largest cause of congestion nationally, followed by traffic incidents and bad weather. Bad weather cannot be controlled, but policies and improvements can be implemented to control traffic incidents and bottlenecks.

Figure 2: FHWA Causes of Congestion



Source: FHWA

# FEDERAL REQUIREMENTS

The initial federal requirements for congestion management were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under the successor law, the Transportation Equity Act for the 21st Century (TEA-21). The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) passed into law in August 2005.

The requirements were further evolved under Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law on July 6, 2012. The Fixing America's Surface Transportation (FAST) Act of 2015 sustained these requirements and provides the guidelines and subsequent rule-making for this document. Additional information related to federal regulations related to congestion management can be found in Appendix E.

## National Goals

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

## Federal Eight-Step Process

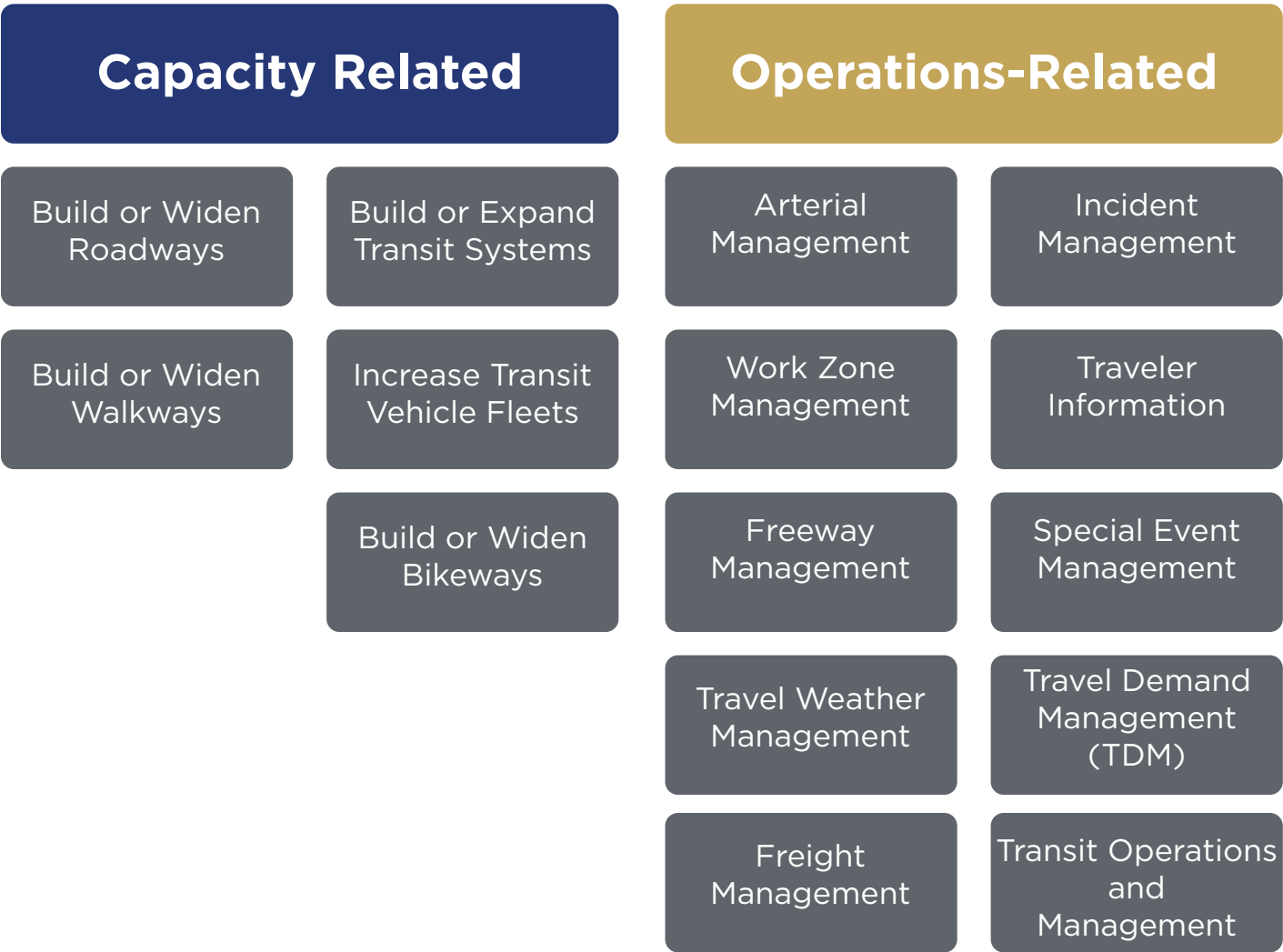
Eight distinct actions are identified by the Federal Highway Administration as the primary elements of a successful CMP. These actions provide a clear sequence of activities to provide a robust and thorough CMP. **Figure 3** illustrates the Federal Eight-Step Congestion Management Process.

**Figure 3:** *Federal Eight-Step Congestion Management Process*



**Figure 4** lists strategies for travel time reliability which relate to and may be used in addressing congestion management.

*Figure 4: Capacity and Operations Strategies for Travel Time Reliability*

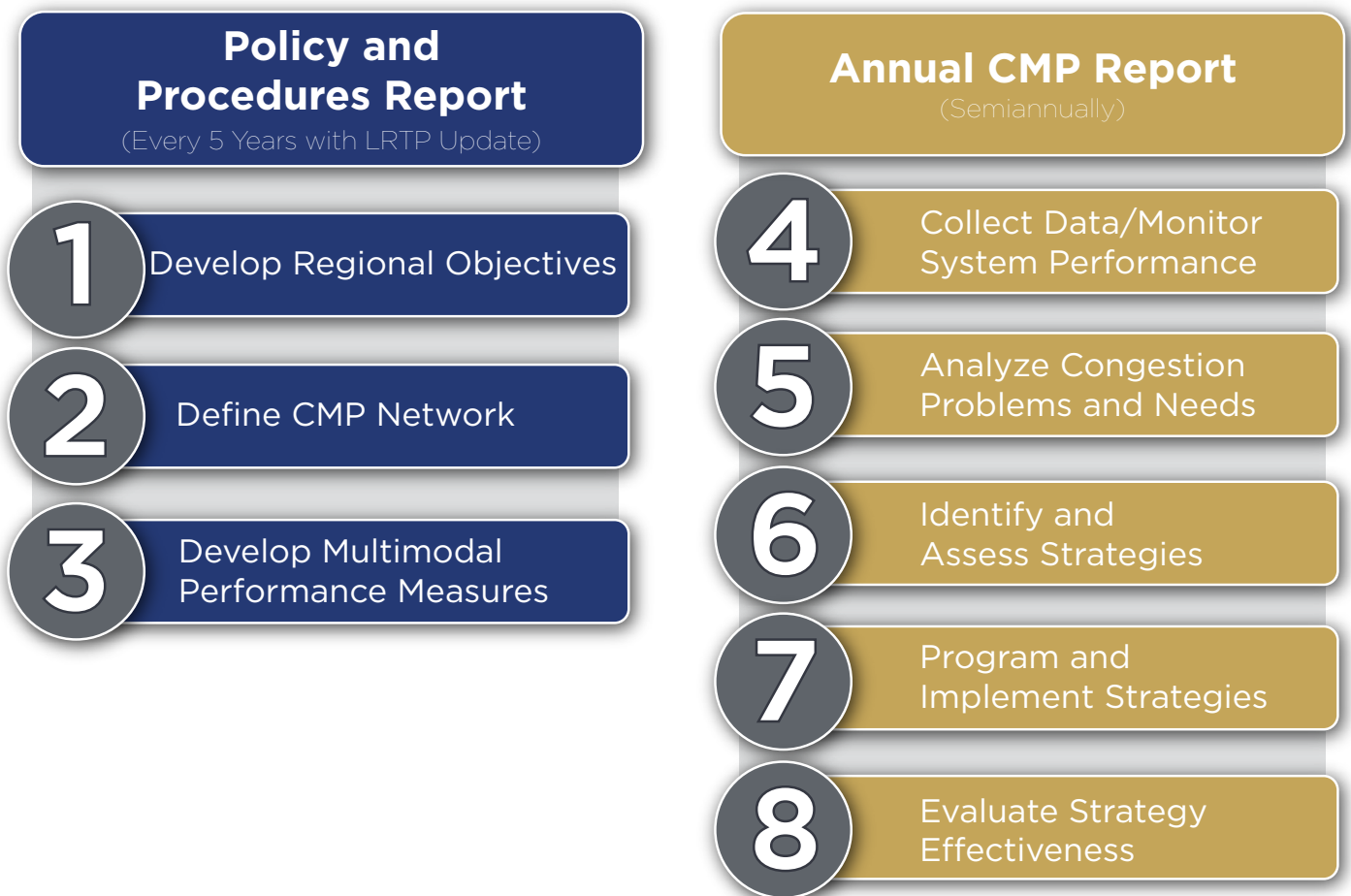


# Ocala Marion TPO Eight-Step Congestion Management Process

This section documents the revised Congestion Management Process for the Ocala Marion TPO that will be used to address the Federal requirements and unique local needs and opportunities of the communities in Marion County. This process closely matches the Federal Eight-Step Process and includes additional detail in specific sections where appropriate.

**Figure 5** demonstrates the Eight-Step Process that will be used by the TPO. As noted, the first three steps will typically be updated concurrent with each update of the LRTP which takes place every five years along with guidance on how Steps 4 to 8 will be implemented. Steps 4 to 8 will potentially be updated every two to three years. The remainder of this section details the eight steps and how they will be implemented.

*Figure 5: Ocala Marion TPO's Approach to the Federal Eight-Step Process*



## CMP In the Metropolitan Planning Process

The CMP is a dynamic tool integrated into the steps the TPO will take when prioritizing projects in general and in the LRTP and TIP. The plan is objective-driven and performance-based, generating a strong evaluation process that leads to implementing appropriate and effective strategies.

Potential mitigation efforts, as identified in the CMP move into project development and into TIP programming for funding and implementation. Those projects that are executed are closely monitored to evaluate the effectiveness locally and regionally. In Marion County, CMP projects could be funded using boxed funds identified in the LRTP along with other local revenues. Funding the projects in this manner would enable the TPO to regularly add those of the highest priority and to expand funding levels as necessary to address local needs.

### *CMP Coordination with List of Priority Projects (LOPP) Process and Local Programs*

As part of the CMP, the Ocala Marion TPO will identify and use information about congested corridors to support the annual List of Priority Projects (LOPP) process, which is done annually by the TPO in collaboration with local governments in Marion County. Additionally, the CMP information will help support programming of local capital projects. By coordinating the identification of congested corridors with the programming of capital spending, it is anticipated that operational and system improvements will address congestion in the near-term, delaying the need for additional travel lanes. This will decrease the overall cost of implementing transportation solutions included later in this report.

Coordination with local government may also occur during the development of the initial Level of Service (LOS) evaluations. Coordination occurs again when the final LOS evaluations are produced, to identify longer-term congestion mitigation projects via Capital Improvements Plan (CIP) update. Action 6 of the CMP process will identify long-term recommendations would be made available for local government use.



## *Public Involvement Process*

The purpose of CMP public involvement activities is to provide the public with information about congestion monitoring activities in place in Marion County and planned congestion-mitigation strategies. The continuing goal is to develop congested corridors and alternative transportation improvement strategies to alleviate congestion and enhance the mobility of persons and goods.

Federal regulations warrant involvement of the public during key stages of transportation projects. As such, the Ocala Marion TPO will involve the public in key stages of transportation improvement projects within and beyond the CMP. Without the actively engaging the community, lack of public support and awareness may adversely impact the success of any potential transportation project. This outreach to the public includes developing and implementing a survey to gather congestion and safety related concerns from the public.

Proposed CMP improvement projects/strategies will be presented to the citizens of Marion County through the TPO's regular planning process. The CMP public involvement process includes various activities to inform the public and gather input and is integrated with activities conducted throughout the LRTP planning process.

Key elements of the CMP public involvement process include the following:

- Meetings with the Technical Advisory Committee (TAC)
- Meetings with the Citizens Advisory Committee (CAC)
- Presentations to TPO Board
- Information dissemination through various TPO public involvement opportunities such as postings to the website and newsletters

Other stakeholders may be included with the TAC as warranted. These stakeholders may include and are not limited to local law enforcement agencies, goods movement representatives, community traffic safety teams (CTST), etc. These additional members would generally serve on an ad hoc basis to address specific issues.

## *CMP Actions/Recommendations*

A set of CMP Actions/Recommendations to enhance the TPO planning process are in Appendix E.

# STEP 1: CMP GOALS AND OBJECTIVES

A series of CMP goals are developed to guide the process of monitoring congestion and improving the mobility of persons and goods in Marion County. These were compiled based on the relevant goals and objectives established in the Ocala Marion TPO 2045 LRTP as well as CMP goals used by other communities in Florida and other states that would also be appropriate for Marion County.

The goals and objectives as established by the 2045 LRTP are presented below and were used as Guiding Principles for the development of the CMP Goals.

## Ocala Marion TPO 2045 LRTP Goals and Objectives

### **Goal 1: Promote Travel Choices that are Multimodal and Accessible**

**Objective 1.1:** Increase transit ridership by providing more frequent and convenient service

**Objective 1.2:** Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multi-use trails throughout the county

**Objective 1.3:** Provide safe and reasonable access to transportation services and facilities for use by the transportation disadvantaged (TD) population

**Objective 1.4:** Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability

### **Goal 2: Provide Efficient Transportation that Promotes Economic Development**

**Objective 2.1:** Improve access to and from areas identified for employment development and growth

**Objective 2.2:** Foster greater economic competitiveness through enhanced, efficient movement of freight

**Objective 2.3:** Address mobility needs and reduce the roadway congestion impacts of economic growth

### **Goal 3: Focus on Improving Safety and Security of the Transportation System**

**Objective 3.1:** Provide safe access to and from schools

**Objective 3.2:** Increase the accessibility and mobility of people and freight within the region and to other areas

**Objective 3.3:** Improve security by enhancing the evacuation route network for natural events and protecting access to military asset

**Objective 3.4:** Reduce the number of fatal and severe injury crashes for all users

#### **Goal 4: Ensure the Transportation System Meets the Needs of the Community**

**Objective 4.1:** Provide opportunities to engage citizens, particularly traditionally underserved populations, and other public and private groups and organizations

**Objective 4.2:** Support community education and involvement in transportation planning

**Objective 4.3:** Coordinate with local government to consider local land use plans when identifying future transportation projects

**Objective 4.4:** Collaborate with various agencies including FDOT, Marion County School District, Marion County and its municipalities, SunTran, and providers of freight and rail travel to create strategies for developing a multimodal transportation system

#### **Goal 5: Protect Natural Resources and Create Quality Places**

**Objective 5.1:** Limit impacts to existing natural resources, such as parks, preserves, and protected lands

**Objective 5.2:** Avoid or minimize negative impacts of projects and disruption to residential neighborhoods

**Objective 5.3:** Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events

**Objective 5.4:** Enhance access to tourist destinations, such as trails, parks and downtowns

#### **Goal 6: Optimize and Preserve Existing Infrastructure**

**Objective 6.1:** Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other emerging technologies

**Objective 6.2:** Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use

**Objective 6.3:** Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades

**Objective 6.4:** Plan for the future of Automated, Connected, Electric and Shared (ACES) vehicles and other emerging technologies into the transportation network

**Objective 6.5:** Improve the reliability of the transportation system through operational and incident management strategies

## CMP GOALS

The following CMP goals will be used as a tool for selecting strategies and performance measures for strategy monitoring and evaluation. The CMP goals are consistent with the LRTP goals and will be evaluated with each update to the CMP.

### Goal 1: Monitor System Performance

### Goal 2: Improve Safety

### Goal 3: Congestion Reduction

### Goal 4: Engage the Public

### Goal 5: System Preservation

## STEP 2: NETWORK IDENTIFICATION

This section of the CMP presents an overview of the geographic area of application and the transportation network.

### Area of Application

The CMP application area is inclusive of the Ocala Marion TPO metropolitan planning area and includes the multimodal transportation system being evaluated and monitored to identify congestion management policies and strategies.

### Transportation Network

Consistent with federal guidelines, the Ocala Marion CMP covers a multimodal transportation network. In addition to evaluating congestion on the roadway network, the Ocala Marion CMP evaluates appropriate transit, bicycle/pedestrian/multiuse path and freight movement networks within its designated area of application. The CMP roadway network is described below.

### Roadway CMP Network

The Ocala Marion TPO roadway network includes all existing functionally classified roadways and roads with construction funded in the next five years, known as the existing-plus-committed (E+C) network. **Figure 6** illustrates the existing plus five-year committed roadway network and includes roadway projects through 2026. This map represents the study area and network for the CMP.

## CMP Network - Introduction

The Ocala Marion TPO CMP roadway network includes three tiers of roadways:

**Tier 1** - Interstate National Highway System (NHS) Roadways

**Tier 2** - Non-Interstate NHS Roadways

**Tier 3** - Non-NHS Roadways

The map in **Figure 6** illustrates the Ocala Marion TPO CMP Network. This represents the study area and network for the Ocala Marion TPO CMP.

### *Interstate NHS Roadways (Tier 1 CMP Network)*

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). The NHS serves as the backbone of our nation's surface transportation system. Our regional, state, and national population has and will continue to grow. The intent of the NHS is to mirror the benefits that resulted from the Interstate Highway System to areas that are not served directly by it.

The Federal Highway Administration responded to the mandate of Congress and developed the concept of a national highway system as a way of focusing federal resources on the nation's most important roads. All of the roadways on the NHS are included in the Ocala Marion TPO's CMP Network. The TPO will be required to frequently report performance statistics on the NHS routes and were separated into the first tier of CMP network roadways to facilitate the update of these statistics. Within the Ocala Marion TPO, the only NHS Interstate Roadway is Interstate-75 (I-75).

### *Non-Interstate NHS Roadways (Tier 2 CMP Network)*

Tier 2 of the CMP network includes other NHS regional/major roadways: This represent other major regional roadways on the State Highway System and non-State Highway System roadways. The following roadway corridors represent the NHS Non-Interstate Tier 2 CMP Network roadways:

- US 27
- US 41
- US 301
- US 441
- SR 40
- SR 200
- SR 326
- SR 492

## *Non-NHS Roadways (Tier 3 CMP Network)*

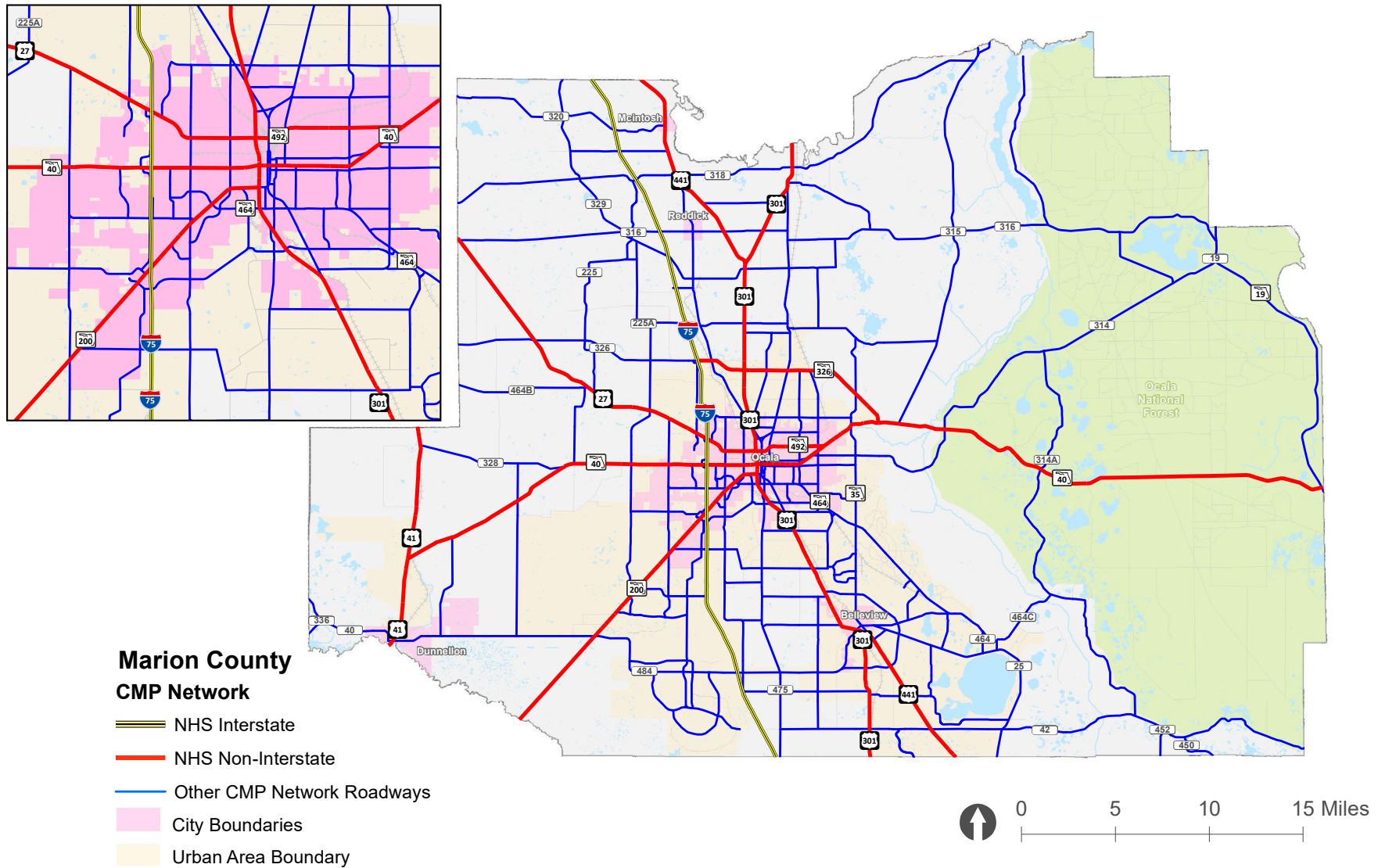
Tier 3 of the CMP network includes other regional/major roadways: on the State Highway System and non-State Highway System roadways. The following roadway corridors represent some of the non-NHS Tier 3 CMP Network roadways:

- SR 19
- SR 25
- SR 35
- SR 464
- CR 21
- CR 25
- CR 25A
- CR 35
- CR 40
- CR 42
- CR 200A / JACKSONVILLE RD
- CR 225
- CR 225A
- CR 312
- CR 314
- CR 314A
- CR 315
- CR 316
- CR 318
- CR 320
- CR 326
- CR 328
- CR 329
- CR 336
- CR 450
- CR 452
- CR 464
- CR 464A
- CR 464B
- CR 464C
- CR 467
- CR 475
- CR 475A
- CR 475B
- CR 484
- BAHIA RD
- BASELINE RD EXT
- BUENA VISTA BLVD
- CHESNUT RD
- E FORT KING ST
- EMERALD RD
- EMERALD RD EXT
- JUNIPER RD
- MAGNOLIA AV N
- MAGNOLIA AV S
- MARION OAKS
- MARION OAKS BLVD
- MARION OAKS CRSE
- MARION OAKS LN
- MARION OAKS MANOR EXT
- MARION OAKS MNR
- MARION OAKS TRL
- MIDWAY RD
- N BAHIA RD
- NE 1 AV
- NE 12 AV
- NE 127 ST RD
- NE 160 AV RD
- NE 17 AV
- NE 175 ST
- NE 19 AV
- NE 2 ST
- NE 203 AV
- NE 24 ST
- NE 25 AV
- NE 28 ST
- NE 3 ST
- NE 35 ST
- NE 36 AV
- NE 40 AV
- NE 44 AV
- NE 47 AV
- NE 49 ST
- NE 70 AV
- NE 8 AV
- NE 90 ST
- NE 95 ST
- NE 97 ST
- NE JACKSONVILLE RD
- NE WATULA AVE
- NW 100 ST
- NW 110 AV
- NW 110 ST
- NW 118 ST
- NW 120 ST
- NW 135 ST
- NW 150 AV
- NW 160 AV
- NW 165 ST
- NW 193 ST
- NW 21 ST
- NW 27 AV
- NW 3 ST
- NW 35 AV

- NW 35 ST
- NW 38 AV
- NW 40 AV
- NW 44 AV
- NW 44TH AVE
- NW 49 ST
- NW 60 AV
- NW 95 ST
- NW MARTIN L KING AV
- OAK RD
- PINE RD
- POWELL RD
- SE 1 AV
- SE 100 AV
- SE 108 TER RD
- SE 11 AV
- SE 110 ST
- SE 110 ST RD
- SE 114TH ST RD
- SE 132 ST RD
- SE 147 PL
- SE 17 ST
- SE 19 AV
- SE 22 AV
- SE 23 PL
- SE 24 RD
- SE 24 ST
- SE 25 AV
- SE 28 ST
- SE 3 AV
- SE 30 AV
- SE 31 ST
- SE 36 AV
- SE 38 ST
- SE 41 CT
- SE 44 AV
- SE 44 AV RD
- SE 47 AV
- SE 52 CT
- SE 52 ST
- SE 64 AVE RD
- SE 8 ST
- SE 80 ST
- SE 92 PL RD
- SE 92 PLACE LOOP
- SE 95 ST
- SE JUNIPER CIR
- SE MAGNOLIA EXT
- SE SUNSET HARBOR RD
- SE WATULA AVE
- SILVER RD
- SPRING RD
- SW 1 AV
- SW 10 ST
- SW 103 ST RD
- SW 13 ST
- SW 140 AV
- SW 17 ST
- SW 180 AV RD
- SW 19 AV
- SW 19 AV RD
- SW 20 ST
- SW 27 AV
- SW 3 ST
- SW 31 AV
- SW 32 AV/SW 34 ST
- SW 33 AV
- SW 37 AV
- SW 38 AV
- SW 38 ST
- SW 40 AV
- SW 40 ST
- SW 42 ST
- SW 44 AV
- SW 46 AV
- SW 49 AV
- SW 49TH AVENUE
- SW 5 ST
- SW 60 AV
- SW 66 ST
- SW 67 AV RD
- SW 7 AV
- SW 7 RD
- SW 80 AV
- SW 80 ST
- SW 95 ST
- SW MARTIN L KING AVE
- W ANTHONY RD
- W FORT KING ST



Figure 6: Ocala Marion TPO CMP Network



## STEP 3: DEVELOPMENT OF PERFORMANCE MEASURES

Performance measures are used as tools to measure and monitor the effectiveness of the transportation system in the CMP. They assist in identifying, tracking and monitoring congestion. However, these measures are dependent upon the transportation network and the availability of data. They are typically used to measure the extent and severity of congestion and for the evaluation of the effectiveness of the implemented strategies.

As identified by FHWA, a set of good performance measures:

- Includes quantifiable data that is simple to present and interpret and has professional credibility;
- Describes existing conditions, can be used to identify problems and to predict changes;
- Can be calculated easily and with existing field data, techniques available for estimating the measure, achieves consistent results; and
- Applies to multiple modes, meaningful at varying scales and settings.

### Performance Measures

The performance measures for the CMP were selected to address the existing conditions for multi-modal transportation network in the area. The measures are also in compliance with the federal direction of using measures that cover multimodal networks. The measures are organized into seven major categories. These seven categories are:

1. Safety
2. Roadway Capacity
3. Roadway Reliability
4. Public Transit
5. Bicycle/Pedestrian/Multiuse Trail Facilities
6. Goods Movement
7. Transportation Demand Management.

## Relationship of Performance Measures to the Goals and Objectives

**Table 1** illustrates an example of the relationship between the performance measures identified above and the Goals for the Congestion Management Process.

**Table 1. Relationship of Goals to Performance Measures**

		GOAL 1: MONITOR SYSTEM PERFORMANCE	GOAL 2: IMPROVE SAFETY	GOAL 3: CONGESTION REDUCTION	GOAL 4: ENGAGE THE PUBLIC	GOAL 5: SYSTEM PRESERVATION
Performance Measure						
Safety Performance Measures (% Year Rolling Average)	Number of Fatalities					
	Fatality Rate					
	Serious Injuries	○	●	○	○	
	Serious Injury Rate					
	Non-Motorized Safety (Fatalities + Serious Injuries)					
Roadway Capacity Performance Measures	Percent of VMT and Roadway Miles below adopted Level of Service Standard	○	○	●		
	V/C Ratio					
	V/MSV Ratio					
Travel Time Reliability Performance Measures	Percent of the Interstate System providing for Reliable Travel Times					
	Percent of the Non-Interstate NHS providing for Reliable Travel Times					
	Percent of the Interstate System where Peak Hour Travel Times meet expectations (Optional)	○	○	●		
	Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations (Optional)					
Goods Movement Performance Measures	Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes					
	Percent of the Interstate System Mileage Providing for Reliable Truck Travel Times	○	○	●		
	Percent of the Interstate System Mileage Uncongested					
	Number of Crashes Involving Heavy Vehicles					
Public Transit Performance Measures	Percent of Congested Roadway Centerline Miles with Transit Service					
	Passenger Trips per Revenue Hour	○	○	●		
	Average Peak Service Frequency					
	On-Time Performance					
Bike/ Pedestrian/ Trail Facility Performance Measures	Annual Ridership					
	Percent of Congested Roadway Centerline Miles with Bicycle and/or Sidewalk Facilities	○	○	●		
TDM	Miles of Multi-Use Trails					
	Number of Registered Carpools or Vanpools	○	○	●		
System Preservation (Optional - Non- CMP)	Percent of Interstate & Non-Interstate NHS Pavement in Good/Poor Condition	●				●
	Percent of NHS Bridges in Good/Poor Condition					

● Primary Relationship ○ Secondary Relationship

## **Safety Performance Measures (Based on 5-Year Rolling Average)**

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Non-motorized safety (number of non-motorized fatalities + serious injuries)

## **Roadway Capacity Performance Measures**

- Percent of Roadway Miles by LOS Type
- Percent of Vehicle Miles Traveled by LOS Type
- V/C ratio
- V/MSV ratio

## **Reliable Travel Time Performance Measures**

- Percent of the Interstate System providing for Reliable Travel Times
- Percent of the non-Interstate NHS providing for Reliable Travel Times
- Percent of the Interstate System where Peak Hour Travel Times meet expectations (Optional)
- Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations (Optional)

## **Public Transit Performance Measures**

- Percent of congested roadway centerline miles with transit service
- Average peak service frequency
- On-time performance
- Transit Ridership

## **Bicycle/Pedestrian/Multiuse Path Facility Performance Measures**

- Percent of Congested Roadway Centerline Miles with Bicycle Facilities
- Percent of Congested Roadway Centerline Miles with Sidewalk Facilities
- Miles of existing Multiuse Paths

## **Goods Movement Performance Measures**

- Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes
- Number of Crashes Involving Heavy Vehicles

## **Transportation Demand Management Performance Measures**

- Available information on registered vanpools/carpools and riders.

## **System Preservation (Optional – Non-CMP)**

- Percent of pavements of the Interstate System in Good condition
- Percent of pavements of the non-Interstate NHS in Good condition
- Percent of pavements of the Interstate System in Poor condition
- Percent of pavements of the non-Interstate NHS in Poor condition
- Percent of NHS Bridges Classified as in “Good” Condition
- Percent of NHS Bridges Classified as in “Poor” Condition

These performance measures were identified based on numerous monitoring activities currently conducted and/ or planned by various local and state agencies for Marion County. Detailed descriptions of each of these measures, together with an explanation of how the required data are or will be collected, are presented below. Developing additional performance measures resulting from implementation of MAP-21 and the FAST Act.

## **Safety Performance Measures (5 Year Rolling Average)**

Crashes at intersections and roadway segments are used as an indicator of congestion. Considered a measure of non-recurring congestion, this measure uses data that are widely available through the many local and state agencies that track them on an ongoing basis throughout the CMP application area. All data is collected and summarized in the form of a 5 year rolling average.

### **Number of Fatalities**

This is a summary of the number of fatalities from motor vehicle crashes. This is measured by the number of fatalities and not the number of fatality crashes.

### **Fatality Rate**

This is a summary of the number of fatalities from motor vehicle crashes normalized by exposure in the form of vehicle miles of travel (100 million). This is measured by the number of fatalities and not the number of fatality crashes.

### **Serious Injuries**

This is a summary of the number of incapacitating injuries from motor vehicle crashes. This is measured by the number of persons receiving incapacitating injuries and not the number of incapacitating injury crashes.

### **Serious Injury Rate**

This is a summary of the number of incapacitating injuries from motor vehicle crashes normalized by exposure in the form of vehicle miles of travel (100 million). This is measured by the number of persons receiving incapacitating injuries and not the number of incapacitating injury crashes.

### **Non-Motorized Safety (Fatalities + Serious Injuries)**

This is a summary of the number of fatalities and incapacitating injuries from motor vehicle crashes that involve pedestrians or bicyclists. This is measured by the sum of the number of fatalities and incapacitating injuries and not the number of fatality or incapacitating injury crashes.

**Data Collection/Availability** – Crash data in Marion County is collected by the TPO from the University of Florida Signal Four Analytics database and also received from FDOT on an annual basis.

## **Additional Resources**

In March 2021 FDOT published an updated Strategic Highway Safety Plan (SHSP). This newest plan establishes a focus toward achieving “Vision Zero”, a goal of zero traffic fatalities. The plan identifies four approaches to improve safety:

- Engineering
- Enforcement
- Education
- Emergency Response

The plan also identifies the need for quality Information Intelligence, Innovation, Insight Into Communities, and Investments and Policies to achieve Vision Zero.

These overarching approaches address the following 11 SHSP Emphasis Areas withing the Roadways, Road Users, and User Behavior categories:

Each year the TPO is required to update safety targets for five safety performance measures established by MAP-21. The TPO Governing Board decides annually if these targets may differ from the statewide targets established by FDOT.

## **Roadway Performance Measures**

Percent of Vehicle Miles of Travel (VMT) and Roadway Miles Below the Adopted Level of Service (LOS) Standard. This measure summarizes the proportion of vehicle miles of travel and roadway miles below the adopted level of service standard to help quantify the level of congestion within the County.

**Data Collection/Availability** – The City of Ocala, Marion County, and FDOT collect traffic data annually. FDOT updates capacity data and performs LOS analysis on an annual basis for various planning purposes. The Maximum Service Volume (MSV) and LOS are generally based on FDOT Quality/Level of Service (Q/LOS) methodology.

## **V/C Ratio and V/MSV Ratio**

The volume-to-capacity (V/C) ratio is used as the major tool in measuring roadway conditions and is a measure of the amount of traffic on a given roadway in relation to the amount of traffic the roadway was designed to handle. The volume to maximum service volume (V/MSV) is used to measure the amount of traffic on a roadway in relation to the adopted acceptable amount of traffic the roadway should be able to handle.

The City of Ocala, Marion County, and FDOT collect traffic volume data annually. The Ocala Marion TPO publishes the traffic counts in a Geographic Information System (GIS) platform and published report. FDOT updates capacity data and performs LOS analysis on an annual basis for various planning purposes.

## **Reliable Travel Time Performance Measures**

FDOT has an established a Mobility Performance Measures Program based on a benchmarking technique and is referred to as the Florida Reliability Method. The Florida Reliability Method was derived from the Department’s definition of reliability of a highway system as the percent of travel on a corridor that takes no longer than the expected travel time plus a certain acceptable additional time. In this context, it is necessary to define the three major components of reliability:

1. **Travel time** – The time it takes a typical commuter to move from the beginning to the end of a corridor. Since speed is determined along each segment as the traveler moves through the corridor, this travel time is a function of both time and distance. This is representative of the typical commuter's experience in the corridor.
2. **Expected travel time** – The median travel time across the corridor during the time-period being analyzed. The median is used rather than the mean so that the value of the expected travel time is not influenced by any unusual major incidents that may have occurred during the sampling period. These major incidents will be accounted for in the percentage of how often the travel takes longer than expected but will not change the baseline to which that unusually high travel time is being compared.
3. **Acceptable additional time** – The amount of additional time, beyond the expected travel time, that a commuter would find acceptable during a commute. The acceptable additional time is expressed as a percentage of the expected travel time during the period being analyzed.

### **Percent of the Interstate System providing for Reliable Travel Times**

Percent of the Interstate System providing reliable travel times.

### **Percent of the non-Interstate NHS providing for Reliable Travel Times**

Percent of the non-Interstate NHS System providing reliable travel times. This will typically only be measured on the State Highway system and a limited number of non-State Highway System facilities.

## **Public Transit Performance Measures**

### **Average Service Frequency and Number of Routes**

This measure summarizes the number of routes in Marion County (fixed-route local bus service), including the average service frequency.

**Data Collection/Availability** – Ocala and Marion County's transit system, SunTran, maintains databases of various transit service and operational data including route networks. This data is typically available in GIS or spreadsheet formats and used regularly by SunTran for service planning purposes.

### **Passenger Trips (Annual Ridership)**

Annual ridership summarizes the total number of un-linked passenger trips from all transit routes that operates in the CMP application area in Marion County. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

**Data Collection/Availability** – The ridership data is considered one of the key performance indicators for any transit systems and are collected regularly. Transit ridership data is maintained and summarized by SunTran in various transit and related documents.



## **Passenger Trips per Revenue Hour**

Passenger Trips per Revenue Hour summarizes the total number of un-linked passenger trips from all transit routes that operates in the CMP application area in Marion County divided by the total revenue hours. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. The total revenue hours are provided by SunTran.

**Data Collection/Availability** – SunTran regularly collects this data, which are reported in various day- to-day operations reports and annual reports such as the National Transit Database (NTD).

## **Bicycle/Pedestrian/Multiuse Path Facility Performance Measures**

### **Percent of Congested CMP Roadway Centerline Miles with Bicycle Facilities**

This measure identifies the proportion of congested CMP centerline miles, where some type of bicycle facility exists, as defined by the respective planning agencies. Some communities consider paved shoulders and wide curb lanes to be bicycle facilities, excepting interstates and toll facilities.

**Data Collection/Availability** – The data are regularly collected and maintained by Ocala Marion TPO and summarized in various local plans.

### **Percent of Congested CMP Roadway Centerline Miles with Sidewalk Facilities**

The proportion of congested CMP roadway network centerline miles on which a sidewalk is available is measured.

**Data Collection/Availability** – The data are regularly collected and maintained by the TPO and summarized in various local plans.

### **Miles of Multiuse Paths**

This measure summarizes the total number of miles of multiuse path facilities in Marion County. Multiuse path facilities usually are off-street facilities designated for the exclusive use of nonmotorized travel. They may be used by pedestrians, cyclists, wheelchair users, joggers, and other non-motorized users.

**Data Collection/Availability** – The data are regularly collected and maintained by the TPO and summarized in various local plans.

## **Goods Movement Performance Measures**

### **Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes**

Measures the total vehicle miles of travel below the adopted LOS standard in Marion County on the NHS. The VMT for a roadway segment is calculated by multiplying the Annual Average Daily Traffic (AADT) of that segment by the length of the segment in miles.

**Data Collection/Availability** – The VMT performance data is calculated with the update of the State of the System Report.

### **Percent of the Interstate System Mileage providing for Reliable Truck Travel Times**

Percent of the Interstate System providing reliable truck travel times.

**Data Collection/Availability** – Truck Travel Time Reliability Data will be summarized by FDOT for the Interstate System.

## **Percent of the Interstate System Mileage Uncongested**

This measures the total vehicle miles of travel below the adopted LOS standard in Marion County on Interstate 75.

**Data Collection/Availability** – Level of service performance data is calculated with the update of the State of the System Report.

## **Number of Crashes Involving Heavy Vehicles**

These crashes involve heavy vehicles. It is considered a measure of nonrecurring congestion that is often more significant when it involves heavy vehicles. This measure uses data that are widely available through the many local and state agencies that track these data on an ongoing basis throughout the CMP application area.

**Data Collection/Availability** – Crash data is derived from the University of Florida Signal Four Analytics database.

## **TDM Performance Measures**

### **Number of Registered Carpools or Vanpools**

TDM Performance Measures could include the annual number of registered carpools and vanpools in CMP application area. A carpool is defined as a group of two or more people who commute to work or other destinations together in a private vehicle, while a vanpool is typically a prearranged group of 5 to 15 people who share their commute to work.

**Data Collection/Availability** – FDOT's reThink Your Commute, through a contracted operator, provides carpool/ vanpool services in Marion County and neighboring areas. reThink Your Commute maintains data on the number of carpools and vanpools operating in Marion County on an annual basis. The organization also maintains a list of registered carpool/vanpool users to match to carpools and vanpools.

### **System Preservation (Optional – Non-CMP)**

Federal legislation (MAP-21 & FAST Act) requires the reporting of pavement conditions and bridge conditions on the National Highway System. While this is not a CMP related performance measure, it is appropriate to include these performance measures in the CMP Annual State of the System report.

- Percent of pavements of the Interstate System in Good condition
- Percent of pavements of the non-Interstate NHS in Good condition
- Percent of pavements of the Interstate System in Poor condition
- Percent of pavements of the non-Interstate NHS in Poor condition
- Percent of NHS Bridges Classified as in "Good" Condition
- Percent of NHS Bridges Classified as in "Poor" Condition

**Data Collection/Availability** – Pavement condition data for the Interstate and Non-Interstate National Highway System roadways will be provided by FDOT. Non-State NHS pavement condition data will need to be provided by the appropriate jurisdiction and data availability may be limited. Bridge condition information will be provided by the FDOT for all NHS bridges.

# SYSTEM PERFORMANCE MONITORING PLAN

The FHWA identifies congestion monitoring as just one of several aspects of transportation system performance that leads to more effective investment decisions for transportation improvements. Safety, physical condition, environmental quality, economic development, travel time reliability, quality of life, and customer satisfaction are among the aspects of performance that also require monitoring.

The goal of the Ocala Marion TPO CMP system monitoring plan, as presented in **Table 2**, is to develop an ongoing system of monitoring and reporting that relies primarily on data already collected or planned to be collected.

The components of the monitoring plan include roadways, public transit/rideshare, bicycle/pedestrian/multiuse path, transportation demand management (TDM), and goods movement where:

- Roadways are monitored through annual LOS analysis using traffic counts and other related data constantly collected throughout the region;
- Crashes are monitored to help measure safety and nonrecurring congestion;
- Transit performance is monitored continuously through various operating and capital plans;
- Bicycle/pedestrian/multiuse path inventory data are monitored and updated in various city and county databases;
- TDM-related data monitoring is done primarily by the reThink Your Commute Commuter Assistance Program, which maintains an array of databases and coordinates programs to find alternatives for single occupant vehicle (SOV) trips in Marion County and other counties in Central Florida;
- Significant goods movement corridors are evaluated to address mobility needs of the goods movement providers.

Table 2. System Performance Monitoring Plan

CATEGORY	PERFORMANCE MEASURES	MONITORING ACTIVITY	RESPONSIBLE AGENCY	CURRENT STATUS	GEOGRAPHIC AREA COVERED
Level of Service	Percent of Miles/VMT by LOS Type	Level of Service Analysis	Ocala Marion TPO	Ongoing	Ocala Marion TPO Roadway Network
	V/C Ratio				
	V/MSV Ratio				
Safety	Total Crashes	Crash Data Analysis	Ocala Marion TPO	Ongoing	FDOT, Marion County
	Crash Frequency				
	Crashes involving heavy vehicles				
Transit	Passenger Trips	National Transportation Database Report/ Transit Development Plan	Ocala Marion TPO/ Cities/FDOT	Ongoing	Ocala Marion TPO Roadway Network
	Passenger Trips per Revenue Hour				
	Number of Routes & Service				
Bicycle and Pedestrian	Miles of Multiuse Path Facilities	Bicycle/ Pedestrian/ Multiuse Path Plans, LRTP and Databases	Ocala Marion TPO	Ongoing	Marion County
	Percent Congested Miles on Ped. and Bike facilities				
Carpooling	Number of Registered Carpools or Vanpools	Annual Reports and Interim Summaries by reThink Your Commute	reThink Your Commute	Ongoing	Marion County
Truck Traffic	Percent of VMT on Designated Truck Route Corridors on congested roadways	Roadway Databases and LRTP	Ocala Marion TPO / FDOT	Ongoing	Marion County

The TPO, as part of the system monitoring plan, will update the State of the System Report to coordinate with the LRTP, the Marion County Comprehensive Plans and Mobility Fee Update. Since traffic conditions typically do not change drastically from one year to the next, the TPO will update the policies and process of the CMP to coincide with the adoption of the LRTP. It is anticipated that the State of the System Report would then be updated every two years.

# CONGESTED CORRIDOR SELECTION AND CMP STRATEGIES

## Introduction

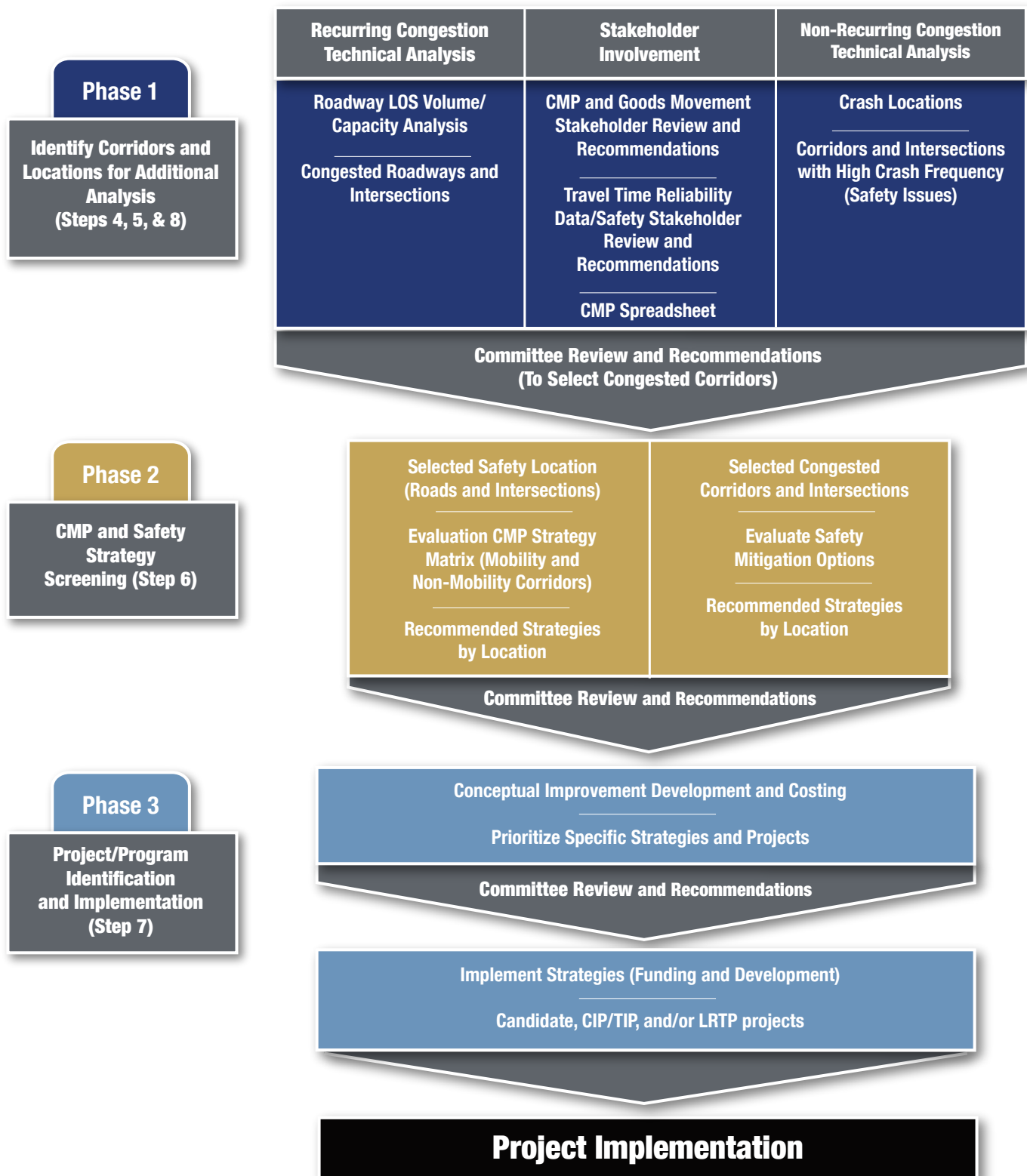
The process of completing CMP Steps 4 to 8 are focused on the identification of congestion, potential strategies to address congestion that lead to implementation, and evaluating the impact of implemented congestion strategies on the transportation system. This section summarizes the identification of potential CMP strategies. This includes the process for selecting new corridors and future projects for implementation and may also include an implementation schedule, responsibilities, costs, and possible funding sources for each strategy currently proposed for implementation.

## Congested Corridor Selection and Project Selection Process

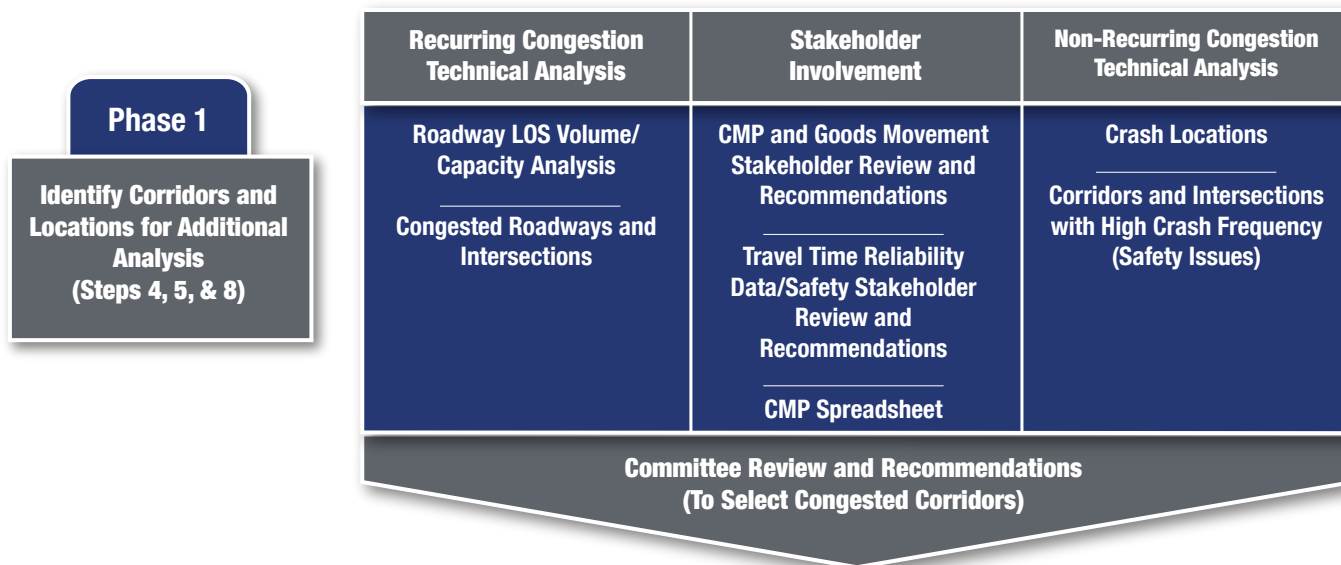
The purpose of the CMP is to identify implementable projects. The list of known congestion issues maintained by the TPO should continue to be used as a primary source in identifying opportunities. However, continued monitoring of the transportation system will provide additional information regarding new congestion where solutions will be needed. The 3-phase CMP process outlined in **Figure 7** involves identifying and screening congested corridors to identify potential projects/programs that may be implemented.

The process follows three phases and complements the federal eight-step process described in Chapter 2. Corridors to be evaluated are selected by coordinated efforts of TPO committees.

Figure 7: Corridor/Strategy Selection Process



The following pages provide additional details on each phase of the corridor and strategy selection process.



## Identify Congested Corridors and Locations for Additional Analysis (Phase 1) - Steps 4, 5, & 8

Monitoring efforts are used to review the level of service on the roadway network to identify recurring congestion. Roadways that are congested today or forecasted to be congested in five years are considered for review through the CMP screening process. The TPO uses a tiered approach in identifying potential projects for implementation in the CMP. This approach includes a series of conditions or criteria for evaluating congestion and identifying the appropriate solution.

- **Not Congested (currently or in five years without improvements):** Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.
- **Approaching Congestion or Minimally Congested:** Corridors that are approaching congestion or are minimally congested based on one of the following three criteria (projects on these corridors may have the greatest impact):
  - » **Approaching Congestion** – Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway’s capacity at the adopted level of service standard with either the existing conditions or forecasted five-year condition without improvement.
  - » **Congested Today** – Existing corridors with traffic volumes that exceed the adopted level of service standard that do not exceed the physical capacity of the roadway.
  - » **Congestion in 5 Years** – Corridors forecasted in five years to have traffic volumes that exceed the adopted level of service standard that do not exceed the physical capacity of the roadway.
- **Extremely Congested:** Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.



Crash data management procedures also are used to identify corridors or intersections with a high frequency of crashes that result in non-recurring congestion. Safety improvements not only reduce the potential harm to persons in our communities but also can reduce congestion.

Generally, non-congested corridors do not need to be addressed by the CMP; however, the other two categories may require one or more congestion-relieving strategies. Extremely congested corridors typically will require either capacity improvements or a shift to other mobility strategies that rely significantly on public transportation or reductions in travel demand. In some cases, extremely congested corridors may respond favorably to the implementation of operational improvements; these would be considered on a case-by-case basis where appropriate. The corridors approaching congested or minimally congested will generally be the most responsive to CMP improvement strategies.

After the congested network and corridors have been identified, two to three corridors are selected for detailed analysis and identification of recommended strategies. The TPO's committees review the selection of corridors.

Once corridors are selected and evaluated, they typically will not be reevaluated for three to five years. Corridors are selected based on the following:

1. If they are not in the 5-year work program or identified as projects in the 10-year plan and the corridors are forecasted to operate below their adopted level of service standard.
2. Corridors that would receive the greatest mobility or operational benefit from the CMP process.

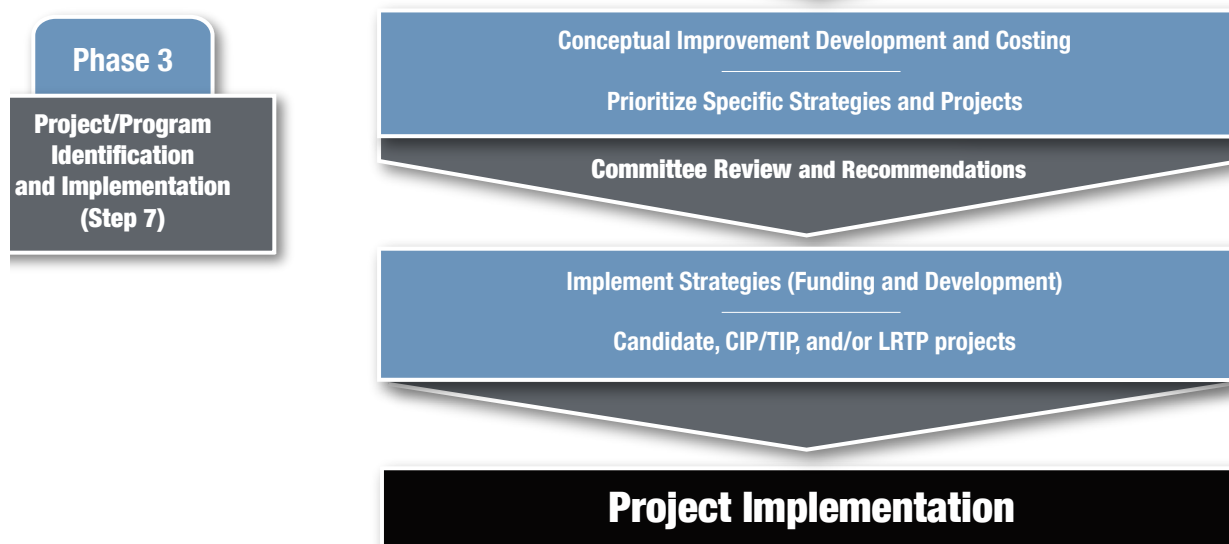
The evaluation of the 5 year systemwide level of service analysis with programmed improvements addresses the requirement to evaluate strategy effectiveness (Step 8).



## *CMP and Safety Strategy Screening (Phase 2) - Step 6*

Once congested corridors are selected for review, they are screened to identify mitigation strategies to reduce congestion or improve safety and reduce crashes. The Congestion Mitigation Process Strategy Matrix (found in Appendix B) is used to address recurring congestion, and the Safety Mitigation Strategy Matrix (found in Appendix C) is used to address nonrecurring congestion. The matrix includes strategies in five tiers as identified in the Ocala Marion CMP Strategy Toolbox, as illustrated later in this section. The CMP Strategy Matrix typically is used in a workshop setting to quickly review a corridor, and the Safety Mitigation Strategy Matrix is applied based on a review of crash data.

Because this phase is typically the most time-consuming and data-intensive, it is not always necessary to screen the congested corridors if previous analysis or evaluation has been conducted. In the case of the list maintained by the TPO, congestion issues may have already been identified or documented through citizen comment and observation making it simpler to identify the appropriate strategy to address the congestion issue.



### *Evaluate Project or Program for Implementation (Phase 3)* *- Step 7*

The congestion or safety mitigation strategies that are identified as having the greatest potential benefit are then evaluated in greater detail based on committee and/or technical recommendations. During this phase, additional analysis is performed on potential projects and programs to identify the specific improvement, implementation issues, and costs. Recommendations for implementation are then made for approved projects or programs. This may result in a need to refocus existing resources, such as existing rideshare programs or local maintenance crews where possible, programming improvements in the local agency capital improvement programs or transportation improvement program, or using boxed-funds controlled by the TPO, and finally may be identified as candidate projects for implementation in future LRTPs. This identification of projects and programs is coordinated with the TPO committees, and information is provided to the local government staff for future consideration during the capital budgeting process.

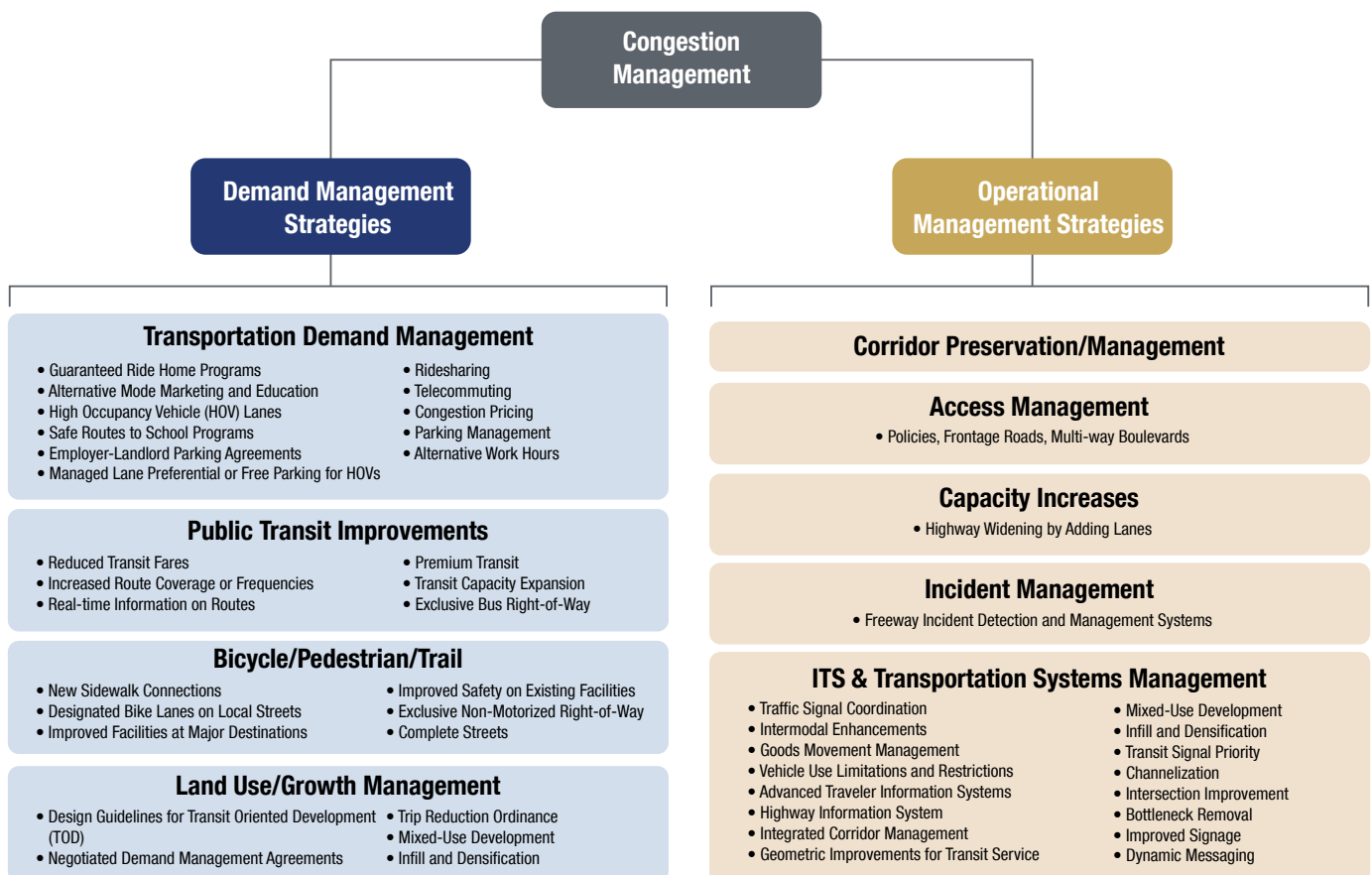
# CONGESTION MANAGEMENT STRATEGIES

This section of the CMP Update identifies and evaluates the strategies intended for mitigating existing and future congestion in the CMP roadway network. A Toolbox of Strategies is presented to help decision makers and planners in effectively using these congestion reduction strategies. The Final Rule on Statewide and Metropolitan Transportation Planning published on February 14, 2007, states that, “development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the Transportation Improvement Program (TIP).”

A full range of potential strategies has been identified for the multimodal CMP network. These strategies are included in the full CMP Toolbox of Strategies found in Appendix E.

**Figure 8** summarizes the demand and operational management strategies included in the Ocala Marion TPO CMP Toolbox of Strategies. A full range of demand and operational management strategies are identified for the TPO to assist in efforts to mitigating existing and future congestion.

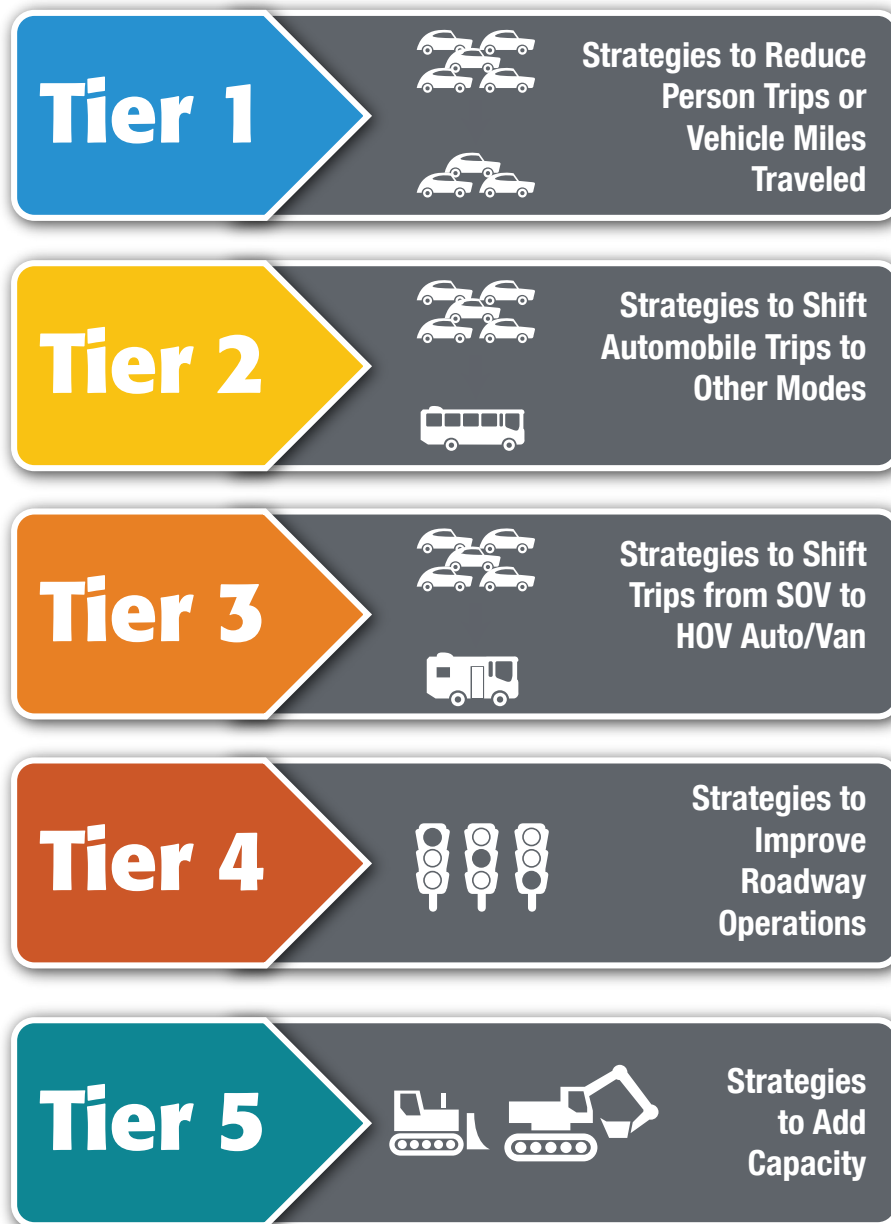
Figure 8: Congestion Management Strategies



# CMP TOOLBOX OF STRATEGIES

The CMP uses a strategy toolbox with multiple tiers of strategies to support the congestion strategy or strategies for congested corridors. Following an approach used by other TPOs and promoted by FHWA, the toolbox of congestion mitigation strategies is arranged so that the measures at the top take precedence over those at the bottom. The toolbox is presented below in **Figure 9**.

*Figure 9: Ocala Marion TPO CMP Toolbox of Strategies*



The “top-down” approach promotes the growing sentiment in today’s transportation planning arena and follows FHWA’s clear direction to consider all available solutions before recommending additional roadway capacity. is divided by tiers, strategies, and specific examples. Appendix C includes specific examples, while Appendix E includes outlines the tiers and strategies in the toolbox.

# CONGESTION MITIGATION MATRIX

The CMP Strategy Matrix is used to address recurring congestion. The matrix is included in Appendix B. The matrix includes strategies in five tiers as identified in the CMP Strategy Toolbox. The CMP Strategy Matrix typically is used in a workshop setting with agency stakeholders to quickly screen through the strategies to identify appropriate strategies that may provide a benefit within the corridor. Following the screening of a corridor using the matrix, strategies which were identified as having a high level of potential benefit or medium level of potential benefit are considered for additional analysis where appropriate. The CMP Strategy Matrix identifies the general level of applicability by mode given the different trip types as follows:

- **Regional Trips:** Long distance trips and/or pass-through trips through the county. Typically these trips are auto dependent unless served by premium transit modes.
- **Regional Access Trips:** Moderate distance trips that have at least one trip end (origin or destination) within the corridor. Typically, these trips are auto dependent unless served by a mix of premium or fixed route transit.
- **Local Access Trips:** These are shorter trips with at least one trip end within the corridor. Typically transit and bicycle modes can compete favorably with the auto modes of travel relative to travel time.
- **Local Circulation Trips:** These are very short trips where both trip ends likely occur within close proximity to the corridor. Typically, walking and bicycling have travel times comparable to auto usage. Public transportation is typically not viable in the absence of frequent local circulator transit service since walking times are of relatively short duration.

# CMP SAFETY MITIGATION MATRIX

The Ocala Marion TPO CMP process also includes a “CMP Safety Mitigation Matrix” for use in streamlining the identification of potential safety issues identified in the identification of congested corridors by making use of crash data produced by FDOT. FDOT produces maps and reports by crash type or cause which can be used to identify safety issues on the major roadway network for both congested and non-congested roadways. Reducing the number of crashes that occur on major roadways can reduce nonrecurring congestion. While the delay incurred resulting from crashes cannot be determined easily, it is a significant contribution of delay on major roadways. To support the integration of crash reduction as a means to reduce non-reoccurring congestion, a CMP Safety Mitigation Matrix was developed.

The CMP Safety Migration Matrix is provided in Appendix C. This Matrix is similar to the CMP Strategy Matrix in that it should be used to screen and identify potential strategies that would reduce congestion caused by specific crash types. The Matrix identifies crash types and the typical strategies that could be implemented to improve safety and reduce these crashes for the Safety Emphasis Areas identified in the State of Florida Strategic Highway Safety Plan. In most cases, additional detailed study will be required to identify the specific safety strategy or strategies to be implemented for a specific location.

# MONITOR STRATEGY EFFECTIVENESS

The FHWA guidelines call for CMPs to include provisions to monitor the performance of strategies implemented to address congestion. Regulations require, “a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area’s established performance measures.” This step of the process helps determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area.



## Chapter 3

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# State of the System Report





# State of the System Report

## INTRODUCTION

As a key tool in the Ocala Marion TPO CMP, a State of the System Report will be developed to track the effectiveness of the implemented strategies, to the extent possible with the available project level data, and conditions of the multimodal transportation system as a whole. The same set of quantifiable performance measures established for the CMP will be used to measure system performance at corridor and system levels. The measures that will be utilized in the State of the System Report include:

- **Roadway Performance Measures** including percent of roadway miles and VMT by LOS Type as well as roadway traffic volume to capacity and volume to maximum service volume ratios.
- **Transit Performance Measures**, including passenger trips per revenue hour, passenger trips, and the number of routes.
- **Bicycle/Pedestrian/Multiuse Path Performance Measures**, including percent of congested CMP roadway centerline miles with bicycle facilities, percent of congested CMP roadway centerline miles with sidewalk facilities, and miles of multiuse paths.
- **TDM Performance Measures**, including the number of registered carpools or vanpools in the CMP study area
- **Goods Movement Performance Measures**, including the % of total VMT on truck routes on congested roadways.

## ORGANIZATION OF THE CHAPTER

This chapter provides an updated analysis of the major corridors within the TPO's planning area and is presented in the following sections:

- Summary of **system performance and trends** relative to the performance measures identified in Chapter 2
- Identification of the **congested corridors** in Marion County in 2021 and 2026
- Summary

## SYSTEM PERFORMANCE TRENDS

This section examines the performance of the system, first in a summary format and then in a more detailed form based on the specific performance measures for the CMP. This evaluation, together with the other components of the CMP, is intended to provide a better understanding of the performance of the transportation system in order to select and implement congestion mitigation and mobility strategies.

### **Safety Performance Measures**

- The number of fatal crashes over the last five years has steadily increased from 70 crashes in 2016 to 108 crashes in 2020.
- The number of severe injury crashes has decreased significantly from 372 crashes in 2016 down to 304 crashes in 2020.
- Non-motorized fatalities and serious injuries have remained relatively steady since 2016, except for a peak of 62 in 2019.

### **Roadway Capacity Performance Measures**

- Less than 5% of centerline miles on the CMP network are congested today (2021), and less than 7% are expected to be congested with the existing plus committed network by 2026.
- Approximately 16% of vehicle-miles of travel on the CMP network are considered congested today (2021), and approximately 38% are expected to be congested with the existing plus committed network by 2026. More than 85% of the congested vehicle-miles of travel in horizon year 2026 are expected to be on I-75.

### **Goods Movement Performance Measures**

- More than 12% of the centerline miles for truck routes (which make up the CMP network) are considered congested.
- More than 23% of the vehicle miles of travel are considered congested.

### **Transit Performance Measures**

- Based on the latest roadway capacity performance measures and the existing SunTran routes within Marion County, transit service is provided on just 2.8% of (non-Interstate) roadways identified as Congested or Extremely Congested.
- The peak service frequency along existing SunTran routes within Marion County is 70 min, or approximately 0.86 buses per hour, according to the latest available data (Fiscal Year 2020) from SunTran.
- In Fiscal Year 2020, SunTran reported that 76% of transit service provided within Marion County was deemed on-time.
- SunTran reports that annual ridership in the latest available data (Fiscal Year 2020) was 256,510 passengers and the service overall provided 8.84 passenger trips per revenue hour.

### **Bicycle/Pedestrian/Trail Facility Performance Measures**

- There are currently at least 39 miles of multi-use trails within Marion County with plans to expand and provide additional connections within the network.
- Approximately 59% of non-Interstate congested roadways have sidewalk on at least one side of the roadway, but just 6.3% have bicycle facilities.

### **TDM Performance Measures**

- Currently there are only 2 registered carpools and 12 registered vanpools in the region.

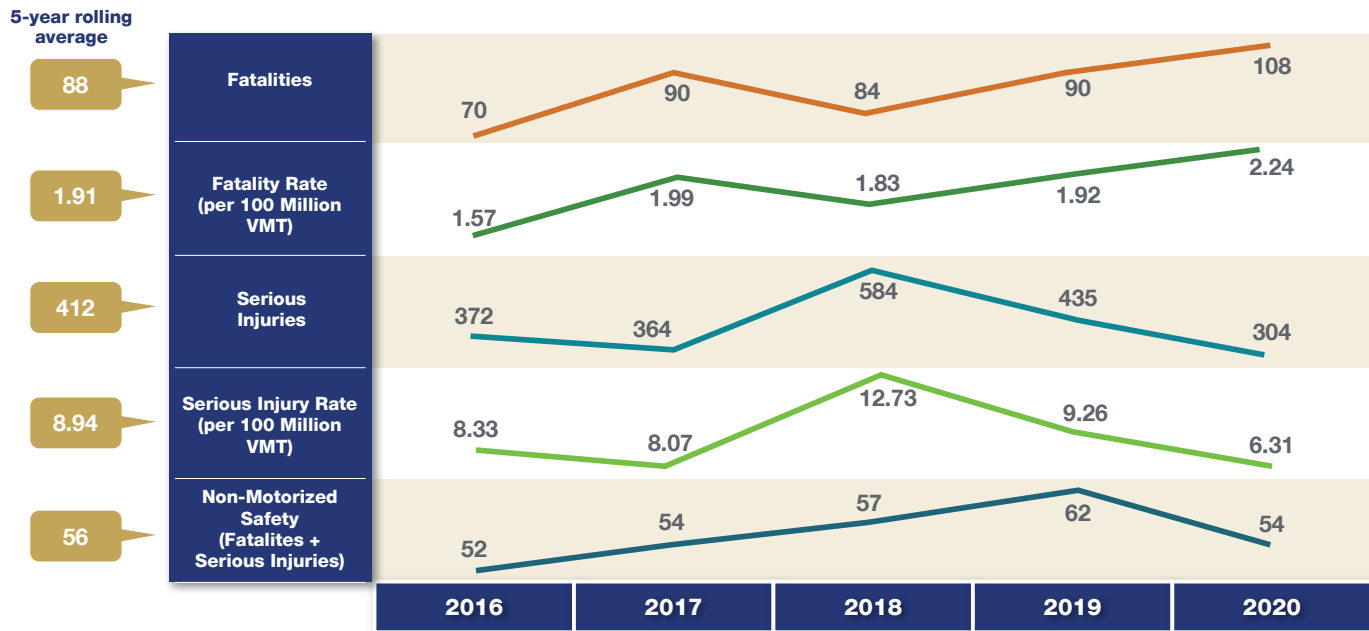
### **Public Involvement Performance Measures**

- Stakeholders were involved throughout the CMP process. Five (5) Technical Advisory Committee (TAC) meetings, five (5) Citizens Advisory Committee (CAC), and four (4) Ocala Marion TPO Board meetings were held during development and adoption of the CMP. A public survey was conducted in March 2021 to identify public concerns about congestion in the County.

# SAFETY PERFORMANCE MEASURES

The most recent five years of complete available crash data (2016 – 2020) indicate a downward trend in overall crashes, but an upward trend in fatal crashes. Crashes resulting in serious injury peaked in 2018, with 584, and have since decreased. The following includes information on crash severity by year within Marion County. Figure 10 depicts trend lines over the last five years related to fatalities, fatality rates, severe injuries, serious injury rate, and non-motorized safety.

Figure 10: Ocala Marion Region - Five-Year Safety Performance Summary



There are two primary safety statistics: total fatalities and fatality rate. Total fatalities is the sum of traffic-related deaths in the region without any adjustment. From 2016 to 2020 total fatalities in the region increased by more than 50 percent. A standard safety measure is to calculate a crash rate since it considers the increased opportunities for crashes to occur resulting from the increase in travel in an area. Crash rates are calculated by taking the number of fatal crashes and dividing by the vehicle-miles of travel (VMT) and are reported as fatalities per 100 million VMT. The fatality crash rate in the Ocala Marion region has increased from 1.57 in 2016 to 2.24 in 2020. Together both the total fatalities and fatality crash rate represent a troubling trend.

Marion County is experiencing a troubling trend of increased fatalities, but serious injury crashes and the associated serious injury crash rate have decreased significantly since peaking in 2018. As travel increases in an area due to population growth or increased economic activity, it is not uncommon for the frequency of traffic crashes to increase. The rate of non-motorized (bicycle and pedestrian) fatal and serious injury crashes had steadily increased between 2016 and 2019 before decreasing in 2020.

# ROADWAY CAPACITY PERFORMANCE MEASURES

As part of the State of the System Report, the roadway performance was analyzed for the three tiers of the CMP network, including NHS roadways and major non-NHS roadways. Monitoring the overall roadway performance each year provides an illustration of the general level of congestion. Below are the findings for existing (2021) conditions and for the five-year horizon year (2026) summarized both by centerline miles and by annual vehicle-miles of travel.

**Table 3: Congested Centerline Miles - Ocala Marion TPO CMP Network**

Existing (2021) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	8.53	11.22	17.73	0.00
NHS Non-Interstate	144.18	6.35	7.39	6.94
Non-NHS CMP Roadways	581.16	7.55	3.62	1.01
<b>Countywide</b>	<b>733.87</b>	<b>25.12</b>	<b>28.74</b>	<b>7.95</b>
% of total of centerline miles of highway	92.2%	3.2%	3.6%	1.0%

Horizon Year (2026) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	2.69	0.00	17.06	15.54
NHS Non-Interstate	132.25	10.44	7.36	0.48
Non-NHS CMP Roadways	573.29	7.18	4.17	7.69
<b>Countywide</b>	<b>708.23</b>	<b>17.62</b>	<b>28.59</b>	<b>23.71</b>
% of total of centerline miles of highway	89.0%	2.2%	3.6%	3.0%

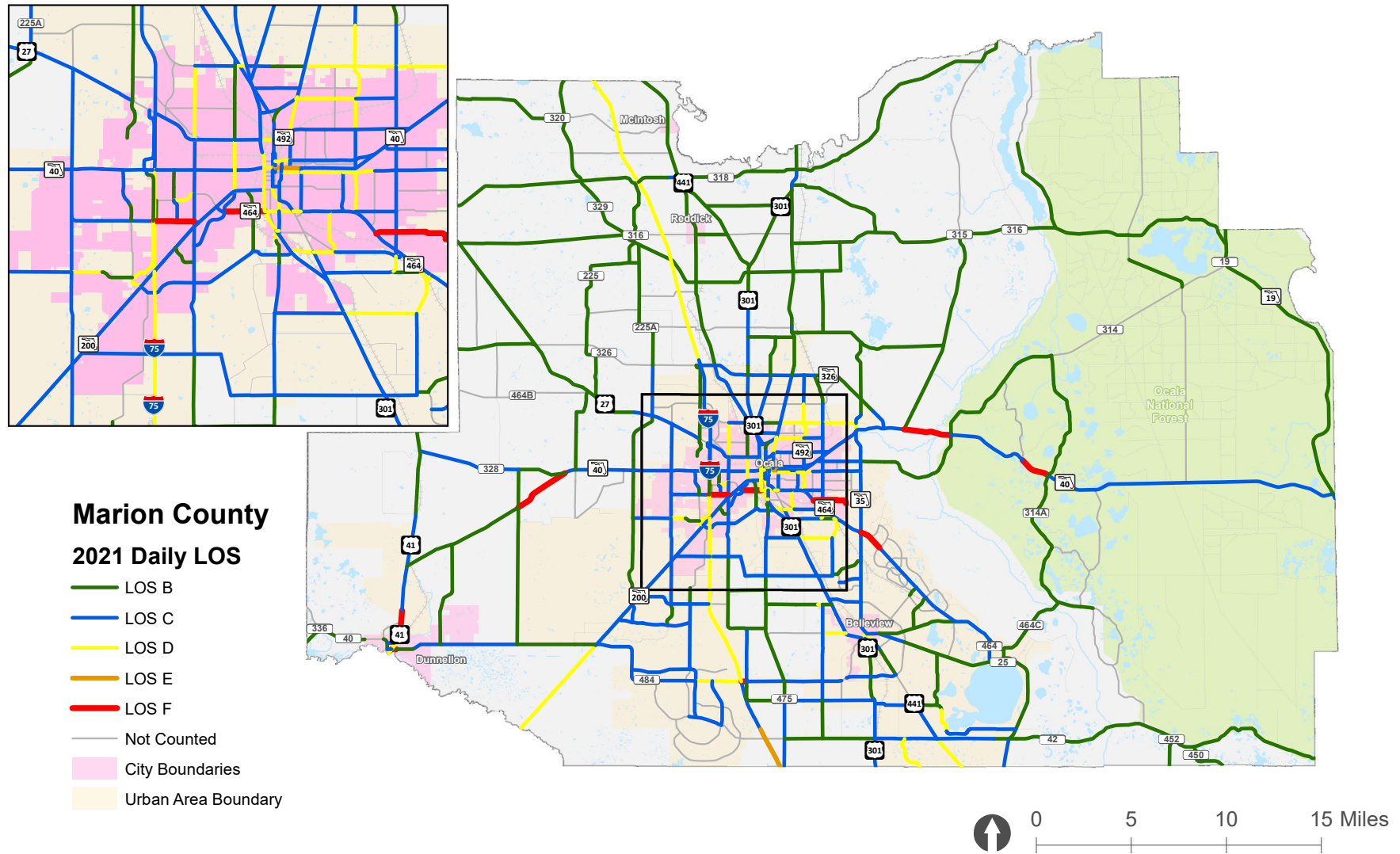
**Table 4: Congested Vehicle Miles of Travel- Ocala Marion TPO CMP Network**

Existing (2021) Conditions - Million Vehicle-Miles Traveled (MVMT)				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	243	399	442	0
NHS Non-Interstate	903	51	49	38
Non-NHS CMP Roadways	1,213	82	23	12
<b>Countywide</b>	<b>2,359</b>	<b>532</b>	<b>515</b>	<b>50</b>
% of total congested miles of travel	68.2%	15.4%	14.9%	1.4%

Horizon Year (2026) Conditions - Million Vehicle- Miles Traveled (MVMT)				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	90	0	743	647
NHS Non-Interstate	881	127	88	8
Non-NHS CMP Roadways	1,380	49	60	80
<b>Countywide</b>	<b>2,351</b>	<b>176</b>	<b>891</b>	<b>735</b>
% of total congested miles of travel	54.0%	4.0%	20.5%	16.9%

Additional details are provided in the following pages that include maps showing specific congested areas under existing (2021) conditions as compared to the existing plus committed network in horizon year (2026). The existing plus committed includes funded roadway construction projects. The maps display Level of Service, Volume to Maximum Service Volumes Ratios (V/MSV at LOS Standard) as well as Volume to Physical Capacities (V/C). The V/MSV ratios indicate the amount of capacity using the adopted LOS standard whereas the V/C ratios indicate conditions where a greater level of congestion is tolerated, in many cases a LOS E condition.

Figure 11: Existing (2021) Daily Level of Service





**Figure 12: Existing + Committed (2026) Daily Level Of Service**

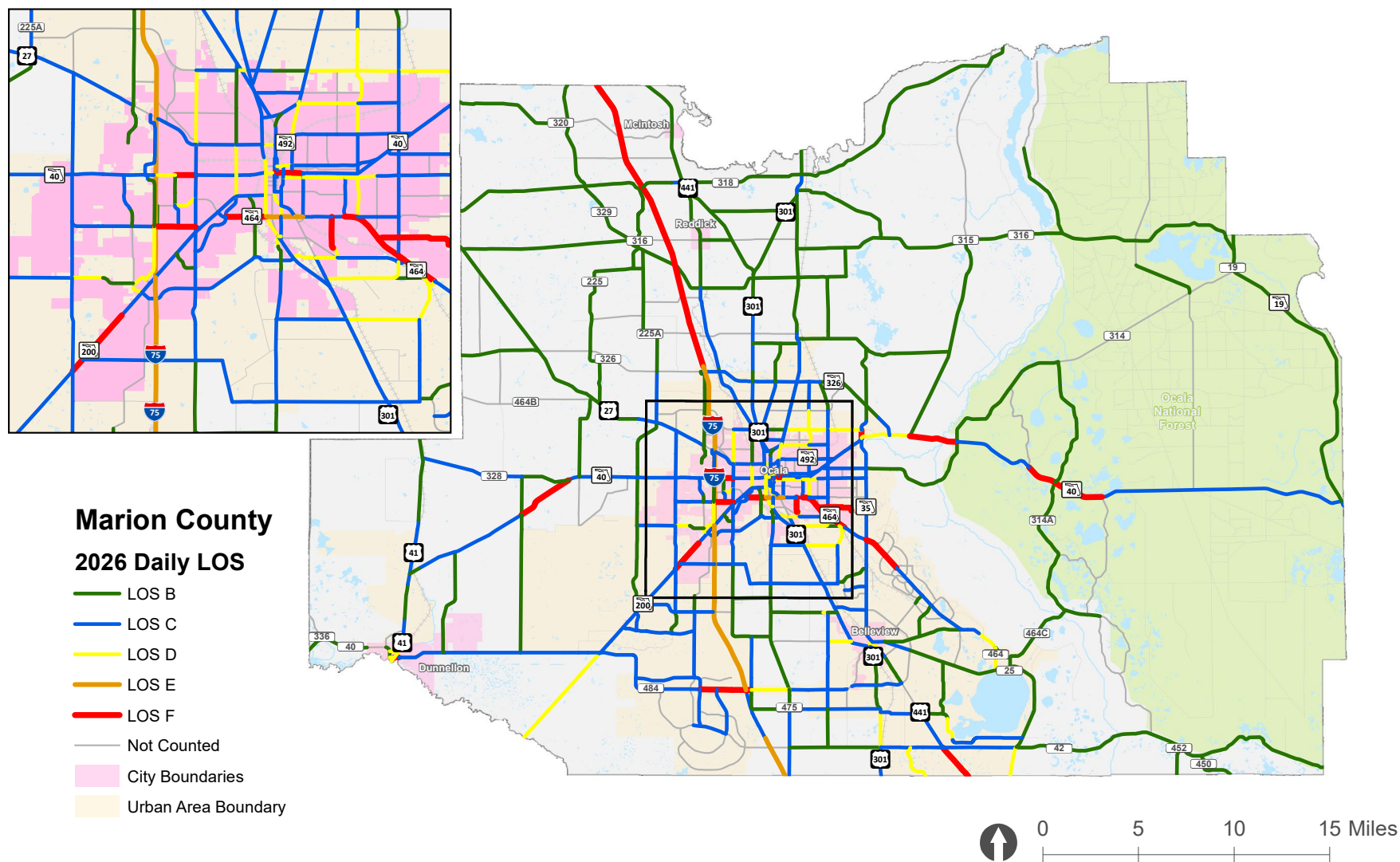




Figure 13: Existing (2021) Volume Maximum Service Volume (V/MSV)

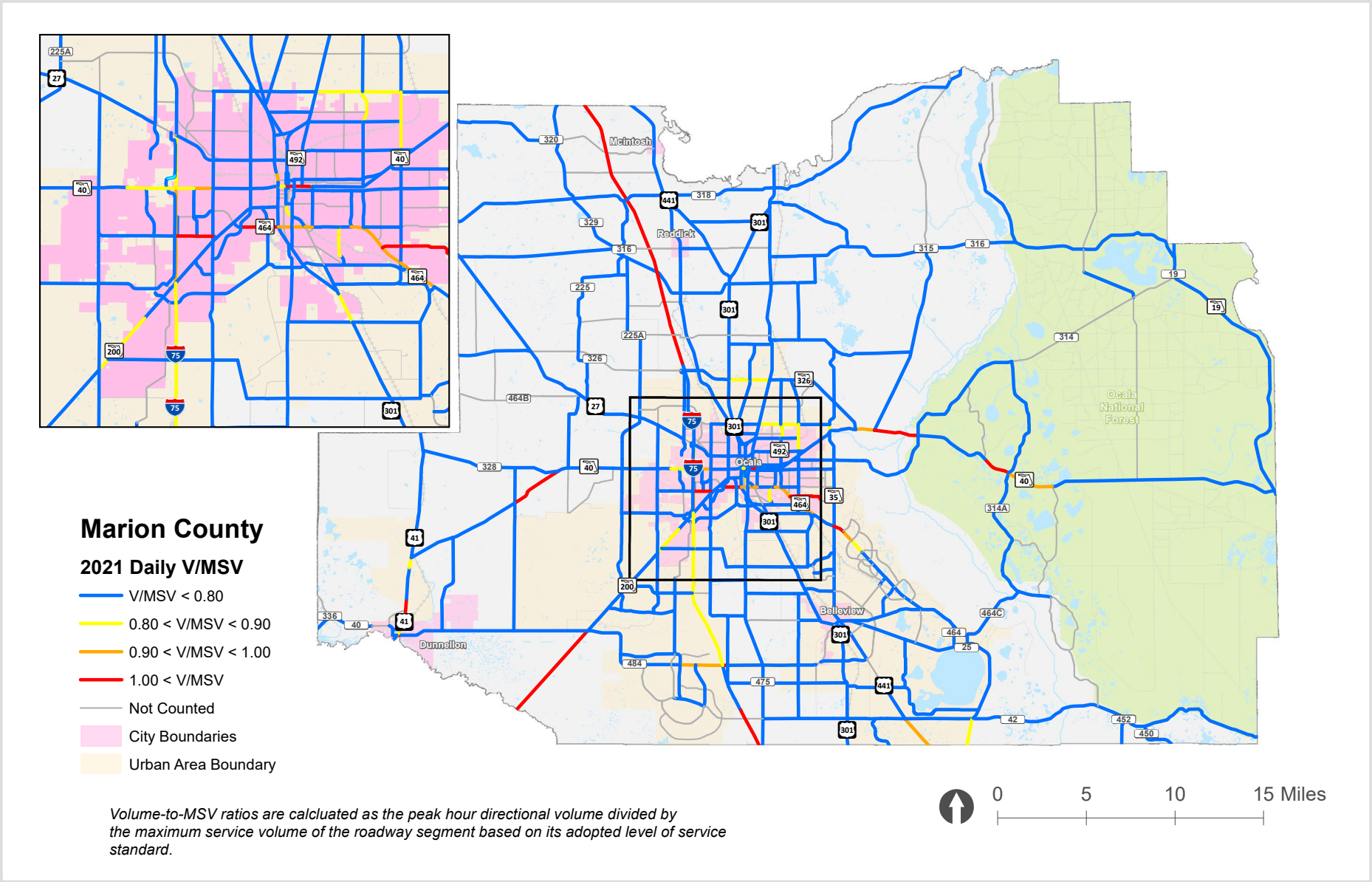


Figure 14: Existing + Committed (2026) Volume Maximum Service Volume (V/MSV)

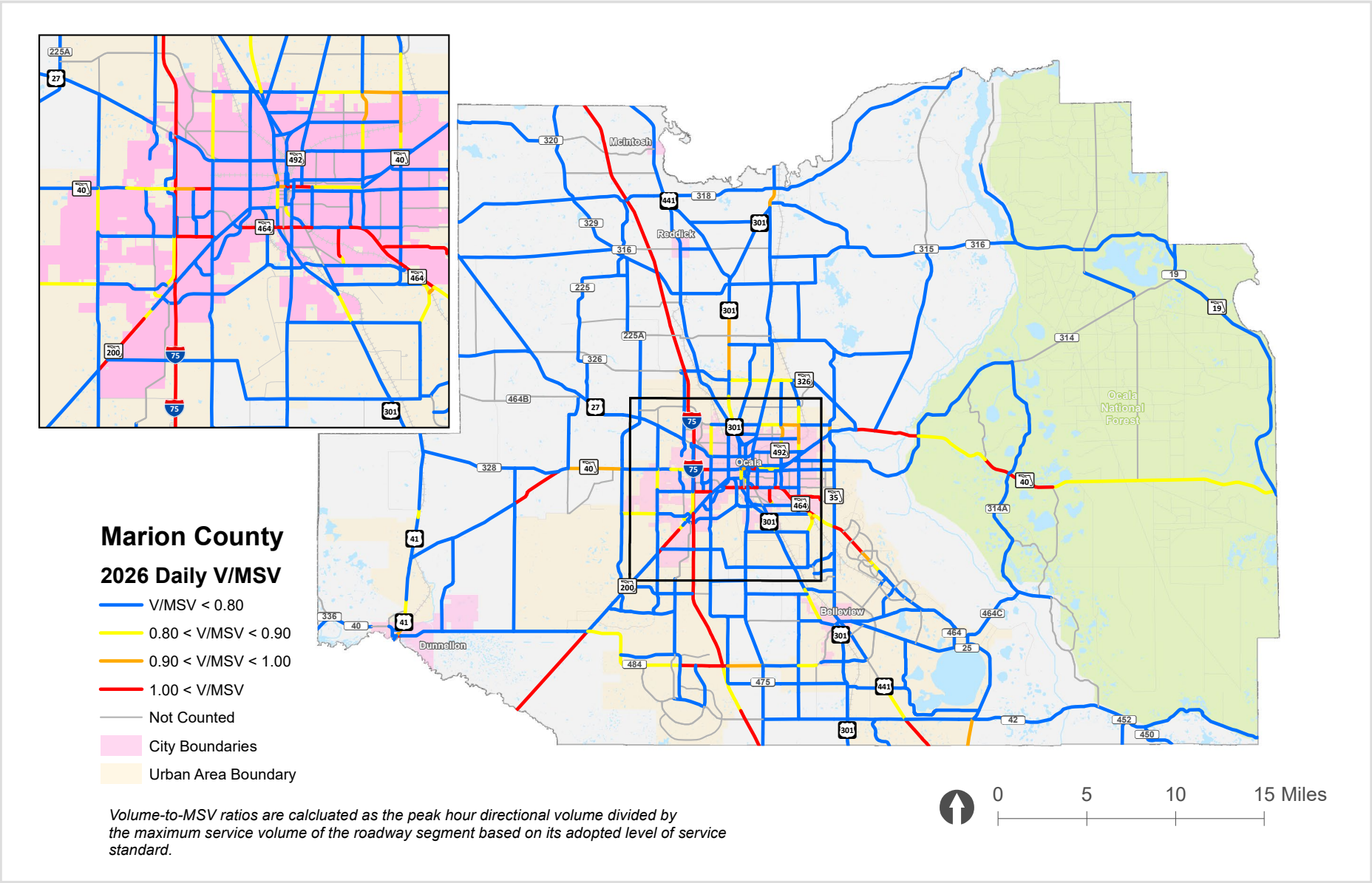


Figure 15: Existing (2021) Volume to Physical Capacity (V/C)

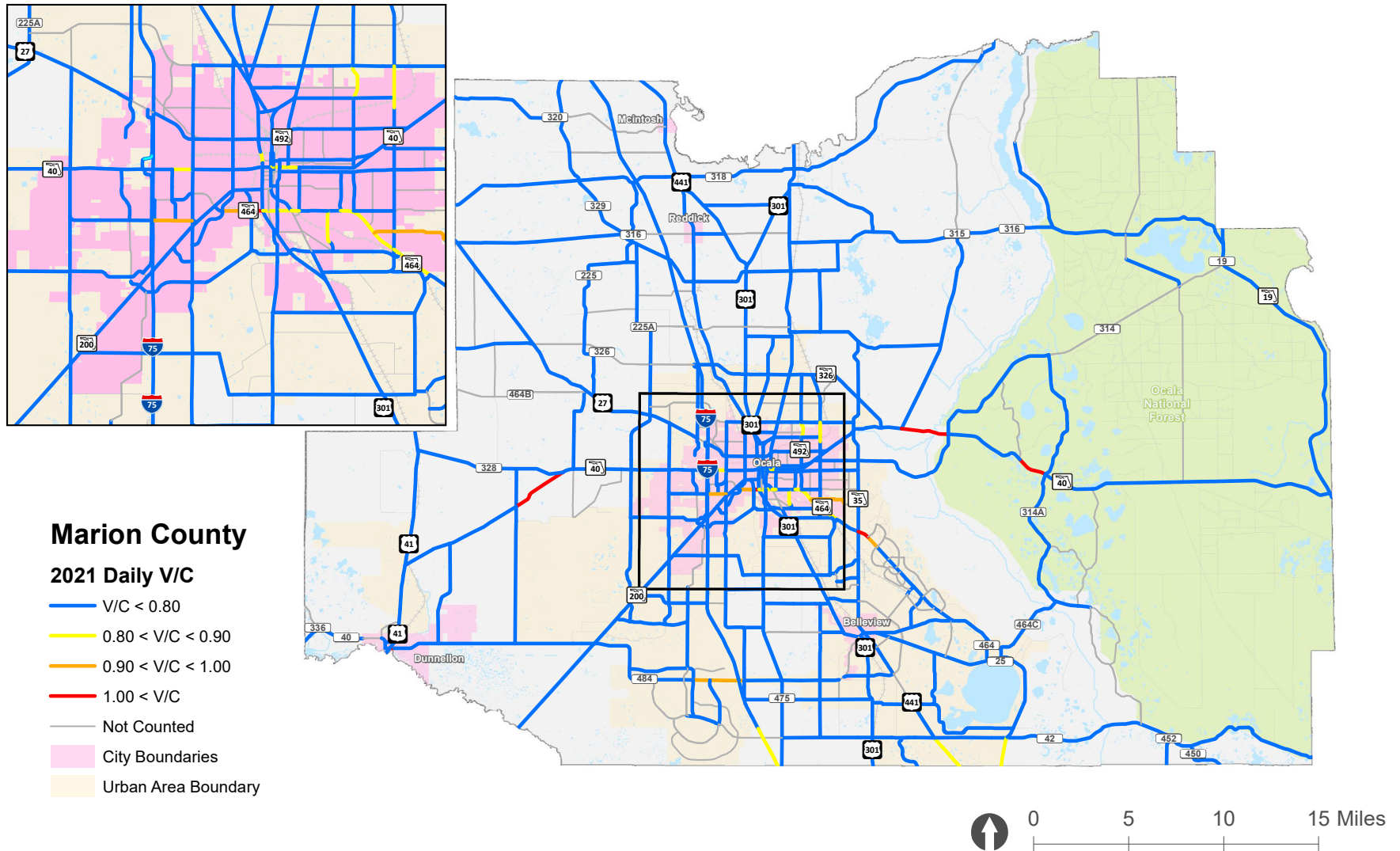
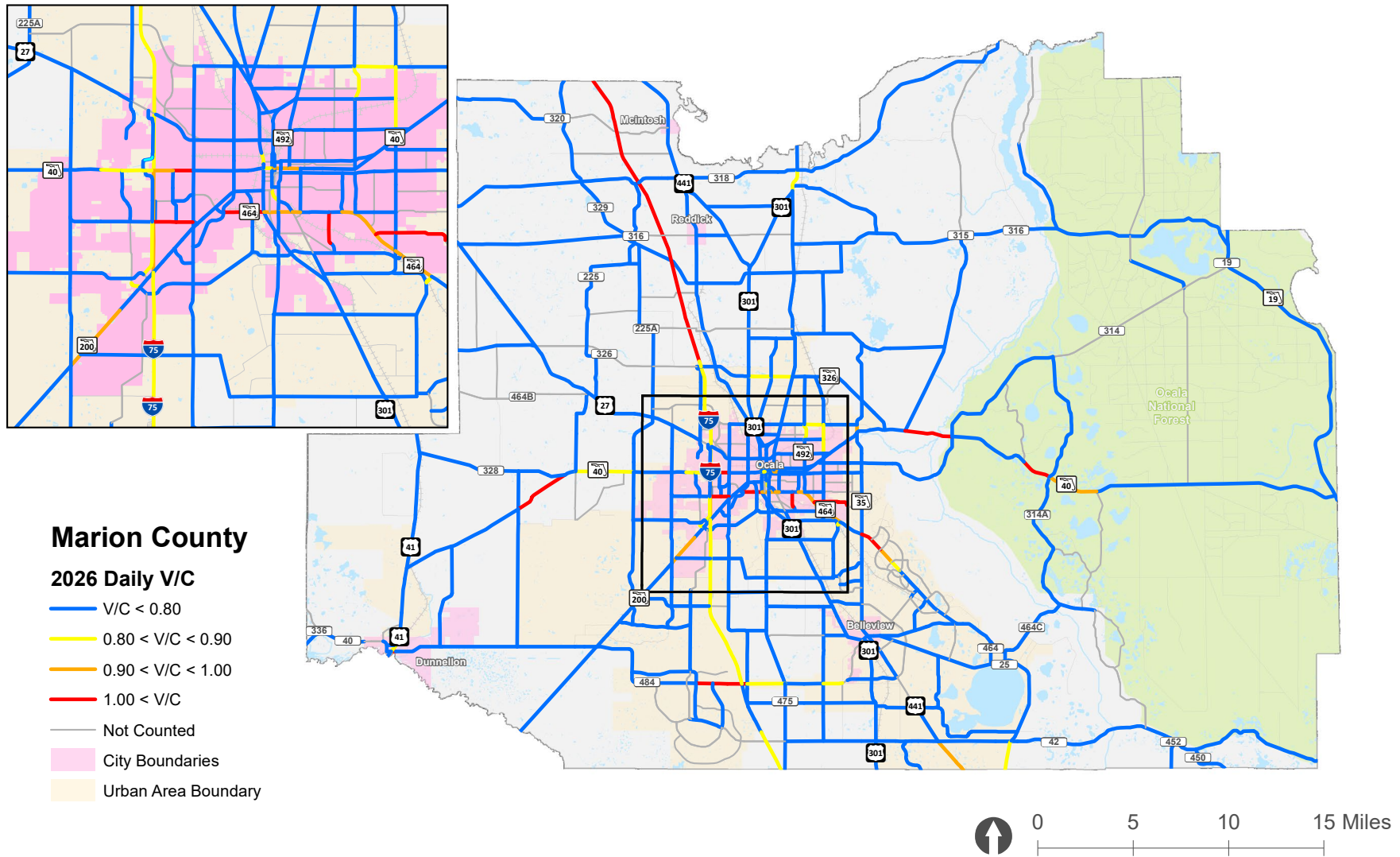




Figure 16: Existing + Committed (2026) Volume to Physical Capacity (V/C)



# RELIABLE TRAVEL TIME PERFORMANCE MEASURES

Travel-time reliability is defined as the consistency and dependability in travel times that are measured from day-to-day and/or across different times of the day. Travel-time reliability is significant to the CMP because it incorporates a systematic method to address the issue of traffic congestion caused by non-recurring events. Examples of non-recurring events are depicted below:



Non-recurring congestion can account for more delay than recurring congestion. Non-recurring congestion caused by incidents is especially problematic for the traveling public. It is possible for a commuter to factor in additional travel time to address routine congestion and they may be willing to accept that additional travel time as part of their normal commute. However, it is difficult to plan ahead for significant incidents, such as vehicle crashes to ensure on-time arrival.

Only recently were cost-effective data collection opportunities identified. In addition to more inexpensive travel-time monitoring technologies, there are three factors that have contributed to a greater focus on travel-time reliability. These factors include:

- **Constraints on Expansion of the Transportation System** – New roadway construction and roadway expansion has largely ended in the United States due to high costs, the built-out nature of urbanized areas, and the community desire for multimodal streets.
- **Expectations of the Traveling Public** – Surveys have shown that the traveling public often values travel-time reliability more than speed.
- **Federal Surface transportation Reauthorization Law** – When MAP-21 was signed into law, a process that involved performance measurement, target setting, and transportation investment reporting was established and seven national goals were set. Three years later, the FAST Act was signed into law and included the same national goals. One of the seven goals is System reliability – to improve the efficiency of the surface transportation system

The Federal Highway Administration (FHWA) finalized the identification of the required performance measures in January 2017 with the requirement to include the following measures:

- Percent of Person-Miles Traveled on the Interstate That Are Reliable
- Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
- Truck Travel Time Reliability (TTTR) Index (Goods Movement Performance Measure)

FDOT reports travel time reliability for Interstate, Non-Interstate NHS, and Goods movement. The latest information reported by FDOT is provided in Table 5.

**Table 5: Travel Time Reliability**

Performance of NHS			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
Interstate Reliability	75%	70%	100%
Non-Interstate Reliability	Not Required	50%	96%

Freight Movement			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2018 Existing Conditions Ocala/ Marion County TPO
Truck Travel Time Reliability Index	1.75	2.00	1.42



## Goods Movement Performance Measures

Performance measures that have been identified to monitor Goods Movement are listed below. Existing performance information is also provided below.

- Amount of centerline miles for truck routes that are considered congested (the truck routes are comprised of the NHS roadways within the CMP network).
- Amount of vehicle miles of travel that are considered congested.

**Table 6: Goods Movement Performance Measures**

Freight Movement			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2018 Existing Conditions Ocala/Marion County TPO
Truck Travel Time Reliability Index	1.75	2.00	1.42

**Table 7: Goods Movement - Congested Centerline Miles (2015 to 2021 Performance)**

NHS Network				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
Ocala Marion Region	152.71	17.57	25.12	6.94
% of total goods movement on congested centerline miles of highway	75.5%	8.7%	12.4%	3.4%

**Table 8: Goods Movement - Congested Vehicle Miles of Travel (2021 Performance)**

NHS Network				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
Ocala Marion Region	1,145.84	450.26	491.77	37.91
% of total goods movement on congested centerline miles of highway	53.9%	21.2%	23.1%	1.8%



# PUBLIC TRANSIT PERFORMANCE MEASURES

Ocala and Marion County's transit system, SunTran, regularly collects and maintains information related to various transit service and operational data, including route networks. The following represents the latest available public transit performance measure data as provided by SunTran.

*Table 9: Public Transit Performance Measures*

Transit Performance Measure	FY 2020 Data
Average Peak Service Frequency	70 minutes / 0.86 buses per hour
On-Time Performance	76%
Annual Ridership	256,510
Passenger Trips Per Revenue Hour	8.84

# BICYCLE/PEDESTRIAN/TRAIL FACILITY PERFORMANCE MEASURES

There are several performance measures that have been identified to monitor the bicycle and pedestrian mode of travel which are listed below. Existing performance information is also provided below.

- Percentage of congested roadways within urban or transitioning areas that have a bicycle facility on at least one side of the roadway.
- Percentage of congested roadways within urban or transitioning areas that have a sidewalk on at least one side of the roadway

Within Marion County miles of multi-use trails are also reviewed. Currently, there are at least 15 miles of multi-use trails with plans to expand and provide further connections. The expansion of the vast trail system within Marion County will continue to be reviewed as part of the State of the System Report.

*Table 10: Congested Roadway Centerline Miles with Bicycle Facilities*

Percent of Congested Roadway Centerline Miles (within Urban Areas) with Bicycle Facilities	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.3 mile	16.1 miles
Congested Roadways with a Bicycle Facility	0.4 miles	0.4 miles
Congested Roadways without a Bicycle Facility	5.9 miles	15.7 miles
% of Congested Roadways with a Bicycle Facility	6.3%	2.5%

**Table 11: Congested Roadway Centerline Miles with Sidewalks**

Percent of Congested Roadway Centerline Miles (within Urban Areas) with Sidewalks	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.3 miles	16.1 miles
Congested Roadways with a Sidewalk	3.7 miles	9.5 miles
Congested Roadways without a Sidewalk	2.6 miles	6.6 miles
% of Congested Roadways with a Sidewalk	58.7%	59.0%

*Note: Includes where there is a sidewalk on at least one side of the roadway*

## TDM PERFORMANCE MEASURES

Strategies that reduce travel demand can be a cost-effective solution to reduce congestion and provide expanded mobility options. Since 2010, the FDOT, District Five has provided commuter assistance programs through the reThink Your Commute. The program promotes transportation solutions such as carpools, vanpools, public transit, walking, and telecommuting to limit the number of single-occupant commuter trips that contribute to peak hour congestion on highways throughout District Five, which includes Marion County.

Both carpooling and vanpooling can be effective congestion mitigation strategies when they target consolidating trips to downtown areas, activity centers, and other major employers. The number of registered carpools and vanpools in the County is one of the CMP Performance measures. Attention is directed to the fact that these are "registered" carpools and vanpools that are reported by reThink Your Commute. Users are not required to register, and the number of persons participating in carpools and vanpools is likely to be much higher.

**Table 12: 2021 Registered Carpools and Vanpools**

	Carpool	Vanpool
Ocala Marion Region	2	12

*Source: FDOT*

# BRIDGE AND PAVEMENT PERFORMANCE MEASURES

FHWA has established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The 2019 pavement and bridge conditions within the TPO planning area based on data provided by FDOT and their relation to established FDOT targets are found in Table 13 and Table 14.

**Table 13: Pavement Condition (2019)**

Pavement Condition			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
% of Interstate pavements in GOOD condition	Not Required	≥60%	66.4%
% of Interstate pavements in POOR condition	Not Required	≤5%	0.0%
% of non-Interstate NHS pavements in GOOD condition	≥40%	≥40%	37.8%
% of non-Interstate NHS pavements in POOR condition	≤5%	≤5%	0.0%

**Table 14: Bridge Condition (2019)**

Bridge Condition			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
% of NHS bridges classified as in GOOD condition	≥50%	≥50%	59.1%
% of NHS bridges classified as in POOR condition	≤10%	≤10%	0%

# PUBLIC INVOLVEMENT PERFORMANCE MEASURES

Public involvement is a critical element to the success of the CMP development and implementation and the involvement of local technical experts (engineering, planning, public works, etc.) is especially important. Stakeholders were involved throughout the development of the CMP including the Ocala Marion TPO Citizen’s Advisory Committee (CAC) and Technical Advisory Committee (TAC). The public was also involved in the development of the CMP through the Ocala Marion TPO Board Meetings. Collectively, both Committees and TPO Board were involved in key elements of the decision making process, including the selection of CMP Goals, Performance Measures, and the CMP Network.

Table 15: CMP-Related Meetings with Outreach Groups

Outreach Group	2021 CMP-Related Meetings
Technical Advisory Committee (TAC)	5
Citizens Advisory Committee (CAC)	5
Ocala Marion TPO Board	4

The TPO's committees were actively involved in the developing the process for the CMP. As elements of the CMP are implemented, it is anticipated that an increasing number of groups such as Freight/Goods Movement Stakeholders and Community Traffic Safety Teams will become actively involved to support the identification of congestion related issues and how to mitigate them.

## CMP Public Survey

The TPO conducted an online public survey from March 1 to March 31, 2021 to gather input from the public in support of the update to the Congestion Management Plan. The survey results are used to supplement and inform the technical analysis and improvement strategies. A total of 255 responses were submitted via the survey instrument on the TPO website. Additionally, three (3) responses were sent to the TPO by email for a total of 258 survey participants.

The survey responses indicated primary congestion concerns from poorly timed traffic signals, capacity constrained roadways, short turn lanes, and lack of alternative travel routes. The respondents’ top ranked congestion mitigation measures were improving traffic signals, adding or lengthening turn lanes, and having an alternative travel route. The most mentioned congested corridors were SR 200, US 301/441, SR 40, SR 464/Maricamp Road, CR 484, U.S. 27, CR 475 and I-75. **Appendix F** contains a complete summary of the survey results.

# CONGESTED CORRIDOR NETWORK SELECTION

Using the elements of the CMP evaluation process discussed on the previous page, congested corridors were identified. These corridors have a Volume to Maximum Service Volume (V/MSV) greater than 1.0 either today or projected within the next five years.

Using the Corridor Selection process described previously, the following corridors were selected as appropriate for a more detailed analysis. The specific corridors are:

- CR 464 (SR 35 to Emerald Rd)
- SE 24th Street (SR 464 to SE 28th St)
- SW 20th St (SW 38th Ave to SW 27th Ave)
- CR 484 (US 41 to Lakeshore Dr)
- CR 484 (CR 475A to CR 475)
- SR 464 (SW 19th Ave Rd to SE 44th Ave)
- SE 19th Avenue (SE 38th St to SE 31st St)
- CR 35 (SR 40 to NE 35th St)
- SE 44th Avenue Road (SE 44th Ave to SR 464)
- CR 25 (Sumter C/L to CR 42)
- US 441 (NW 2nd St to NW 6th St)
- US 441 (NW 77th St to NW 117th St)
- SR 40 (SW 110th Ave to SW 80th Ave)
- US 41 (CR 484 to SW Robinson Rd)
- US 301 (NE Jacksonville Rd to CR 318)

More information on these corridors is provided in Chapter 4 - Congested Corridor Evaluation.



## Chapter 4

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# Congested Corridor Evaluation





# Congested Corridor Evaluation

## CORRIDOR SELECTION PROCESS

This chapter provides more information on corridors identified as part of the congested corridor network identification process (Phase 1) discussed earlier in Chapter 3. Roadways that are congested today or forecasted to be congested in five years are considered.

Corridors are identified as being “not congested,” “approaching congestion or minimally congested,” or “extremely congested,” as summarized below:

**Not Congested (currently or in five years with improvements):** Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.

**Approaching Congestion:** Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway’s capacity at the adopted level of service standard, but less than 100%, with either the existing conditions or forecasted five-year condition without improvement.

**Congested:** Existing corridors or corridor forecasted in five years to have traffic volumes that exceed the adopted level of service standard (over 100% of the roadway’s capacity at the adopted level of service standard) that do not exceed the physical capacity of the roadway.

**Extremely Congested:** Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.





Figure 17 and Table 16 identify locations that are Approaching Congestion, Congested, or Extremely Congested in Existing Year 2021 or Horizon Year 2026. The table also includes volume-to-maximum service volume (V/MSV) ratios and volume-to-capacity (V/C) ratios for these corridors.

The table identifies corridors for which a funded or unfunded project has been identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO and additional study is recommended for short-term congestion mitigation. The following segments represent those for which no such project has been identified to date:

- CR 464 (SR 35 to Emerald Rd)
- SE 24th Street (SR 464 to SE 28th St)
- SW 20th St (SW 38th Ave to SW 27th Ave)
- CR 484 (US 41 to Lakeshore Dr)
- CR 484 (CR 475A to CR 475)
- SR 464 (SW 19th Ave Rd to SE 44th Ave)
- SE 19th Avenue (SE 38th St to SE 31st St)
- CR 35 (SR 40 to NE 35th St)
- SE 44th Avenue Road (SE 44th Ave to SR 464)
- CR 25 (Sumter C/L to CR 42)
- US 441 (NW 2nd St to NW 6th St)
- US 441 (NW 77th St to NW 117th St)
- SR 40 (SW 110th Ave to SW 80th Ave)
- US 41 (CR 484 to SW Robinson Rd)
- US 301 (NE Jacksonville Rd to CR 318)

Figure 18 illustrates roadway segments that have been identified to be approaching congestion, congested, or extremely congested. The roadways are delineated in orange if one of the following is true:

- The roadway segment has a capacity project identified in the five-year work program or TIP but the construction phase is not yet funded within the current five year plan
- The roadway segment has been identified within the LOPP for a capacity improvement
- The roadway segment has been identified within the LRTP for a capacity improvement

The roadways delineated in blue are those for which no such project has been identified to date, and are listed above. Preliminary recommendations and areas for additional study are provided for the roadways shown in blue in Figure 18, as described in the next paragraph and outlined in Table 16.

Next steps include screening to identify mitigation strategies as part of Phase 2 of the Congested Corridor Selection and Project Selection Process discussed in Chapter 3. These strategies are also documented as part of the CMP Policy and Procedures in Chapter 1 and include strategies in five tiers that range from strategies to reduce person trips, strategies to shift trips to other modes, as well as operations and capacity strategies. From there strategies that have the greatest benefit and potential are selected and specific projects are identified and implemented as part of Phase 3. During this phase, additional analysis of potential projects is undertaken to identify the specific improvement, implementation issues, and costs that feed into the TIP and/or LRTP. Preliminary recommendations and areas for additional study are provided in Table 16.

Figure 17: Overall Congestion (2021 to 2026 Performance)

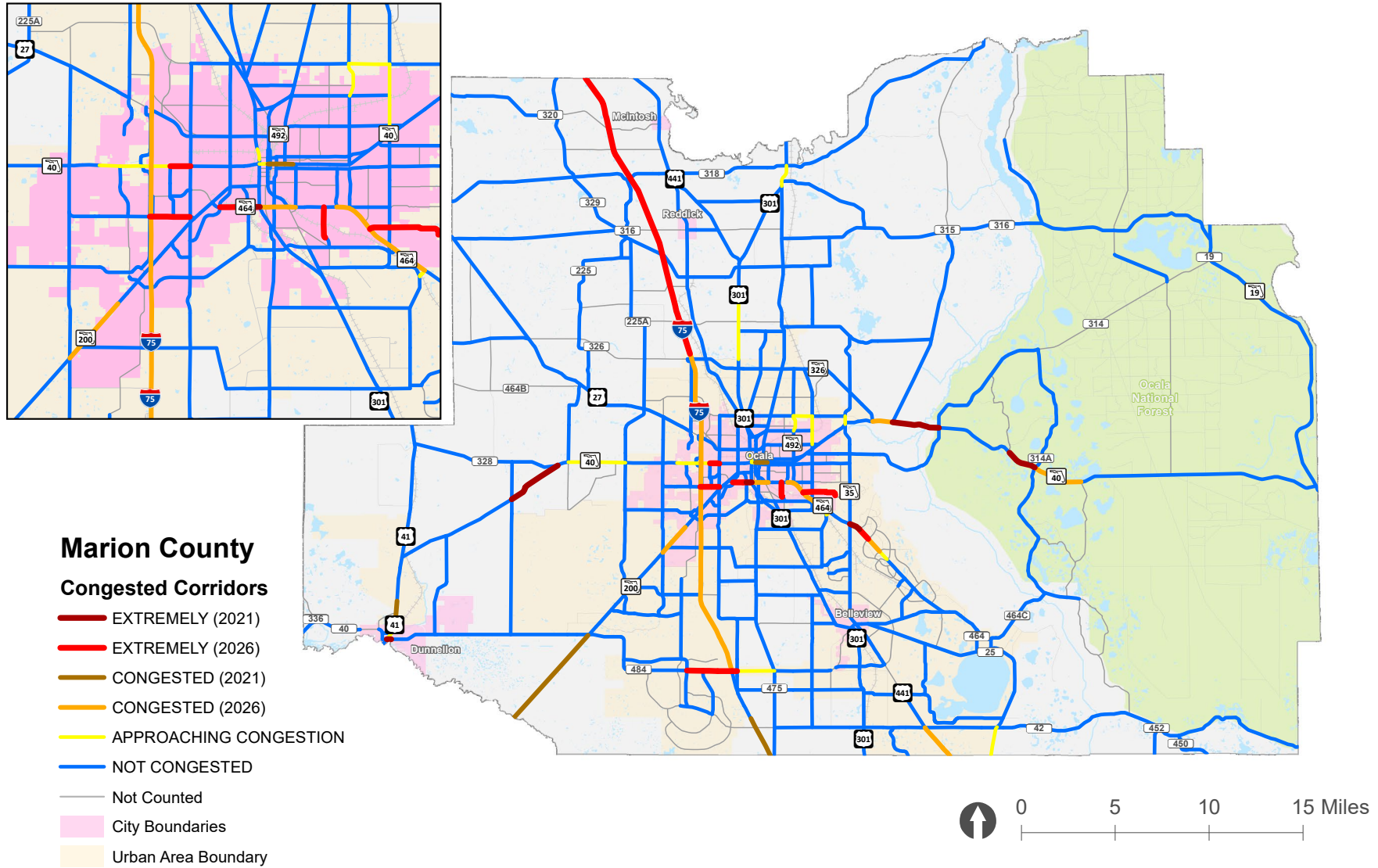


Table 16: Summary of Congested Corridors

Congestion Levels								
Name	From	To	LOS Std	2021 V/MSV	2021 LOS	2026 V/MSV	2026 LOS	2026 V/E+8%
CR 25	COUNTY LINE	CR 42	E	0.9	C	0.95	D	0.88
CR 35	SR 40	NE 35 ST	D	0.85	D	1	F	0.93
SR 464	SE 25 AV	SE 44 AV	D	0.95	C	1.06	F	0.98
CR 464	SR 35	EMERALD RD (N)	D	1.19	F	1.42	F	1.31
CR 484	SW 45 AV	I-75 RAMP (W)	E	0.98	D	1.19	F	1.1
CR 484	I-75 RAMP (E)	CR 475A	D	1.01	F	1.38	F	1.27
CR 484	CR 475A	CR 475	D	0.78	C	0.96	D	0.89
CR 484	US 41	LAKESHORE DR	D	1.14	F	1.24	F	1.15
I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	C	1.22	E	1.33	E	0.89
I-75	CR 484	SR 200	D	0.9	D	1.04	E	0.85
I-75	SR 200	SR 40	D	0.93	D	1.13	E	0.92
I-75	SR 40	US 27	D	0.81	C	1.03	E	0.84
I-75	US 27	SR 326	D	0.75	C	1.04	E	0.85
I-75	SR 326	URBAN AREA BOUNDARY	D	0.68	C	1.03	E	0.85
I-75	URBAN AREA BOUNDARY	CR 318	C	1.13	D	1.7	F	1.15
I-75	CR 318	COUNTY LINE (N)	C	1.12	D	1.57	F	1.06
NE 25 AV	NE 24 ST	NE 35 ST	E	0.88	D	0.93	D	0.86
NE 35 ST	NE 25 AV	NE 36 AV	E	0.82	D	0.95	D	0.88
NE 36 AV	NE 14 ST	NE 21 ST	E	0.86	C	0.9	C	0.84
NE 36 AV	NE 21 ST	NE 35 ST	E	0.89	C	0.93	C	0.86
SR 464	SE 3 AV	SE 11 AV	D	0.98	D	1.02	E	0.91
SR 464	SE 22 AV	SE 25 AV	D	0.95	C	1.06	F	0.98
SE 19 AV	SE 38 ST	SE 31 ST	E	0.89	D	1.13	F	1.04
SE 24 ST	SR 464	SE 36 AV	E	1.01	F	1.38	F	1.28
SE 24 ST	SE 36 AV	SE 28 ST	E	1.01	F	1.38	F	1.28
SE 44 AV RD	SE 44 AV	SR 464	E	0.76	D	0.96	D	0.89

Level of Congestion	Mitigation Strategy
Approaching	Add left-turn lanes at SE 175th Street, evaluate turn lane and signalization improvements at CR 42.
Approaching	Turn lanes at NE 35th Street, operational and safety improvements at SR 40, sidewalk extensions. Right-of-way would be needed for improvements along the corridor.
Congested (2026)	Bike lane improvements planned with resurfacing project (FDOT FM#4411411). Westbound right-turn lane at SE 25th Avenue. Signal timing/coordination between SE 36th Ave and SE 44th Ave Rd.
Extremely (2021)	Evaluate for intersection geometry / signal timing improvements. OPS37 in LRTP (ITS/Corridor Management).
Extremely (2026)	FDOT FM#433651-1 intersection improvements CST 2021. LRTP shows need to widen to 6L (unfunded need).
Extremely (2026)	FDOT FM#433651-1 intersection improvements CST 2021. LRTP shows need to widen to 6L (unfunded need).
Approaching	Monitor for growth patterns.
Extremely (2021)	Downtown Dunnellon - Capacity Constrained. Evaluate effect of railroad crossing in proximity to the traffic signal at US 41 for improvements and/or alternative roadway connections to US 41.
Congested (2021)	FDOT FM#443623-1 PD&E ongoing.
Congested (2026)	FDOT FM#443623-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Extremely (2026)	FDOT FM#443624-1 PD&E ongoing.
Extremely (2026)	FDOT FM#443624-1 PD&E ongoing.
Approaching	FDOT FM#431797-2. Project placed on hold. LOPP Project 52.
Approaching	Marion County Project #70, 100D planned for widening to 4 lanes.
Approaching	FDOT FM#431798-2 to widen to 4 lanes. LOPP Project 51.
Approaching	FDOT FM#431798-4 to widen to 4 lanes. LOPP Project 51.
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Extremely (2026)	Evaluate for intersection geometry / signal timing improvements at SR 464 and SE 31st Street. Evaluate sidewalk gaps.
Extremely (2026)	Evaluate for intersection geometry / signal timing improvements at the intersection with SR 464.
Extremely (2026)	ARTPLAN / Corridor analysis to evaluate actual operating conditions of the roadway.
Approaching	Evaluate for intersection improvements / potential roundabout at SE 44th Ave Rd and SE 52nd St.

Identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO.

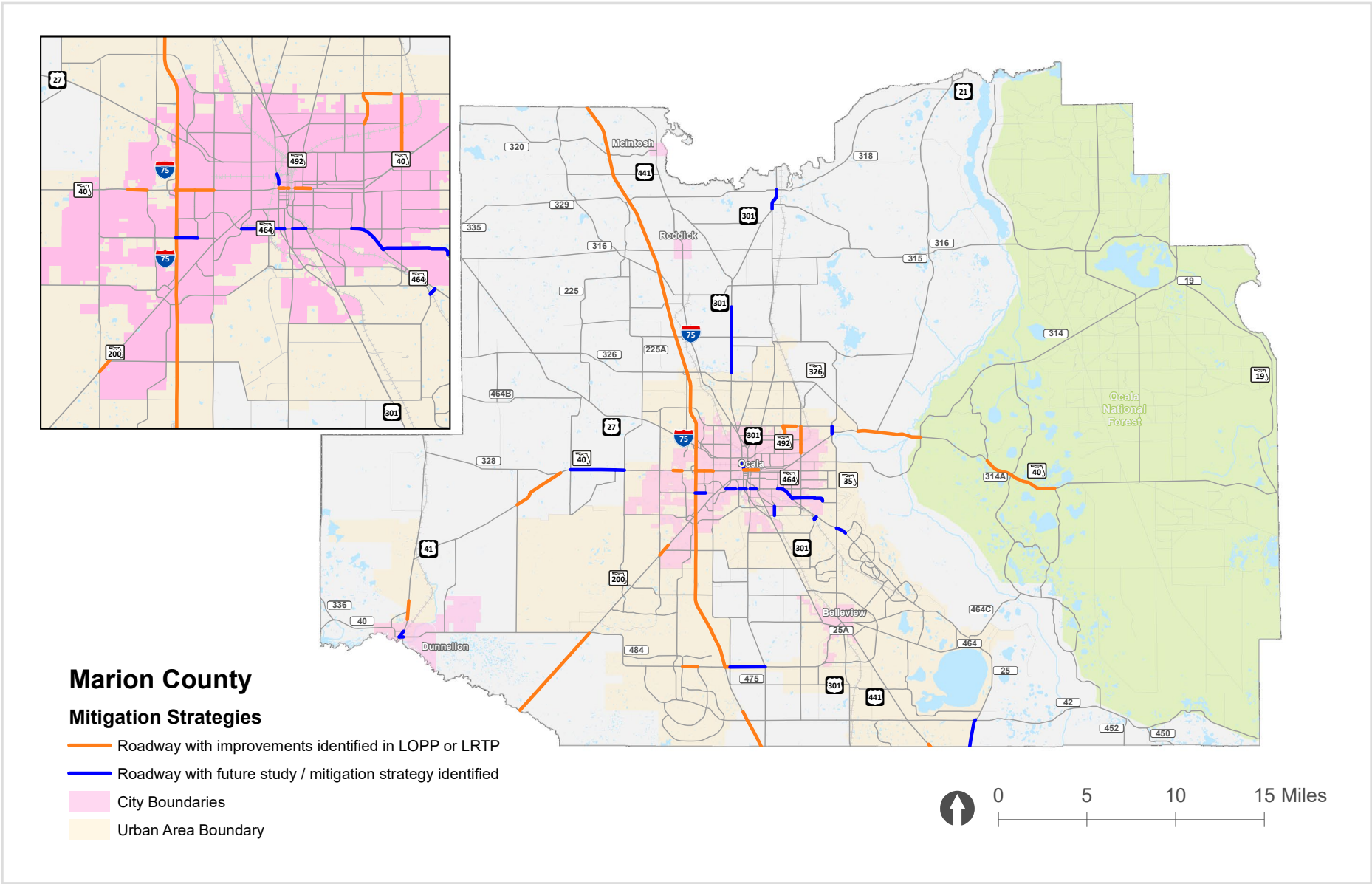
Congestion Levels (Continued)

Name	From	To	LOS Std	2021 V/MSV	2021 LOS	2026 V/MSV	2026 LOS	2026 V/ E+8%
SR 200	COUNTY LINE	1/4 MI SW OF CR 484	C	1.12	D	1.34	D	0.69
SR 200	SW 60 AV	SW 48TH AVE	D	0.86	C	1.03	F	0.96
SR 40	SW 140 AV	CR 328	C	1.71	F	2.04	F	1.72
SR 40	SW 110 AV	SW 85 AV	C	0.76	C	0.92	C	0.82
SR 40	SW 85 AV	SW 80 AV	C	0.76	C	0.92	C	0.82
SR 40	SW 52 AV	I-75 RAMP (WEST)	D	0.81	C	0.9	C	0.84
SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	D	0.82	C	0.95	C	0.88
SR 40	I-75 RAMP (EAST)	SW 33 AV	D	0.86	C	1	D	0.92
SR 40	SW 33 AV	SW 27 AV	D	0.92	C	1.1	F	1.01
SR 40	US 441	NW 2 AV	D	0.89	D	0.94	D	0.83
SR 40	NW 2 AV	N MAGNOLIA AV	D	0.89	D	0.94	D	0.83
SR 40	N MAGNOLIA AV	NE WATULA AV	D	1.01	E	1.06	F	0.94
SR 40	NE WATULA AV	NE 8 AV	D	1.01	E	1.06	F	0.94
SR 40	NE 8 AV	NE 10TH ST	D	1.01	E	1.06	F	0.94
SR 40	SR 326	CR 315	C	0.97	C	1.11	D	0.57
SR 40	CR 315	CR 314	C	1.44	F	1.63	F	1.37
SR 40	NE 145 AV	CR 314A	C	1.42	F	1.8	F	1.52
SR 40	CR 314A	SE 183 AV	C	0.92	C	1.16	F	0.98
SR 464	SW 19 AV RD	SW 7 AV	D	1.02	F	1.1	F	1.02
SR 464	SW 7 AV	US 441	D	1.19	F	1.28	F	1.14
SR 464	US 441	SE 3 AV	D	0.98	D	1.02	E	0.91
SW 20 ST	SW 38 AV	SW 27 AV	E	1.03	F	1.26	F	1.17
US 301	NE JACKSON-VILLE RD	CR 318	C	0.63	C	0.91	C	0.81
US 41	CR 484	SW ROBINSON RD	D	0.84	D	0.92	D	0.82
US 41	SW 110 ST	SW 99 PL	D	1.57	F	0.84	C	0.78
US 441	COUNTY LINE (S)	CR 42	D	0.96	D	1.01	F	0.94
US 441	NW 2 ST	NW 6TH ST	D	0.93	D	0.98	D	0.87
US 441	NW 77 ST	NW 117 ST	C	0.79	C	0.94	C	0.6

Level of Congestion	Mitigation Strategy
Congested (2021)	FDOT FM# 238651-1 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 19.
Congested (2026)	SW 49th Avenue and SW 44th Avenue projects will alleviate traffic on this section of roadway. Monitor.
Extremely (2021)	FDOT FM# 238720-1. Project in design. ROW and CST not funded.
Approaching	Monitor for growth patterns.
Approaching	Monitor for growth patterns.
Approaching	LRTP Project R13 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R13 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R14 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Extremely (2026)	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R14 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Approaching	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2026)	FM# 410674-2 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 15.
Extremely (2021)	FM# 410674-2 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 15.
Extremely (2021)	FM# 410674-3 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 38.
Congested (2026)	FM# 410674-4 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 39.
Extremely (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Extremely (2021)	Access management, ITS, signal corridor timing. LRTP Project OPS17. Evaluate intersection improvements at SR 464/US 441. Evaluate alternate north-south corridors (SE 3rd, Magnolia Extension).
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17. Evaluate intersection improvements at SR 464/US 441.
Extremely (2026)	Evaluate for improvements at the intersections of SW 20th Street with SW 38th Avenue, SW 31st Avenue and SW 27th Avenue. Listed as an unfunded need in the LRTP to widen to 4 lanes.
Approaching	Monitor for growth patterns. High 5-year growth rate that may be stabilizing.
Approaching	Traffic signal timing / coordination. Four traffic signals within 1 mile. Listed as an OPS18 in the LRTP.
Congested (2021)	FDOT FM# 238648-1 construction funding in 2024 to widen to 4 lanes. Not congested in 2026 with the widening.
Congested (2026)	LRTP Project R5 Widening to 6 lanes in Cost Feasible Plan (2031-2035).
Approaching	Monitor for growth patterns. Stablized traffic volume over past 5 years.
Approaching	Monitor for growth patterns. Potential signal improvements at NW 77th Street.
	Identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO.



Figure 18: Mitigation Strategy Segments



# SUMMARY

The Ocala Marion TPO State of the System Report was created to identify potentially congested corridors and to provide information on methods that could be applied to reduce congestion in the region as part of the Congestion Management Process (CMP). Future Action items for the Congestion Management Process may include, but are not limited to:

1. Integrate the recommendations of the Ocala Marion TPO Congestion Management Process for the ongoing monitoring of the transportation system by key stakeholders including the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC)
2. Monitor the availability of data from the Florida Department of Transportation, especially as it relates to travel time reliability measures
3. Monitoring Federal and state requirements pertaining to performance evaluation and Congestion Management Process requirements including the setting of performance targets
4. Program two to three corridor / intersection studies per year based on the mitigation strategies identified in Table 16
5. Perform a State of the System update in two to three years to monitor system performance and effectiveness of congestion management strategy implementation
6. Publish an online interactive map and CMP resource page on the TPO's website with updates to coincide with the State of the System report

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OCALA MARION TPO

# Congestion Management Plan Appendix





## Appendix A

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# Identifying Congested Corridors and Hot Spots



# CONGESTED CORRIDORS AND HOT SPOTS

Various criteria that primarily use traffic volume and capacity are used to select and categorize the congested corridors in Marion County. The methodology using these criteria to select congested corridors within the CMP application area is presented below. Thereafter, criteria used to identify congestion hot spots, i.e. intersections with recurring or non-recurring congestion, are also summarized.

## Selection Methodology

This methodology summarizes the steps used to identify the congested roadways for the Ocala Marion CMP. As indicated earlier, the CMP road network includes all existing and committed roadway segments as identified by the 2045 LRTP.

The selection methodology consists of two main steps. First, five criteria are used to categorize the roadways into three sub-categories. The sub-categories and corresponding criteria are presented below.

**Not Congested (currently or in five years without improvements)** - The corridors in this category are selected based on applying the following criteria at road segment level:

$$\begin{array}{l} \text{Not} \\ \text{Congested} \\ \text{Corridors} \end{array} = \begin{array}{l} \text{Existing or} \\ \text{Existing + 5 Years} \\ \text{Segments with} \end{array} \left( \frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) < \text{Segment}^i \text{ maximum service volume} \times 0.90$$

(i = 1, 2, 3, ... n)

**Approaching Congestion or Minimally Congested** – The corridors that are approaching congestion are analyzed at three levels. The criteria in each level of analysis are summarized below.

- Approaching Congestion: This includes corridors with segments that meet the following criteria, which are currently congested or congested in five years without improvements.

$$\begin{array}{l} \text{Corridors} \\ \text{Approaching} \\ \text{Congestions} \end{array} = \begin{array}{l} \text{Existing or} \\ \text{Existing + 5 Years} \\ \text{Segments with} \end{array} 1.00 > \left( \frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) > 0.90$$

(i = 1, 2, 3, ... n)

- **Congested Today:** As summarized below, this category uses two criteria to identify the corridors that are congested today.

$$\begin{array}{l} \text{Corridors} \\ \text{Congested} \\ \text{Today} \end{array} = \begin{array}{l} \text{Existing Segments} \\ \text{with} \end{array} 1.08 > \left( \frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ capacity}} \right) \& \left( \frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) > 1.00$$

(i = 1, 2, 3, ... n)

- **Extremely Congested:** This category includes roadways in the 2014 E+C network that meets the following criteria are considered severely congested.

$$\begin{array}{l} \text{Extremely} \\ \text{Congested} \\ \text{Corridors} \end{array} = \begin{array}{l} \text{Existing or} \\ \text{Existing + 5 Years} \\ \text{Segments with} \end{array} \left( \frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ capacity}} \right) > 1.08$$

(i = 1, 2, 3, ... n)

In addition to the congested roadways selected using the criteria presented above, high crash locations identified in crash data analysis reports and Mobility Management Systems Task Force recommendations of congested intersections are used to identify the congestion “Hot Spots.”







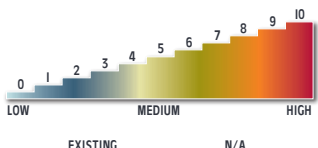




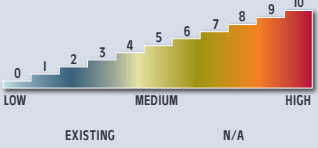




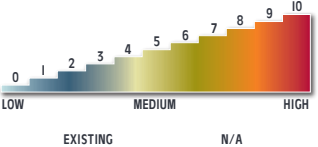









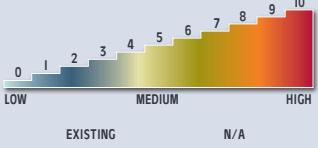








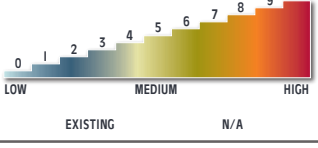









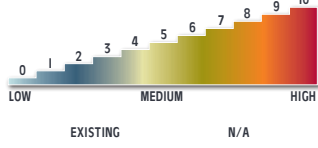







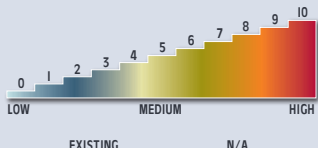








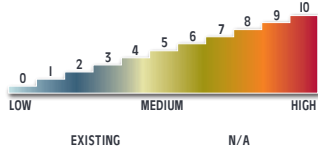








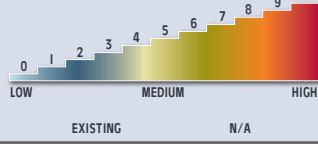










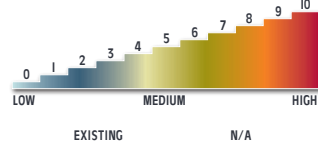









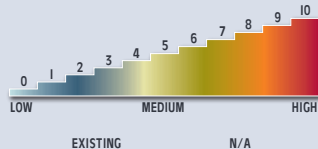
## Appendix B

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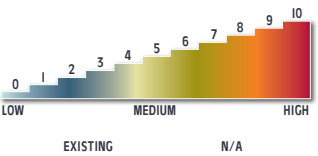












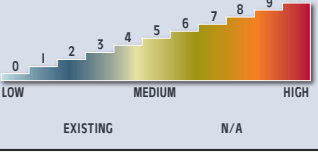












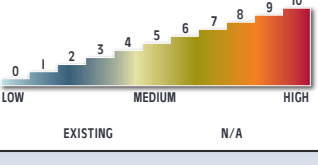












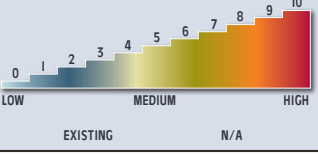












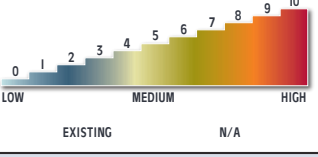








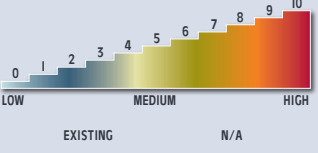
# Congestion Mitigation Strategies Matrix













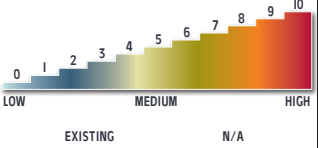














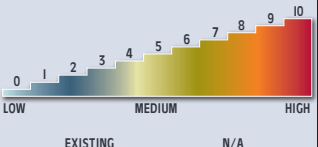














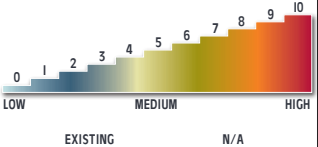
















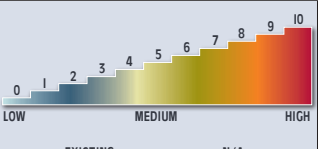




















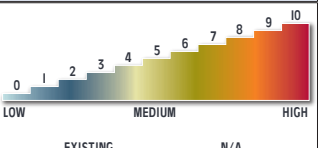














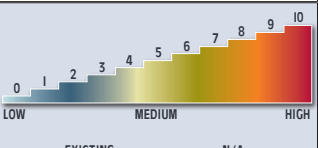














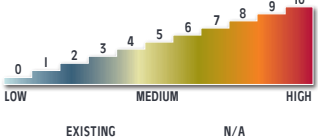

























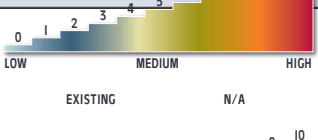












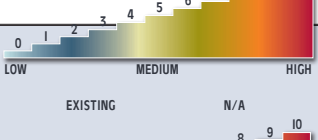












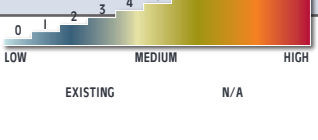












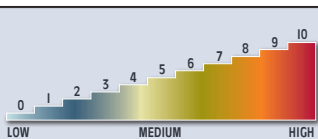
Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled	LT	<b>1.01 Congestion Pricing:</b> Congestion pricing can be implemented statically or dynamically. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, the higher the cost to travel on the road. Dynamic congestion pricing works best when coupled with real-time information on the availability of other routes.	Low	  	  				
	ST/LT	<b>1.02 Alternative Work Hours:</b> There are three main variations: staggered hours, flex-time, and compressed work weeks. Staggered hours require employees in different work groups to start at different times to spread out their arrival/departure times. Flex-time allows employees to arrive and leave outside of the traditional commute period. Compressed work weeks involve reducing the number of days per week worked while increasing the number of hours worked per day.	Low	 	 				
	ST/LT	<b>1.03 Telecommuting:</b> Telecommuting policies allow employees to work at home or a regional telecommute center instead of going into the office, all the time or only one or more days per week.	Med	 	 				
	ST/LT	<b>1.04 Emergency Ride Home Programs:</b> These programs provide a safety net to those people who carpool or use transit to work so that they can get to their destination if unexpected work demands or an emergency arises.	Med		  	  	  		
	ST/LT	<b>1.05 Alternative Mode Marketing and Education:</b> Providing education on alternative modes of transportation can be an effective way of increasing demand for alternative modes. This strategy can include mapping websites that compute directions and travel times for multiple modes of travel.	Med	 	 	 	 		

























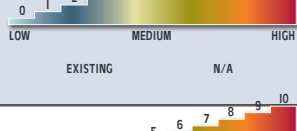




























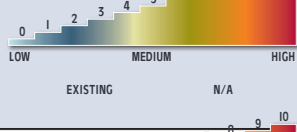




























Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled	ST/LT	<b>1.06 Safe Routes to Schools Program:</b> This program provides funding to communities to invest in pedestrian and bicycle infrastructure surrounding schools.	High		 	 	 		
	ST/LT	<b>1.07 Preferential for Free Parking for HOVs:</b> This program provides an incentive for employees to carpool with preferred of free-of-charge parking for HOVs.	Low		 	 	 		
	ST/LT	<b>1.08 Negotiated Demand Management Agreements:</b> As a condition of development approval, local governments require the private sector to contribute to traffic mitigation agreements. The agreements typically set a traffic reduction goal (often expressed as a minimum level of ridesharing participation or a stipulated reduction in the number of automobile trips).	Low	 	 	 	 		
	ST/LT	<b>1.09 Trip Reduction Ordinance:</b> These ordinances use a locality's regulatory authority to limit trip generation from a development. They spread the burden of reducing trip generation among existing and future developments better than Negotiated Demand Management Agreements.	Low	 	 	 	 		
	ST	<b>1.10 Infill developments:</b> This strategy takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of the urban area.	High		  	  	  		
	ST/LT	<b>1.11 Design Guidelines for Pedestrian-Oriented Development:</b> Maximum block lengths, building setback restrictions, and streetscape enhancements are examples of design guidelines that can be codified in zoning ordinances to encourage pedestrian activity.	High		  	  	  		















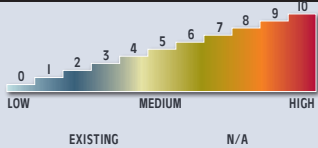














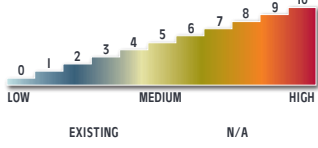














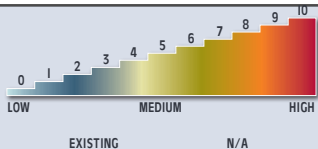

























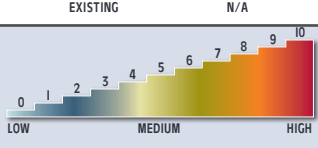














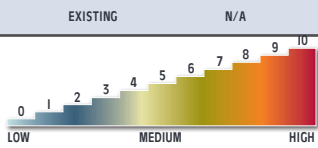








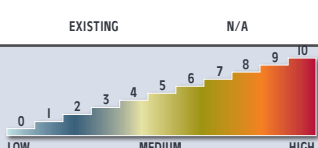
















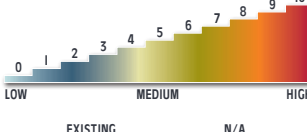












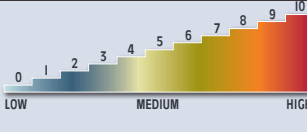
























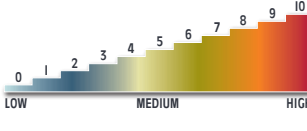
























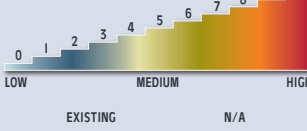
























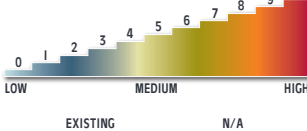

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				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier One	ST/LT	<b>1.12 Mixed-Use Development:</b> This strategy allows many trips to be made without automobiles. People can walk to restaurants and services rather than use their vehicles.	High	  	  	  	  		
Tier 2: Strategies to Shift Automobile Trips to Other Modes	ST/LT	<b>2.01 Transit Capacity Expansion:</b> This strategy adds new vehicles to expand transit services.	Med	  	  	  	  		
	ST/LT	<b>2.02 Increasing Bus Route Coverage or Frequencies:</b> This strategy provides better accessibility to transit to a greater share of the population. Increasing frequency makes transit more attractive to use.	Med	  	  	  	  		
	LT	<b>2.03 Implementing Regional Premium Transit:</b> Premium transit such as Bus Rapid Transit (BRT) best serves dense urban centers where travelers can walk to their destinations. Premium transit from suburban areas can sometimes be enhanced by providing park-and-ride lots.	Low	  	  	  	  		
	ST/LT	<b>2.04 Providing Real-Time Information on Transit Routes:</b> Providing real-time information on bus progress either at bus stops, terminals, and/or personal wireless devices makes bus travel more attractive.	Low	  	  	  	  		
	ST	<b>2.05 Reducing Transit Fares:</b> This relatively easy-to-implement strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, reductions in selected fare categories may be a more feasible strategy to implement.	Low	 	 	 	 		

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 2: Strategies to Shift Automobile Trips to Other Modes	LT	<b>2.06 Provide Exclusive Bus Right-Of-Way:</b> Exclusive right-of-way includes bus ways, bus-only lanes, and bus bypass ramps. This strategy is applied to freeways and major highways that have routes with high ridership.	Low	  	  	  	  		
	ST/LT	<b>2.07 New Sidewalk Connections:</b> Increasing sidewalk connectivity encourages pedestrian traffic for short trips.	Med	 	  	   	    		
	ST/LT	<b>2.08 Designated Bicycle Lanes on Facilities or Routes:</b> Enhancing the visibility of bicycle facilities increases the perception of safety. In many cases, bicycle lanes can be added to existing roadways through restriping.	Med	 	 	   	     		
	ST	<b>2.09 Improved Bicycle Facilities at Transit Stations and Other Trip Destinations:</b> Bicycle racks and bicycle lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.	Low	  	  	   	     		
	ST	<b>2.10 Improved Safety of Existing Bicycle and Pedestrian Facilities:</b> Maintaining lighting, signage, striping, traffic control devices, and pavement quality and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety.	High	  	   	     	      		
	LT	<b>2.11 Exclusive Non-Motorized ROW:</b> Abandoned rail rights-of-way and existing parkland can be used for medium- to long-distance bicycle trails, improving safety and reducing travel times.	Med		  	   	     		

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 2	ST/LT	<b>2.12 Intermodal Enhancements:</b> Coordinating modes makes movement from one mode to the other easier. These enhancements typically includes schedule modification to reduce layover time or increase the opportunity for transfers, creation of multi-modal facilities, informational kiosks, and improved amenities at transfer locations.	Med	  	  	  	  		
Tier 3: Strategies to Increase Vehicle Occupancy	LT	<b>3.01 Ridesharing (Carpools, Vanpools, Lyft, Uber):</b> In ridesharing programs, participants are matched with potential candidates for sharing rides. This is typically arranged/encouraged through employers or transportation management agencies, which provide ride-matching services. These programs are more effective if combined with HOV lanes, parking management, guaranteed ride home policies, and employer-based incentive programs.	Med	  	  	  	  		
	ST/LT	<b>3.02 High Occupancy Vehicle Lanes:</b> This increases corridor capacity while at the same time providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.	Low	  	  	  	  		
	ST/LT	<b>3.03 Park-and-Ride Lots:</b> These lots can be used in conjunction with HOV lanes and/or express bus services. They are particularly helpful when coupled with other commute alternatives such as carpool/vanpool programs, transit, and/or HOV lanes.	Low	  	  	  	  		
	ST/LT	<b>3.04 Employer-Landlord Parking Agreements:</b> Employers can negotiate leases so that they pay only for parking spaces used by employees. In turn, employers can pass along parking savings by purchasing transit passes or reimbursing non-driving employees with the cash equivalent of a parking space.	Low	  	  	  	  		
	ST/LT	<b>3.05 Parking Management:</b> This strategy reduces the instance of free parking to encourage other modes of transportation. Options include reducing the minimum number of parking spaces required per development, increasing the share of parking spaces for HOVs, introducing or raising parking fees, providing cash-out options for employees not using subsidized parking spaces, and expanding parking at transit stations or park-and-ride lots.	Low	  	  	  	  		

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 3	LT	<b>3.06 Managed Lanes:</b> The Federal Highway Administration (FHWA) defines managed lanes as highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions. Examples of managed lanes may include the following: high-occupancy toll (HOT) lanes with tolls that vary based on demand; exclusive bus-only lanes; HOV and clean air and/or energy-efficient vehicle lanes; and HOV lanes that could be changed into HOT lanes in response to changing levels of traffic and roadway conditions.	Low	       	       	       	       		
Tier 4: Strategies to Improve Roadway Operations	ST/LT	<b>4.01 Dynamic Messaging:</b> Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.	High	     	     	     	     		
	ST/LT	<b>4.02 Advanced Traveler Information Systems (ATIS):</b> ATIS provide an extensive amount of data to travelers, such as real-time speed estimates on the web or over wireless devices and transit vehicle schedule progress. It also provides information on alternative route options.	High	     	     	     	     		
	ST/LT	<b>4.03 Integrated Corridor Management (ICM):</b> This strategy, built on an ITS platform, provides for the coordination of the individual network operations between parallel facilities creating an interconnected system. A coordinated effort between networks along a corridor can effectively manage the total capacity in a way that will result in reduced congestion.	High	     	     	     	     		
	ST	<b>4.04 Transit Signal Priority (TSP):</b> This strategy uses technology located onboard transit vehicles or at signalized intersections to temporarily extend green time, allowing the transit vehicle to proceed without stopping at a red light.	Low	   	   	   	   		
	ST	<b>4.05 Truck Signal Priority:</b> This strategy gives priority to a traffic signal approach when trucks are detected. This can reduce truck travel times and potentially increases safety by reducing the number of trucks arriving at the end of the green phase, which may reduce red light running.	Med	 	 	 	 		
	ST	<b>4.06 Traffic Signal Coordination:</b> Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.	High	     	     	     	     		

Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/ Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 4: Strategies to Improve Roadway Operations	ST/LT	<b>4.07 Channelization:</b> This strategy is used to optimize the flow of traffic for making left or right turns usually using concrete islands or pavement markings.	High	 	   	   	   		
	ST/LT	<b>4.08 Intersection Improvements:</b> Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes (right or left) and widened shoulders.	High	 	   	   	   		
	ST/LT	<b>4.09 Bottleneck Removal:</b> This strategy removes or corrects short, isolated, and temporary lane reductions, substandard design elements, and other physical limitations that form a capacity constraint that results in a traffic bottleneck.	High	 	   	   	   		
	LT	<b>4.10 Vehicle Use Limitations and Restrictions:</b> This strategy includes all-day or selected time-of-day restrictions of vehicles, typically trucks, to increase roadway capacity.	Low	 	   	 	 		
	ST	<b>4.11 Improved Signage:</b> Improving or removing signage to clearly communicate location and direction information can improve traffic flow.	Med	 	   	   	   		
	ST/LT	<b>4.12 Geometric Improvements for Transit:</b> This strategy includes providing for transit stop locations that do not affect the flow of traffic, improve sight lines, and improve merging and diverging of buses and cars.	Low	 	   	   	   		
	ST/LT	<b>4.13 Goods Movement Management:</b> This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.	Low			   	   		

Tier	Short-Term/Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 4: Strategies to Improve Roadway Operations	ST/LT	<b>4.14 Freeway Incident Detection and Management Systems:</b> This strategy addresses primarily non-recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.	N/A	     	     	 			
	ST/LT	<b>4.15 Access Management Policies:</b> This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of sidewalk, bicycle, and trail networks.	High	     	     				
	ST/LT	<b>4.16 Corridor Preservation:</b> This strategy includes implementing, where applicable, land acquisition techniques such as full title purchases of future rights-of-way and purchase of easements to plan proactively in anticipation of future roadway capacity demands.	Med	     	     	     	     		
	ST/LT	<b>4.17 Corridor Management:</b> This strategy is applicable primarily in moderate- to high-density areas and includes strategies to manage corridor rights-of-way. The strategies range from land-use regulations to landowner agreements such as subdivision reservations, which are mandatory dedications of portions of subdivided lots that lie in the future right-of-way.	Med	     	     	     	     		
	ST/LT	<b>4.18 Complete Streets:</b> Routinely design and operate the entire right of way to enable safe access for all users including pedestrians, bicyclists, motorists, and transit Element that may be found on a complete street include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.	High	     	     	     	     		
Tier 5: Strategies to Add Capacity	LT	<b>5.01 Add General Purpose Travel Lanes:</b> Increase the capacity of congested roadways through additional general purpose travel lanes (or passing lanes on rural two-lane facilities).	High						



## Appendix C

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# Safety Mitigation Matrix



## KEY SAFETY EMPHASIS AREAS FOR CMP INTEGRATION

Community Traffic Safety Program	Comprehensive Traffic Enforcement and Education Program	Motorcycle Safety Program
<p>Community Traffic Safety teams are multidisciplinary efforts (engineering, law enforcement, education, etc.) who work together to target community specific traffic safety issues.</p>	<p>The Comprehensive Traffic Enforcement and Education Program involves the aggressive enforcement of traffic laws in the following priority areas: Distracted Driving, Impaired Driving, Motorcycle Safety, Occupant Protection and Child Passenger Safety, Pedestrian and Bicycle Safety, Speed/Aggressive Driving, and Teen Driving. Comprehensive projects are funded in communities with a significant number of serious injuries and fatalities that are linked to priority traffic safety areas. Focusing on enhanced enforcement and educational efforts that support critical traffic laws, these efforts will reduce crashes and save lives. Goals of the program are to increase awareness, education, and enforcement of key traffic safety laws that will contribute to a minimum 5 percent annual reduction in fatalities.</p>	<p>This program area addresses crashes involving motorcyclists which is a significant cause of traffic fatalities in Florida.</p>
Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> <li>• Increase public awareness and highway traffic safety programs</li> <li>• Expand the network of concerned individuals to build recognition and awareness about traffic safety</li> <li>• Support initiatives that enhance traffic laws and regulations related to safe driving</li> </ul>	<ul style="list-style-type: none"> <li>• Increase public awareness of highway traffic safety programs</li> <li>• Expand the network of concerned stakeholders to build recognition and awareness of traffic safety</li> <li>• Support initiatives that enhance traffic safety laws and regulations related to safe driving</li> <li>• Support and promote effective law enforcement efforts related to safe driving</li> </ul>	<ul style="list-style-type: none"> <li>• Collect and analyze data on motorcycle crashes, injuries, and fatalities to provide local and state agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida</li> <li>• Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs and reduce duplication of effort</li> <li>• Promote personal protective gear and its value in reducing motorcyclist injury levels and increasing rider conspicuity</li> <li>• Ensure persons operating a motorcycle on public roadways hold an endorsement specifically authorizing motorcycle operation</li> <li>• Promote adequate rider training and preparation to new and experienced motorcycle riders by qualified instructors at State-approved training centers</li> <li>• Reduce the number of alcohol, drug, and speed-related motorcycle crashes in Florida</li> <li>• Support legislative initiatives that promote motorcycle safety-related traffic laws and regulations</li> <li>• Ensure State and local motorcycle safety programs include law enforcement and emergency services components</li> <li>• Incorporate motorcycle-friendly policies and practices into roadway design, traffic control, construction, operation, and maintenance</li> <li>• Increase the visibility of motorcyclists by emphasizing rider conspicuity and motorist awareness of motorcycles</li> <li>• Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems and programs</li> </ul>

## KEY SAFETY EMPHASIS AREAS FOR CMP INTEGRATION (CONTINUED)

Pedestrian and Bicycle Safety Program	Public Traffic Safety Professionals Training	Speed/Aggressive Driving Program
<p>This program area addresses bicycle and pedestrian crashes which represent a disproportionate share of fatal crashes.</p>	<p>This program area seeks to improve the ability of law enforcement to implement effective traffic enforcement and accident investigation techniques.</p>	<p>Aggressive driving, as defined by State Statute, requires inclusion of at least two of the following contributing causes: speeding, unsafe or improper lane change, following too closely, failure to yield right-of-way, improper passing, and failure to obey traffic control devices.</p>
Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> <li>• Increase awareness and understanding of safety issues related to vulnerable road users</li> <li>• Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement</li> <li>• Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures</li> <li>• Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking</li> <li>• Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• Increase traffic safety professionals' awareness of highway safety issues</li> <li>• Improve traffic enforcement and detection skills</li> <li>• Improve crash investigation and prosecution skills</li> <li>• Improve detection, prosecution, and adjudication of impaired driving cases</li> <li>• Increase understanding of the importance of accurate data collection and analysis</li> </ul>	<ul style="list-style-type: none"> <li>• Support and promote effective law enforcement efforts to reduce aggressive driving</li> <li>• Support and promote effective law enforcement efforts to reduce speed-related crashes</li> <li>• Increase training and education on the problems of speed/aggressive driving</li> <li>• Identify and support initiatives that reduce instances of speeding and aggressive driving</li> </ul>



## OTHER SAFETY EMPHASIS AREAS FOR CMP INTEGRATION

Aging Road Users Program	Distracted Driving Program	Impaired Driving Program	Occupant Protection and Child Passenger Safety Program
At-risk aging road users addresses all modes of transportation. For data purposes in this emphasis area, aging road users are defined as 65-year-olds and older.	Distracted driving occurs when a driver allows any mental or physical activity to take the driver's focus off the task of driving. There are three main types of distraction: manual – taking your hands off the wheel; visual – taking your eyes off the road; and cognitive – taking your mind off driving.	Originally focused on alcohol impaired driving only, the state has expanded the focus to include drug impaired driving due to its prevalence and close association to alcohol impairment.	The goal of Florida's Occupant Protection and Child Passenger Safety Program is to improve the use of age-appropriate safety restraints to reduce traffic fatalities and serious injuries.
Potential Strategies	Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> <li>• Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources</li> <li>• Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility</li> <li>• Provide information and resources regarding aging road user safety, access, and mobility</li> <li>• Inform public officials about the importance and need to support national, State, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility</li> <li>• Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users)</li> <li>• Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation</li> <li>• Promote safe driving and mobility for aging road users through licensing and enforcement</li> <li>• Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non-motorized vehicles)</li> <li>• Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders</li> <li>• Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia-friendly transportation)</li> </ul>	<ul style="list-style-type: none"> <li>• Increase public awareness and outreach programs on distracted driving</li> <li>• Encourage companies, state agencies, and local governments to adopt and enforce policies to reduce distracted driving in company and government vehicles</li> <li>• Support legislative initiatives that enhance distracted driving-related traffic laws and regulations</li> <li>• Support Graduated Driver's License (GDL) restrictions to reduce distracted driving behaviors in teen drivers</li> <li>• Increase law enforcement officer understanding of Florida traffic crash reporting and distracted driving data collection</li> <li>• Educate law enforcement, judges, and magistrates on the existing laws that can be applied to distracted driving</li> <li>• Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation</li> </ul>	<ul style="list-style-type: none"> <li>• Improve DUI enforcement</li> <li>• Improve prosecution and adjudication of impaired driving cases</li> <li>• Improve the DUI administrative suspension process</li> <li>• Improve prevention, public education, and training</li> <li>• Improve the treatment system (i.e., DUI programs, treatment providers, and health care providers)</li> <li>• Improve data collection and analysis</li> </ul>	<ul style="list-style-type: none"> <li>• Support the Occupant Protection Resource Center which provides stakeholders with occupant protection public information and education materials, information regarding child passenger safety inspection stations, and child passenger safety technician and instructor training</li> <li>• Promote safety belt and child restraint use to high-risk groups through the Florida Occupant Protection Task Force</li> <li>• Support the national Click It or Ticket mobilization through overtime enforcement efforts targeting safety belt and child restraint use during day and nighttime hours</li> </ul>

## OTHER SAFETY EMPHASIS AREAS FOR CMP INTEGRATION (CONTINUED)

Paid Media Program	Teen Driver Safety Program	Traffic Records Program
<p>Florida's paid media plan is designed to heighten traffic safety awareness and support enforcement efforts by aggressively marketing State and national traffic safety campaigns. Each media purchase is program-specific and location and medium are selected based on the number of expected impressions, geographic location of high risk, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the State.</p>	<p>At-risk drivers, comprised of teen drivers who represent a disproportionate number of traffic crashes. For data purposes in this emphasis area, teen drivers are 15- to 19-year-olds.</p>	<p>This addresses Federal requirements and funding for traffic records. This emphasis area was meant to ensure traffic records aligned with the overall SHSP where possible and appropriate.</p>
Potential Strategies	Potential Strategies	Potential Strategies
<ul style="list-style-type: none"> <li>• Increase public awareness of highway traffic safety programs and enforcement</li> <li>• Expand the network of concerned individuals to build recognition and awareness</li> </ul>	<ul style="list-style-type: none"> <li>• Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and support for the Florida Teen Safe Driving Coalition</li> <li>• Create a safe driving culture for teen drivers through outreach and education</li> <li>• Support initiatives that enhance safe teen driving-related traffic laws and regulations related to safe teen driving</li> </ul>	<ul style="list-style-type: none"> <li>• Develop and maintain complete, accurate, uniform, and timely traffic records data</li> <li>• Provide the ability to link traffic records data together</li> <li>• Facilitate access to traffic records data</li> <li>• Promote the use of traffic records data</li> </ul>

## Appendix D

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# CMP Database





# Ocala Marion TPO CMP Databse - August 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	DAILY SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY VMSV	2026 DAILY LOS
1010	SE 92 PLACE LOOP	SR 35	US 441	4	67,770	4	67,770	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1020	CR 21	CR 315	COUNTY LINE	2	15,170	2	15,170	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	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
1030.4	CR 225	CR 326	CR 316	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
1040.1	CR 225	CR 316	CR 318	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
1050	CR 225A	CR 326	CR 326	2	10,224	2	10,224	Rural	U	COUNTY	Other CMP Network Roadway	D	7,500	0.73	C	1.00%	7,900	0.77	C
1060	CR 225A	CR 326	CR 329	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	3,100	0.33	B	1.00%	3,200	0.35	B
1070	CR 25	COUNTY LINE	CR 42	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	11,500	0.9	C	1.00%	12,100	0.95	D
1080.1	CR 25	CR 42	SE 128 PL RD	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	3.44%	10,000	0.34	B
1080.3	CR 25	SE 128 PL RD	SE 335 AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	3.44%	10,000	0.34	B
1090.1	CR 25	SE 135 AV	CR 464	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	3.44%	10,000	0.34	B
1100.1	CR 25	CR 464	SE 308 TER RD	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	6,600	0.22	B	2.09%	7,300	0.25	B
1100.4	CR 25	SE 108 TER RD	SE 92 PL LOOP	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	5,600	0.19	B	1.00%	5,900	0.20	B
1110.4	CR 25	SE 92 PL LOOP	SE 110 ST	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	11,900	0.41	C	1.00%	12,500	0.43	C
1120	US 441	NE 28 ST	CR 25A (S)	4	41,790	4	41,790	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,700	0.54	C	1.66%	24,700	0.59	C
1130	CR 25A	US 441 (S)	SR 326	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.4	C	1.00%	5,400	0.42	C
1150.1	CR 25A	SR 326	URBAN AREA BOUNDARY	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	8,900	0.41	B	1.00%	9,300	0.43	B
1150.2	CR 25A	URBAN AREA BOUNDARY	CR 329	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	8,900	0.46	B	1.00%	9,300	0.49	C
1160.1	CR 25A	CR 326	US 441	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	2,400	0.26	B	1.00%	2,600	0.28	B
1160.3	CR 25A	CR 329	CR 316	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,400	0.13	B	1.00%	2,600	0.14	B
1170	CR 25A	US 441	CR 25	2	29,340	2	29,340	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 7 ST	SE 1 ST	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,000	0.1	B	1.00%	2,100	0.11	B
1190.1	CR 314	SR 40 (E)	SE 1 ST	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,000	0.1	B	6.48%	2,800	0.15	B
1200	CR 314	SR 40 (E)	CR 314A	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	3,200	0.17	B	1.00%	3,300	0.17	B
1210.2	CR 314	CR 314A	SR 19	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1220	CR 314A	CR 464C	SE 180 AV	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,700	0.14	B	1.00%	2,800	0.15	B
1230.1	CR 314A	SE 180 AV	SR 40	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	5,600	0.29	B	1.00%	5,900	0.31	B
1240	CR 314A	SR 40	CR 314	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	11.28%	4,900	0.26	B
1250.2	CR 315	CR 316	CR 318	2	15,170	2	15,170	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	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	3,700	0.19	B	1.00%	3,900	0.20	B
1250.4	CR 315	NE 90 ST	CR 316	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	4,000	0.21	B	1.00%	4,200	0.22	B
1260	CR 315	CR 318	CR 21	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,200	0.17	B
1270	CR 315	CR 21	COUNTY LINE	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,200	0.17	B
1280.1	CR 316	US 27	CR 329	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	800	0.09	B	1.00%	900	0.10	B
1280.2	CR 316	E OF CR 225	I 75	2	9,270	2	9,270	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	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	900	0.1	B	1.00%	1,000	0.11	B
1280.4	CR 316	CR 25A	I 75	2	9,270	2	9,270	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	9,270	2	9,270	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	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	1,800	0.19	B	1.00%	1,900	0.20	B
1290.4	CR 316	US 441	JACKSONVILLE RD	2	9,270	2	9,270	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	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,900	0.15	B	8.56%	4,400	0.23	B
1300.2	CR 316	NE 110TH AVE RD	CR 315	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	1.00%	2,900	0.15	B
1310.1	CR 316	CR 315	NE 203 AV	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	3,500	0.18	B	3.28%	4,100	0.21	B
1320.1	CR 316	NE 203 AV	SR 19	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,700	0.14	B	17.74%	4,900	0.26	B
1330	CR 318	COUNTY LINE	NW 60 AVE	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	B	2,000	0.22	B	2.82%	2,300	0.25	B
1340.1	CR 318	I 75	175	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	4,800	0.25	B	4.41%	6,000	0.31	B
1340.2	CR 318	NW 60 AVE	US 441	2	10,224	2	10,224	Urban	U	COUNTY	Other CMP Network Roadway	D	4,200	0.41	C	1.00%	4,400	0.43	C
1350.1	CR 318	US 441	NE 10 AVE	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	4,200	0.45	B	1.00%	4,400	0.47	B
1350.2	CR 318	NE 10 AVE	US 301	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	4,200	0.45	B	6.28%	5,700	0.61	B
1360.1	CR 318	US 301	CR 315	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	4,200	0.22	B	6.28%	5,700	0.30	B
1380	CR 320	COUNTY LINE	CR 329	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	400	0.04	B	1.00%	400	0.04	B
1390.1	CR 320	CR 329	US 441	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1400	CR 326	US 441	SW 140 AV	2	10,224	2	10,224	Rural	U	COUNTY	Other CMP Network Roadway	D	2,900	0.28	C	1.00%	3,000	0.29	C
1410.1	CR 326	SW 140 AV	E OF NW 125 AV	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,900	0.15	B	1.00%	3,000	0.16	B
1410.2	CR 326	E OF NW 125 AV	SR 40	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	3,200	0.17	B	1.00%	3,300	0.17	B
1420	CR 329	COUNTY LINE	HWY 318	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	1,400	0.15	B	1.00%	1,500	0.16	B
1430.1	CR 329	HWY 318	CR 316	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	2,100	0.23	B	1.00%	2,300	0.25	B
1430.2	CR 329	CR 316	CR 25A	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	2,100	0.23	B	1.00%	2,300	0.25	B
1440.1	CR 329	CR 25A	US 441	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	1,800	0.19	B	3.18%	2,100	0.23	B
1450	CR 329	US 441	JACKSONVILLE RD	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	5,800	0.63	B	1.00%	6,100	0.66	B
1460	CR 329	JACKSONVILLE RD	NE 47 AV	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	5,000	0.29	B	8.22%	6,300	0.43	B
1470	CR 316	COUNTY LINE	CR 42	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1480	CR 35	SR 40	NE 35 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	D	9,100	0.85	D	3.14%	10,700	1.00	F
1490	CR 35	NE 35 ST	NE 58 AV	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	D	4,900	0.38	C	1.00%	5,100	0.40	C
1500	CR 35	NE 58 AV	SR 326	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	5,200	0.24	B	1.00%	5,500	0.25	B
1510	CR 35	SR 326	NE 87TH ST RD	2	14,130	2	14,130	Rural	U	COUNTY	Other CMP Network Roadway	C	2,600	0.18	B	2.11%	2,900	0.21	B
1520.2	CR 40	COUNTY LINE (W)	CR 336	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,200	0.11	B	1.00%	2,400	0.13	B
1530	CR 40	URBAN AREA BOUNDARY	CR 336	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	3,500	0.18	B	1.00%	3,600	0.19	B
1540.1	CR 40	URBAN AREA BOUNDARY	SW ROLLING HILLS RD	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1550.1	CR 42	CR 475	US 301	2	15,170	2	15,170	Rural	U	COUNTY	Other CMP Network Roadway	D	5,400	0.28	B	1.00%	5,700	0.30	B
1560	CR 42	SE 77 AV	US 301	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	14,300	0.4	C	1.00%	15,000	0.43	C
1570	CR 42	SE 77 AV	US 441	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	9,000	0.25					

# Ocala Marion TPO CMP Database - August 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	DAILY SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY VMSV	2026 DAILY LOS
1780	CR 464	OKA RD	EMERALD RD (S)	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	D	7,300	0.2	C	1.00%	7,700	0.21	C
1790	CR 464	EMERALD RD (S)	SE 110 ST	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	D	9,100	0.25	C	1.34%	10,700	0.30	C
1800.2	CR 464	SE 110 ST	CR 25	2	10,656	2	10,656	Urban	D	COUNTY	Other CMP Network Roadway	D	4,600	0.43	C	8.64%	7,000	0.66	D
1810	CR 464A	US 441	SE 31 ST	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	6,800	0.19	C	2.45%	7,700	0.21	C
1830	CR 464A	SE 31 ST	SR 464	2	16,727	2	16,727	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1840	CR 464B	COUNTY LINE	US 27	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1850	SE 114TH ST RD	CR 464	SE 135 AV	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	3,900	0.18	B	3.81%	4,700	0.22	B
1860.1	CR 464C	SE 114TH ST RD	URBAN AREA BOUNDARY	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	5,200	0.24	B	5.46%	6,800	0.31	B
1860.4	CR 464C	URBAN AREA BOUNDARY	CR 475A	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	5,300	0.27	B	5.46%	6,800	0.35	B
1870.1	CR 475	COUNTY LINE	CR 475A	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	9,800	0.49	C	5.35%	12,200	0.64	C
1870.3	CR 475	CR 475A	URBAN AREA BOUNDARY	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	6,300	0.33	B	6.21%	8,500	0.44	B
1870.4	CR 475	URBAN AREA BOUNDARY	CR 484	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	6,300	0.29	B	6.21%	8,500	0.39	B
1880.1	CR 475	CR 484	URBAN AREA BOUNDARY	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	5,400	0.18	B	1.00%	5,700	0.19	B
1880.2	CR 475	URBAN AREA BOUNDARY	SE 90 ST	2	25,650	2	25,650	Rural	U	COUNTY	Other CMP Network Roadway	E	5,400	0.21	B	1.00%	5,700	0.22	B
1890.1	CR 475	SE 90 ST	URBAN AREA BOUNDARY	2	25,650	2	25,650	Rural	U	COUNTY	Other CMP Network Roadway	E	6,600	0.26	B	1.63%	7,200	0.28	B
1890.2	CR 475	URBAN AREA BOUNDARY	SE 80 ST	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	6,600	0.22	B	1.63%	7,200	0.25	B
1900	CR 475	SE 80 ST	SE 52 ST	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	6,600	0.52	C	1.00%	7,000	0.55	C
1910.1	CR 475	SE 52 ST	SE 35 ST	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	8,300	0.65	C	1.11%	9,700	0.76	C
1910.3	CR 475	SE 35 ST	SE 31 ST	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	8,300	0.38	B	1.11%	9,300	0.33	B
1910.5	CR 475	SE 31 ST	N OF SW 29TH ST RD	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.26	B	1.00%	7,900	0.27	B
1910.6	CR 475	N OF SW 29TH ST RD	US 441	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.7	D	1.00%	7,900	0.74	D
1920	SE 23 PL	US 441	SE 3 AV	2	11,189	2	11,189	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.67	D	1.00%	7,900	0.71	D
1930.1	CR 475A	CR 475A	CR 484	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	D	7,600	0.6	C	4.89%	9,600	0.75	C
1940.1	CR 475A	CR 484	URBAN AREA BOUNDARY	2	16,200	2	16,200	Urban	U	COUNTY	Other CMP Network Roadway	C	6,500	0.4	B	2.12%	7,200	0.44	B
1940.2	CR 475A	URBAN AREA BOUNDARY	CR 475	2	14,130	2	14,130	Rural	U	COUNTY	Other CMP Network Roadway	C	6,500	0.46	B	2.12%	7,200	0.51	B
1950	CR 475A	CR 475	SE 25 AV	2	9,288	2	9,288	Rural	U	COUNTY	Other CMP Network Roadway	C	3,500	0.38	C	13.98%	6,700	0.72	C
1960	CR 475A	SE 25 AV	SE 36 AV	2	12,744	2	12,744	Urban	D	COUNTY	Other CMP Network Roadway	D	3,500	0.27	C	13.98%	6,700	0.53	C
1970	CR 475A	US 301	US 301	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	D	2,400	0.19	C	1.00%	2,600	0.20	C
1980	CR 475B	CR 475A	CR 475	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	3,800	0.2	B	1.00%	4,000	0.21	B
1990.3	CR 484	LAKEHORE DR	E OF HENDRIX DR	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	10,400	0.48	B	3.36%	12,200	0.56	C
1990.4	CR 484	E OF HENDRIX DR	SW 140 AVE	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	10,400	0.54	C	3.36%	12,200	0.64	C
1990.6	CR 484	SW 140 AVE	SW 105 AV	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	10,400	0.48	B	3.36%	12,200	0.56	C
2010	CR 484	SW 105 AV	SR 200	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	10,400	0.48	B	3.36%	12,200	0.56	C
2020.1	CR 484	SW 45 AV	SW 45 AV	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	9,000	0.71	C	3.18%	10,600	0.83	C
2030	CR 484	I-75 RAMP (W)	I-75 RAMP (W)	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	25,100	0.98	D	3.93%	42,600	1.19	F
2050	CR 484	I-75 RAMP (E)	I-75 RAMP (E)	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	D	35,100	0.85	C	3.93%	42,600	0.79	C
2070	CR 484	I-75 RAMP (E)	CR 475A	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	D	36,200	1.01	F	6.37%	49,300	1.38	F
2080	CR 484	CR 475A	CR 475	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	D	27,900	0.78	C	4.34%	34,500	0.96	D
2090	CR 484	CR 475	CR 467	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	D	21,800	0.61	C	4.57%	27,000	0.76	C
2110	CR 484	CR 467	SE 132 ST RD	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	23,300	0.65	C	6.56%	32,000	0.89	C
2120.2	CR 484	SE 132 ST RD	US 441	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2150	E FORT KING ST	NE 1 AV	SE WATULIA AVE	2	10,656	2	10,656	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	SE 11 AV	SE 11 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	5,600	0.53	D	1.00%	5,900	0.55	D
2170	E FORT KING ST	SE 11 AV	SE 11 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	6,900	0.65	D	1.00%	7,400	0.69	D
2180	E FORT KING ST	SE 36 AV	SE 32 AV	2	14,742	2	14,742	Urban	D	COUNTY	Other CMP Network Roadway	E	9,400	0.64	D	2.64%	11,000	0.75	D
2190	E FORT KING ST	SE 22 AV	SW 25 AV	2	14,742	2	14,742	Urban	D	COUNTY	Other CMP Network Roadway	E	9,600	0.65	D	2.64%	10,900	0.74	D
2200	E FORT KING ST	SW 25 AV	SE 30TH AVE	2	14,742	2	14,742	Urban	D	COUNTY	Other CMP Network Roadway	E	9,800	0.66	D	2.58%	11,100	0.75	D
2210.4	E FORT KING ST	SE 30TH AVE	SE 36 AV	2	16,727	2	16,727	Urban	D	COUNTY	Other CMP Network Roadway	E	6,800	0.41	C	1.00%	7,200	0.43	C
2220	E FORT KING ST	SE 36 AV	SR 35	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	8,000	0.63	C	1.00%	8,400	0.66	C
2230	CR 484	US 41	LAKEHORE DR	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	D	12,100	1.14	F	1.79%	13,200	1.24	F
2240	SR 25	US 441	BASELINE RD	2	35,540	2	35,540	Urban	D	COUNTY	Other CMP Network Roadway	D	10,300	0.66	D	1.00%	10,800	0.69	D
2280.1	I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	6	69,000	6	69,000	Rural	F	STATE	NHS Interstate	C	83,900	1.22	E	1.77%	91,600	1.33	E
2280.2	I-75	URBAN AREA BOUNDARY	CR 484	6	113,600	6	113,600	Urban	F	STATE	NHS Interstate	D	83,900	0.74	C	1.77%	91,600	0.81	C
2290	I-75	SR 200	SR 200	6	113,600	6	113,600	Urban	F	STATE	NHS Interstate	D	102,700	0.9	D	2.81%	128,000	1.04	F
2290	I-75	SR 200	SR 40	6	113,600	6	113,600	Urban	F	STATE	NHS Interstate	D	106,100	0.93	D	3.82%	127,900	1.13	E
2300	I-75	SR 40	US 27	6	113,600	6	113,600	Urban	F	STATE	NHS Interstate	D	92,200	0.81	C	4.82%	116,600	1.03	E
2310	I-75	US 27	SR 326	6	113,600	6	113,600	Urban	F	STATE	NHS Interstate	D	85,300	0.75	C	6.70%	117,900	1.04	E
2320.1	I-75	SR 326	URBAN AREA BOUNDARY	6	113,600	6	113,600	Urban	F	STATE	NHS Interstate	D	77,800	0.68	C	8.57%	117,400	1.03	E
2320.2	I-75	URBAN AREA BOUNDARY	CR 318	6	69,000	6	69,000	Rural	F	STATE	NHS Interstate	C	77,800	1.13	D	8.57%	117,400	1.70	F
2330	I-75	CR 318	COUNTY LINE (N)	6	69,000	6	69,000	Rural	F	STATE	NHS Interstate	C	77,800	1.12	D	7.00%	108,400	1.57	F
2340.1	CR 200A	NE 20 ST	NE 4V	4	39,420	4	39,420	Urban	D	COUNTY	Other CMP Network Roadway	E	5,300	0.17	C	1.00%	5,600	0.18	C
2350	CR 200A / JACKSONVILLE RD	NE 20 ST	NE 20 ST	4	39,420	4	39,420	Urban	D	COUNTY	Other CMP Network Roadway	E	9,200	0.24	C	1.00%	9,600	0.26	C
2360	CR 200A / JACKSONVILLE RD	NE 28 ST	NE 35 ST	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	12,100	0.34	C	1.00%	12,800	0.36	C
2370	CR 200A / JACKSONVILLE RD	NW 35 ST	NE 49 ST	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	D	9,000	0.71	C	1.17%	9,500	0.75	C
2380	CR 200A / JACKSONVILLE RD	NE 49 ST	SR 326	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	D	7,700	0.6	C	1.00%	8,000	0.63	C
2390	CR 200A / JACKSONVILLE RD	SR 326	URBAN AREA BOUNDARY	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	10,500	0.48	B	2.39%	11,800	0.54	C
2400.3	CR 200A / JACKSONVILLE RD	URBAN AREA BOUNDARY	NE 101 ST	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	10,500	0.55	C	2.39%	11,800	0.62	C
2410	CR 200A / JACKSONVILLE RD	NE 101 ST	US 301	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	5,600	0.29	B	1.00%	5,900	0.31	B
2420	MAGNOLIA AV N	NE 1 AV	SR 492	2	14,742	2	14,742	Urban	D	COUNTY	Other CMP Network Roadway	E	4,100	0.28	C	1.00%	4,300	0.29	C
2430	MAGNOLIA AV N	NE JACKSONVILLE RD	SR 492	2	15,479	2	15,479	Urban	D	COUNTY	Other CMP Network Roadway	E	3,400	0.23	C	1.00%	3,600	0.25	C
2450	MAGNOLIA AV N	NE JACKSONVILLE RD	CR 200A	2	14,742	2	14,742	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A</	

# Ocala Marion TPO CMP Databse - August 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	DAILY SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY VMSV	2026 DAILY LOS
2660	NE 17 AV	NE 3 ST	NE 14 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.34	C	1.00%	3,400	0.36	C
2670	NE 17S ST	CR 200A	NE 70 AV	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,200	0.11	B	1.23%	2,300	0.12	B
2680	NE 19 AV	SR 492	NE 35 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	3,000	0.28	C	3.77%	3,400	0.34	C
2690	NE 2 ST	NE 8 AV	NE 25 AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	800	0.03	B	1.00%	900	0.03	B
2700	NE 203 AV	NE 127 ST	CR 316	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2720	NE 24 ST	CR 200A	NE 25 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.61	D	1.00%	6,900	0.65	D
2730	NE 24 ST	NE 25 AV	NE 36 AV	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	2,900	0.23	C	1.00%	3,000	0.24	C
2740	NE 25 AV	SR 40	SR 492	4	35,820	4	35,820	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	15,300	0.43	C	1.00%	16,100	0.45	C
2760	NE 25 AV	SR 492	NE 24 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.8	D	1.00%	8,900	0.84	D
2770	NE 25 AV	NE 24 ST	NE 35 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	9,800	0.88	D	1.00%	9,900	0.93	D
2780	NE 25 AV	NE 35 ST	NE 49 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	6,800	0.64	D	1.00%	7,200	0.68	D
2790	NE 25 AV	NE 49 ST	SR 326	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	3,800	0.36	C	1.00%	4,000	0.38	C
2800	NE 28 ST	US 441	CR 200A	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.32	C	1.00%	3,500	0.33	C
2810	NE 28 ST	CR 200A	NE 25 AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2820	NW 3 ST	US 441	N MAGNOLIA AV	2	11,189	2	11,189	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	1,800	0.16	C	1.00%	1,900	0.17	C
2830	NE 3 ST	N MAGNOLIA AV	NE 1 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	1,800	0.17	C	1.00%	1,900	0.18	C
2840	NE 3 ST	NE 1 AV	NE 8 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	7,700	0.72	D	1.00%	8,000	0.75	D
2850	NE 8 AV	NE 25 AV	NE 25 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.34	C	1.00%	3,800	0.36	C
2860	NE 3 ST	SR 40	NE 25 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	2,300	0.23	C	10.00%	4,100	0.38	C
2870	NE 35 ST	CR 200A	NE 25 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	8,700	0.82	D	1.00%	9,100	0.85	D
2880.1	NE 35 ST	NE 25 AV	NE 36 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	8,700	0.82	D	2.95%	10,100	0.95	D
2890	NE 35 ST	NE 36 AV	CR 35	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	6,600	0.62	D	1.00%	7,000	0.66	D
2900	NE 36 AV	CR 329	CR 329	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	1,800	0.09	B	1.00%	1,900	0.10	B
2920	NE 36 AV	NE 14 ST	NE 21 ST	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	10,900	0.86	C	1.00%	11,500	0.90	C
2930	NE 36 AV	NE 21 ST	NE 35 ST	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.89	C	1.00%	11,900	0.93	C
2940	NE 36 AV	NE 35 ST	NE 49 ST	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	9,800	0.77	C	2.25%	11,000	0.86	C
2950	NE 36 AV	SR 326	NE 49 ST	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	4,200	0.45	B	2.67%	4,800	0.52	B
2960	NE 40 AV	NE 49 ST	SR 326	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2970	NE 44 AV	E FORT KING ST	CR 314	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2990	NE 47 AV	CR 329	CR 316	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	700	0.04	B	1.00%	700	0.04	B
3000	NE 49 ST	W ANTHONY RD	CR 200A	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	3,500	0.33	C	1.00%	3,600	0.34	C
3010	NE 49 ST	CR 200A	NE 25 AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	3,500	0.12	B	1.00%	3,600	0.12	B
3020	NE 49 ST	NE 25 AV	NE 36 AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3030	NE 40 AV	NE 36 AV	NE 49 ST	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3040	CR 314	SR 40 (W)	NE 36 AV	2	12,744	2	12,744	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,600	0.44	C
3050.1	CR 314	NE 36 AV	CR 35	2	12,744	2	12,744	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	8,100	0.64	C	1.29%	8,600	0.67	C
3060	CR 314	SR 35	URBAN AREA BOUNDARY	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	6,700	0.23	B	2.98%	7,700	0.26	B
3070.2	CR 314	URBAN AREA BOUNDARY	NE 7 ST	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	6,700	0.35	B	2.99%	7,700	0.40	B
3080	NE 70 AV	NE 17S ST	CR 316	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,200	0.11	B	1.23%	2,300	0.12	B
3090.1	SR 326	US 441	W ANTHONY RD	2	14,160	2	14,160	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,900	0.84	C	1.00%	12,500	0.88	C
3100	SR 326	W ANTHONY RD	CR 200A	2	14,160	2	14,160	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,900	0.84	C	1.00%	12,500	0.88	C
3110	SR 326	CR 200A	NE 36 AV	2	15,700	2	15,700	Rural	U	STATE	NHS - Non-Interstate Roadway	C	12,000	0.76	C	1.00%	12,700	0.81	C
3130	SR 326	NE 36 AV	NE 40 AV	2	15,700	2	15,700	Rural	U	STATE	NHS - Non-Interstate Roadway	C	7,300	0.46	B	1.00%	7,700	0.49	B
3140	NE 8 AV	NE 3 ST	NE 49 ST	4	27,702	4	27,702	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.28	C	1.00%	8,100	0.29	C
3160	NE 8 AV	NE 3 ST	SR 492	4	27,702	4	27,702	Urban	U	COUNTY	Other CMP Network Roadway	E	11,500	0.42	C	1.00%	12,100	0.44	C
3170	NE 8 AV	SR 492	CR 200A	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.61	D	1.00%	6,900	0.65	D
3180.1	NE 90 ST	CR 35	CR 315	2	14,130	2	14,130	Rural	U	COUNTY	Other CMP Network Roadway	C	600	0.04	B	1.00%	600	0.04	B
3190	NE 95 ST	W ANTHONY RD	CR 200A	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	1.00%	1,600	0.17	B
3200.1	NE 97 ST	CR 200A	URBAN AREA BOUNDARY	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	3,300	0.15	B	3.51%	3,900	0.18	B
3200.3	NE 97 ST	URBAN AREA BOUNDARY	CR 35	2	14,130	2	14,130	Rural	U	COUNTY	Other CMP Network Roadway	C	600	0.04	B	1.00%	600	0.04	B
3210	NE JACKSONVILLE RD	N MAGNOLIA AV	CR 200A	2	21,780	2	21,780	Urban	U	CITY OF OCALA	Other CMP Network Roadway	D	9,300	0.43	B	1.00%	9,800	0.45	B
3230	NE WATULA AVE	SR 40	NE 3 ST	2	10,656	2	10,656	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	400	0.04	C	1.00%	400	0.04	C
3240.1	NW 100 ST	RHW 225A	US 441	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3240.2	NW 100 ST	US 441	JACKSONVILLE RD	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3260	NW 110 ST	CR 225A	CR 225A	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3270	NW 118 ST	CR 225A	NW 55 CT	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3280	NW 120 ST	NW 55 CT	CR 25A	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3290	NW 135 ST	CR 225	CR 225A	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
3300	NW 150 AV	CR 648B	SR 326	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3310	NW 160 AV	SR 326	US 27	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	700	0.08	B	1.00%	700	0.08	B
3320	NW 165 ST	US 441	US 801	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	700	0.08	B	1.00%	700	0.08	B
3330	NW 183 ST	CR 329	US 441	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3340.1	CR 200A	US 441	NE JACKSONVILLE RD	4	30,420	4	30,420	Urban	D	COUNTY	Other CMP Network Roadway	E	2,900	0.26	C	1.00%	3,300	0.27	C
3350	NW 21 ST	NW 35 AV	MARTIN L KING AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	0.06	B	1.00%	1,800	0.06	B
3360	NW 27 AV	SR 40	US 27	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	21,000	0.59	C	1.13%	22,200	0.62	C
3370	NW 27 AV	US 27	NW 21 ST	2	14,040	2	14,040	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	7,400	0.53	D	9.58%	11,800	0.84	D
3380	NW 27 AV	NW 21 ST	NW 35 ST	2	10,656	2	10,656	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	6,100	0.57	D	8.16%	9,000	0.84	D
3390	NW 3 ST	NW 40 AV	NW 38 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	2,400	0.23	C	1.00%	2,600	0.24	C
3400	NW 35 AV	US 27	NW 21 ST	4	67,770	4	67,770	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3410	NW 35 ST	NW 27 AV	NW MARTIN L KING AV	4	30,420	4	30,420	Urban	D	COUNTY	Other CMP Network Roadway	E	7,700	0.25	C	1.00%	8,000	0.26	C
3420	NW 31 ST	US 441	NW MARTIN L KING AV	4	30,420	4	30,420	Urban	D	COUNTY	Other CMP Network Roadway	E	14,100	0.46	D	1.00%	14,800	0.49	D
3430.2	NW 35 ST	NE 2ND AVE	CR 200A	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	10,000	0.34	B	1.00%	10,500	0.36	B
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## Ocala Marion TPO CMP Databse - August 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	DAILY SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY V/MSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY V/MSV	2026 DAILY LOS
3570.1	NW MARTIN L KING AV	NYW 22 ST	NYW 35 ST	2	19,340	2	19,340	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,500	0.12	B
3580	NW MARTIN L KING AV	NW 35 ST	CR 25A	2	13,381	2	13,381	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.25	C	1.00%	3,500	0.26	C
3590.1	OAK RD	SE 110 ST	CR 464	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.12	B	1.00%	3,800	0.13	B
3610	POWELL RD	CR 40	US 41	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	4,600	0.43	C	4.66%	5,800	0.54	D
3620	MAGNOLIA AV S	SR 40	SW 10 ST	4	36,342	4	36,342	Urban	O	CITY OF OCALA	Other CMP Network Roadway	E	4,100	0.11	C	1.00%	4,300	0.12	C
3680	SE MAGNOLIA EXT	SE 3 AV	SW 10TH ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	9,000	0.84	D	1.00%	9,400	0.88	D
3690	SE MAGNOLIA EXT	SR 464	SE 3 AV	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	9,000	0.71	C	1.00%	9,400	0.74	C
3700	SE 1 AV	SW 10 ST	E FORT KING ST	2	17,496	2	17,496	Urban	O	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	Not Counted	N/A	N/A	
3740	SE 1 AV	E FORT KING ST	SR 40	2	17,496	2	17,496	Urban	O	COUNTY	Other CMP Network Roadway	E	2,300	0.23	C	1.00%	2,500	0.24	C
3760.1	SE 100 AV	SUNSET HARBOR RD	CR 25	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.22	B	9.91%	10,500	0.36	R
3770	SE 108 TER RD	CR 25	SE 110 ST RD	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3780	SE 11 AV	SR 464A	SR 464	2	11,189	2	11,189	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,600	0.23	C	4.45%	3,300	0.29	C
3790	SE 11 AV	SR 464	E FT KING ST	2	10,656	2	10,656	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,800	0.36	C	1.00%	4,000	0.38	C
3800	SE 11 AV	E FT KING ST	SR 40	2	10,656	2	10,656	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,000	0.28	C	1.00%	3,100	0.29	C
3810.1	SE 110 ST	CR 475	CR 467	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3820	SE 110 ST	CR 467	US 441	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	6,100	0.57	D	2.77%	7,000	0.66	D
3810.1	CR 25	SE 110 ST	SR 35	2	30,807	2	30,807	Urban	D	COUNTY	Other CMP Network Roadway	E	11,500	0.39	C	1.00%	12,500	0.41	C
3840.1	SE 110 ST RD	CR 25	OMK RD	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	5,700	0.19	B	1.00%	6,000	0.20	B
3850.1	SE 110 ST RD	OMK RD	CR 464	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	5,700	0.19	B	1.00%	6,000	0.20	B
3860	CR 464C	CR 305	SE 114TH ST RD	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	4,400	0.2	B	1.00%	4,600	0.21	B
3880	SE 147 PL	US 441	US 441	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	4,700	0.37	C	3.06%	5,400	0.42	C
3900.1	SE SUNSET HARBOR RD	US 441	SE 99TH AVE	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	4,500	0.15	B	1.00%	4,700	0.16	B
3900.2	SE SUNSET HARBOR RD	SE 99TH AVE	SE 150 LN	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	7,100	0.24	B	3.73%	8,500	0.29	B
3910	SR 464	SE 3 AV	SE 11 AV	4	32,400	4	32,400	Urban	D	STATE	Other CMP Network Roadway	D	31,600	0.98	D	1.00%	33,200	1.02	E
3930.1	SR 464	SE 11 AV	SE 22 AV	4	39,800	4	39,800	Urban	D	STATE	Other CMP Network Roadway	D	30,300	0.76	C	1.00%	31,800	0.79	C
3950	SR 464	SE 22 AV	SE 25 AV	4	39,800	4	39,800	Urban	D	STATE	Other CMP Network Roadway	D	37,500	0.95	C	2.10%	42,100	1.06	F
3960	SE 17 ST	SE 36 AV	SE 38 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	4,800	0.38	C	1.00%	4,300	0.39	C
3980	SE 17 ST	SE 29 AV	SE 58 AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4020	CR 314A	CR 42	SE 183 AV RD	2	19,170	2	19,170	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 31 ST	SE 31 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	9,500	0.89	D	4.91%	12,000	1.13	F
4050	SE 19 AV	SE 31 ST	SR 464	2	14,040	2	14,040	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	9,500	0.68	D	4.91%	12,000	0.85	D
4060	SE 22 AV	SR 464	E FORT KING ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	2,200	0.21	C	4.15%	2,700	0.25	C
4070	SE 24 ST	SR 464	SE 36 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	10,800	1.01	F	6.27%	14,700	1.38	F
4080	SE 24 ST	SE 28 ST	SE 28 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	10,800	1.01	F	6.27%	14,700	1.38	F
4090	SE 24 ST	CR 464A	SE 3 AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4100	SE 24 RD	CR 464A	SE 31 ST	2	29,340	2	29,340	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4110	SE 25 AV	SR 464	E FORT KING	4	30,420	4	30,420	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,800	0.62	D	1.00%	19,700	0.65	D
4130	SE 25 AV	E FORT KING	SR 40	4	30,420	4	30,420	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4140	SE 28 ST	SR 35	SE 31 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4150	SE 3 AV	US 441	SR 464	2	10,656	2	10,656	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,700	0.35	C	1.00%	3,900	0.37	C
4160	SE 3 AV	SR 464	S MAGNOLIA AV	2	10,656	2	10,656	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,800	0.54	D	1.00%	6,100	0.57	D
4170	SE 3 AV	S MAGNOLIA AV	SE 8 ST	2	10,656	2	10,656	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	4,900	0.46	C	1.00%	5,100	0.48	C
4180	SE 36 AV	SE 17 ST	SR 464	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.17	B	10.80%	8,200	0.28	B
4190	SE 30 AV	SE 17 ST	E FORT KING ST	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.17	B	10.80%	8,200	0.28	B
4200.1	SE 31 ST	SW 7 AV	CR 475	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	21,900	0.61	C	1.00%	23,100	0.64	C
4200.2	SE 31 ST	US 441	US 441	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	21,900	0.61	C	1.00%	23,100	0.64	C
4210	SE 31 ST	US 441	CR 464A	4	30,420	4	30,420	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.6	D	1.14%	19,400	0.64	D
4220	SE 31 ST	CR 464A	SE 19 AV	4	30,420	4	30,420	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.6	D	1.14%	19,400	0.64	D
4230.1	SE 31 ST	SE 19 AV	SE 36 AV	4	35,820	4	35,820	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	14,800	0.41	C	1.00%	15,500	0.43	C
4240	SE 31 ST	SR 464	SE 36 AV	4	37,611	4	37,611	Urban	D	COUNTY	Other CMP Network Roadway	E	14,800	0.39	C	1.00%	15,500	0.41	C
4250	CR 467	CR 42	CR 475A	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	4,300	0.15	B	1.00%	4,500	0.15	B
4270	CR 467	CR 475A	CR 484	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	4,300	0.34	C	1.00%	4,500	0.35	C
4280	CR 467	SE 95 ST	SE 95 ST	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	4,800	0.39	C	1.00%	5,000	0.39	C
4290	SE 36 AV	SE 38 ST	SE 31 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.7	D	1.00%	7,900	0.74	D
4300	SE 36 AV	SE 31 ST	SR 464	4	31,941	4	31,941	Urban	D	COUNTY	Other CMP Network Roadway	E	8,000	0.25	C	1.00%	8,400	0.26	C
4310	SE 36 AV	SR 464	SE 24 ST	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	15,800	0.44	C	1.00%	16,600	0.46	C
4320	SE 36 AV	SE 24 ST	SE 17 ST	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	16,900	0.47	C	1.00%	17,800	0.50	C
4330	SE 36 AV	SE 17 ST	E FORT KING ST	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	16,900	0.47	C	1.00%	17,800	0.50	C
4340.2	NE 36 AV	CR 314	CR 314	4	35,820	4	35,820	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	16,900	0.47	C	1.00%	17,800	0.50	C
4350	NE 36 AV	CR 314	SR 40	4	35,820	4	35,820	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.51	C	1.00%	19,200	0.54	C
4360	NE 36 AV	NE 14 ST	SR 40	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	15,400	0.43	C	1.01%	16,200	0.45	C
4370	SE 38 ST	SE 36 AV	SE 38 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	5,000	0.47	C	1.00%	5,300	0.50	D
4380	SE 38 ST	SE 36 AV	SE 44 AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	7,900	0.27	B	2.48%	8,900	0.30	B
4400	SE 41 CT	SE 80 ST	SE 52 ST	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	2,600	0.2	C	1.00%	2,700	0.21	C
4420	SE 44 AV	SE 52 ST	SE 38 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	7,900	0.74	D	2.48%	8,900	0.84	D
4425	SE 44 AV RD	SR 464	SE 44 AV	2	11,189	2	11,189	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.76	D	4.66%	10,700	0.96	D
4430	SE 47 AV	CR 475A	CR 484	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4440	SE 52 CT	E FORT KING ST	SE 29 AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4450	SE 52 ST	CR 475	US 441	2	12,744	2	12,744	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,600	0.44	C
4460	SE 52 ST	US 441	SE 44 AV RD	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	6,300	0.58	D	1.00%	6,700	0.61	D
4470	SE 8 ST	S MAGNOLIA AV	SE WATULIA AVE	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	2,900	0.27	C	1.00%	3,000	0.28	C
4490	SE 8 ST	SE WATULIA AVE	SE 22 AV	2	29,340	2	29,340	Urban	U	COUNT									

# Ocala Marion TPO CMP Databse - August 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	DAILY SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY V/M\$V	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY V/M\$V	2026 DAILY LOS
4640	SE SUNSET HARBOR RD	SE 30S AV	CR 25	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	3,700	0.35	C	1.00%	3,900	0.37	C
4650	SE WATULA AVE	SE 5 ST	E FORT KING ST	2	10,656	2	10,656	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	4,400	0.41	C	1.18%	4,700	0.44	C
4660	SE WATULA AVE	SR 40	E FORT KING ST	2	10,656	2	10,656	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	400	0.04	C	1.00%	400	0.04	C
4670.1	SR 19	COUNTY LINE (S)	SR 40	2	10,320	2	10,320	Rural	U	STATE	Other CMP Network Roadway	C	1,900	0.18	C	4.97%	2,400	0.23	C
4670.2	SR 19	COUNTY LINE (N)	SR 40	2	15,700	2	15,700	Rural	U	STATE	Other CMP Network Roadway	C	1,900	0.12	B	4.97%	2,400	0.15	B
4690.1	SR 200	COUNTY LINE	1/4 MI SW OF CR 484	2	15,700	2	15,700	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,600	1.12	D	3.67%	21,100	1.34	D
4690.2	SR 200	1/4 MI SW OF CR 484	CR 484	4	30,765	4	30,765	Rural	D	STATE	NHS - Non-Interstate Roadway	C	17,600	0.57	C	3.67%	21,100	0.69	C
4700	SR 200	CR 484	SE 95 TH CR	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,400	0.36	C	1.00%	22,500	0.38	C
4710	SR 200	SE 95 TH CR	SW 80 AV	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,700	0.61	C	1.00%	38,600	0.64	C
4770	SR 200	SW 80 AV	SW 60 AV	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,300	0.52	C	1.00%	32,900	0.55	C
4800	SR 200	SW 60 AV	SW 48TH AVE	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	51,600	0.86	C	3.70%	61,900	1.03	F
4810.2	SR 200	SW 48TH AVE	SW 44 CT	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	43,900	0.73	C	2.20%	48,900	0.82	C
4820.1	SR 200	SW 44 CT	1-75	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	44,400	0.74	C	1.00%	46,600	0.78	C
4850	SR 200	1-75	SW 32 AV	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	44,400	0.74	C	1.00%	46,600	0.78	C
4880	SR 200	SW 32 AV	SW 27 AV	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	41,300	0.69	C	1.00%	43,400	0.72	C
4900	SR 200	SW 27 AV	SW 20 ST	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	41,300	0.69	C	1.00%	43,400	0.72	C
4910	SR 200	SW 20 ST	SR 464	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	39,800	0.66	C	1.00%	41,300	0.69	C
4930	SR 200	SR 464	SW MARTIN L KING AV	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,500	0.41	C	1.00%	25,700	0.43	C
4940	SR 200	SW MARTIN L KING AV	SW 7 RD	6	59,900	6	59,900	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,000	0.45	C	1.00%	28,400	0.47	C
4950	SR 200	SW 7 RD	US 441	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,000	0.68	C	1.00%	28,400	0.71	C
4960	SW 10 ST	US 441	SE 1 AV	4	32,400	4	32,400	Urban	D	STATE	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4970	SW 10 ST	SE 1 AV	S MAGNOLIA AV	4	32,400	4	32,400	Urban	D	STATE	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4980	CR 326	COUNTY LINE	US 27	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	4,500	0.49	B	1.00%	4,700	0.51	B
4990	CR 326	US 27	CR 225A	2	9,270	2	9,270	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5000.1	CR 326	CR 225A	NW 49TH AVE	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5000.2	CR 326	NW 49TH AVE	NW 44 AV	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5010	CR 326	NW 44 AV	1-75 RAMP (WEST)	4	39,800	4	39,800	Urban	D	COUNTY	Other CMP Network Roadway	D	7,400	0.31	C	1.44%	8,000	0.32	C
5020	SR 326	1-75 RAMP (WEST)	1-75 RAMP (EAST)	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	7,400	0.19	C	1.44%	8,000	0.20	C
5030	SR 326	1-75 RAMP (EAST)	CR 25A	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,400	0.56	C	1.00%	23,600	0.59	C
5040	SR 326	CR 25A	US 441	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	11,700	0.29	C	1.36%	12,500	0.31	C
5050	SR 326	NE 40 AV	CR 35	2	15,700	2	15,700	Rural	U	STATE	NHS - Non-Interstate Roadway	C	7,300	0.46	B	1.00%	7,700	0.49	B
5060	SR 326	CR 35	NE 64 AV	2	24,200	2	24,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	4,400	0.18	B	4.93%	5,600	0.23	B
5070	SR 326	NE 64 AV	SR 40	2	14,160	2	14,160	Urban	U	STATE	NHS - Non-Interstate Roadway	D	4,400	0.31	C	4.93%	5,600	0.40	C
5080.1	SR 35	SE 29ND PL	SR 25	4	39,800	4	39,800	Urban	D	STATE	Other CMP Network Roadway	D	12,000	0.3	C	1.00%	12,700	0.32	C
5090.1	SR 35	SE 29ND PL	LAUREL RD	4	41,790	4	41,790	Urban	D	STATE	Other CMP Network Roadway	D	26,500	0.63	C	1.00%	27,900	0.67	C
5100	SR 35	LAUREL RD	SR 464	4	39,800	4	39,800	Urban	D	STATE	Other CMP Network Roadway	D	26,500	0.67	C	1.00%	27,900	0.70	C
5110	SR 35	SE 28 ST	SE 28 ST	4	39,800	4	39,800	Urban	D	STATE	Other CMP Network Roadway	D	22,500	0.57	C	3.50%	26,700	0.67	C
5120	SR 35	SE 28 ST	CHERRY RD	4	39,800	4	39,800	Urban	D	STATE	Other CMP Network Roadway	D	22,500	0.57	C	3.50%	26,700	0.67	C
5130	SR 35	CHERRY RD	E FORT KING ST	4	39,800	4	39,800	Urban	D	STATE	Other CMP Network Roadway	D	21,100	0.53	C	2.81%	24,300	0.61	C
5140	SR 35	E FORT KING ST	CR 314	4	39,800	4	39,800	Urban	D	STATE	Other CMP Network Roadway	D	21,100	0.53	C	2.81%	24,300	0.61	C
5150	SR 35	CR 314	SR 40	4	39,800	4	39,800	Urban	D	STATE	Other CMP Network Roadway	D	12,400	0.31	C	1.00%	13,100	0.33	C
5170.1	SR 40	US 41	URBAN AREA BOUNDARY	2	24,200	2	24,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	9,300	0.38	B	2.73%	10,600	0.44	B
5170.2	SR 40	URBAN AREA BOUNDARY	SW 140 AV	2	15,700	2	15,700	Rural	U	STATE	NHS - Non-Interstate Roadway	C	9,300	0.59	B	2.73%	10,600	0.68	C
5180	SR 40	SW 140 AV	SW 132 AV	2	10,320	2	10,320	Rural	U	STATE	NHS - Non-Interstate Roadway	C	1,670	0.17	F	2.10%	2,040	0.24	F
5190	SR 40	CR 326	SW 110 AV	4	29,300	4	29,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	17,600	0.6	C	3.67%	21,100	0.72	C
5200.1	SR 40	SW 110 AV	SW 85 AV	4	29,300	4	29,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	22,200	0.76	C	4.03%	27,000	0.92	C
5200.2	SR 40	SW 85 AV	SW 80 AV	4	29,300	4	29,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	22,200	0.76	C	4.03%	27,000	0.92	C
5210	SR 40	SW 80 AV	SW 60 AV	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,900	0.55	C	1.00%	23,100	0.58	C
5220	SR 40	SW 60 AV	SW 52 AV	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,400	0.71	C	1.00%	29,800	0.75	C
5230.1	SR 40	SW 52 AV	1-75 RAMP (WEST)	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,300	0.81	C	2.12%	35,900	0.90	C
5240	SR 40	1-75 RAMP (WEST)	1-75 RAMP (EAST)	4	41,790	4	41,790	Urban	D	STATE	NHS - Non-Interstate Roadway	D	34,400	0.82	C	2.89%	39,700	0.95	C
5250	SR 40	1-75 RAMP (EAST)	SW 38 AV	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	34,400	0.86	C	2.89%	39,700	1.00	D
5260	SR 40	SW 38 AV	SW 27 AV	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,500	0.92	C	2.63%	42,600	1.10	F
5270	SR 40	SW 27 AV	SW MARTIN L KING AVE	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,000	0.65	C	1.00%	27,300	0.69	C
5280	SR 40	SW MARTIN L KING AVE	US 441	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,700	0.49	C	1.00%	20,700	0.52	C
5300	SR 40	US 441	NW 2 AV	4	32,400	4	32,400	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,900	0.89	D	1.00%	30,300	0.94	D
5310	SR 40	N MAGNOLIA AV	NW 2 AV	4	32,400	4	32,400	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,900	0.89	D	1.00%	30,300	0.94	D
5330	SR 40	N MAGNOLIA AV	NE WATULA AV	4	32,400	4	32,400	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	E	1.00%	34,300	1.06	F
5350	SR 40	NE WATULA AV	NE 8 AV	4	32,400	4	32,400	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	E	1.00%	34,300	1.06	F
5360.1	SR 40	NE 8 AV	NE 10TH ST	4	32,400	4	32,400	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	E	1.00%	34,300	1.06	F
5360.2	SR 40	NE 10TH ST	NE 11 AV	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	0.82	C	1.00%	34,300	0.86	C
5370	SR 40	NE 11 AV	NE 25 AV	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,100	0.78	C	1.00%	32,700	0.82	C
5410	SR 40	NE 25 AV	NE 36 AV	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,000	0.63	C	1.00%	26,300	0.66	C
5420	SR 40	NE 36 AV	SR 492	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	C
5430	SR 40	SR 492	NE 49 CT	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	C
5440.2	SR 40	NE 49 CT	NE 49 TER	4	41,790	4	41,790	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,500	0.54	C	1.00%	23,700	0.57	C
5450	SR 40	NE 49 TER	SR 35	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,100	0.56	C	1.00%	23,300	0.59	C
5460.1	SR 35	SR 326	SR 326	2	24,200	2	24,200	Urban	D	STATE	NHS - Non-Interstate Roadway	D	15,600	0.64	C	3.34%	18,400	0.76	D
5470	SR 40	SR 326	CR 315	2	15,700	2	15,700	Rural	U	STATE	NHS - Non-Interstate Roadway	C	15,200	0.97	C	2.79%	17,500	1.11	D
5480	SR 40	CR 315	CR 314	2	10,320	2	10,320	Rural	U	STATE	NHS - Non-Interstate Roadway	C	1,440	0.14	F	2.43%	16,800	1.63	F
5490.1	SR 40	CR 314	NE 145 AV	2	15,700	2	15,700	Rural	U	STATE	NHS - Non-Interstate Roadway	C	12,900</						

# Ocala Marion TPO CMP Database - August 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	DAILY SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY VMSV	2026 DAILY LOS
5630	SW 140 AV	SR 40	CR 328	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	1,400	0.07	B	1.94%	1,500	0.08	B
5650	SW 17 ST	SW 27 AV	SR 200	4	35,820	4	35,820	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5660	SR 464	SR 200	SW 19 AV RD	4	37,611	4	37,611	Urban	D	COUNTY	Other CMP Network Roadway	D	26,000	0.69	C	1.00%	27,300	0.73	C
5670.1	SR 464	SW 19 AV RD	SW 7 AV	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	D	36,500	1.02	F	1.46%	39,300	1.10	F
5680.1	SR 464	SW 7 AV	US 441	4	30,618	4	30,618	Urban	D	COUNTY	Other CMP Network Roadway	D	36,500	1.19	F	1.46%	39,300	1.28	F
5690	SR 464	US 441	SE 3 AV	4	32,400	4	32,400	Urban	D	STATE	Other CMP Network Roadway	D	31,600	0.98	D	1.00%	33,200	1.02	E
5710	SW 180 AV RD	CR 484	SW 180 AV	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,600	0.14	B	2.11%	2,900	0.15	B
5730	SW 180 AV RD	SW 180 AV	SR 40	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,300	0.12	B	1.00%	2,500	0.13	B
5740	SW 69 AV	SW 60 ST	SW 66 ST	2	9,288	2	9,288	Urban	U	COUNTY	Other CMP Network Roadway	C	5,400	0.58	C	1.00%	5,700	0.61	C
5750.1	SW 28 AV RD	SW 27 AV	SR 464	4	35,820	4	35,820	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	34,400	0.4	C	1.00%	35,100	0.42	C
5760	SW 20 ST	SW 60 AV	SW 38 AV	4	35,820	4	35,820	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,500	0.38	C	1.50%	14,600	0.41	C
5780	SW 20 ST	SW 38 AV	SW 27 AV	2	16,727	2	16,727	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	17,200	1.03	F	4.10%	21,100	1.26	F
5800	SW 20 ST	SW 27 AV	SR 200	2	16,727	2	16,727	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	7,000	0.42	C	1.00%	7,400	0.44	C
5810.1	CR 475A	SW 107 PL	SW 66 ST	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	9,700	0.45	B	1.00%	10,200	0.47	B
5820.3	CR 475A	SW 66 ST	CR 475C	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	12,600	0.43	C	1.00%	13,300	0.45	C
5830	SW 27 AV	SW 42 ST	SW 19 AV RD	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	21,500	0.6	C	4.00%	26,200	0.73	C
5850	SW 27 AV	SW 19 AV RD	SR 200	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	18,900	0.53	C	1.00%	19,800	0.55	C
5860	SW 27 AV	SR 200	SR 464	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	20,000	0.56	C	1.00%	21,000	0.59	C
5870.2	SW 27 AV	SR 464	SR 40	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	20,000	0.56	C	1.00%	21,000	0.59	C
5880	SW 3 ST	US 441	S MAGNOLIA AV	2	17,496	2	17,496	Urban	O	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5890	SW 3 ST	SE 1 AV	S MAGNOLIA AV	2	17,496	2	17,496	Urban	O	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5900	SW 31 AV	SW 20 ST	SW 13 ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	2,700	0.25	C	1.00%	2,800	0.26	C
5910.1	SW 33 AV	SW 13 ST	SR 40	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	2,700	0.09	B	1.00%	2,800	0.10	B
5920	SW 37 AV	SW 20 ST	SW 13 ST	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.14	B	1.00%	4,200	0.14	B
5940.1	SW 38 AV	SW 20 ST	SW 40 ST	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	1,500	0.05	B	1.00%	1,600	0.05	B
5950	SW 38 AV	SW 20 ST	SW 40 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.68	D	5.23%	9,300	0.87	D
5970	SW 38 ST	SW 60 AV	SW 40 AV	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	10,000	0.78	C	1.00%	10,500	0.82	C
5980	SW 38 ST	SW 60 AV	SW 51 TER	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	7,300	0.69	D	1.00%	7,700	0.72	D
6000	SW 40 AV	SW 38 AV	SR 40	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	1,500	0.14	C	1.00%	1,600	0.15	C
6010	SW 40 ST	SW 51 TER	SW 43 CT	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,100	0.28	B
6020	SW 40 ST	SW 43 CT	SW 38 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.73	D	1.00%	8,100	0.76	D
6030	SW 40 ST	SW 38 AV	SR 200	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6040	SW 42 ST	SW 43 CT	SR 200	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	D	7,200	0.68	D	5.23%	9,300	0.87	D
6050	SW 42 ST	SR 200	SW 7 AV	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	18,800	0.52	C	1.00%	19,700	0.55	C
6060.4	SW 44 AV	SW 20 ST	SW 13 ST	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	7,200	0.33	B	5.23%	9,300	0.43	B
6090	MARION OAKS	CR 484	SW 49 AV	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	7,000	0.2	C	1.00%	7,400	0.21	C
6100	SW 49 AV	MARION OAKS	SW 95 ST	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	10,200	0.8	C	1.00%	10,700	0.30	C
6110	SW 49 AV	SW 95 ST	SW 85 ST	4	67,770	4	67,770	Urban	D	COUNTY	Other CMP Network Roadway	E	10,200	0.15	B	1.00%	10,700	0.16	B
6120	SW 5 ST	US 441	S MAGNOLIA AV	2	17,496	2	17,496	Urban	O	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6130	SW 5 ST	S MAGNOLIA AV	SE 1 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6140.1	SW 60 AV	SW 103 ST	SW 95 ST RD	2	30,807	2	30,807	Urban	D	COUNTY	Other CMP Network Roadway	E	7,000	0.23	B	1.00%	7,400	0.24	B
6150	SW 60 AV	SW 95 ST RD	SR 200	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	17,600	0.49	C	1.00%	18,500	0.52	C
6170.1	SW 60 AV	SR 200	SW 38 ST	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	15,100	0.42	C	1.00%	15,900	0.44	C
6180	SW 60 AV	SW 38 ST	SW 20 ST	4	35,820	4	35,820	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,800	0.52	C	1.00%	19,700	0.55	C
6190	SW 60 AV	SR 40	SW 20 ST	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	24,300	0.68	C	1.00%	25,300	0.87	C
6200	SW 66 ST	SR 200	I-75	2	12,744	2	12,744	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,600	0.44	C	1.94%	6,200	0.49	C
6210	SW 66 ST	I-75	SW 27 AV	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	7,100	0.56	C	1.00%	7,500	0.59	C
6220	SW 66 ST	SW 27 AV	SW 19 AV	2	9,288	2	9,288	Rural	U	COUNTY	Other CMP Network Roadway	C	5,400	0.58	C	1.00%	5,700	0.61	C
6230.1	SW 7 AV	SW 32 ST	SR 464	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.14	B	1.00%	4,200	0.14	B
6240	SW 7 RD	SR 464	SW 10 ST	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.14	B	1.00%	4,200	0.14	B
6250	SW 80 AV	SW 103 ST	SR 200	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.28	C	1.00%	3,800	0.30	C
6260.1	SW 80 AV	SR 200	SW 90 ST	4	30,420	4	30,420	Urban	D	COUNTY	Other CMP Network Roadway	E	11,700	0.38	C	1.00%	12,300	0.40	C
6260.3	SW 80 AV	SW 90 ST	SW 38 ST	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	8,400	0.29	B	1.00%	8,800	0.27	B
6260.4	SW 80 AV	SW 38 ST	SR 40	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	8,400	0.29	B	1.00%	8,800	0.30	B
6290	SW 80 ST	SW 19 AV	CR 475	2	9,288	2	9,288	Rural	U	COUNTY	Other CMP Network Roadway	C	3,800	0.41	C	1.00%	4,000	0.43	C
6300	CR 312	CR 475A	CR 475	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	2,700	0.14	B	1.00%	2,800	0.15	B
6330	SW 95 ST	SW 80 AV	SR 200	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	4,000	0.11	C	1.00%	4,200	0.12	C
6340	SW 95 ST	SR 200	SW 60 AV	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	12,000	0.34	C	4.57%	15,000	0.42	C
6350	SW 95 ST	SW 60 AV	SW 49 AV	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	12,000	0.34	C	4.57%	15,000	0.42	C
6360	SW 95 ST	SW 49 AV	I-75 SB	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	12,000	0.41	C	4.57%	15,000	0.51	C
6370	CR 40	SW ROLLING HILLS RD	PENNSYLVANIA AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	3,300	0.12	B	1.00%	3,600	0.12	B
6380	SW MARTIN L KING AVE	SR 464	SW 20 ST	4	30,420	4	30,420	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	7,400	0.24	C	1.00%	7,800	0.26	C
6390	SW MARTIN L KING AVE	SR 200	SR 40	4	27,702	4	27,702	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	14,500	0.52	D	3.18%	16,900	0.61	D
6400	US 27	COUNTY LINE (W)	CR 464B	4	42,300	4	42,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,300	0.2	B	1.00%	8,700	0.21	B
6410	US 27	CR 464B	NW 80 AV	4	42,300	4	42,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	14,700	0.35	B	4.06%	18,000	0.43	B
6420	US 27	NW 80 AV	CR 225A	4	29,300	4	29,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	14,700	0.5	C	4.06%	18,000	0.61	C
6430	US 27	CR 225A	NW 60 AV	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,200	0.43	C	1.00%	18,100	0.45	C
6440	US 27	NW 60 AV	NW 49 AV	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,200	0.43	C	1.00%	18,100	0.45	C
6450	US 27	NW 49 AV	NW 44 AV	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,200	0.58	C	3.67%	27,800	0.70	C
6460	US 27	NW 44 AV	I-75	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6490	US 27	I-75	NW 27 AV	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	C
6500	US 27	NW 27 AV	NW MARTIN L KING AV	4	39,800	4	39,8												



# Ocala Marion TPO CMP Database - August 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	DAILY SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY VMSV	2026 DAILY LOS
6650	US 41	SW 110 ST	SW 99 PL	2	14,160	4	29,850	Urban	U	STATE	NHS - Non-Interstate Roadway	D	22,200	1.57	F	2.52%	25,100	0.84	C
6660	US 41	SW 99 PL	SW 80 PL	2	24,200	4	49,650	Urban	U	STATE	NHS - Non-Interstate Roadway	D	12,200	0.5	C	2.79%	13,900	0.28	B
6670	US 41	SW 80 PL	SR 40	2	14,160	4	29,850	Urban	U	STATE	NHS - Non-Interstate Roadway	D	12,200	0.86	C	2.79%	13,900	0.47	C
6680.1	US 41	SR 40	URBAN AREA BOUNDARY	2	24,200	2	24,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	12,200	0.5	C	2.79%	13,900	0.57	C
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	2	15,700	2	15,700	Rural	U	STATE	NHS - Non-Interstate Roadway	C	12,200	0.78	C	2.79%	13,900	0.89	C
6690	US 41	SW 36 ST	COUNTY LINE (N)	2	15,700	2	15,700	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,300	0.33	B	1.00%	5,300	0.35	B
6700	US 441	COUNTY LINE (S)	CR 42	4	41,790	4	41,790	Urban	D	STATE	NHS - Non-Interstate Roadway	D	40,300	0.96	D	1.00%	42,300	1.01	F
6730	US 441	CR 42	SE 147 PL	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,900	0.78	C	1.00%	32,500	0.82	C
6740	US 441	SE 147 PL	SE 92 PLACE LOOP	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6750.2	US 441	CR 25A	US 301	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,300	0.43	C	1.88%	19,000	0.48	C
6750.4	US 441	SE 92 PLACE LOOP	CR 25A	4	66,200	4	66,200	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,900	0.27	B	1.00%	18,800	0.28	B
6770	US 441	US 301	CR 484	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6780	US 441	CR 484	SE 110 ST	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,100	0.71	C	1.00%	29,500	0.74	C
6790	US 441	SE 110 ST	SE 92 PL RD	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,600	0.77	C	1.77%	33,400	0.84	C
6840	US 441	SE 92 PL RD	SE 73 ST	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,300	0.71	C	1.71%	30,900	0.78	C
6880	US 441	SE 73 ST	SE 52 ST	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,000	0.68	C	1.00%	28,400	0.71	C
6890	US 441	SE 52 ST	SE 40 CIR	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	37,100	0.81	C	1.00%	33,800	0.85	C
6900.1	US 441	SE 40 CIR	CR 475	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	C
6920	US 441	CR 475	SR 464	6	50,000	6	50,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,000	0.52	D	1.00%	27,300	0.55	D
6930	US 441	SR 464	SW 10 ST	6	50,000	6	50,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,500	0.53	D	1.00%	27,900	0.56	D
6940	US 441	SW 10 ST	SR 40	6	50,000	6	50,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,800	0.74	D	1.84%	40,300	0.81	D
6960	US 441	SR 40	NW 2 ST	6	50,000	6	50,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,100	0.6	D	1.00%	31,600	0.63	D
6970.1	US 441	NW 2 ST	NW 6TH ST	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,100	0.93	D	1.00%	31,600	0.98	D
6970.2	US 441	NW 6TH ST	US 27	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,100	0.76	C	1.00%	31,600	0.79	C
6980	US 441	US 27	NW 20 ST	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,100	0.71	C	1.00%	29,500	0.74	C
6990	US 441	NW 20 ST	NW 35 ST	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,100	0.71	C	1.00%	29,500	0.74	C
7010	US 441	NW 35 ST	NW 57 ST	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,400	0.64	C	5.51%	33,200	0.83	C
7020	US 441	NW 57 ST	SR 326	4	39,800	4	39,800	Urban	D	STATE	NHS - Non-Interstate Roadway	D	16,900	0.42	C	1.00%	17,800	0.45	C
7030	US 441	SR 326	NW 77 ST	4	42,300	4	42,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	23,100	0.55	B	3.69%	27,700	0.65	B
7040.1	US 441	NW 77 ST	NW 117 ST	4	42,300	4	42,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	33,600	0.79	C	3.37%	39,600	0.94	C
7040.2	US 441	NW 117 ST	CR 329	4	42,300	4	42,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	23,000	0.54	B	1.00%	24,100	0.57	B
7050.1	US 441	CR 329	US 301	4	42,300	4	42,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	24,900	0.59	B	2.22%	27,800	0.66	B
7050.2	US 441	US 301	CR 25A (N)	4	42,300	4	42,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	9,300	0.22	B	3.96%	10,900	0.26	B
7060	US 441	CR 25A (N)	CR 318	4	42,300	4	42,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,900	0.26	B	3.47%	13,000	0.31	B
7070.1	US 441	CR 318	AVENUE I	4	42,300	4	42,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,000	0.34	B	3.51%	11,800	0.28	B
7070.2	US 441	AVENUE I	CR 320	4	31,725	4	31,725	Rural	U	STATE	NHS - Non-Interstate Roadway	C	10,000	0.25	B	3.51%	11,800	0.29	B
7080.1	US 441	CR 320	AVENUE B	4	31,725	4	31,725	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,900	0.28	B	2.87%	10,200	0.32	B
7080.2	US 441	AVENUE B	COUNTY LINE (N)	4	42,300	4	42,300	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,900	0.21	B	2.87%	10,200	0.24	B
7090	W ANTHONY RD	US 441	NW 35 ST	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	2,000	0.16	C	1.00%	2,100	0.16	C
7100	W ANTHONY RD	NW 35 ST	SR 326	2	12,744	2	12,744	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,600	0.44	C
7110	W ANTHONY RD	SR 326	NE 95 ST	2	14,130	2	14,130	Rural	U	COUNTY	Other CMP Network Roadway	C	5,800	0.38	B	1.00%	5,700	0.40	B
7140	W FORT KING ST	SW 2 AV	S MAGNOLIA AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
7150	CR 40	US 41	CEDAR ST	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	4,300	0.4	C	6.99%	6,100	0.57	D
7160	BASELINE RD EXT	US 441	SR 25	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	D	5,800	0.54	D	1.87%	6,400	0.60	D
7165	SE 132 ST RD	CR 484	US 301	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	11,600	0.32	C	1.00%	12,200	0.34	C
7170	SE 132 ST RD	US 301	US 441	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	12,700	0.35	C	7.29%	18,000	0.50	C
7727	E FORT KING ST	S MAGNOLIA AV	NE 1 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	5,600	0.53	D	1.00%	5,900	0.55	D
7732.1	EMERALD RD	EMERALD RD EXT	CR 464	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	3,300	0.11	B	1.00%	3,400	0.12	B
7742	SW 21 AV/SW 34 ST	SR 209	SW 27 AV	4	67,770	4	67,770	Urban	D	COUNTY	Other CMP Network Roadway	E	7,700	0.11	B	1.00%	8,000	0.12	B
7990	W FORT KING ST	US 441	SW 2 AV	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
7995	NE 160 AV RD	NE 145 AV	NE 245 ST RD	2	19,170	2	19,170	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8000	NW 35 ST	NW 35 AVE	NW 27 AVE	4	67,770	4	67,770	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8005	NW 35 AV	NW 21 ST	NW 35 ST	4	67,770	4	67,770	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8010	SW 49 AV	SW 85 ST	SW 66 ST	4	67,770	4	67,770	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8015	SW 49 AV	SW 66 ST	SW 40 AV	4	67,770	4	67,770	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8020	SW 40 AV	SW 42 ST	SW 42 ST	4	67,770	4	67,770	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8025	SW 95 ST	1-75 NB	CR 475A	4	67,770	4	67,770	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8030	SW 95 ST	1-75 SB	1-75 NB	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8045	SE 17 ST	SE 36 AV	SE 44 AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8050	SE 17 ST	SE 47 AV	SE 52 CT	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8055	SE 17 ST	SE 44 AV	SE 47 AV	2	29,340	2	29,340	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8070	NW 60 AV	US 27	NW 49 ST	2	21,780	2	21,780	Urban	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8080	CHESNUT RD	JUNIPER RD	SR 35	2	10,656	2	10,656	Urban	U	COUNTY	Other CMP Network Roadway	E	3,200	0.3	C	1.00%	3,300	0.31	C
8130	MARION OAKS MNR	SW 49 AV	MARION OAKS BLVD	2	15,930	2	15,930	Urban	U	COUNTY	Other CMP Network Roadway	E	9,100	0.13	B	1.00%	9,500	0.14	B
8140	MARION OAKS BLVD	CR 484	MARION OAKS MNR	4	35,820	4	35,820	Urban	D	COUNTY	Other CMP Network Roadway	E	9,100	0.13	B	1.00%	9,500	0.14	B
8150	MARION OAKS TRL	CR 484	SW 49 AV	2	15,930	2	15,930	Urban	U	COUNTY	Other CMP Network Roadway	E	9,100	0.13	B	1.00%	9,500	0.14	B
8180	MARION OAKS TRL	MARION OAKS CRSE	W MARION OAKS TRL	2	15,930	2	15,930	Urban	U	COUNTY	Other CMP Network Roadway	E	9,100	0.13	B	1.00%	9,500	0.14	B
3470.2	NW 44TH AVE	US 27	1 MI SOUTH OF US 27	4	67,770	4	67,770	Urban	D	COUNTY	Other CMP Network Roadway	E	9,100	0.13	B	1.00%	9,500	0.14	B
8200	BUENA VISTA BLVD	SUNTER CO LINE	CR 42	4	30,420	4	30,420	Urban	D	COUNTY	Other CMP Network Roadway	E	16,200	0.53	D	6.84%	22,600	0.74	D

## Appendix E

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# Federal Regulations and CMP Resources



# FEDERAL REGULATIONS

The following summarizes the requirements as per federal regulation codified as CMP in Transportation Management Areas (TMAs) (Section 450.322) - *Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule*:

- a.** The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.
  - » Cooperatively developed and implemented
  - » Travel reduction strategies
  - » Operational management strategies
- b.** The CMP should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the Transportation Improvement Plan (TIP).
- c.** Acceptable levels of service may vary from area to area. Consider strategies that:
  - » Manage demand
  - » Reduce single occupant vehicle travel
  - » Improve transportation system management and operations
  - » Improve efficient service integration within and across the following modes:
    - i. Highway
    - ii. Transit
    - iii. Passenger and freight rail operations
    - iv. Non-motorized transport
  - » Where general purpose lanes are determined to be appropriate, must give explicit consideration to features that facilitate future demand management strategies.
- d.** The CMP shall be developed, established, and implemented in coordination with Transportation Systems Management (TSM) and operations activities. The CMP shall include:
  - » Methods to monitor and evaluate the performance of the multimodal transportation system
    - i. Identify the causes of congestion
    - ii. Identify and evaluate alternative strategies
    - iii. Provide information supporting the implementation of actions
    - iv. Evaluate effectiveness of implemented actions
  - » Definitions of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of strategies. Performance measures should be tailored to the specific needs of an area.
  - » Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion. To the extent possible, this program should be coordinated with existing sources, including public transportation providers.



- » Identification and evaluation of the anticipated performance and expected benefits of congestion management strategies that will contribute to the more effective use and improved safety of the existing and future transportation system. Examples of strategies to consider include:
    - i. Demand management measures, including growth management and congestion pricing
    - ii. Traffic operational improvements
    - iii. Public transit improvements
    - iv. Intelligent Transportation Systems (ITS)
    - v. Where necessary, additional system capacity
  - » Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy
  - » Implementation of a process for periodic assessment of the effectiveness of implemented strategies. Results of this assessment shall be provided to decision makers and the public to provide guidance on the selection of effective strategies for future implementation.
- f.** A TMA designated nonattainment for ozone or carbon monoxide may not program federal funds for any project that will result in a significant increase in the carrying capacity of single occupant vehicles (SOVs), with the exception of safety improvements or the elimination of bottlenecks (within the limits of the appropriate projects that can be implemented).
- g.** In TMAs designated nonattainment for ozone or carbon monoxide, the CMP shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for a corridor in which a project with a significant increase in SOV capacity is proposed to move forward with federal funds.
- h.** State laws, rules, and regulations pertaining to congestion management systems or programs may constitute the congestion management process, if FHWA and FTA find that these are consistent with the intent of this process.
- i.** Congestion management plan. An TPO serving a TMA may develop a plan that includes projects and strategies that will be considered in the TIP of such TPO. Such plan shall:
- » Develop regional goals to reduce miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
  - » Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and
  - » Identify proposed projects and programs to reduce congestion and increase job access opportunities.

In developing the CMP, the TPO shall consult with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals.

# State of the System Report Tentative Schedule

## January to May

- Update of roadway inventory data to support LOS analysis.
- Calculation of Non-Highway Systemwide Performance Monitoring
  - » Public Transportation
  - » Bicycle
  - » Pedestrian
  - » TDM
- Produce growth rates on county roadways using county traffic counts to perform initial LOS analysis (existing conditions +1 year and existing + 5 years)\*.
- Produce preliminary growth rates on state roadways using older state traffic counts to perform initial LOS analysis (existing conditions and existing + 5 years)\* .
- Provide initial LOS analysis for identifying congested corridors used to prioritize projects for funding. This analysis includes a combination of volumes based on growth rates and scheduled improvements to the transportation system.
- Existing volumes on existing network

## May

- TAC meeting to review and identify potential operational issues that would not be identified through the technical screening process.
- Coordinate with goods movement stakeholders and providers to identify related needs (Note: May occur earlier).

## May to June

- Receive FDOT traffic counts.
- Produce updated growth rates on state roadways using state traffic counts and revise initial LOS analysis (produced earlier in the year) based on the results of the LOS analysis.
- Screen corridors
- Select corridors for evaluation.

## July

- Report to TAC and CAC the results of the corridor screening and selection.
- Report to the TAC and CAC the results from the Non-Highway System-wide Performance Monitoring (Public Transportation, Bicycle, Pedestrian, TDM, etc.).

## July to August

- Identify strategies to be considered on selected corridors.
- Evaluate strategies where appropriate and make improvement or program recommendations for implementation.
- Report to the CMP TAC and CAC the recommended strategies for implementation.
- Develop priority list of CMP recommendations for adoption by the TPO Board.

## September

- Finalize technical recommendations on strategy implementation.
- Program improvement recommendations in the appropriate local government CIE and identify other priority projects or programs for the TIP.
- Finalize performance monitoring summary.
- Obtain endorsement from the CMP TAC and CAC on the programmed projects in the CIE and priority projects or programs for the TIP.
- Adopt the CMP Project Priority List for use in developing the TIP during a Public Hearing of the TPO Board.

## October to November

- Finalize the CMP State of the System Report.

*\*Note: Since FDOT state roadway traffic counts for the prior are typically released in May or June of the following year, it is necessary to use preliminary state traffic count data that is a year older for the preliminary analysis. Once the FDOT state roadway traffic count data is provided, growth rates and their associated traffic volumes can be used to update the LOS analysis.*

# CMP ACTIONS/RECOMMENDATIONS

The following represents recommendations and actions to enhance the congestion management process and become more efficient in the overall TPO planning process. The actions/recommendations presented below will be reviewed and considered by TPO staff and the TAC for implementation as necessary.

- Update the Ocala Marion TPO Congestion Management Process (CMP Steps 1 to 3) on a five-year cycle consistent with the update cycle of the LRTP. Timing of the completion of CMP updates in advance of finalizing the LRTP updates would benefit integration of CMP strategies into the LRTP. Additional updates may occur on a more frequent basis to comply with future changes in federal rules or local regulations.
- Develop a State of the System Report that documents the current conditions of the transportation system using performance measures, tracks the effectiveness of previously-implemented strategies, and evaluates trends and conditions for the multimodal transportation system in the CMP study area. The State of the System Report will include Actions 4 through 8 of the CMP which includes:
  - » **Step 4:** Collect Data/Monitor System Performance
  - » **Step 5:** Analyze Congestion Problems & Needs
  - » **Step 6:** Identify and Assess Strategies
  - » **Step 7:** Implement Selected Strategies
  - » **Step 8:** Monitor Strategy Effectiveness (combined with Step 4)
- Implementation of the selected strategies may include programming in a local government's CIP, identification of corridor studies to be done through the TPO's Unified Planning Work Program (UPWP), or longer term projects that would be included in local governments' Capital Improvements Elements (CIE) or the TPO's LRTP.
- Enhance coordination with agencies participating in the CMP by framing desirable strategy types and defining roles in implementation. This is essential, as most congestion and mobility strategies are formulated and implemented by other agencies.
- Projects from the CMP process may identify projects for inclusion in the LRTP either through the routine LRTP update cycle or through plan amendments.
- Identify and implement data collection recommendations on collecting key congestion data as well as closing any data gaps identified in this CMP.
- Perform outreach and education efforts to inform interested parties and stakeholders. These efforts may include:
  - » Maintaining CMP information on the TPO Website.
  - » Developing materials on the CMP and its benefits.
- Continue monitoring changes to federal CMP regulations and modify/update CMP to reflect new requirements.

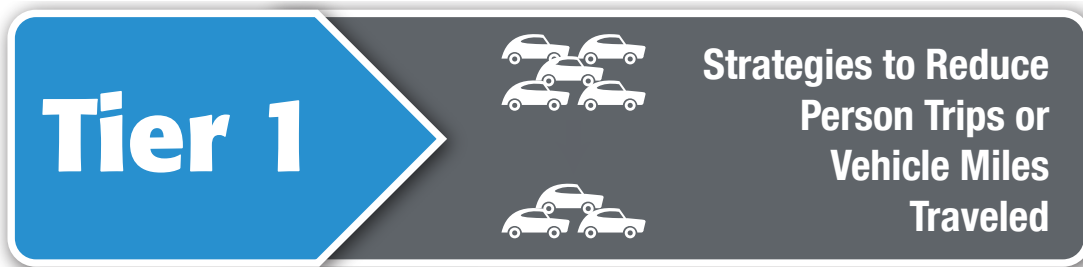
The general schedule for the development of the CMP's State of the System Report is provided as follows. This schedule is flexible and can be changed as warranted for each update. (For example, a congested corridor identified during a CMP update, may not be warrant further evaluation if improvements are already included in the TIP.) This schedule includes opportunities for coordinating the results of the federally required CMP with the local government process used in developing the annual CIP and the annual update of the CIE of the Comprehensive Plan.



# CMP TOOLBOX OF STRATEGIES

The CMP uses a strategy toolbox with multiple tiers of strategies to support the congestion strategy or strategies for congested corridors. Following an approach used by other TPOs and promoted by FHWA, the toolbox of congestion mitigation strategies is arranged so that the measures at the top take precedence over those at the bottom.

The “top-down” approach promotes the growing sentiment in today’s transportation planning arena and follows FHWA’s clear direction to consider all available solutions before recommending additional roadway capacity. The Ocala Marion CMP toolbox of strategies is divided by tiers, strategies, and specific examples.



## Transportation Demand Management Strategies

These strategies are used to reduce the use of single occupant motor vehicles, as the overall objective of TDM is to reduce the miles traveled by automobile. The following TDM strategies, not in any particular order, are available for consideration in the toolbox to potentially reduce travel in the peak hours.

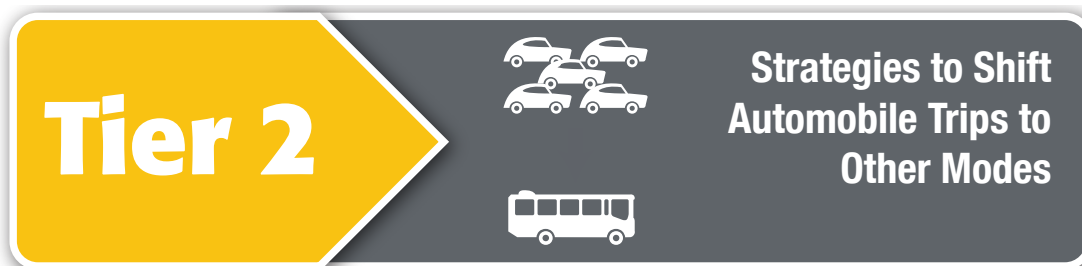
- **Congestion Pricing:** Congestion pricing can be implemented statically or dynamically. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, the higher the cost to travel on the road. Dynamic congestion pricing works best when coupled with real-time information on the availability of other routes.
- **Alternative Work Hours:** There are three main variations: staggered hours, flex-time, and compressed work weeks. Staggered hours require employees in different work groups to start at different times to spread out their arrival/departure times. Flex-time allows employees to arrive and leave outside of the traditional commute period. Compressed work weeks involve reducing the number of days per week worked while increasing the number of hours worked per day.
- **Telecommuting:** Telecommuting policies allow employees to work at home or a regional telecommute center instead of going into the office, all the time or only one or more days per week.
- **Guaranteed Ride Home Programs:** These programs provide a safety net to those people who carpool or use transit to work so that they can get to their destination if unexpected work demands or an emergency arises.
- **Alternative Mode Marketing and Education:** Providing education on alternative modes of transportation can be an effective way of increasing demand for alternative modes. This strategy can include mapping Websites that compute directions and travel times for multiple modes of travel.

- **Safe Routes to Schools Program:** This federally-funded program provides 100 percent funding to communities to invest in pedestrian and bicycle infrastructure surrounding schools.
- **Preferential or Free Parking for HOVs:** This program provides an incentive for employees to carpool with preferred of free-of-charge parking for HOVs.

## Land Use/Growth Management Strategies

The strategies in this category include policies and regulations that would decrease the total number of auto trips and trip lengths while promoting transit and non-motorized transportation options.

- **Negotiated Demand Management Agreements:** As a condition of development approval, local governments require the private sector to contribute to traffic mitigation agreements. The agreements typically set a traffic reduction goal (often expressed as a minimum level of ridesharing participation or a stipulated reduction in the number of automobile trips).
- **Trip Reduction Ordinance:** These ordinances use a locality's regulatory authority to limit trip generation from a development. They spread the burden of reducing trip generation among existing and future developments better than Negotiated Demand Management Agreements.
- **Infill Developments:** This strategy takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of the urban area.
- **Transit Oriented Developments:** This strategy clusters housing units and/or businesses near transit stations in walkable communities. By providing convenient access to alternative modes, auto dependence can be reduced.
- **Design Guidelines for Pedestrian-Oriented Development:** Maximum block lengths, building setback restrictions, and streetscape enhancements are examples of design guidelines that can be codified in zoning ordinances to encourage pedestrian activity.
- **Mixed-Use Development:** This strategy allows many trips to be made without automobiles. People can walk to restaurants and services rather than use their vehicles.



## Public Transit Strategies

Two types of strategies, capital improvements and operating improvements, are used to enhance the attractiveness of public transit services to shift auto trips to transit. Transit capital improvements generally modernize the transit systems and improve their efficiency; operating improvements make transit more accessible and attractive.

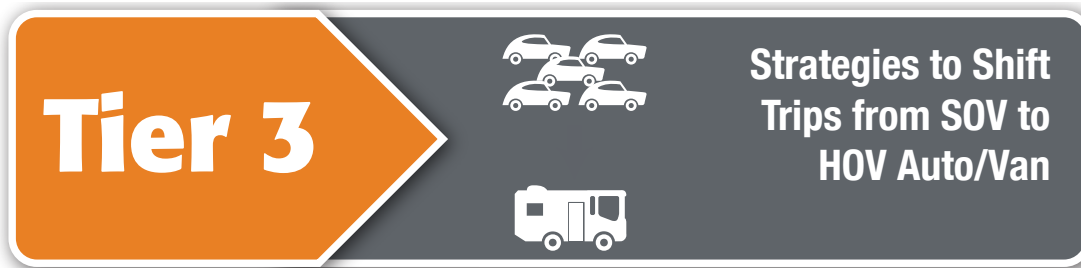
- **Transit Capacity Expansion:** This strategy adds new vehicles to expand transit services.

- **Increasing Bus Route Coverage or Frequencies:** This strategy provides better accessibility to transit to a greater share of the population. Increasing frequency makes transit more attractive to use.
- **Implementing Regional Premium Transit:** Premium transit such as Bus Rapid Transit (BRT) best serves dense urban centers where travelers can walk to their destinations. Premium regional transit from suburban areas can sometimes be enhanced by providing park-and-ride lots.
- **Providing Real-Time Information on Transit Routes:** Providing real-time information on bus progress either at bus stops, terminals, and/or personal wireless devices makes bus travel more attractive.
- **Reducing Transit Fares:** This relatively easy-to-implement strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, reductions in selected fare categories may be a more feasible strategy to implement.
- **Provide Exclusive Bus Right-Of-Way (ROW) :** Exclusive right-of-way includes bus ways, bus-only lanes, and bus bypass ramps. This strategy is applied to freeways and major highways that have routes with high ridership.

## Non-Motorized Transportation Strategies

Non-motorized strategies include bicycle, pedestrian, and multiuse path facility improvements that encourage non-motorized modes of transportation instead of single-occupant vehicle trips.

- **New Sidewalk Connections:** Increasing sidewalk connectivity encourages pedestrian traffic for short trips.
- **Designated Bicycle Facilities on Local Streets:** Enhancing the visibility of bicycle facilities increases the perception of safety. In many cases, bicycle lanes can be added to existing roadways through restriping.
- **Improved Bicycle Facilities at Transit Stations and Other Trip Destinations:** Bicycle racks and bicycle lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.
- **Improved Safety of Existing Bicycle and Pedestrian Facilities:** Maintaining lighting, signage, striping, traffic control devices, and pavement quality and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety.
- **Exclusive Non-Motorized Right-of-Way:** Abandoned rail rights-of-way and existing parkland can be used for medium- to long-distance bicycle trails, improving safety and reducing travel times.
- **Complete Streets:** Routinely designing and operating the entire right-of-way can enable safe access for all users including pedestrians, bicyclists, motorists, and transit. Elements that may be found on a complete street include sidewalks, bike facilities, special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, support for changing mobility technologies, and more.



## Transportation Demand Management Strategies

In addition to the TDM Strategies that are included in Tier 1, additional strategies are available in Tier 3 that encourage the use of ride-sharing and other forms of HOV implementation.

- **Ridesharing (Carpools & Vanpools):** In ridesharing programs, participants are matched with potential candidates for sharing rides. This typically is arranged/encouraged through employers or transportation management agencies that provide ride-matching services. These programs are more effective if combined with HOV lanes, parking management, guaranteed ride home policies, and employer-based incentive programs.
- **High Occupancy Vehicle Lanes:** This increases corridor capacity while, at the same time, providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.
- **Park-and-Ride Lots:** These lots can be used in conjunction with HOV lanes and/or express bus services. They are particularly helpful when coupled with other commute alternatives such as carpool/ vanpool programs, transit, and/or HOV lanes.
- **Employer-Landlord Parking Agreements:** Employers can negotiate leases so that they pay for parking spaces used only by employees. In turn, employers can pass along parking savings by purchasing transit passes or reimbursing nondriving employees with the cash equivalent of a parking space.
- **Parking Management:** This strategy reduces the instance of free parking to encourage other modes of transportation. Options include reducing the minimum number of parking spaces required per development, increasing the share of parking spaces for HOVs, introducing or raising parking fees, providing cash-out options for employees not using subsidized parking spaces, and expanding parking at transit stations or park-and-ride lots.
- **Managed Lanes:** FHWA defines managed lanes as highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions. Examples of managed lanes may include high-occupancy toll (HOT) lanes with tolls that vary based on demand, exclusive bus-only lanes, HOV and clean air and/or energy-efficient vehicle lanes, and HOV lanes that could be changed into HOT lanes in response to changing levels of traffic and roadway conditions.

# Tier 4



Strategies to  
Improve  
Roadway  
Operations

## Intelligent Transportation Systems (ITS) Strategies

The strategies in ITS use new and emerging technologies to mitigate congestion while improving safety and environmental impacts. Typically, these systems are made up of many coTPOnents, including sensors, electronic signs, cameras, controls, and communication technologies. ITS strategies are sets of coTPOnents working together to provide information and allow greater control of the operation of the transportation system.

- **Dynamic Messaging:** Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.
- **Advanced Traveler Information Systems (ATIS):** ATIS provide an extensive amount of data to travelers, such as real-time speed estimates on the Web or over wireless devices and transit vehicle schedule progress. It also provides information on alternative route options.
- **Integrated Corridor Management (ICM):** This strategy, built on an ITS platform, provides for the coordination of the individual network operations between parallel facilities creating an interconnected system. A coordinated effort between networks along a corridor can effectively manage the total capacity in a way that will result in reduced congestion.
- **Transit Signal Priority (TSP):** This strategy uses technology located onboard transit vehicles or at signalized intersections to temporarily extend green time, allowing the transit vehicle to proceed without stopping at a red light.

## Transportation Systems Management Strategies

Transportation Systems Management (TSM) strategies identify operational improvements to enhance the capacity of the existing system. These strategies typically are used together with ITS technologies to better manage and operate existing transportation facilities.

- **Traffic Signal Coordination:** Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.
- **Channelization:** This strategy is used to optimize the flow of traffic for making left or right turns usually using concrete islands or pavement markings.
- **Intersection Improvements:** Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes (right or left) and widened shoulders.
- **Bottleneck Removal:** This strategy removes or corrects short, isolated, and temporary lane reductions, substandard design elements, and other physical limitations that form a capacity constraint that results in a traffic bottleneck.

- **Vehicle Use Limitations and Restrictions:** This strategy includes all-day or selected time-of-day restrictions of vehicles, typically trucks, to increase roadway capacity.
- **Improved Signage:** Improving or removing signage to clearly communicate location and direction information can improve traffic flow.
- **Geometric Improvements for Transit:** This strategy includes providing for transit stop locations that do not affect the flow of traffic, improve sight lines, and improve merging and diverging of buses and cars.
- **Intermodal Enhancements:** Coordinating modes makes movement from one mode to the other easier. These enhancements typically include schedule modification to reduce layover time or increase the opportunity for transfers, creation of multimodal facilities, informational kiosks, and improved amenities at transfer locations.
- **Goods Movement Management:** This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.

## Freeway Incident Detection and Management Strategy

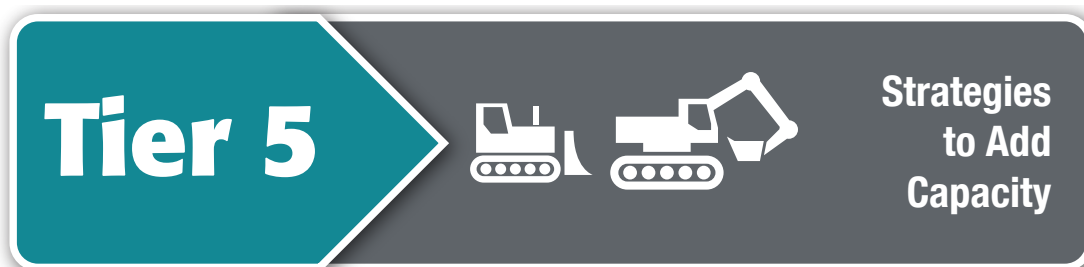
- **Freeway Incident Detection and Management Systems:** This strategy addresses primarily non-recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.

## Access Management Strategy

- **Access Management Policies:** This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of pedestrian, bicycle, and trail facilities.

## Corridor Preservation/Management Strategies

- **Corridor Preservation:** This strategy includes implementing, where applicable, land acquisition techniques such as full title purchases of future rights-of-way and purchase of easements to plan proactively in anticipation of future roadway capacity demands.
- **Corridor Management:** This strategy is applicable primarily in moderate- to high-density areas and includes strategies to manage corridor rights-of-way. The strategies range from land-use regulations to landowner agreements such as subdivision reservations, which are mandatory dedications of portions of subdivided lots that lie in the future right-of-way.





Strategies to add capacity are the costliest and least desirable strategies and should be considered as last resort methods for reducing congestion. Strategies of cities that attempt to “build out of congestion” have not provided intended results. As such, capacity-adding strategies should be applied after determining the demand and operational management strategies identified earlier are not feasible solutions. The key strategy is to increase the capacity of congested roadways through additional general purpose travel lanes.

- Increase the capacity of congested roadways through additional general purpose travel lanes and/or managed lanes

## Appendix F

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# CMP Public Survey Results Summary



# Congestion Management Plan (CMP) Public Survey

## Results Summary

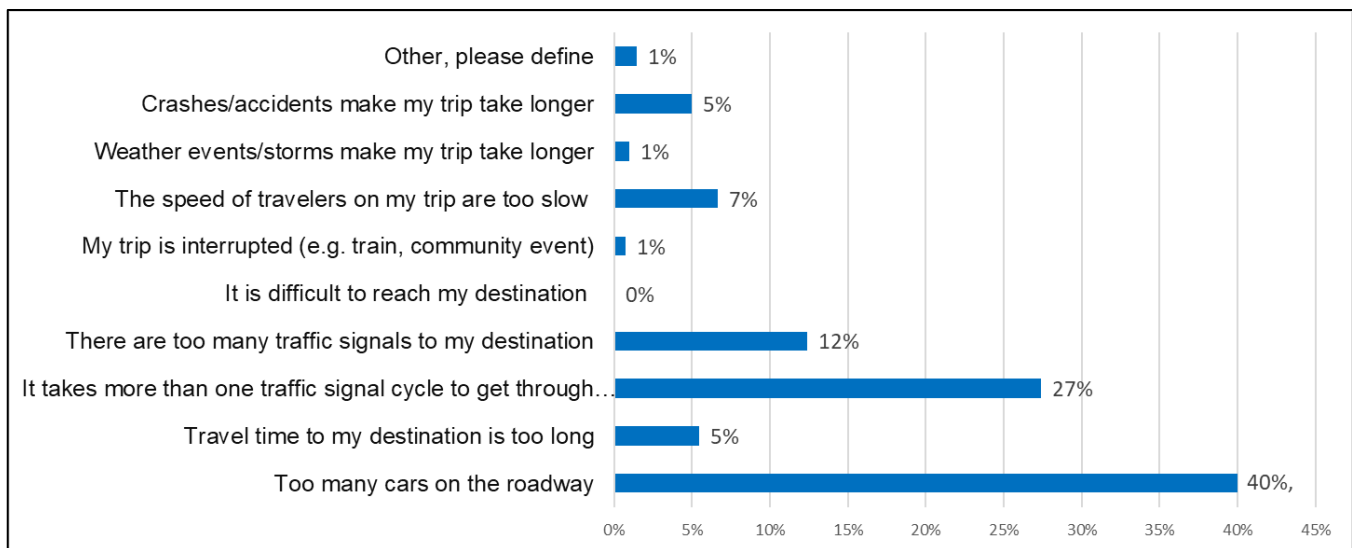
The TPO conducted an online public survey from March 1 to March 31, 2021 to gather input from the public in support of the update to the Congestion Management Plan (CMP). The survey results will be used to supplement and inform the technical analysis and improvement strategies. A total of 255 responses were submitted via the survey instrument on the TPO website. Additionally, 3 responses were sent to the TPO by email for a total of 258 survey participants. The following summarizes the results of the survey.

### 1. What does the term 'congestion' mean to you? (select up to 3)

A total of 254 responses were received. The top three most frequent selections were **'Too many cars on the roadway'** with 168 responses or 40%; followed by **'It takes more than one traffic signal'** with 115 responses or 27%; and **'There are too many traffic signals to my destination'** with 52 responses or 12%.

#### 420 selections

- 168 Too many cars on the roadway
- 23 Travel time to my destination is too long
- 115 It takes more than one traffic signal cycle to get through intersection
- 52 There are too many traffic signals to my destination
- 0 It is difficult to reach my destination
- 3 My trip is interrupted (e.g. train, community event)
- 28 The speed of travelers on my trip are too slow
- 4 Weather events/storms make my trip take longer
- 21 Crashes/accidents make my trip take longer
- 6 Other, please define

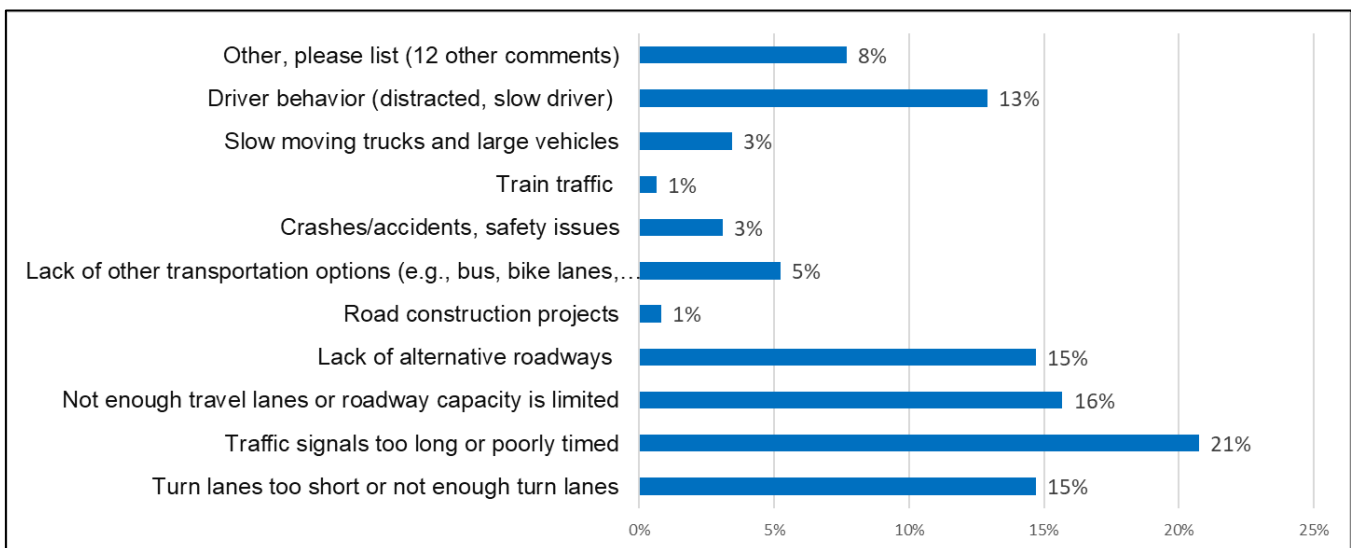


## 2. What do you think are the main causes of congestion in Marion County? (select up to 3)

A total of 218 responses were received. The top three most frequent causes identified were '**Traffic signals too long or poorly timed**' with 127 responses or 21%; followed by '**Not enough travel lanes or roadway capacity is limited**' with 96 responses or 16%; and '**Turn lanes too short or not enough turn lanes**' and '**Lack of alternative roadways**' both with 90 responses or 15%.

### 612 selections

90	Turn lanes too short or not enough turn lanes
127	Traffic signals too long or poorly timed
96	Not enough travel lanes or roadway capacity is limited
90	Lack of alternative roadways
5	Road construction projects
32	Lack of other transportation options (e.g., bus, bike lanes, sidewalks)
2	School zones
0	Weather events/storms
19	Crashes/accidents, safety issues
4	Train traffic
21	Slow moving trucks and large vehicles
79	Driver behavior (distracted, slow driver)
47	Other, please list (12 comments, 35 no response provided)



### Other Comments include:

- A lot of growth in Marion County
- More people moving to the area than can be supported
- No right turn lanes or enough ROW to make a turn turn at red light
- Poorly maintained roads

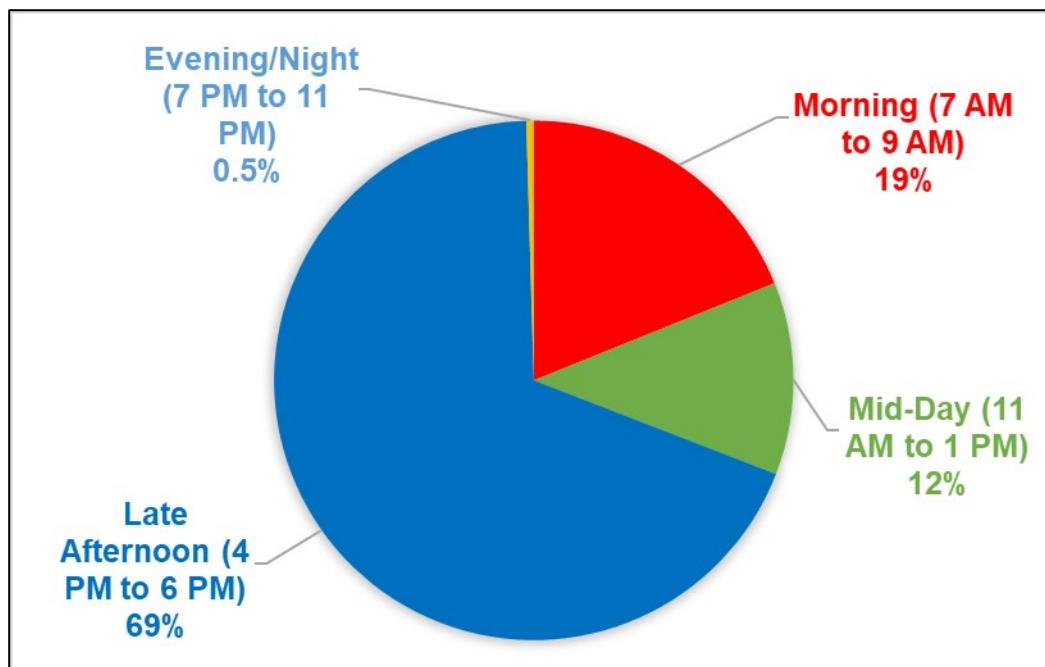


- Stop permitting major housing developments
- Speed limits reassessed
- Too many cars for available roadway capacity
- Too many homes/businesses in same area
- Too many people moving to Marion County; infrastructure not kept pace
- Too many vehicles on roads
- Traffic lights not synched in Dunnellon

### 3. What time of day do you experience congestion the most in Marion County? (select 1)

A total of 217 responses were received. The most frequent time of day participants overwhelmingly selected was late afternoon between 4 pm to 6 pm with 149 responses or 69%.

41	Morning (7 AM to 9 AM)
26	Mid-Day (11 AM to 1 PM)
149	Late Afternoon (4 PM to 6 PM)
1	Evening/Night (7 PM to 11 PM)



**4. Please list the top 3 roadway or intersection locations in Marion County where you think congestion is the worst? (list up to 3)**

A total of 239 responses were received and 398 roadway or intersection/interchange locations identified. The following summarizes a list of the top 10 specific locations identified by survey participants, and the overall top 10 corridors mentioned most frequently either individually or part of an intersection or interchange.

**Top 10 Locations**

1. SR 200 at I-75 (34 responses)
2. SR 200 (30 responses)
3. SR 40 at U.S. 301/441/Pine Avenue (23 responses)
4. CR 484 at I-75 (17 responses)
5. SE 17<sup>th</sup> Avenue (SR 464) at U.S. 301/U.S. 441/Pine Ave (15 responses)
6. SE 17<sup>th</sup> Avenue (SR 464) at SE 25<sup>th</sup> (11 responses)
7. Maricamp Road (SR 464) at Baseline Road (SR 35) (10 responses)
8. SR 200 at 38<sup>th</sup> Court (9 responses)
9. SR 200 at SW 27<sup>th</sup> Avenue (8 responses)
10. Downtown Ocala (8 responses)

**Top 10 Corridors Mentioned**

1. SR 200 (117)
2. U.S. 301/U.S. 441/Pine Avenue (61)
3. SR 40 (58)
4. SE 17<sup>th</sup> Avenue/Maricamp Road (SR 464) (47)
5. CR 484 (27)
6. U.S. 27 (23)
7. U.S. 441 (15)
8. Maricamp Road (10)
9. CR 475 (8)
10. I-75 (7)

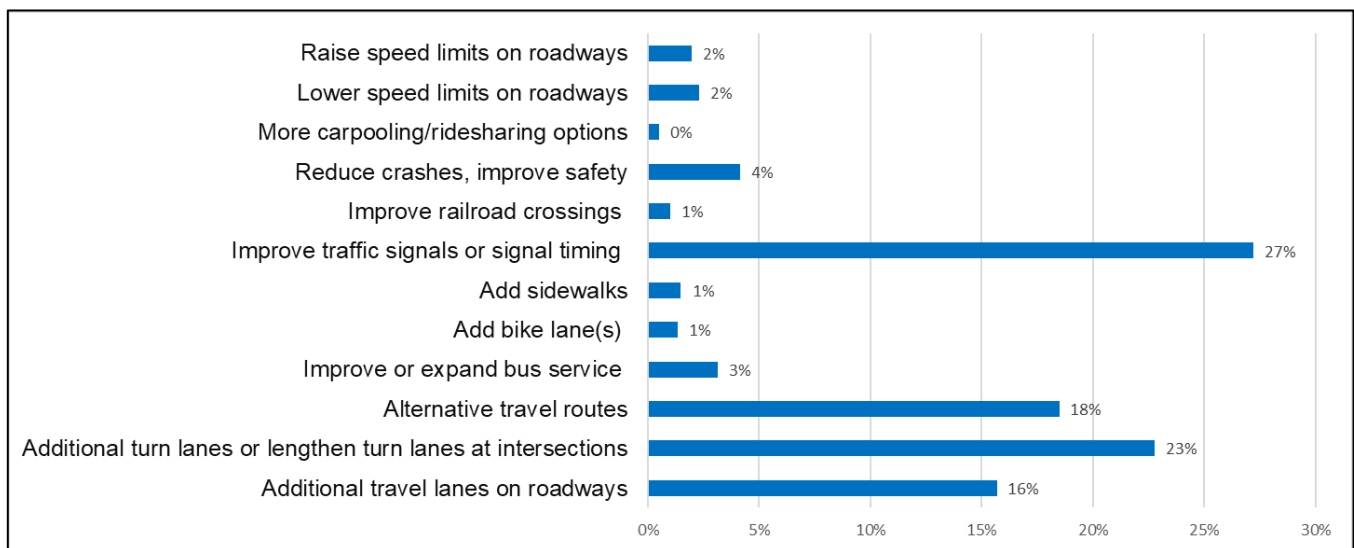


**5. What improvements should be made to improve congestion at your top 3 locations, along with other congested areas in Marion County? (select up to 3)**

A total of 250 responses were received. The top three improvements recommended were ***'Improve traffic signals or signal timing'*** with 165 responses or 27%; followed by ***'Additional turn lanes or lengthen turn lanes at intersections'*** with 138 responses or 23%; and ***'Alternative travel routes'*** with 112 responses or 18%.

**606 selections**

- 95 Additional travel lanes on roadways
- 138 Additional turn lanes or lengthen turn lanes at intersections
- 112 Alternative travel routes
- 19 Improve or expand bus service
- 8 Add bike lane(s)
- 9 Add sidewalks
- 165 Improve traffic signals or signal timing
- 6 Improve railroad crossings
- 25 Reduce crashes, improve safety
- 3 More carpooling/ridesharing options
- 14 Lower speed limits on roadways
- 12 Raise speed limits on roadways



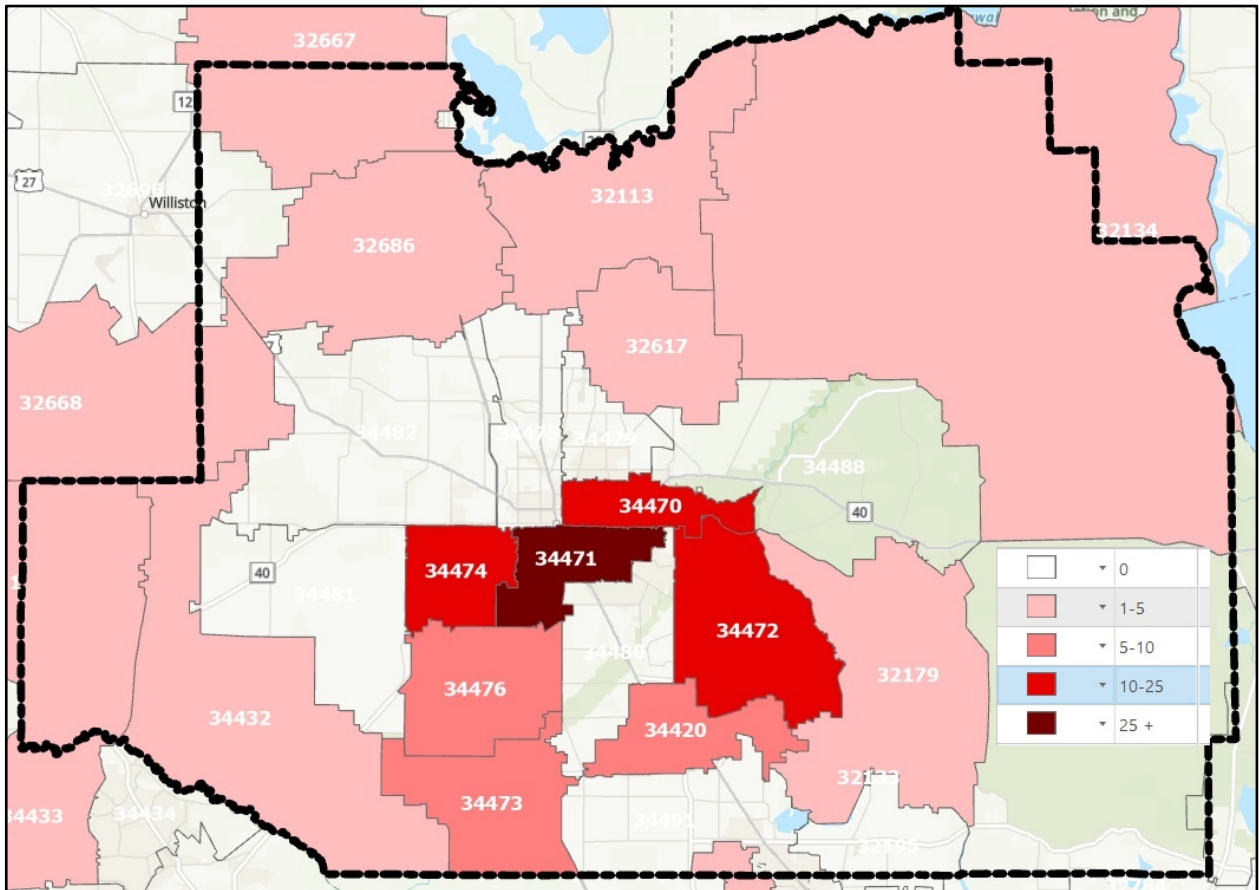
**6. What mode of transportation do you use most often (select 1)**

A total of 252 responses were received. The most frequent primary mode of transportation used by almost all participants is the personal automobile/truck. The three participants that selected 'other' use Marion Transit as their primary mode of transportation.

245	Personal automobile/truck
1	Bicycle
1	Walk
2	Bus
0	Wheelchair
0	Golf cart
0	Scooter
0	Electric bike/other electric transportation
0	Carpool/Rideshare
3	Other, please list
	(3) Marion Transit

## 7. Please provide the zip code of where you live in Marion County

A total of 158 responses were received. As displayed in the zip code map, the majority of the participants responding to this question reside in the most urbanized areas of the county, including zip codes 34471 (37), 34470 (23) and 34472 (25) and 34474 (21).

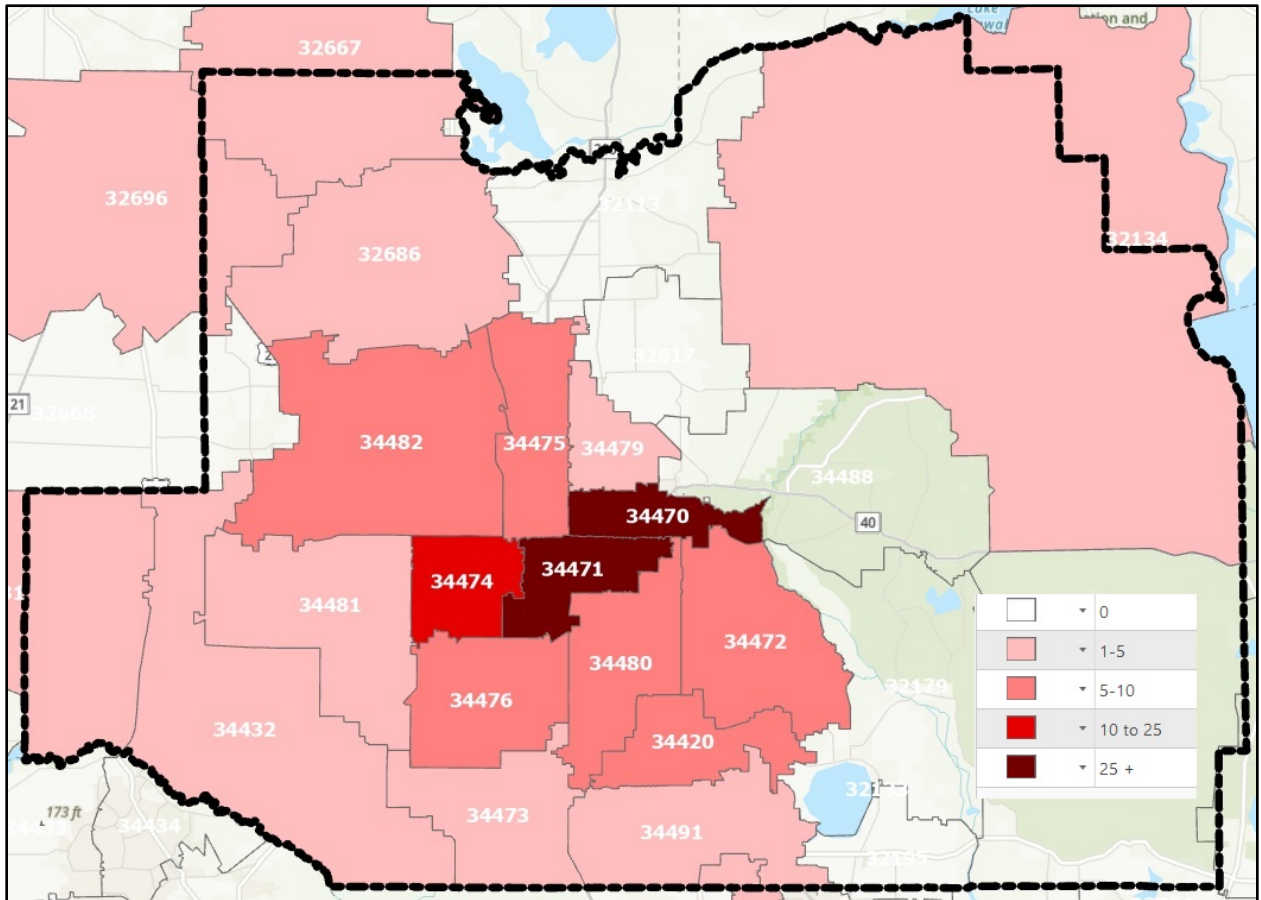


### Participants by Zip Code:

2	32113	2	34431
4	32134	5	34432
1	32162	1	34433
2	32179	23	34470
1	32617	37	34471
1	32664	25	34472
1	32667	9	34473
2	32668	21	34474
5	32686	9	34476
7	34420		

## 8. Please provide the zip code of where you work in Marion County

A total of 213 responses were received. As displayed in the zip code map, the majority of the participants responding to this question work in the urbanized areas of the county, with the largest number in zip codes 34471 (74) and 34470 (49).



Participants by Zip Code

		49	34470
1	32134	75	34471
2	32162	6	34472
1	32611	5	34473
1	32664	11	34474
1	32667	8	34475
3	32686	10	34476
1	32696	3	34479
1	33474	6	34480
8	34420	5	34481
1	34431	7	34482
5	34432	3	34491

**9. Please share any comments or opinions that were not covered in this survey**

A total of 111 with additional comments were shared by the participants. The following summarizes the main topics or themes derived from the comments.

- Alternate corridors to I-75 and other major arterials
- Addition of more rail overpasses
- Addition of protected bike lanes
- Addition of turn lanes/longer turn lanes at intersections
- Back-ups on SR 200 caused by no driveways/turn lanes
- Better access management on SR 200
- Better connectivity of the roadway network
- Careless driving/speeding
- Congestion is throughout the day
- Confusing street naming
- Distracted driving
- Do not reduce travel lanes
- Driver behavior
- Growth and development in community
- Impacts of major development to roads
- Improve lighting on street network
- More golf cart access
- More law enforcement
- More maintenance of existing roads
- More sidewalks
- More transportation options
- Planned development more distributed in community
- Safety improvements at intersections
- School congestion
- Speeding and aggressive drivers
- Speed limits on major roads need to be studied
- Traffic signal timing improvements
- Widen major roadways

2710 E. Silver Springs Blvd.  
Ocala, FL 34470  
P 352-438-2630

<https://ocalamariontpo.org>







**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: SunTran Bus Route Redesign**

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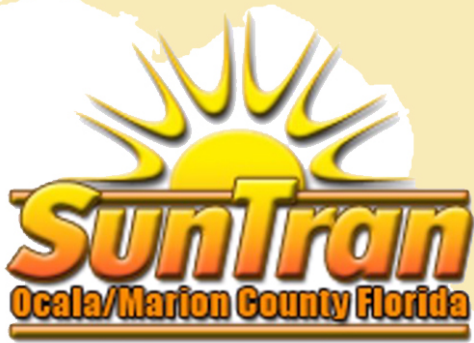
**Summary**

On August 3, 2021, Ocala City Council approved the SunTran Bus Route Redesign analysis and revised route network. Mr. Steven Neal, Manager of SunTran, will provide a presentation to the TPO Board on the redesigned bus route changes.

**Attachment(s)**

- SunTran Route Redesign Executive Summary
- SunTran Route Redesign Final Report

If you have any questions, please contact me at: 438-2631.



# ROUTE REDESIGN

IMPROVING TRANSIT CONNECTIONS

SUNTRAN

## Route Redesign Analysis

### Executive Summary

July 2021

Prepared by Trans4mind Consulting, LLC.



ROUTE REDESIGN

IMPROVING TRANSIT CONNECTIONS



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## EXECUTIVE SUMMARY

### INTRODUCTION

On July 1, 2019, the City of Ocala became governing board for SunTran, replacing the Ocala Marion County Transportation Planning Organization (TPO). SunTran operates as a division of the Growth Management Department and includes seven fixed bus routes contracted through a third-party company (RATP DEV) operating six days a week.

The City is committed to providing a quality public transportation system for the community by periodically evaluating the network and examining potential changes to offer more efficient transit services. City staff initiated the 2021 Route Redesign Analysis to assess the route changes in 2018 due to the 2017 Transit Development Plan (TDP) and the 2016 Comprehensive Operating Analysis (COA). The analysis focused on the reasons for the decline in ridership of approximately nine percent from 415,762 in 2016 to 377,825 in 2019.

### PROCESS

The route redesign analysis team includes the Growth Management Department/SunTran staff members and the Trans4mind Consulting firm. The process was collaboratively established by the analysis team and included the following steps:

- o Public involvement
- o Survey Results
- o Market/travel patterns
- o Existing service analysis
- o Recommendations within existing resources

### Public Involvement

The analysis team engaged with stakeholders and the public to gather information about their transit/travel needs and provide feedback at critical milestones. The team provided community outreach opportunities (surveys, open houses, and public meetings) and technical input on the proposed changes. A summary and documentation of the public involvement activities are included in the final report.

Below is a brief outline of the public involvement activities conducted for the analysis:



## Public Meetings

- Ocala Marion County Transportation Planning Organization (TPO) Board Meeting TPO Sub Committee Meetings (Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC))
- City of Ocala Town Hall Meeting
- Public Open House Meetings

## Surveys

- On-Board Bus Passenger Survey
- Bus Operator Survey
- Public and Stakeholders Survey

## Local Media Announcements

- Newspaper Press Release
- Local News Broadcast

## Social Media

- SunTran Webpage
- Facebook
- Twitter

## Survey Results

The riding public was provided with a survey asking them how they use transit, their riding patterns/transfers, reasons for riding, and potential improvements they would like to see. Below are the key findings of the survey conducted in the first quarter of 2021.

- The top four routes with the most ridership indicated by survey responses and ridership trend data analysis are the Green, Purple, Orange, and Yellow Routes, with an average ride frequency between two to four times a week.
- The top three reasons for riding the SunTran
  - Employment (56%)
  - Shopping (20%)
  - Appointments (12%)





- More than 50% of the current riders have been using the system for more than five years of the responses received. Of those riders, 46% indicated that they now use SunTran less after 2018 changes, with 37% expressing no difference since the 2018 changes.
- The top three positive customer-rated services
  - Bus driver courtesy
  - On-time performance
  - Safety on the bus and at bus stops
- The three lowest customer-rated services
  - Bench or shelter locations at bus stops
  - The number of times to transfer
  - The overall length of the time the trip takes
- The top three preferred service improvements
  - More benches and shelters at bus stops
  - Provide Sunday service on existing routes
  - Provide service to new destinations.

## Market and Travel Patterns

Demographic characteristics can identify the origin locations with the most significant potential transit demand. However, a transit propensity analysis goes a step further by pairing this market information with regional travel patterns to identify trips that are most likely to be made by transit riders. The transit propensity analysis conducted for this study had two distinct purposes. The first focused on identifying the demographic characteristics of the population within Marion County. The second focused on existing travel patterns for major employment corridors located northwest and southwest of downtown Ocala. The goal was to determine where the best locations are for enhancements to increase the effectiveness of current bus services and improve accessibility to new job opportunities.

The first transit propensity analysis examined the densities of seven (7) different demographic indicators, including:

- Youth under age 18,
- Persons 65 and older
- People with a disability
- Households without a vehicle
- Households living in poverty,
- Minority and LEP



- Census population statistics to ensure that service in these critical demographic indicator areas would not be reduced.

A visual map comparison of these demographic indicators and a buffer analysis were made between the existing and proposed route redesign to ensure that adequate and efficient service continued to be provided to riders who are most likely in need of public transit. The buffer analysis was conducted using  $\frac{1}{4}$  mile buffers and considered any person or household in a block group that intersected the buffer to be part of the coverage area.

The second transit propensity analysis determined the feasibility of providing transit service to the City's two major growth areas located on US 27 and SR 200 corridors. The primary distribution and logistics centers located in the northwest corridor include FedEx, Auto Zone, Chewy, and Amazon. The major human services agencies in the southwest corridor include the Sheriff's Complex, Probation/ Parole Office, The Centers for Mental Health and Substance Abuse Rehabilitation Services, and ACCESS Florida.

### Existing Service Analysis

The primary focus was to analyze the effectiveness and efficiency of the existing service changes implemented in 2018. This included an assessment of travel demand, route schedule adherence, ridership trends, and route productivity.

Based on the public outreach responses from community stakeholders and the riding public, the transit system became less attractive due to longer ride times and loss of coverage to significant destinations.

- Longer riding time (e.g., 50% riding time than before)
- Loss coverage of transit-dependent areas
- Longer walk to bus stops
- Schedule insufficient to cover after-work trip(s)
- Limited shelters and benches

The team evaluated various scenarios of route alignments to maximize efficiency for increasing potential ridership and expanding its service area to meet the community's growing needs. Different combinations of route frequencies and route scenarios were compared and adjusted that would provide service improvements to the most significant possible number of passengers and maximize financial resources to implement the proposed changes.

The existing conditions analysis, including the calculation of study area demographics, transit propensity, and individual routes that comprise the system, indicates that SunTran does an excellent job of providing transit service to the areas where it is most likely to be used. Areas with the highest population and employment densities and high percentages of the residents who are most likely to use transit are largely covered by the existing system.



## Recommendations

The results of the transit propensity analysis and survey responses from industrial employers and agencies involved in workforce development indicate that new service to the northwest and southwest corridors would be beneficial toward increasing access to better jobs and career enhancement opportunities. The gaps analysis found trip patterns where transit service could be utilized if it were available, and most of the trip patterns that were identified had origin locations at the periphery of the existing service area allowing ease of expansion without significant impact on financial resources currently available to the transit network.

Based upon these findings, the team is recommending a preferred alternative to the existing transit network that would better serve and meet the community's growing needs. Service recommendations for this alternative were developed based on public comments and market analysis-based recommendations. Below are the recommendations for restructuring of current service:

- The Blue, Green, Orange, and Purple Routes will perform a figure (8) loop to provide more coverage and more direct travel in most service areas between the four routes. The figure (8) loop route alignment reduces ride time by nearly 50%, offering premier destination service and ease of service for ADA passengers by reducing the number of transfers currently required to meet their travel demands.
- The Yellow and Silver routes are routes with alternating north and south service coverage designated as A and B routes. The Yellow routes are full alternating fixed routes, whereas the Silver routes are express route models. The alternating alignment of these routes allows expanded coverage to new service areas identified as crucial areas in need of public transit due to new employment corridors and human services agencies within the northwest and southwest corridors to Ocala's downtown central business district.
- The Red route is designed to connect passengers from the Shores via the Blue Route to the downtown transfer station for transfer to other routes to get to their final destinations. As part of the route service expansion, the bus will now service neighborhoods and businesses along a partial corridor of Baseline Rd. to SE 28<sup>th</sup> Street.

## NEXT STEPS

The Proposed Route Redesign for SunTran's Transit Network will require approval before it can be implemented. The targeted date for implementation is October 1, 2021, once approved by the City Council. The following is a timeline of events:

1. **August 2021** - The City of Ocala Growth Management Transit Division will present the Proposed Route Redesign for SunTran to the City Council at the August 3, 2021 meeting for their approval. Once approved, the City of Ocala will submit a final report to the Transportation Planning Organization (TPO) and FTA for their review and approval.

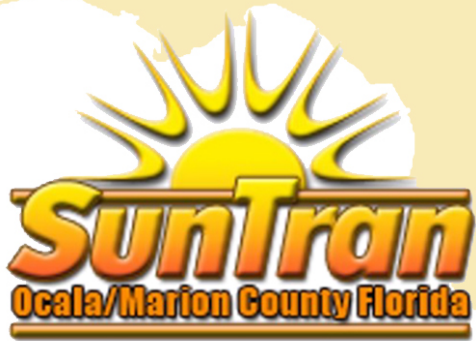


2. **August 2021** - The City of Ocala Growth Management Department will work closely with RATP DEV (Contractor for Operations and Maintenance Services) to set up a new route system in AVAIL and work with the marketing department to develop strategies to inform the public of the changes to come.
3. **September 2021** - The City of Ocala will introduce the proposed route changes to the public and distribute route timetables. Launch for the route changes will be October 1, 2021.
4. **Ongoing** - Following the launch, the City of Ocala will monitor the system and make necessary adjustments based on performance.









# ROUTE REDESIGN

IMPROVING TRANSIT CONNECTIONS



SunTran

# Route Redesign Analysis

Final Report

July 2021

Prepared by Trans4mind Consulting, LLC and the City of Ocala.



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# SECTION I. Introduction

On July 1, 2019, the City of Ocala became governing board for SunTran, replacing the Ocala Marion County Transportation Planning Organization (TPO). SunTran operates as a division of the Growth Management Department and includes seven fixed bus routes contracted through a third-party company (RATP Dev) operating six days a week.

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## Scope, Goals, and Objectives

The Route Redesign Analysis includes a review and analysis of the effectiveness and efficiency of the existing service routes. The analysis provides recommendations for improvements based on ridership trends, public input, ridership forecasting, and review of operational data for overall system performance.

The goals seek to broadly define or provide guidance on what the route redesign attempts to achieve with its recommendations and outcomes. The objectives are measurable and outline specific achievements or processes within the larger framework of the goals. The objectives also serve to frame measures of effectiveness (MOEs), which are used to evaluate proposed transit service changes.

### Goals:

- Design a more efficient and cost-effective system by directing transit investment where it is most needed within current funding parameters and projections.
- Expand SunTran's customer base in terms of ridership and potential new areas served.
- Minimize the impact of potential service changes to existing riders.

### Objectives:

- Develop route and service profiles to provide a detailed understanding of system and route design, overall service performance, and ridership patterns.
- Analyze alternative service delivery concepts, focusing on potential efficiency improvements.
- Examine the feasibility of expanding into new service areas within Marion County.
- Address potential partnerships and service changes along new industrial corridors to increase ridership.
- Communicate recommendations and their rationale effectively to elected officials and stakeholders.



# SECTION II. Existing System Analysis

## Existing Transit Network Overview

The existing system allows SunTran to cover a larger service area with 60-70 minutes headway. The Red Route starts and ends its service at the Marion County Health Department hub. All other routes start and end their service at the Downtown Transfer Station hub. The Blue Line is designated as the transfer service between both hubs.

**Table 1: Existing Network Service Summary by Routes**

Route	Service Area	Key Locations/Corridor Served	Transfers	Frequency (min)	Hours of Operation
Green	Northeast Ocala in Silver Springs Area	Silver Springs Walmart, Appleton Museum, Coehadjoe Park, Booster Stadium, 36th Avenue Kmart, One Stop Work Force Center, Skylark Plaza, Elite Gymnastics, Ocala Shopping Center, MTI High School, Cascades Office Complex, and (Silver Springs State Park upon request), Downtown Transfer Station	Blue, Orange, Purple, Yellow, Silver	60-70	5:00 AM - 10:00 PM
Blue	Southeast Ocala	YMCA and Jervey Gantt Park, Marion County Health Department Transfer Station, Downtown Transfer Station	Blue, Orange, Purple, Yellow, Silver and Red	60-70	5:00 AM - 10:00 PM
Purple	Northeast Ocala	Central Florida Community College, Balcony Gymnastics, Cheney Brothers and Golden Flake, Capris Furniture, Too Your Health Spa II, Ocala Housing Authority, Hampton Aquatic Fun Center, Howard Academy, Court House, Downtown Transfer Station	Blue, Orange, Green, Yellow, Silver	60-70	5:00 AM - 10:00 PM
Orange	Southwest Ocala	Paddock Mall, Publix Shopping Center, Easy Street, Walmart, Kmart Shopping Center, Gateway Plaza, Ocala Police Department, Marion County Adult Education center, Munroe Regional and Ocala regional Medical centers, Downtown Square, Downtown Transfer Station	Blue, Green, Purple, Yellow, Silver	60-70	5:00 AM - 10:00 PM
Red	Silver Springs Shores	Lockheed Martin, Ralph Russell Field, heather Island Plaza, Silver Springs Shores Walmart, Shores Landing Shopping Center, Spring Shores Plaza, Silver Springs Shores Community Center, Crystal Square Shopping Center, Baseline Road Trailhead, Skate Mania, Rotary Sportsplex, Forest High School, Cedar Shores Shopping Center, Dayco, Marion County Health Department Transfer Station	Blue	60-70	5:30 AM - 8:30 PM
Yellow	Southwest and North Ocala	Vanguard High School, pearl Britain Plaza, Coehadjoe Park, Silver Springs Walmart, Six Gun Plaza, Appleton Museum, Tuscawilla Park, Downtown Transfer Station (Trinity Villas on request)		60-70	5:00 AM - 10:00 PM
Silver A (Commerce Park)	Northeast Ocala	NE 35th St Harvey's Supermarket Plaza, Commerce Park, Howard Middle School, Lillian Bryant Park, Salvation Army, Downtown Transfer Station	Blue, Orange, Green, Yellow, Purple	60/130/140 Peak AM/PM Service	5:00 AM - 7:00 PM Alternating time between Silver B
Silver B (The Centers)	Southeast Ocala	Sheriff's Operation Center, Saving Mercy's Homeless Services, The Centers Mental Health and Substance Abuse Clinic, ACCESS Florida, Downtown Transfer Station	Blue, Orange, Purple, Yellow, Green	130/140 Peak AM/PM Service	7:00 AM - 5:30 PM Alternating times between Silver A



## Existing Service Performance Assessment

Systemwide performance measures are presented to gauge each route's performance relative to other routes in the overall fixed-route bus system. A standard set of performance measures are used by transit agencies as an objective way to monitor how well their service is operating and are grouped into two major categories as follows:

**Effectiveness Measures** – Indicate the extent to which service-related goals are being met.

**Efficiency Measures** – Measure the level of resources being expended to achieve a certain level of output.

This analysis reviews SunTran's effectiveness and efficiency, and includes an assessment of travel demand, route schedule adherence, ridership trends, and route productivity to identify potential opportunities for improvement. Each is further explained in this section.

Note: Data collected for fiscal year 2019 in comparison to prior years is significantly lower due to mandated business closures in response to the COVID 19 Pandemic. However, the data was still useful in determining effectiveness of service to riders.

### **Travel Demand**

Major trip attractors are places that have a great need for residents to travel to them either for employment or patronage purposes. These centers can be medical facilities, educational establishments, shopping centers, government offices, business offices, or other large-scale commercial and industrial uses.

The majority of social service facilities in Marion County are located within Ocala or immediately outside the City's borders and include the Department of Children and Families, Ocala Housing Authority, Marion County Senior Services, YMCA, and Department of Elder Affairs, among others. Additionally, major public facilities are located within Ocala, including the courthouse, Sheriff's Office complex, the Marion County Government Complex, and Ocala City Hall.

Additional trip generators include shopping centers, Silver Springs State Park, and Ocala Civic Theater and other performing arts centers in the Ocala CBD, as well as a variety of historic sites and museums such as the Appleton Museum of Art (northeast of the CBD). The shopping centers are located both within the CBD and around the city, primarily south along US 27 and SR 200, with a minor center northeast along SR 40.

The Green route is the most productive route and provides a parallel connection to the SR 40/Silver Springs Boulevard corridor, a major regional thoroughfare. The primary drivers of ridership on this route are the stops located on NE 2nd Street that are closest proximity to the VA Clinic and the Social Security Administration office. Adjacent single-family and multifamily residential uses also are likely contributors to the productivity of this route. Inbound trips account for 78% of the trips on this corridor and were an important consideration when making final recommendations.

### **Schedule Adherence**

Schedule Adherence On-time performance (OTP) is a measure that indicates the percentage of times that bus trips arrive and/or depart select locations within a certain range of time of the stated time on the public route timetable. For SunTran, a bus is considered on time if it is no more than one (1) minute early and no more than (5) five minutes late at a given time point. For nearly all routes, unreliability is caused by trips that are late.



Table 5 illustrates On Time Performance (OTP) Percentage Analysis by Route for fiscal year 2017 through fiscal year 2019. For fiscal year 2018 and fiscal year 2019, on-time performance averages declined below 80 percent except for the green and yellow route. This is most likely due to not establishing accurate running times and layover timepoints at implementation of new route timetables. In some instances, running times that are too long for certain route segments may be contributing to on-time performance issues. The project team recommends further analysis of running times of each route segment to ensure that public timetable scheduled times more accurately match actual running times of each route.

**Table 5: On Time Performance**

	FY 2017			FY 2018			FY 2019		
Route	% On Time	% Late	% Early	% On Time	% Late	% Early	% On Time	% Late	% Early
Green	87.7	10.6	1.7	79.5	11.4	9.1	82.3	5.1	12.6
Blue	84.9	13.1	2	71.5	19.1	9.5	70.4	16.7	12.9
Purple	87.8	10.8	1.4	69.2	16.8	14	67.5	11.6	20.9
Orange	88.8	8.7	2.5	66.1	23.4	10.5	56.8	31.3	11.9
Red	82.4	16	1.6	60.3	29.4	10.3	58.7	24.5	16.9
Yellow	93.9	4.2	1.9	69.8	12.7	17.4	82.3	8.8	9
Silver	N/A	N/A	N/A	N/A	N/A	N/A	74.4	8.8	9

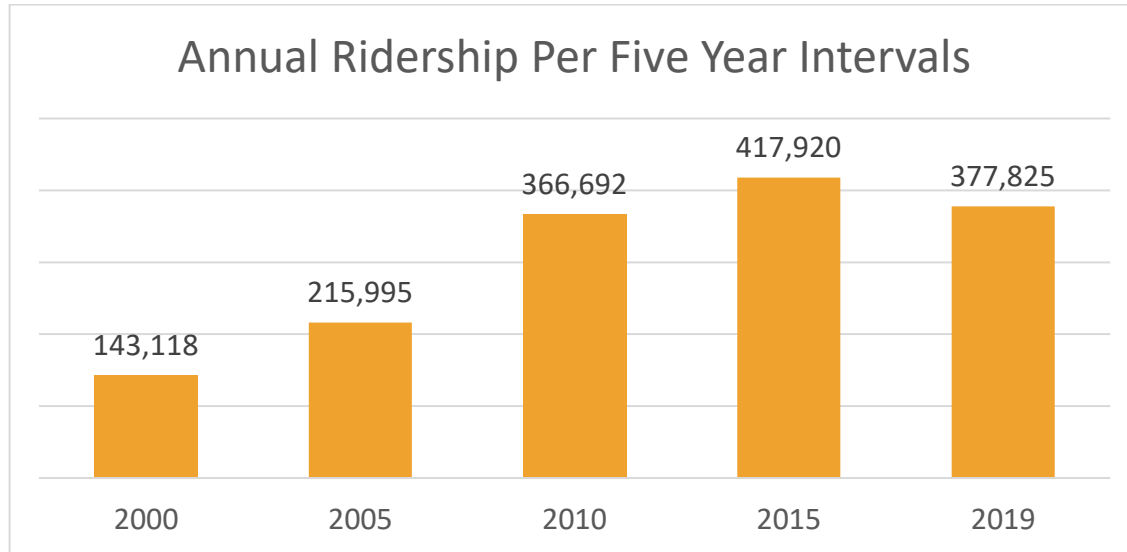
## Ridership and Route Productivity

SunTran ridership and route productivity comparisons for the Existing Transit Network are shown below in Tables 6 – 8. Ridership Productivity is measured in terms of annual passenger trips per revenue hour of service. The data collected clearly indicates a steady decline in ridership by more than 30% since implementing the new route redesign in 2018 in comparison to pre-2018 routes. Recognizing that several contributing factors may exist in the decline of ridership, the survey responses received from this study clearly indicate a correlation to the system changes made in 2018. Based on the public outreach responses from community stakeholders and the general riding public, the transit system became less attractive to the riding public due to longer ride times and loss of coverage to major destinations. The public survey results are further discussed in more detail in Section V: Public Involvement Plan (PIP).

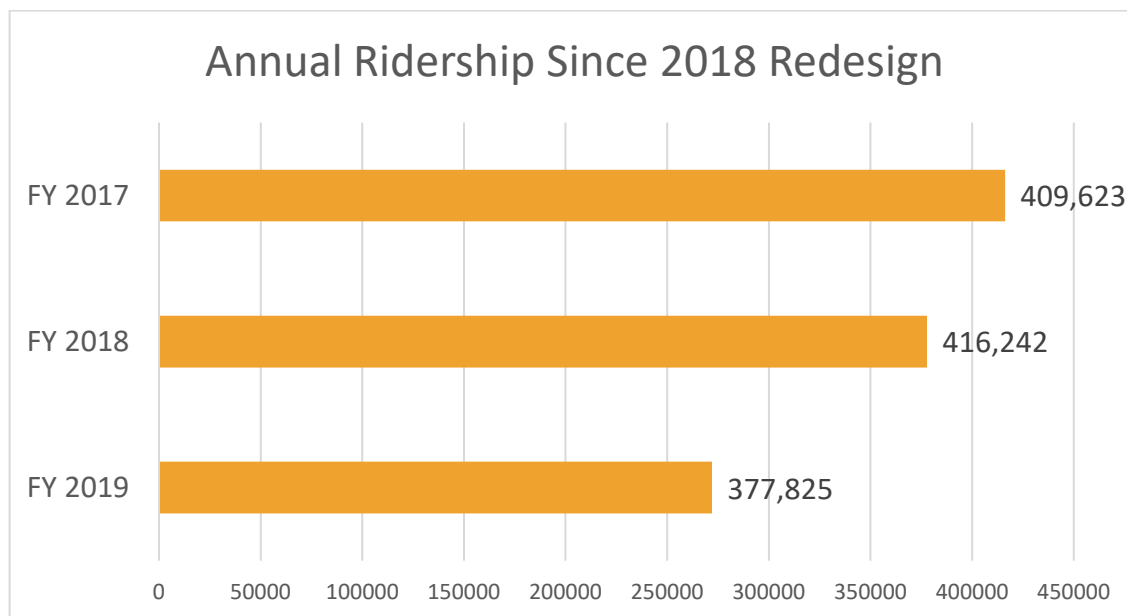




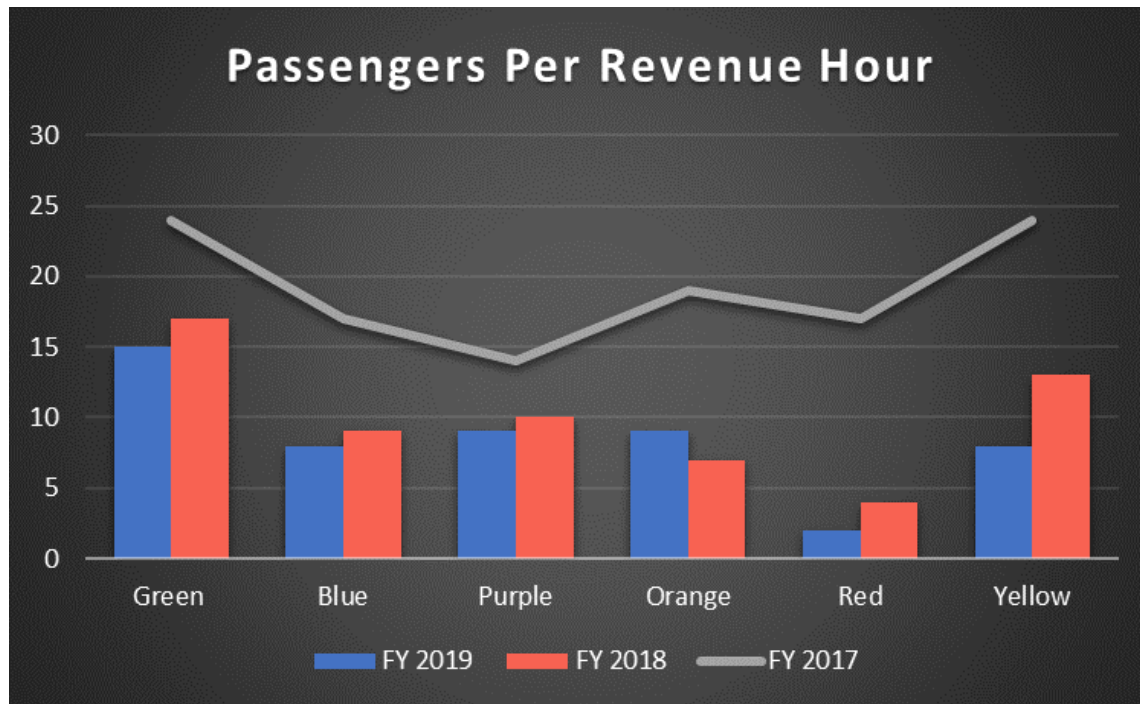
**Table 6 : Annual Ridership Comparison – Five Year Intervals (2000- 2019)**



**Table 7: Annual Ridership Comparison Since 2018 Redesign**



**Table 8: Passengers Per Revenue Hour by Route Since 2018 Redesign**



## Existing Service Demographics Assessment

Demographic patterns are used to better understand the existing and potential transit market in a region. A demographic review generally tries to identify areas with the greatest potential transit demand, or areas where a high percentage of the population has demographic characteristics that often correlate with transit ridership, including high rates of poverty and low rates of automobile ownership. A demographic review also helps to ensure that changes to the transit system will not negatively affect minority populations' access to transit in a disproportionate way.

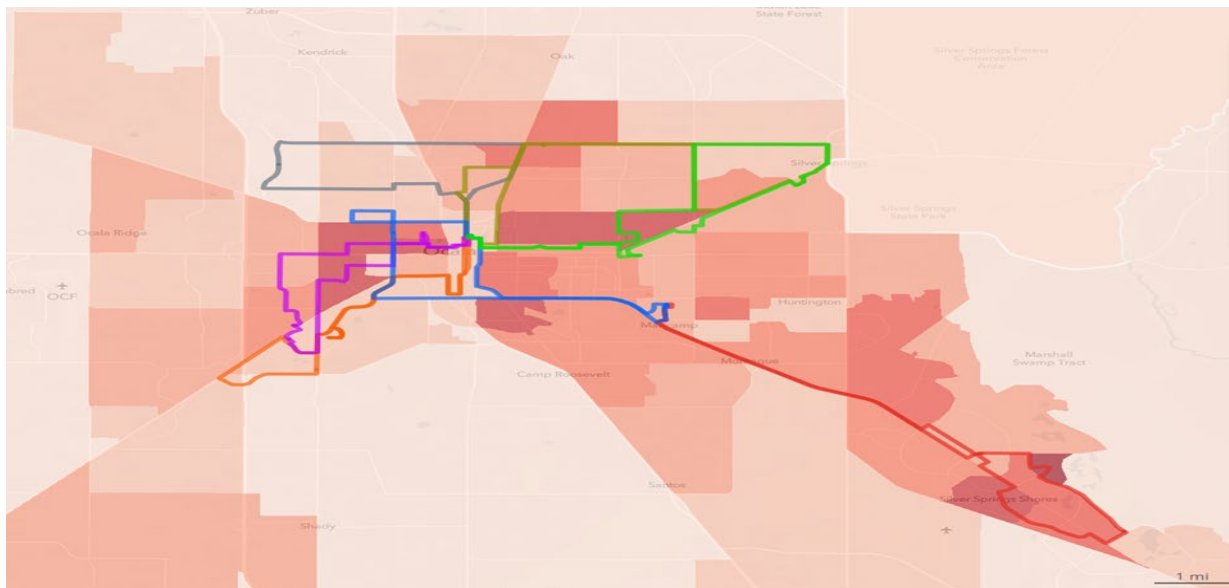
Two important factors are concentrations of population and employment. Population and employment densities directly influence transit usage; the more people there are living in an area or attracted to an area, the larger the probability is that a greater number of them will use transit. Aside from simple concentrations of people and economic activity, socio-economic factors such as income, automobile access, age, physical disabilities, and rental housing can also affect an area's demand for transit services. A visual comparison of the coverage areas for the existing and proposed systems was conducted to identify the demographic characteristics of the areas that would be affected by the proposed changes and is further discussed in Section III – Ridership Forecasting.

## Population Density

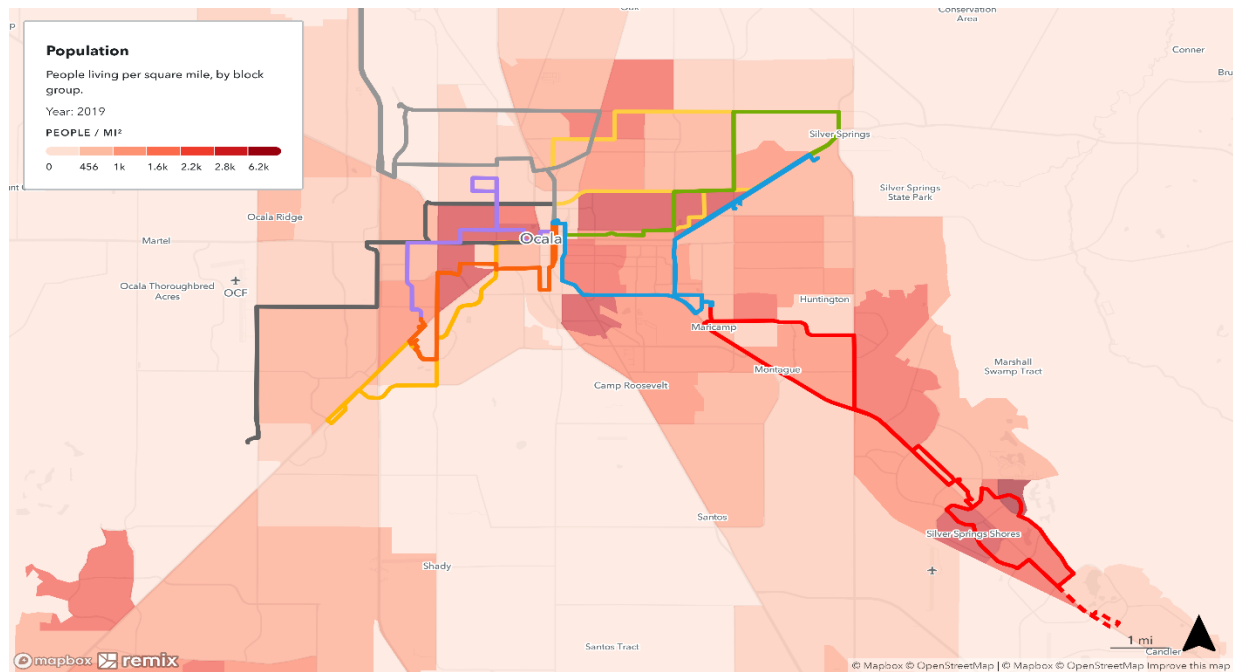
Population density is often used to identify the level of transit service that an area or corridor is likely to be able to support. There are many reasons that population density serves as a reliable indicator of transit use. Higher density neighborhoods, by definition, will have more people living within walking distance of a transit stop or corridor than lower density neighborhoods. Higher density areas are also more likely to exhibit other characteristics of urban form that contribute to more people using transit, including higher development density, less available parking, smaller lots and setbacks, and a greater mix of land uses.

Much of the growth for Marion County is projected to occur in the outskirts of the Ocala urbanized area and in a few low-density pockets within the core urban area. The area north of the red route and the area north of SR 200 (west of I-75) is projected to have substantial increases in growth. As illustrated below, population density areas with the highest density of transit-supportive populations are well served by high frequency bus service in both the existing transit network routes and the proposed new transit network routes.

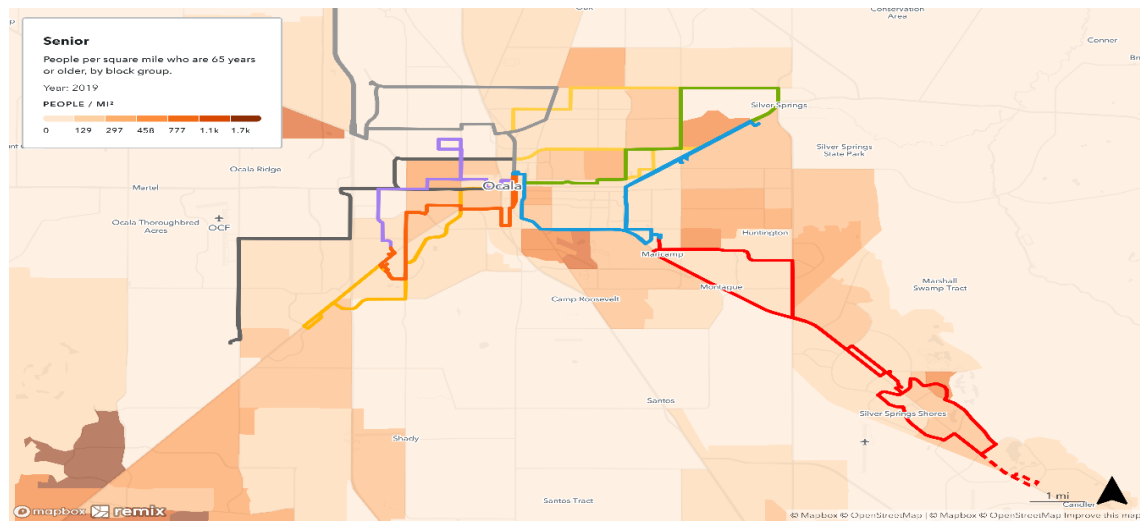
**Figure 8 A: Population Density for Existing Transit Network**



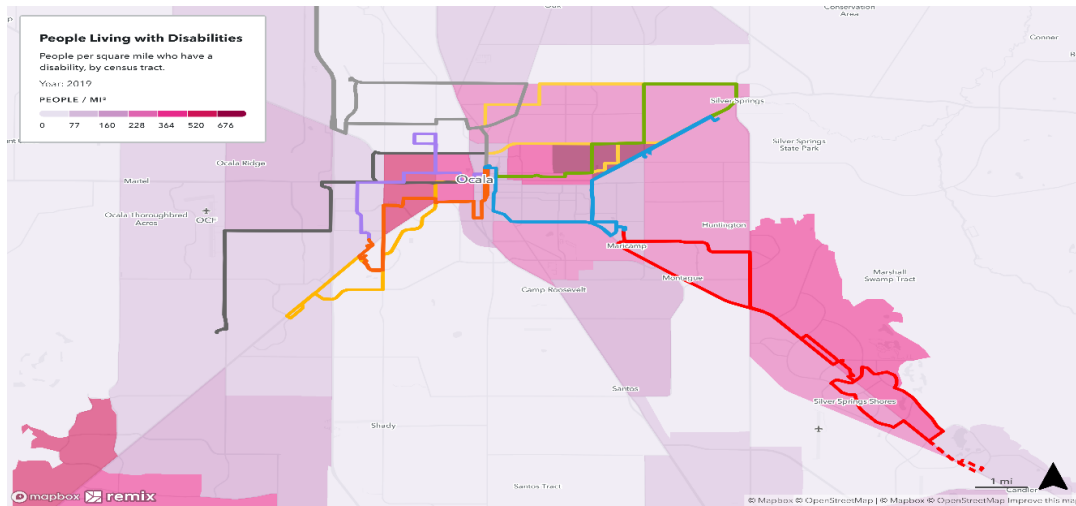
**Figure 8 B: Population Density for Proposed Transit Network**



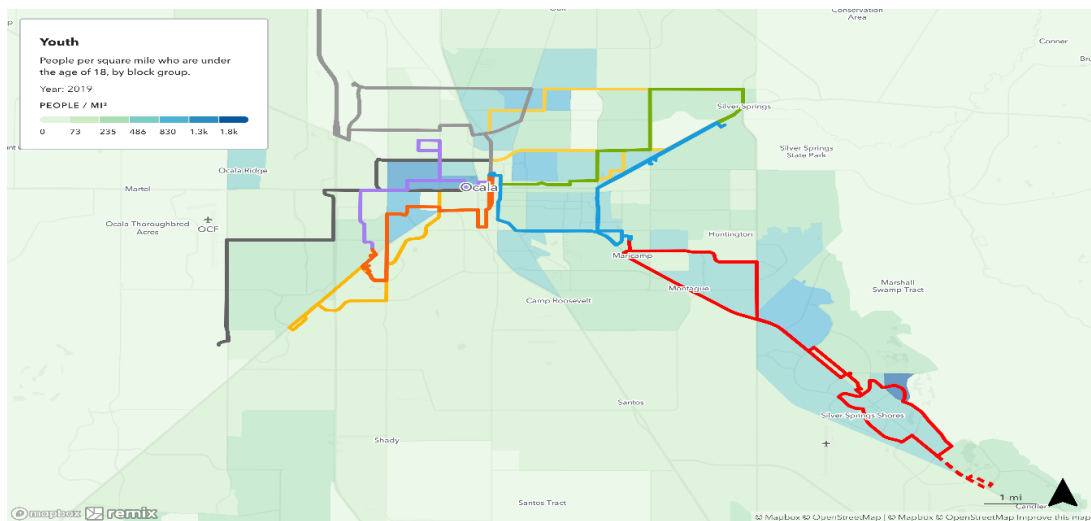
**Figure 8 C: Population Density Aged 65 or Over for Proposed Transit Network**



**Figure 8 D: Population Density People with Disabilities for Proposed Transit Network**



**Figure 8 E: Population Density People Aged under 18 for Proposed Transit Network**





## Employment Density

Employment density also serves as a strong indicator of potential transit use because a high number of transit trips are made by people traveling to and from work. Areas with concentrated employment, or a larger number of people traveling to work in a small area, are easiest to serve by fixed route bus service. Areas with high employment density are also more likely to exhibit other characteristics, such as higher levels of traffic congestion and constrained parking conditions that make transit a more desirable mode of transportation for travel to work. Public Transit can provide a key means for employees and customers to travel to these establishments and improve their viability as enterprises. The attractiveness of a strong transit system to potential employers looking to locate in Marion County cannot be understated. As the growth of the area continues, future funding can continue to enhance the modal connectivity of Marion County to the transit systems of neighboring cities, counties, and other regional operators.

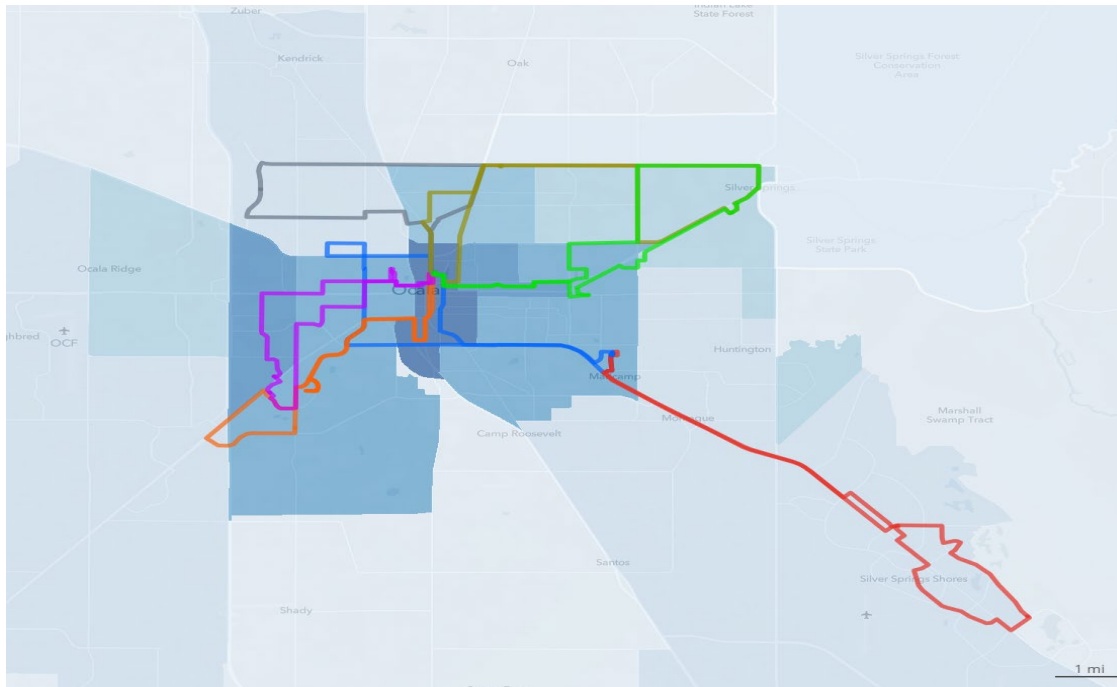
The City of Ocala Growth Management Department and Ocala/Marion County Chamber & Economic Partnership continue to work to reach new riders and new markets for SunTran, including working with major employers, community groups, economic development professionals, and numerous others to meet the needs of employers and employees of the community. As Ocala and Marion County continue to target growth in logistics and distribution, this regional business center status will only be strengthened. Active business attraction and recruitment efforts are ongoing for these sectors that would stand to benefit from Marion County's prime location along major roadways and rails, proximity to additional routes and major ports, large availability of sites, and a labor pool with relevant skills.

Like population density, employment density is concentrated throughout the central Ocala area. Beyond the central Ocala CBD, notable areas of high density include shopping centers in the On Top of the World DRI (including another Walmart Supercenter) along State Road 200 within and southwest of Ocala, the Belleview area along US 301 southeast of Ocala, and west of I-75 where there is a cluster of transportation, distribution and equine-focused companies near the Ocala International Airport and near the newly constructed World Equestrian Center.

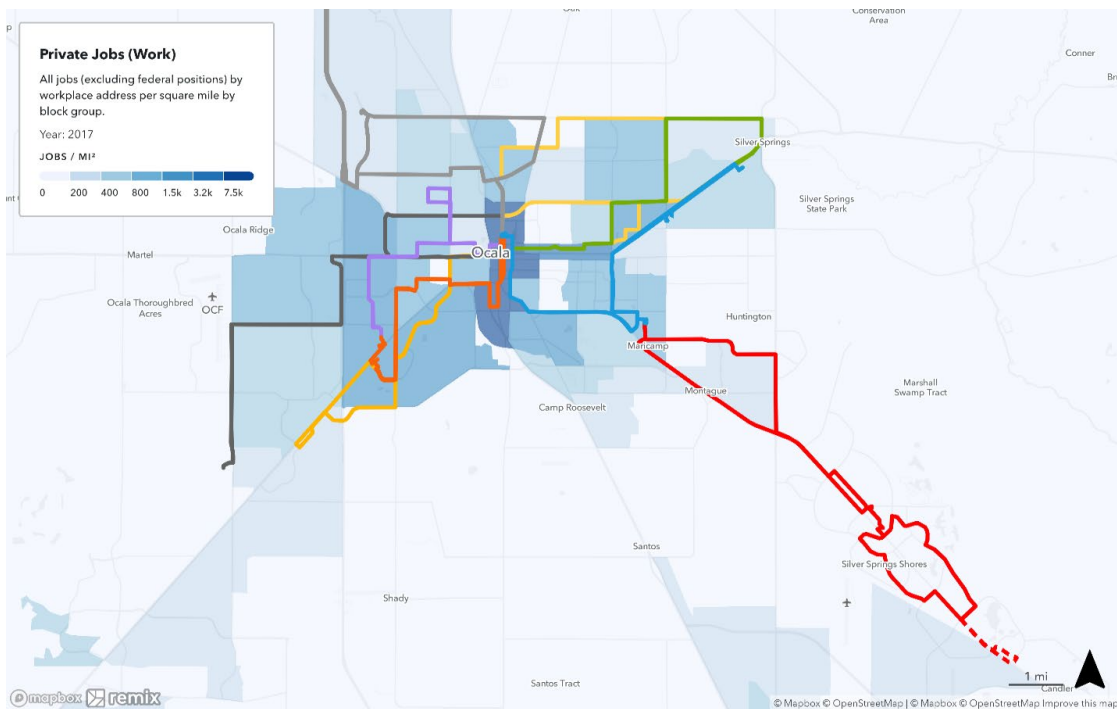




**Figure 9 A: Employment Density for Existing Transit Network**



**Figure 9 B: Employment Density for Proposed Transit Network**

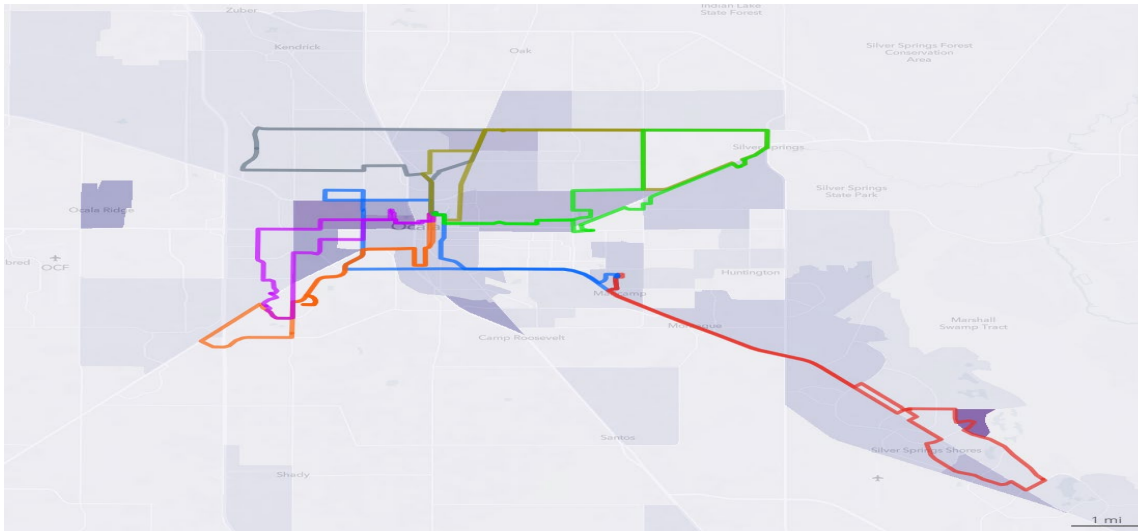


## Poverty and Car Ownership Density

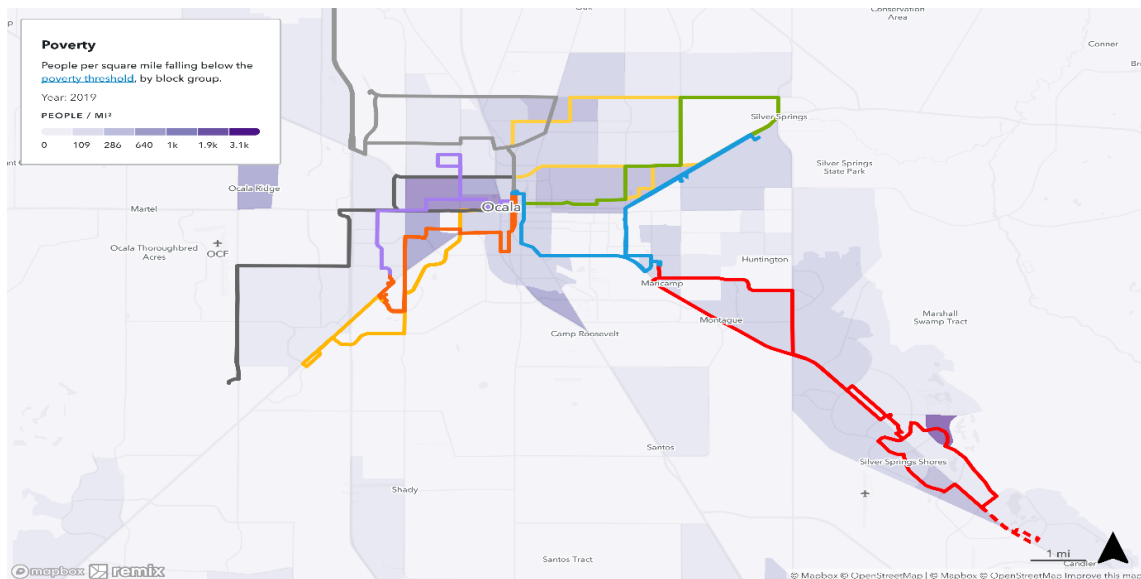
High rates of poverty and high rates of households without access to an automobile are also strong indicators of a propensity to rely on public transit as a primary means of transportation.

As shown in Figures 10 A & 10 B below, the highest concentrations of households with income below the Federal poverty level are primarily located in the central City of Ocala and Silver Springs Shores area.

**Figure 10 A: Poverty Density for Existing Transit Network**



**Figure 10 B. Poverty Density for Proposed Transit Network**



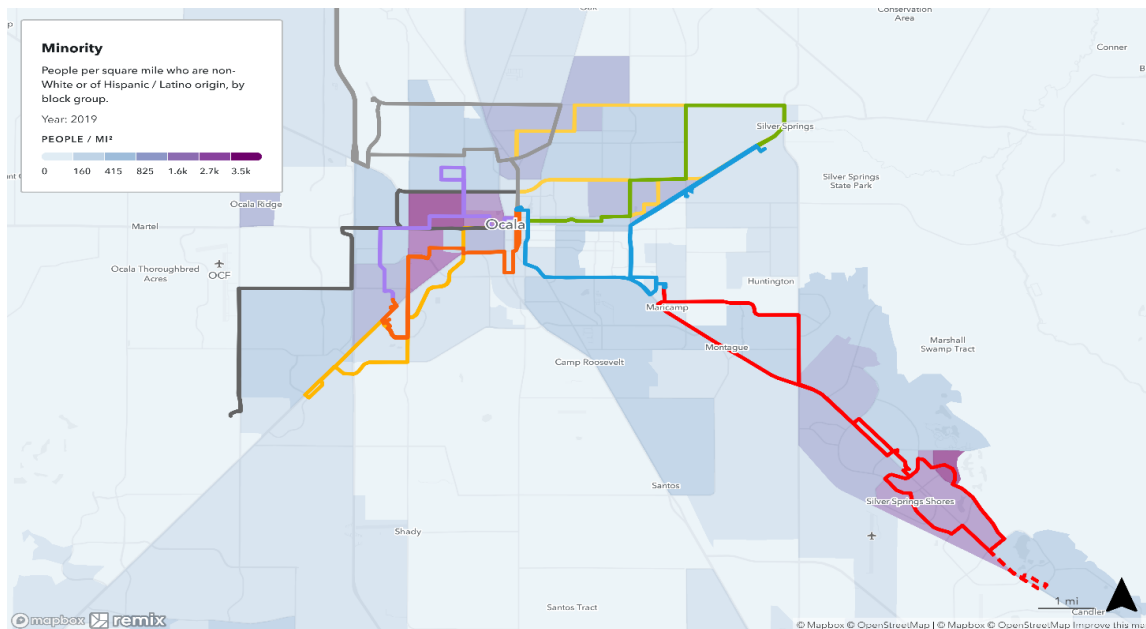
## Minority Density

Concentrations of minority population in the City of Ocala area are shown in Figures 11 A & 11 B. For the purposes of this analysis, the minority population is the total population decreased by the non-Hispanic White population, as defined by the US Census.

**Figure 11 A: Minority Density for Existing Transit Network**



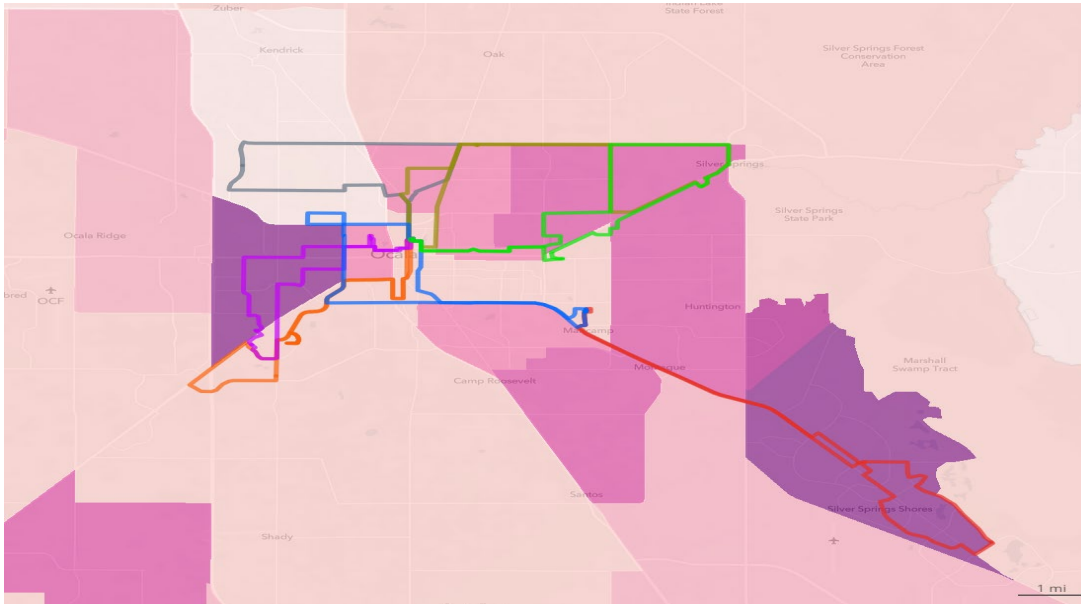
**Figure 11 B: Minority Density for Proposed Transit Network**



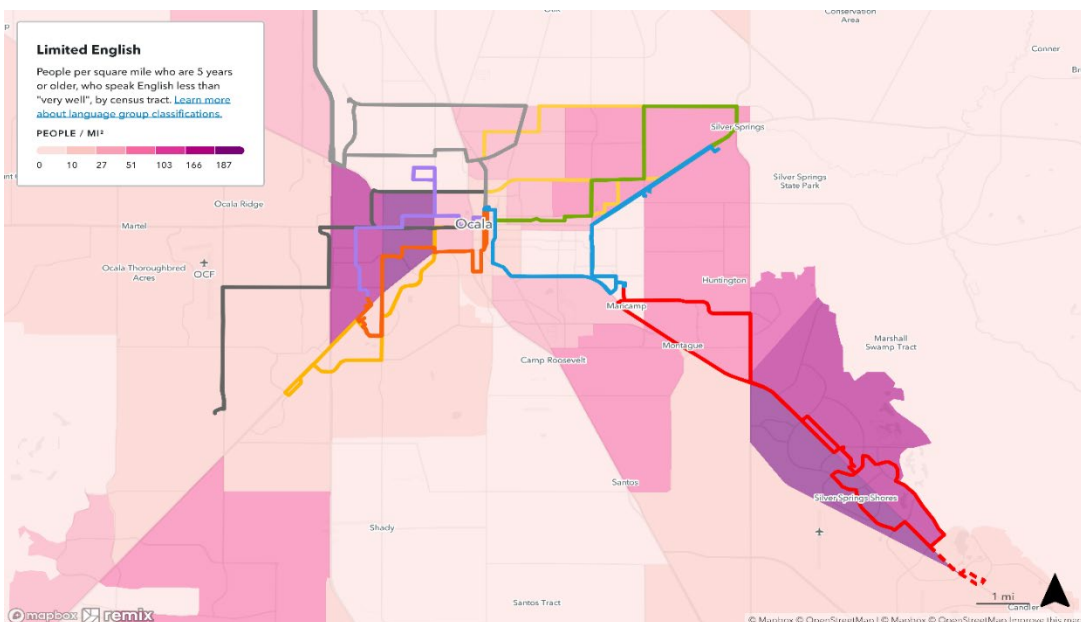
## Foreign Born and Limited English Proficiency Population

Concentrations of foreign born and limited English proficiency (LEP) populations in the area are shown in Figures 12 A & 12 B. Routes were maintained and enhanced in high-concentration areas to ensure that transit service is available to these populations.

**Figure 12 A: Foreign Born and Limited English Proficiency (LEP) Density for Existing Transit Network**



**Figure 12 B: Foreign Born and Limited English Proficiency (LEP) Density for Proposed Transit Network**





# SECTION III. Ridership Forecasting

## Transit Propensity

Transit propensity is an index measure that indicates where the highest ridership need is likely to occur based on demographics. While demographic characteristics can be used to identify the origin locations with the greatest potential transit demand, a transit propensity analysis goes a step further by pairing this market information with regional travel patterns to identify trips that are most likely to be made by transit. The transit propensity analysis conducted for this study had two distinct purposes. The first focused on identifying demographic characteristics of the population within Marion County and the second focused on existing travel patterns for major employment corridors.

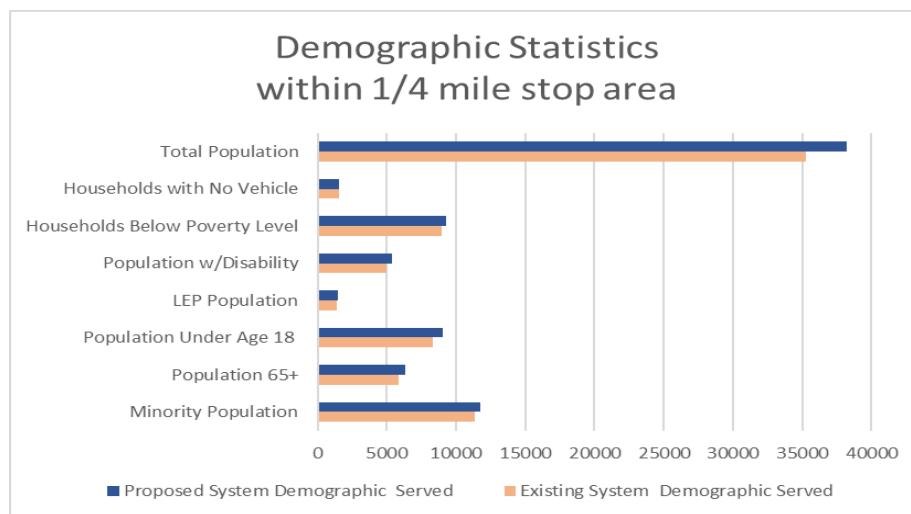
## Demographic Analysis for Title VI Implications

The impact of the proposed changes on Title VI populations, including minority and limited English proficiency (LEP) populations, as well as low-income populations, are included in Section II Existing System Demographics Analysis Figures 8 A through Figures 12 B. The densities of seven different demographic indicators including youth under age 18, persons 65 and older, people with a disability, households without a vehicle, households living in poverty, minority, and LEP Census population statistics were examined to ensure that service would not be reduced in areas with high concentrations of these populations.

A visual map comparison of these demographic indicators as well as a buffer analysis was done between the existing and proposed route redesign to ensure that effective and efficient service continued to be provided to riders who are most likely in need of public transit.

The buffer analysis was conducted within ¼ mile stop catchment area to determine the proportion of minority, LEP, and low-income populations that are served by the existing and proposed systems. The analysis was conducted using ¼ mile buffers and considered any person or household in a Census block group that intersected the buffer to be part of the coverage area.

**Figure 13: Demographic Statistics**



Based on findings, the proposed redesign for the SunTran system is projected to exceed current service availability and travel options to potentially vulnerable populations currently being served by the existing transit network by 6%.

## Major Employment & Service Area Gap Analysis

The second purpose of this transit propensity analysis was to determine the feasibility of providing transit service to the City of Ocala's major employment and service areas located along the northwest and southwest corridors to downtown Ocala. The major distribution and logistics centers located along the Northwest corridor include FedEx, Auto Zone, Chewy and Amazon. The major human services agencies located along the Southwest corridor include the Sheriff's Complex, Probation and Parole Office, The Centers for Mental Health and Substance Abuse Rehabilitation Services and ACCESS Florida. The results of this analysis illustrate some of the challenges that transit agencies typically face in attempting to provide fixed route transit service to industrial employment areas, which are often located on the periphery of an urbanized area.

One challenge in providing service for the industrial corridor is that the largest concentrations of employees are not located within the City of Ocala, but in scattered locations in Marion County and the adjacent counties. These areas have very low-density levels and are nearly impossible to serve efficiently with fixed-route transit service. Another challenge is that SunTran's existing service does not align well with the shift change times when many employees would be traveling to and from work.

In addition to surveying employers in these areas regarding the transportation needs of their employees, the travel patterns of current employees were also examined using the report from Ocala/Marion County Transportation Planning Organization 2020 Traffic Counts Manual.





# SECTION IV. Public Involvement Program (PIP)

## Overview of Public Outreach

The City actively posts news related to SunTran on the website, in public notices, through interviews with the press, and on social media. Significant stakeholder and public outreach played an integral role in the development of the plan and helped shape the final proposed service changes. The public involvement program provided stakeholders and the public with a variety of opportunities to provide input and feedback throughout the planning process.

The study team engaged with stakeholders and the general public to gather information about their transit and travel needs and to provide general feedback and input at critical milestones. The team helped guide the study on the overall goals and community outreach strategies (survey and open house locations, methods for notifying the public, etc.) and provided feedback on improvement strategies and proposed network changes.

The Ocala/Marion County Transportation Planning Organization (TPO) Director was also involved in the Public Outreach involvement activities and assisted with coordination of Sub Committee meetings as well as input to planning and final recommendations for the proposed Route Redesign Analysis. The Study Team met with the TAC and CAC at the beginning of the study to explain the process that would be used and to discuss data needs.

The Ocala Metro Chamber & Economic Partnership (CEP) provided additional assistance in conducting stakeholder outreach through the development, administration, and compilation of two surveys, one of which was distributed to employers in City of Ocala's major industrial areas, and the other of which was distributed to social service and workforce development agencies that provide training and job placement assistance in the community. While the surveys were tailored to their respective audiences, both surveys sought to delineate the potential transit market for employees or prospective employees in the City of Ocala area by inquiring about the likelihood of transit use, the existing barriers to using transit for travel to work, and the locations where transit service would be most effective. The surveys and the responses were not scientific in a rigorous research sense. However, they did provide good insights into the needs of the respective populations of industrial employers, employees, and residents needing access to jobs, job training, and social service agencies.



## Overview of Public Involvement Activities

The public and the stakeholder involvement activities included several public involvement components:

### **Public Meetings**

- Ocala Marion County Transportation Planning Organization (TPO) Board Meeting TPO Sub Committee Meetings (Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC))
- City of Ocala Town Hall Meeting
- Public Open House Meetings

### **Surveys**

- On Board Bus Passenger Survey
- Bus Operator Survey
- General Public and Stakeholders Survey

### **Local Media Announcements**

- Newspaper Press Release
- Local News Broadcast

### **Social Media**

- SunTran Webpage
- Facebook
- Twitter

The public and the stakeholder involvement activities provided important guidance throughout the study and provided direction at key milestones. Brief summaries and documentation of the above public involvement activities are included in this section.



## Public Meetings

### Ocala Marion County Transportation Planning Organization (TPO)

The role of the Ocala Marion Transportation Planning Organization (TPO) was to help guide the study on the overall goals and community outreach strategies initiated by the City of Ocala. The City of Ocala Transportation Director attended four Public meetings of the TPO and its Sub Committees (Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) over the course of the study. Below is a summary with details on the location, dates, time, and key information discussed at each meeting:

#### Meeting No. 1 | Technical Advisory Committee (TAC) Meeting | February 9, 2021, at 10:30 AM | Marion County Library

The City of Ocala Growth Management Department Transit Manager of SunTran, provided a presentation on the current process underway to assess a re-design of current bus transit service and facilitated a discussion to obtain feedback from committee members and all interested members of the public in attendance at the meeting.

#### Meeting No. 2 | Citizens Advisory Committee (CAC) Meeting | February 9, 2021, at 1:00 PM | Marion County Library

The City of Ocala Growth Management Department Transit Manager of SunTran, provided a presentation on the current process underway to assess a re-design of current bus transit service and facilitated a discussion to obtain feedback from committee members and all interested members of the public in attendance at the meeting.

#### Meeting No. 3 | Transportation Planning Organization Board Meeting | February 23, 2021, at 4:00 PM | Marion County Commission Auditorium

SunTran City of Ocala staff presented a 2021 System Redesign Presentation outlining plans for Route Redesign based upon public feedback for service changes to existing system. Requested TPO Board Action in support of future plans.

#### Meeting No. 4 | Citizens Advisory Committee (CAC) Meeting | April 13, 2021, at 1:00 PM | Marion County Library

The City of Ocala Growth Management Department Transit Manager of SunTran, provided an update on the Route Redesign Analysis and presented a presentation for proposed changes to the current bus transit service to obtain feedback from committee members and all interested members of the public in attendance at the meeting.

### City of Ocala Town Hall Meeting

#### Meeting No. 5 | City of Ocala Town Hall Meeting | January 22, 2021, at 6:00 PM | MLK First Responder Campus Community Room

The City of Ocala Growth Management Department Transit Manager of SunTran, provided a presentation on the current process underway to assess a redesign of current transit service and facilitated a discussion to obtain feedback from committee members and all interested members of the public in attendance at the meeting.



## Public Surveys

SunTran administered three surveys during the study, an on-board passenger survey, a general public stakeholders survey, and a bus operator survey. The purpose of the surveys was to obtain information and data to better understand passenger travel behavior, needs of transit ridership market, as well as opinions on satisfaction with existing service. Additionally, the surveys provided the public and transit passengers a direct opportunity to be involved with the study.

The information from the surveys played an important role in the evaluation of current conditions and in designing the proposed service changes. The responses allowed the study team to better understand current travel patterns, and to develop service improvement recommendations. Full survey results are discussed later in Section V Final Report Summary.

### On Board Passenger Survey

The onboard passenger survey was available in person to all passengers for all seven routes from January 11, 2021 through February 15, 2021 as well as via social media and SunTran's website link. The survey questions asked information about the respondent's current transit trip, general ridership frequency, destinations and travel demand, service performance and service improvement recommendations. Passengers who could not complete the onboard survey in-person were given information to complete it via social media using a QR code at a later convenient time. A total of 136 passengers completed the survey in person.

### Bus Operator Survey

Bus operators for SunTran were also asked to complete a driver survey to provide feedback from the field by evaluating current routes to maximize ridership and service performance. The frontline employees offered valuable feedback as to how well the current system was able to meet the needs of the transit rider community, identified safety concerns to current route and/or stop locations, as well as route productivity and schedule adherence issues. The insight was instrumental in final decisions made for the redesign of the current existing system. The survey was distributed to all bus operators and operations personnel. A total of 22 frontline staff responded to the survey.

### General Public (Non-Passenger) and Stakeholders Survey

While gaining insight into existing passenger experiences, preferences, and demographics was integral to understanding the transit needs of the study area, it was also important to gain a better understanding of how the general public and community stakeholders feel about transit service. Therefore, the study team initiated a general public and stakeholders survey that was distributed to area businesses and non-profit organizations throughout Marion County and the SunTran network service area. While the surveys were tailored to their respective audiences, both surveys sought to delineate the potential transit market for employees or prospective employees in the City of Ocala area by inquiring about the likelihood of transit use, the existing barriers to using transit for travel to work, and the locations where transit service would be most effective. A total of 65 area businesses were targeted for the survey.



## Public Open House Meetings

The City of Ocala hosted three public open house events on May 13, 2021 at 533 NE 1<sup>st</sup> Avenue across from the Downtown Transfer Station at three different times to maximize attendance and to provide the public with different time options for convenience of attendance. The scheduling of the open houses followed the completion of the proposed Route Redesign Analysis and Market Survey Analysis. The meetings were designed to give the public one last opportunity to provide opinions and feedback on the plan before final implementation of proposed redesign changes.

Several marketing efforts were conducted to inform the public about these events, including:

- A community meeting invitation flyer was distributed to project stakeholders and the public.
- Passenger on-board bus advertisement on all SunTran vehicles and routes
- Press releases to the local media
- Notice posted to SunTran and City of Ocala webpage

At these meetings, the City of Ocala transit staff and the study team members presented the latest study information and findings. The Technical Assistance Consultant team for Trans4mind, LLC. were also available to collect comments and answer questions at these events.

The meetings were held on May 13, 2021 with two-hour intervals between each meeting allowing enough time for public comments and feedback at each meeting. The meetings were held at 10:00 AM – 12:00 PM; 2:00 PM-4:00 PM; and 6:00 PM – 8:00 PM. (Translators were available for English, Spanish, and Chinese)

Information was displayed on exhibit boards and project study team members presented a Power Point presentation with discussion afterwards. A table was also set up in the middle of the room for the public to fill out and submit comment cards. The information provided included a map of the study area, the goals of the project, and preliminary findings from the analysis. The findings included a general demographic profile of the study area, a basic overview of travel trends and ridership factors gathered from the surveys, as well as challenges and goals of the analysis, and the final proposed route redesign option.

A total of 14 people attended the 3 meetings, and 7 comments were collected. The most common topics included increasing the hours of service to include Sunday service, adding benches and shelters to current and new bus stop locations, and improving Americans with Disabilities Act (ADA) accessibility.





Figure 14: Public Community Meeting held May 13, 2021



## Local Media Announcements

Press releases were sent out to the local media regarding the public open house event and the public survey request. A list and link to the media articles are provided below:

### PRESS RELEASE No. 1

**City News SUNTRAN Transit Network Announces Survey to Determine Future Route Modifications Post Date:**

01/20/2021 11:11 AM

OCALA, Fla. (Jan. 20, 2021) - SUNTRAN Transit Agency, in partnership with the Federal Transportation Administration (FTA), Marion County and the Florida Department of Transportation (FDOT) plans to survey the riding public with an on-board passenger survey as well as a general stakeholder survey to gather feedback on the transportation needs of the city.

The On-Board Passenger Survey solicits feedback from the riding public who utilize the system. Riders boarding the SUNTRAN buses will be provided an opportunity to fill out the survey and return forms in a drop box. The survey can also be found at [www.SUNTRAN.org](http://www.SUNTRAN.org). The on-board passenger survey will also be available online using a Quick Response (QR) bar code provided below through March 30. In addition, surveys will be conducted in person at the Ocala Main Transfer Station located at 501 NE First Avenue. Survey participation is voluntary and anonymous.

The survey was developed to gather the ideas and opinions regarding the route changes with the end goal of understanding how to improve the SUNTRAN Transit system in 2021. The survey asks questions about the characteristics of each individual route and the overall transit system. The survey questions and responses will take into consideration coverage areas, span of service and frequency of service.

In addition, the City of Ocala will host a focus group Thursday, Jan. 21, 1 to 4 p.m. at Growth Management, 201 SE Third St., second floor. The focus group will be an open forum for discussion on all current and proposed changes to the route. It is open to all interested parties who wish to provide recommendations to the route system. If you would like to attend and need special accommodations, please call Sun Tran at 352-401-6999. Visitors entering public buildings will be screened using a touchless forehead or temporal artery thermometer. Attendees are asked to wear face coverings, maintain proper social distancing of six feet and frequently sanitize their hands.

After careful analysis of the survey results and feedback from the focus group, the City will assess what the greatest transit needs are, how feasible is will be to make these route modifications and whether these changes will increase ridership to support a vibrant city transit system.

The City of Ocala will implement route modifications that will yield the best benefits for residents and travelers within the city. The goal will be to maximize transit services and increase ridership in the most cost-effective, safe and sustainable manner possible.

<https://www.ocalafl.org/Home/Components/News/News/13672/17>



## PRESS RELEASE No. 2

← **Tweet**



**Julia Laude** @JuliaMaeLaude · Jan 21

**TOWN HALL** | Residents are now asking questions to the different community leaders. They have brought up concerns about policing, employment, and equality. @WCJB20 @CityofOcalaFL



## PRESS RELEASE No. 3

### West Ocala town hall meeting features news updates and calls to action

**Austin L. Miller** Ocala Star-Banner

Published 10:25 a.m. ET Jan. 22, 2021 | Updated 7:17 p.m. ET Jan. 22, 2021

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"What about grant money for kids that can't afford programs at the Croskey Center or the baseball field?" Courtney Wilson asked Thursday night during a town hall meeting held at the community center that is part of the new MLK First Responders Campus in Ocala. The panelists included District 2 Ocala City Councilman Ite Bethea, state Rep. Yvonne Hayes-Hinson, District 3 Marion County School Board member Eric Cummings and Ocala City Manager Sandra Wilson. They presented updates and answered questions. The subject matter ranged from unkept vacant property to systemic racism and job opportunities at the City of Ocala. Doug Engle/Ocala Star-Banner



Ocala StarBanner | Ocala.com

[Sports](#) [Entertainment](#) [Lifestyle](#) [Opinion](#) [USA TODAY](#) [Obituaries](#) [E-Edition](#) [Legals](#)



SunTran Transit Agency, in partnership with the Federal Transportation Administration (FTA), Marion County and the Florida Department of Transportation (FDOT) plans to survey the riding public with an on-board passenger survey as well as a general stakeholder survey to gather feedback on the transportation needs of the city.

The On-Board Passenger Survey solicits feedback from the riding public who utilize the system. Riders boarding the SunTran buses will be provided an opp... See More

2 likes · Comment · 2 shares

The meeting ended with the city's transportation manager talking about plans on improving bus ridership and expanding routes. He said he welcomes any feedback from residents.

Contact Austin L. Miller at 867-4118, [austin.miller@starbanner.com](mailto:austin.miller@starbanner.com) or @almillerosb



# ROUTE REDESIGN

# IMPROVING TRANSIT CONNECTIONS



## PRESS RELEASE No. 4

02/24/2021

Sun Tran Transit Network Announces Survey to Determine Future Route Modifications City News | City of Ocala

Assistance with reading the content of this website is available 8 a.m. to 5p.m. Monday through Friday by calling 352-629-2829.

## PRESS RELEASE No. 5

City of Ocala (May 7, 2021)

110 SE Watula Ave. Ocala, FL 34471 352-629-2489

### FOR IMMEDIATE RELEASE

SUNTRAN TO HOLD COMMUNITY MEETINGS REGARDING ROUTE CHANGES OCALA, Fla. (May 7, 2021) – The City of Ocala, will host a public meeting to discuss proposed changes to SUNTRAN bus routes. The meeting will be held Thursday, May 13 at the building next to Ocala Union Station, 533 NE First Ave., previously occupied by Dee Dee’s Diner. The purpose of this meeting is to solicit input from the community about route changes for the SUNTRAN system and answer questions about these potential changes. The meeting will be conducted as three separate presentation times. Each session will contain the same information. Meeting times Thursday, May 13 are as follows: • 10 a.m. to noon • 2 to 4 p.m. • 6 to 8 p.m. Presentations will provide an overview of the project. PowerPoint presentations will be made available in English, Spanish and Chinese. Following the presentation, City staff will be available to discuss the bus routes and answer questions. This meeting is free and open to the public. Social distancing measures will be implemented. Guests entering public buildings are encouraged to wear face coverings that fit snugly over the nose and mouth. For individuals unable to or uncomfortable with attending meetings in person, written comments can be submitted by emailing [sneal@ocalafl.org](mailto:sneal@ocalafl.org) or mailed, attention S. Neal, to 201 SE Third Street, Second Floor, Ocala, FL 34471. All public comments must be submitted by June 1, 5 p.m. All comments submitted will be considered public record. For more information, please contact the City of Ocala Transit Manager, Steven Neal at [sneal@ocalafl.org](mailto:sneal@ocalafl.org), or call 352-629-8286.

Media contact: Ashley Dobbs, Marketing & Communication Manager

Phone: 352-401-3978, Email: [adobbs@ocalafl.org](mailto:adobbs@ocalafl.org)



# ROUTE REDESIGN

# IMPROVING TRANSIT CONNECTIONS



## Social Media

To compliment the various local media announcements and press releases the Study Team also used social media as public engagement tool to attract a larger and more diversified demographics group who are most likely to respond through social media networks. The City of Ocala and SunTran Webpage with links to the survey were included in the outreach efforts as well as Facebook and Twitter.

### FACEBOOK POST No. 1



Posted on Jan. 20, 2021 at 2:39 p.m.



## FACEBOOK POST No. 2

Survey Request – Survey Link Posted 2/26

### Post Details

ID: 3767268500034636

### Post Preview

Actions ▼

**City of Ocala Municipal Government**
2d · 🌐

**SURVEY REQUESTED:**  
 Help us move in the right direction. By taking this seven question survey, it will help us determine future transportation routes.  
 Survey link: <https://www.suntran.org/about-us/help-us-improve-your-ride>

**SURVEY REQUEST**  
 Scan the QR Code and answer  
 7 questions about future transportation routes

**331**  
 People Reached

**2**  
 Engagements

Boost Post

Like Comment Share

### Performance for Your Post

Reported stats may be delayed from what appears on posts.

**333**

People Reached

**1**

Reactions, Comments & Shares

1 Like	0 Wow	0 Love
0 Haha	0 Sad	0 Angry
0 Comments	0 Shares	

**1**

Post Clicks

0 Photo Views	1 Link Clicks	0 Other Clicks
------------------	------------------	-------------------

### Negative Feedback

0 Hide Post	0 Hide All Posts	0 Report as Spam
0 Unlike Page		



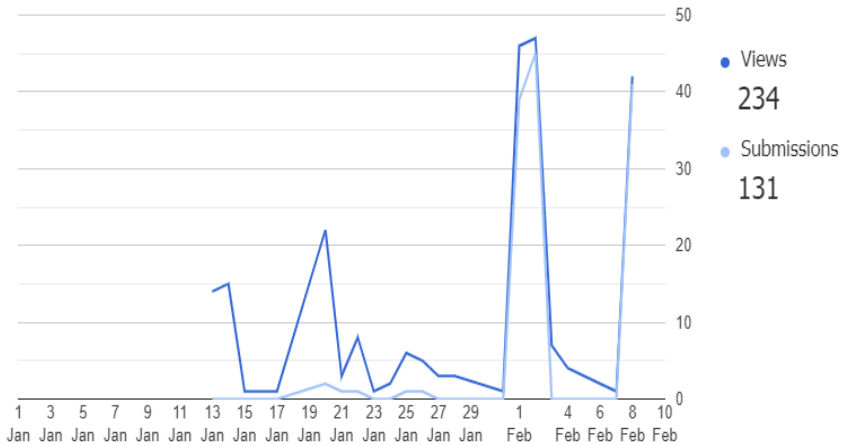
## TWITTER POST



## Public Survey Results

A total of 136 people submitted responses to the surveys within the timeline established for initial public feedback. The following chart illustrates the receipt of submissions:

### SURVEY SUBMISSIONS



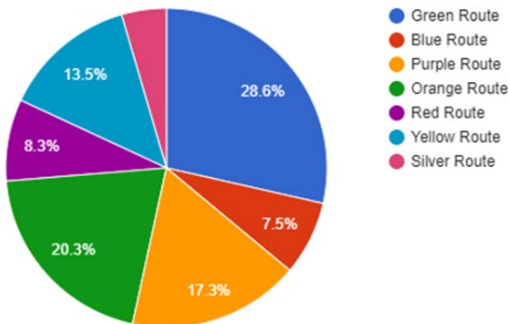
Below are the tallied results of the responses provided during the initial public engagement process.

### 1. Which route are you currently taking? (Please select one)

Answered: 133

Skipped: 0

Left Blank: 3



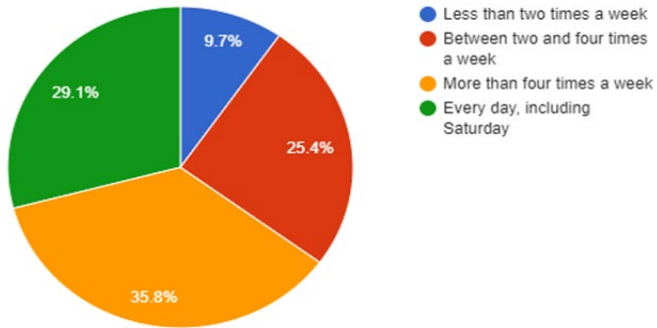


## 2. On average, how many times a week do you ride the bus?

Answered: 134

Skipped: 0

Left Blank: 2

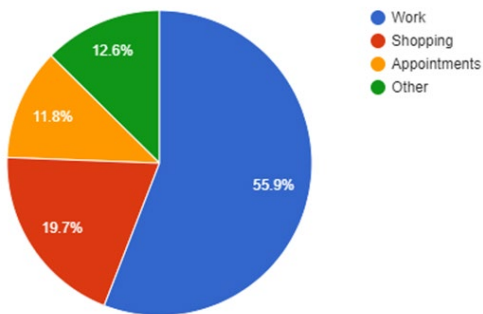


## 3. What is your reason for riding the bus today?

Answered: 127

Skipped: 0

Left Blank: 9

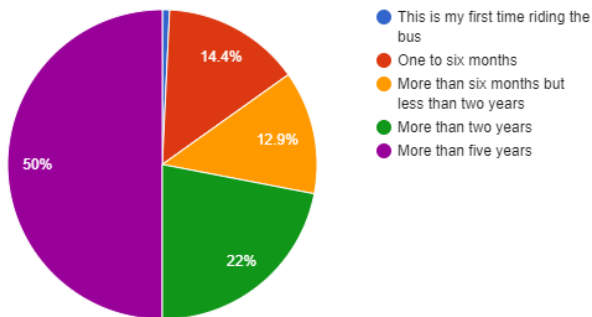


## 4. How long have you been the SunTran bus service? (Please select one)

Answered: 132

Skipped: 0

Left Blank: 4

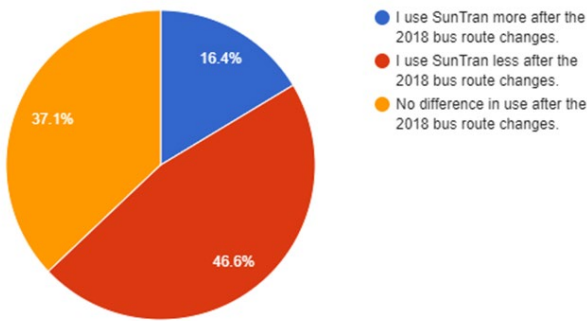


**5. If you have been using the bus service for more than two years, please answer how the major changes to the bus routes in 2018 impacted you?**

Answered: 116

Skipped: 0

Left Blank: 20

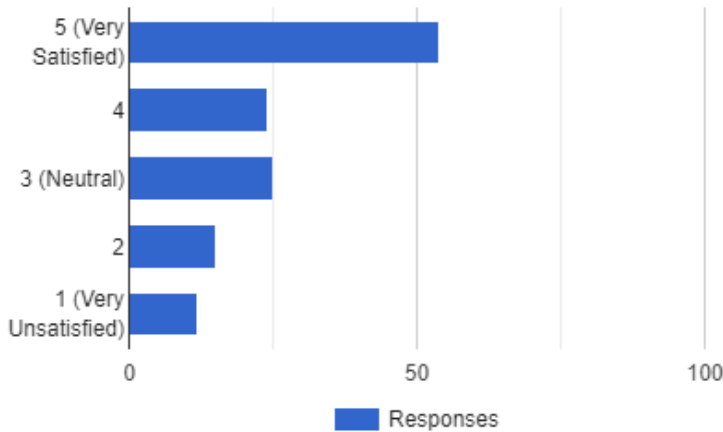


**6. Frequency of service (how often the buses run on this route)**

Answered: 130

Skipped: 0

Left Blank: 6

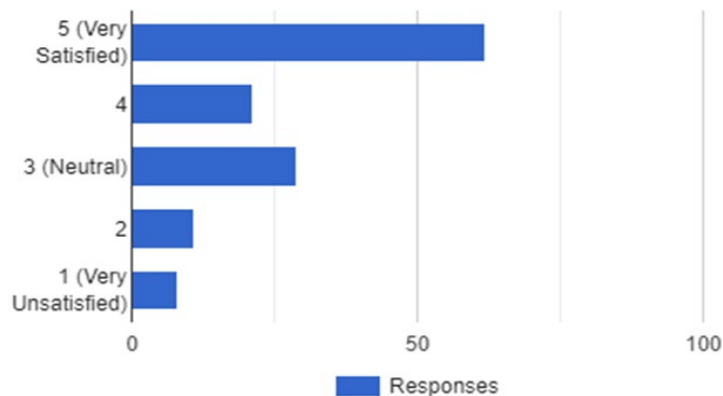


**7. Direct route to your destination**

Answered: 131

Skipped: 0

Left Blank: 5

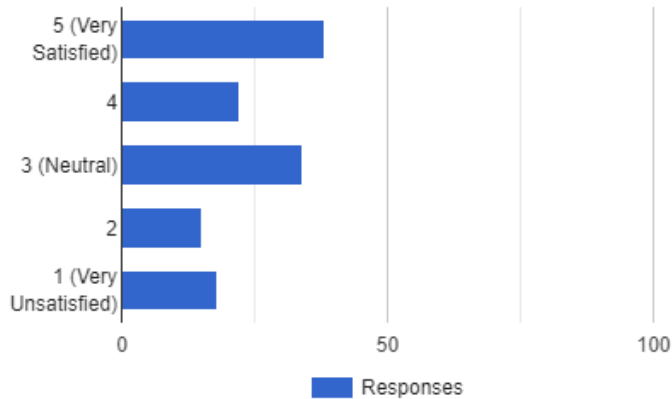


### 8. The number of times you have to transfer

Answered: 127

Skipped: 0

Left Blank: 9

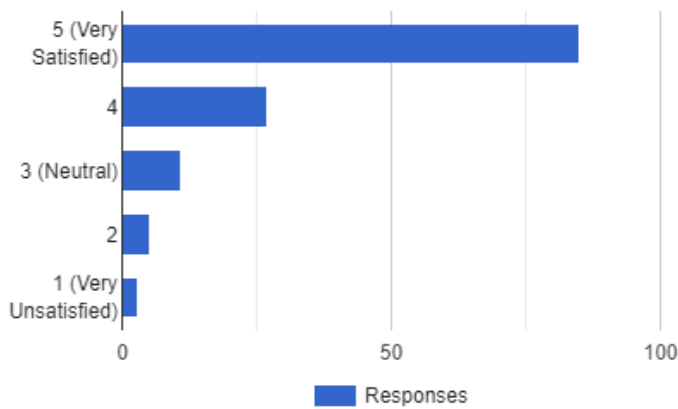


### 9. The bus is running on-time today

Answered: 131

Skipped: 0

Left Blank: 5

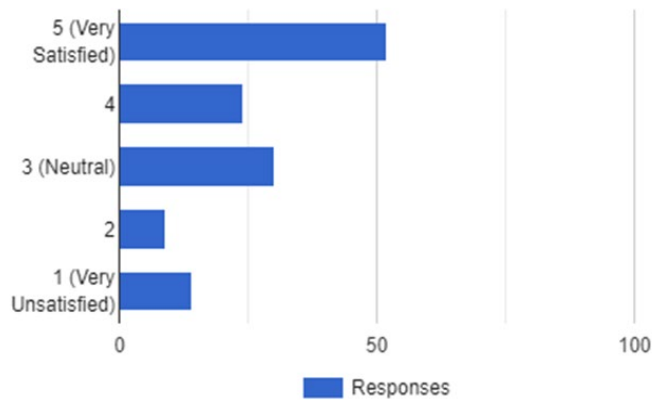


### 10. The overall length of time your trip takes.

Answered: 129

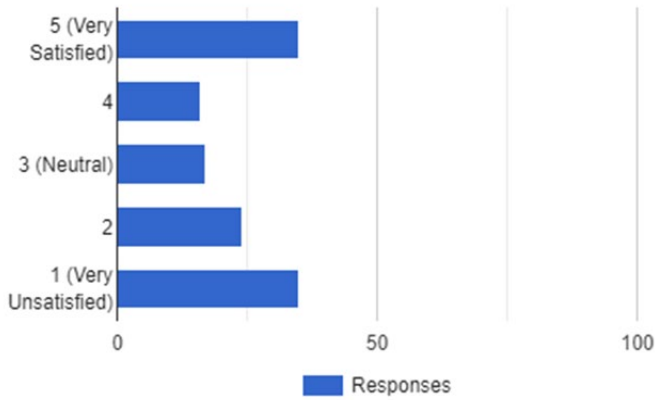
Skipped: 0

Left Blank: 7



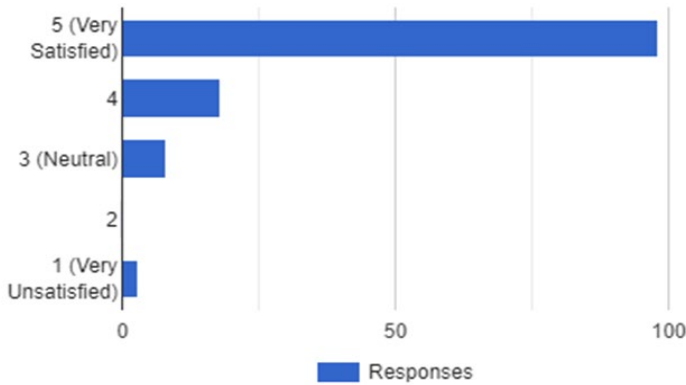
### 11. Bench or shelter locations at bus stops

Answered: 127      Skipped: 0      Left Blank: 9



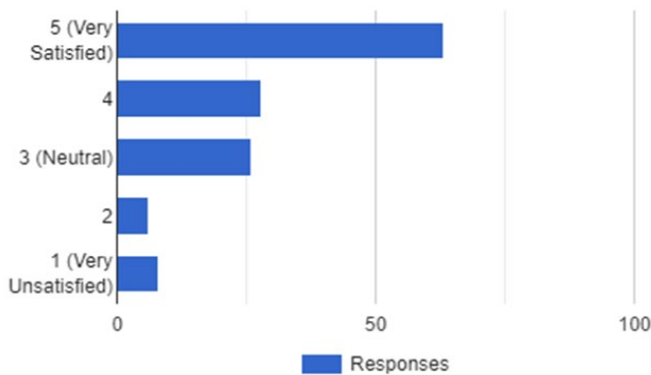
### 12. How courteous is the bus operator during your trip?

Answered: 127      Skipped: 0      Left Blank: 9



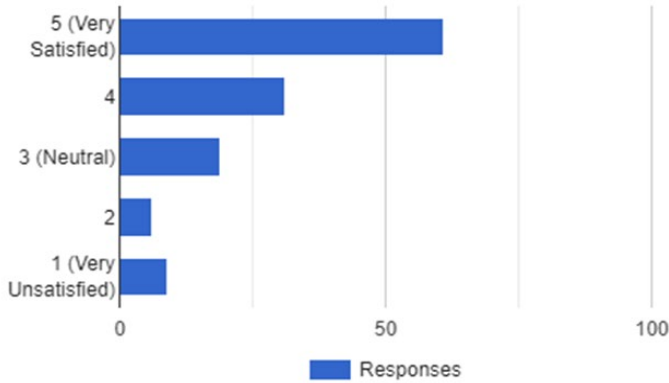
### 13. How clean are the buses and bus stops?

Answered: 131      Skipped: 0      Left Blank: 5



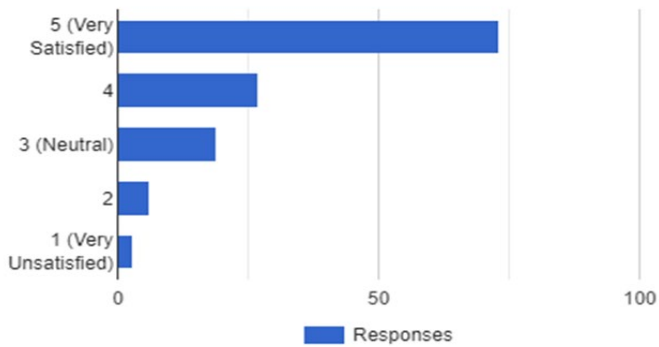
#### 14. Bus schedule information or computer app

Answered: 126      Skipped: 0      Left Blank: 10



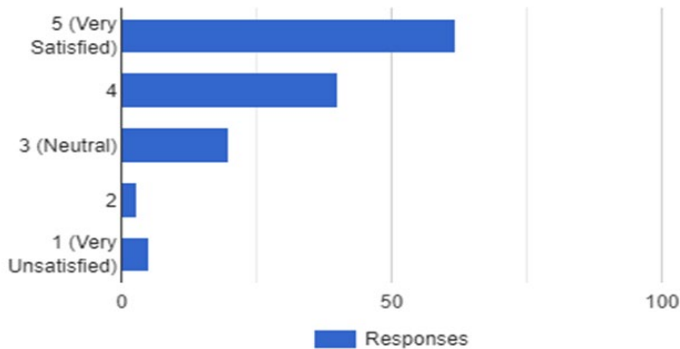
#### 15. Safety on the bus and at bus stops

Answered: 128      Skipped: 0      Left Blank: 8



#### 16. Your overall satisfaction with SunTran service

Answered: 130      Skipped: 0      Left Blank: 6

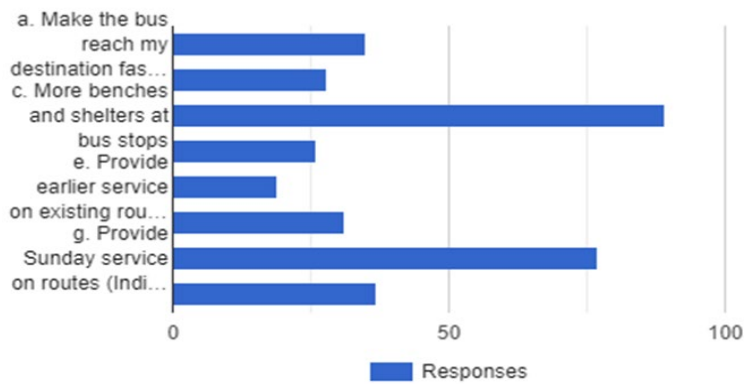


**17. Please select the TOP three service improvements you think are the most important for SunTran? Select the TOP Three:**

Answered: 128

Skipped: 0

Left Blank: 8





# SECTION V. Summary and Conclusions

This section presents the process used to develop the recommended alternative for the proposed SunTran transit network. This process includes a review of the latest SunTran TDP and Comprehensive Operational Analysis (COA) report, an overview of the results of system performance evaluation after year 2018, and an analysis of public involvement activities results.

## Highlights of SunTran TDP and COA Reports for Existing Service Alignment

In 2018, SunTran underwent a major Route Redesign based on the recommendations provided in SunTran’s 2018-2027 Transportation Development Plan (TDP) and 2016 Comprehensive Operational Analysis. The route redesign project was initiated with the goal of improving transit connections between where people live and the places they need to go as well as review the current system for modifications to better serve the community and increase its declining transit ridership.

A total of four (4) service alternatives were proposed in the 2016 COA final report. Alternatives A and B changed the SunTran system from the original “Hub-and-spoke” system to “Loop-like” route system, focusing on maximizing the coverage area as its primary goal at the expense of passenger travel time and directness of travel. Alternatives C and D were based on a more traditional hub-and-spoke network, with some tweaks for the existing blue route.

The final recommended route network combined various elements of the 4 service alternatives mentioned above, with one-way loop service for green, yellow, purple, and blue routes. This route structure is supposed to provide more coverage and more direct travel in most of the service area.

The performance of SunTran bus routes were evaluated based on measures such as ridership, productivity, and on-time performance. Additionally, the study team assessed route schedule adherence, service span, frequency, productivity, and coverage to illustrate potential transit market opportunities on all existing routes. Refer to Section II – Existing System Overview for in depth review of each of these performance measures.

While the current transit network offers good coverage and provides two-way service on some of the main thoroughfares into or out of a central area, SunTran has faced several challenges since the new route realignment, which include:

- Decreasing ridership & productivity
- Emerging new locations
- Customer complaints

### Decreasing Ridership & productivity

Figures 14 through 16 showed the historical ridership in 5-year increment from 2000 to 2019, annual ridership from 2016 to 2019, and historical riders per revenue hour from 2000 to 2019. As shown in Figure 14, ridership increased from 143,118 to 417,920, an increase of nearly 200% from 2000 to 2015. After 2015, ridership decreased from its peak in 2015 to 377,825 in 2019 (pre-pandemic) by nearly 10 percent. Similarly, riders per revenue hour increased 65.1% from 2000 to 2015 and then declined 11.4 percent from 2015 to 2019. When examining annual ridership from 2016 to 2019 (Figure 15), ridership declined 9.1 percent from 415,762 in 2016 to 377,825 in 2019.



Figure 14: Historical Ridership from FY 2000 to FY 2019 (in 5- year increment)

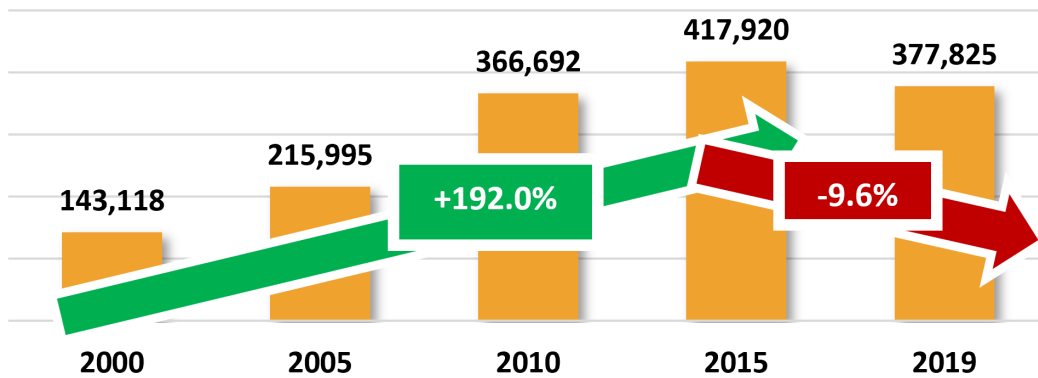


Figure 15: FY 2016 to FY 2019 Annual Ridership

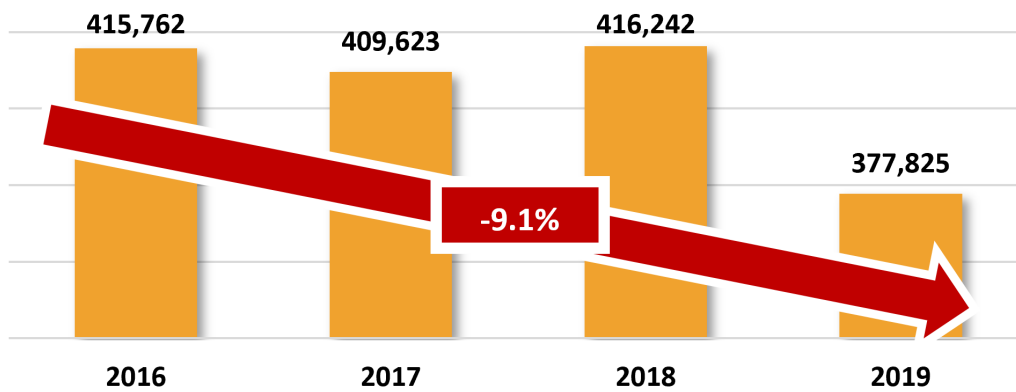
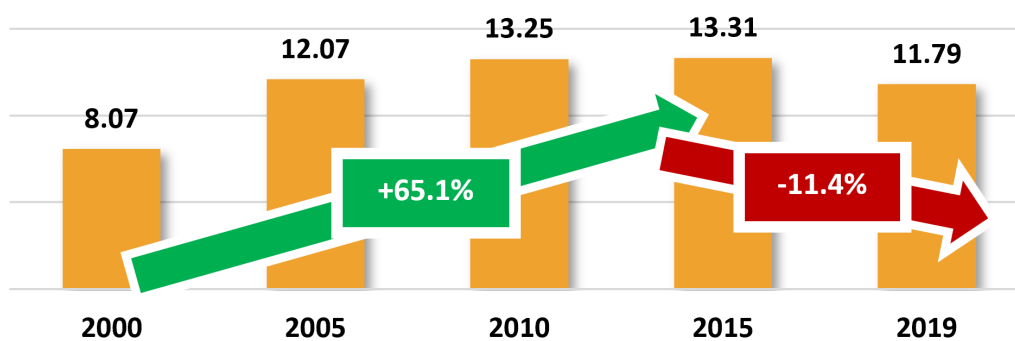


Figure 16: Historical Riders per Revenue Hour from FY 2000 to FY 2019 (in 5-year increment)



## Emerging New Locations

The City of Ocala has been rapidly developing since 2018, and new places of interest are emerging that require transit service. These places of interest include, but are not limited to, the following:

- Northwest Ocala – FedEx Ground, Chewy, AutoZone, Greyhound Stations
- West Ocala – Florida Access, The Centers
- Southwest Ocala – Market Street at Heath Brook, New VA Clinic Facility
- East Ocala – Driver’s License Office, Marion County Tax Collector Office

## Customer Complaints

SunTran was continuously monitoring the feedback received from the existing passengers as an important piece of information to adjust its service, as necessary. Over the course of two years after 2018 SunTran major system redesign, customers’ complaints were primarily focusing on the following items:

- Longer riding time (e.g. 50% riding time than before)
- Loss of coverage in transit-dependent areas
- Longer walks to bus stops
- Schedule insufficient to cover after-work trips
- Limited shelters and benches

## Public Engagement Survey Evaluation of Existing System

The guiding principles for the public survey was to gather market analysis information relevant to the declining trend in ridership. Passengers were provided with a short survey asking them how they use bus services— their riding patterns and transfers, reasons for riding, about themselves, and what improvements to bus service they want to see —what would make them ride more often, and what their preferences are. Refer to Section III – Public Involvement Activities for in depth review of each of these survey responses.

Below is a summary of the key findings of the on-board survey conducted in the early months of 2021.

- The top four routes with the most ridership indicated by survey responses as well as ridership trend data analysis are the Green, Purple, Orange, and Yellow Routes with an average ride frequency between two to four times a week.
- Employment was the number reason for riding accounting for 56% of travel demand with shopping second at 20% of the travel demand.



- Of the responses received, more than 50 % of the current riders have been using the system for more than five years. Of those riders, 46% indicated that they now use SunTran services less after the 2018 route redesign and 37% expressing no difference since the 2018 route redesign.
- The top three customer-rated SunTran service elements include “Bus driver courtesy”, “On-time performance”, and “Safety on the bus and at bus stops”, while the lowest three customer-rated SunTran service elements include “Bench or shelter locations at bus stops”, “the number of times to transfer”, and “the overall length of the time the trip takes.” This indicates the SunTran major redesign undertaken in 2018 did not achieve its stated goal to provide more coverage and more direct travel in most of the service area.
- “More benches and shelters at bus stops”, “Provide Sunday service on existing routes”, and “Provide service to new destinations” are the top three preferred service improvements indicated by the survey respondents.

The review process described in this section shows that the SunTran route redesign in 2018 has not fully achieved its goal to make SunTran a more cost-effective, user-friendly, and customer-oriented transit system. It also reveals the major issues that need to be addressed for this Route Redesign Analysis, which is to look for the best way to focus existing resources in a more strategic manner to improve and expand service to more passengers.



## SECTION VI. Final Conclusions and Recommendation

The study team evaluated multiple scenarios of route alignment with the goal of increasing ridership and expanding SunTran's service area to meet the community's needs as Ocala and Marion County continue to grow. Different combinations of route frequencies and alignments were compared and adjusted to ensure that SunTran uses its limited resources to provide service improvements to the greatest number of passengers.

The existing conditions analysis, including demographics, transit propensity, and system routes, indicates that SunTran currently provides transit service to the areas where it is most likely to be used. Areas with the highest population and employment densities, as well as high percentages of the residents who are most likely to use transit, are largely covered by the existing system.

The central challenge of this plan however was to balance the needs of existing transit passengers with the potential for increasing ridership by extending service to new areas. The results of the transit propensity analysis and survey responses from industrial employers and agencies involved in workforce development indicate that new service to the northwest and southwest corridor would increase access to better jobs and career enhancement opportunities. The gaps analysis found trip patterns where transit service could be utilized if it were available, and most of the trip patterns that were identified had origin locations at the periphery of the existing service area allowing ease of expansion without major impact to financial resources currently available to SunTran.

Based upon these findings the study team has developed a recommended alternative to the existing SunTran transit network to better serve and meet the needs of the City of Ocala and Marion County as the area continues to grow. Service recommendations for this alternative were developed based on public comments and market analysis.

### Narrative Summary of Proposed Route Redesign

#### BLUE, GREEN, ORANGE and PURPLE ROUTE - Proposed Route Redesign

The Blue, Green, Orange and Purple Routes will perform a figure eight (8) loop to provide more coverage and more direct travel in most of the service area between the four routes. The figure eight (8) loop route alignment reduces ride time by nearly 50% offering ease of service for ADA passengers by reducing the number of transfers currently required to meet their travel demands.

A full summary of the figure eight (8) loop between the four existing routes is as follows:

The first leg of the figure eight (8) loop will have the Blue Route leaving the SunTran Transfer station traveling Watula Avenue past City Hall, Electric Services, Growth Management, and Osceola Middle School. The bus will then travel onto Magnolia extension to service the medical and rehabilitation facilities along Magnolia. The bus will turn east on SE 17<sup>th</sup> Street to cover additional medical offices and commerce businesses and end at the Marion County Health Department for transfer service to and from the Red Route for passengers traveling to and from the Silver Springs Shores area. After leaving the Health Department transfer station, the bus will travel to SE 25<sup>th</sup> Avenue past the Center for Independent Living and Hillcrest School to access social service agencies in the area. On SE 25<sup>th</sup> Avenue, the bus will turn north giving passengers new access to County Commission,





State and US offices of Legislators and DMV license and identification sites. Once turning east on State Road 40 (Silver Springs Boulevard), the bus will service the Marion County offices and the public library. As the bus continues travel on the State Road 40 corridor, it will service businesses and several housing locations including Trinity Villages and end at the Health department.

The second leg of the figure eight (8) loop will have the bus following the current Green Route. The bus will turn north on NE 55<sup>th</sup> Avenue, passing the post office, several housing units, and businesses. The bus will turn west on NE 35<sup>th</sup> Street, serving more apartments and businesses. The bus will turn south onto NE 36<sup>th</sup> Avenue to provide service for Spanish Oaks and other housing locations. On NE 14<sup>th</sup> Street, it will travel west to serve the Workforce Connection, which provides most access to employment opportunities. The bus will continue traveling south on NE 25<sup>th</sup> Avenue, turn west on NE 3<sup>rd</sup> Street, south on NE 19<sup>th</sup> Avenue, and west on NE 2<sup>nd</sup> Street, which allows stops to housing complexes and access to businesses on nearby Silver Springs Boulevard before arriving at the SunTran Transfer Station.

The third leg of the figure eight (8) loop will have the bus following the current Orange Route traveling downtown to serve area hospitals for medical services, local businesses, and Marion Technical College. The bus will continue its travel by Magnolia Walk Apartments and Green Gables Apartments on SW 10<sup>th</sup> Street. Traveling south on SW 27<sup>th</sup> Avenue, the bus will provide several stop locations for business, housing, shopping, and dining. The bus will stop in the Paddock Mall property, and upon exiting the mall, continue travel to the College of Central Florida (CF).

The fourth and final leg of the figure eight (8) system will have the bus following the current Purple Route. The bus will exit the college and travel on SW 31<sup>st</sup> Avenue traveling north to service several businesses providing employment opportunities and then turn right onto West State Road 40 to travel east and cross over 27<sup>th</sup> Avenue. The bus will then head north on NW 23<sup>rd</sup> Avenue by Laurel Park Apartments and turn right on NW 4<sup>th</sup> Street by The Village Apartments. The bus will continue travel north along Martin Luther King, Jr. Avenue (MLK) to service the ED Croskey Recreation Center, and Madison Street Academy and will continue north to Howard Middle School. The bus will turn left onto NW 21<sup>st</sup> Street and stop at Mary Sue Rich Learning/Community Center. The bus will then travel east on NW 17<sup>th</sup> Place to MLK turning south and going to NW 4<sup>th</sup> Street. The bus will then turn east to service neighborhoods and continue traveling to NW 7<sup>th</sup> Avenue to NW 2<sup>nd</sup> Street, resuming the path to SunTran Transfer Station which concludes the figure eight (8) system. The other three routes, Green Purple and Orange will all travel their routes performing this route with 70 minutes headways. The total time for the completion of the figure eight (8) loop system is two hours and 20 minutes. This figure eight (8) system provides passengers the availability to get to destinations faster and the opportunity to decide which side of the street they would like to board the SunTran system.

### **YELLOW AND SILVER ROUTE - Proposed Route Redesign**

The Yellow and Silver routes are routes with alternating north and south service coverage designated as A and B routes. The Yellow routes are full alternating fixed routes whereas the Silver routes are express route models. The alternating alignment of these routes allows expanded coverage to areas in need of public transit due to new employment corridors and human services agencies within the northwest and southwest corridors. A summary of the alternating routes for Yellow and Silver is as follows:

### **YELLOW ROUTE A & B**

The Yellow A route will leave the SunTran Transfer Station traveling North on N Magnolia Avenue servicing the businesses along Magnolia and turning right onto Old US Hwy 301. The bus will turn left on NW 1<sup>st</sup> Avenue serving Pavilion Oaks and Vanguard





High School. The bus will continue traveling west on Ne 25<sup>th</sup> to NE 14<sup>th</sup> to Ne 35<sup>th</sup> street that serves the neighborhoods of this area and travel east past Publix and other businesses along NE 35<sup>th</sup> street, At the end of this route the bus stops at Walmart Silver Springs then travels west to NE 14<sup>th</sup> and south to State Road 40 to serve populations in the NE 30<sup>th</sup> Avenue south corridor past Magnolia Trace Apartments, Central Christian Church and Daycare, Silver Forest Apartments turning right onto NE 7<sup>th</sup> to serve Berkley Pointe Apartments, Carriage House Town House and south on 28<sup>th</sup> Avenue to NE 3<sup>rd</sup> Street to NE 25<sup>th</sup> then traveling north to NE 14<sup>th</sup> street servicing the Florida Center for the Blind and several other Housing units and businesses then back to the SunTran Transfer Station. Once arriving at the transfer station, the bus will change routes to travel southwest for the Yellow Route B.

The Yellow Route B will leave the SunTran Transfer Station and travel to State Road 40 and go west to Martin Luther King and travel South past Target, Aldi and Walmart. The bus will then travel south on SW 27<sup>th</sup> Avenue and continue to SW 42 Avenue to travel over to Hwy 200 area. The bus will then turn south and go to the Veterans

Hospital and the Oakbrook Mall and then return on the same route that it traveled to provide two-way directional service to the SunTran Transfer Station.

### **SILVER ROUTE EXPRESS A & B**

The Silver Route Express A & B Routes will service in alternating express models with limited hours of service and travel.

Silver Express A – (Commerce Pk) will travel the Northwest side of Ocala and Marion County to service Ocala’s Warehouse Auto Zone Distribution, Chewy Distribution, Federal Express Distribution and Amazon Fulfillment center for Employment and will expand its existing route to service the Greyhound bus station on Hwy 326. The bus will then return to downtown servicing the homes and businesses along Hwy 25 NW Gainesville Rd to the downtown SunTran Transfer station.

Silver Express B – (Access) will travel the Southwest corridor to service Ocala’s human services agencies to include the Marion County Jail and the Juvenile Detention center, Saving Mercy, Hugh Supply, National Parts Depot, ABCO and Signature Brands, Children and Families Access of Florida, Meadow Brook Church, Carlton Arms and the Centers of Florida for Rehabilitation Services. The bus will then return on the same route that it traveled to the SunTran Transfer Station.

### **RED ROUTE**

The Red route is designed in the AM to bring passengers from the Shores to meet the Blue route bus to get downtown quickly and to transfer to their final destinations. In the PM it is designed to bring people from the downtown to the shores with no wait at the health department transfer location. While traveling in the shores it will pass the Forest High School then the Langley Medical Center to Walmart then to Aldi. The bus will travel throughout the neighborhood on the west side of Hwy 464 and then onto Oak Road. From this point the bus will travel the neighborhood that is east of Hwy 464 and return to Aldi, then Walmart and past Langley Medical Center. This is to help this community to shop within their community, if so choose.

As part of the route expansion of service, the bus will now travel north on 464 and make a right onto Baseline SE 58<sup>th</sup> Avenue and a left onto SE 28<sup>th</sup> Street to serve Green Field and Whisper Sands complexes. The bus will also pass Maplewood Elementary and Silver River Marine Institute. It will continue past Jervey Gantt Park and return to the Health Department Transfer station.



## MAP OVERVIEW OF PROPOSED ROUTE REDESIGN

Figure 17: Map of Proposed Transit Network System Redesign

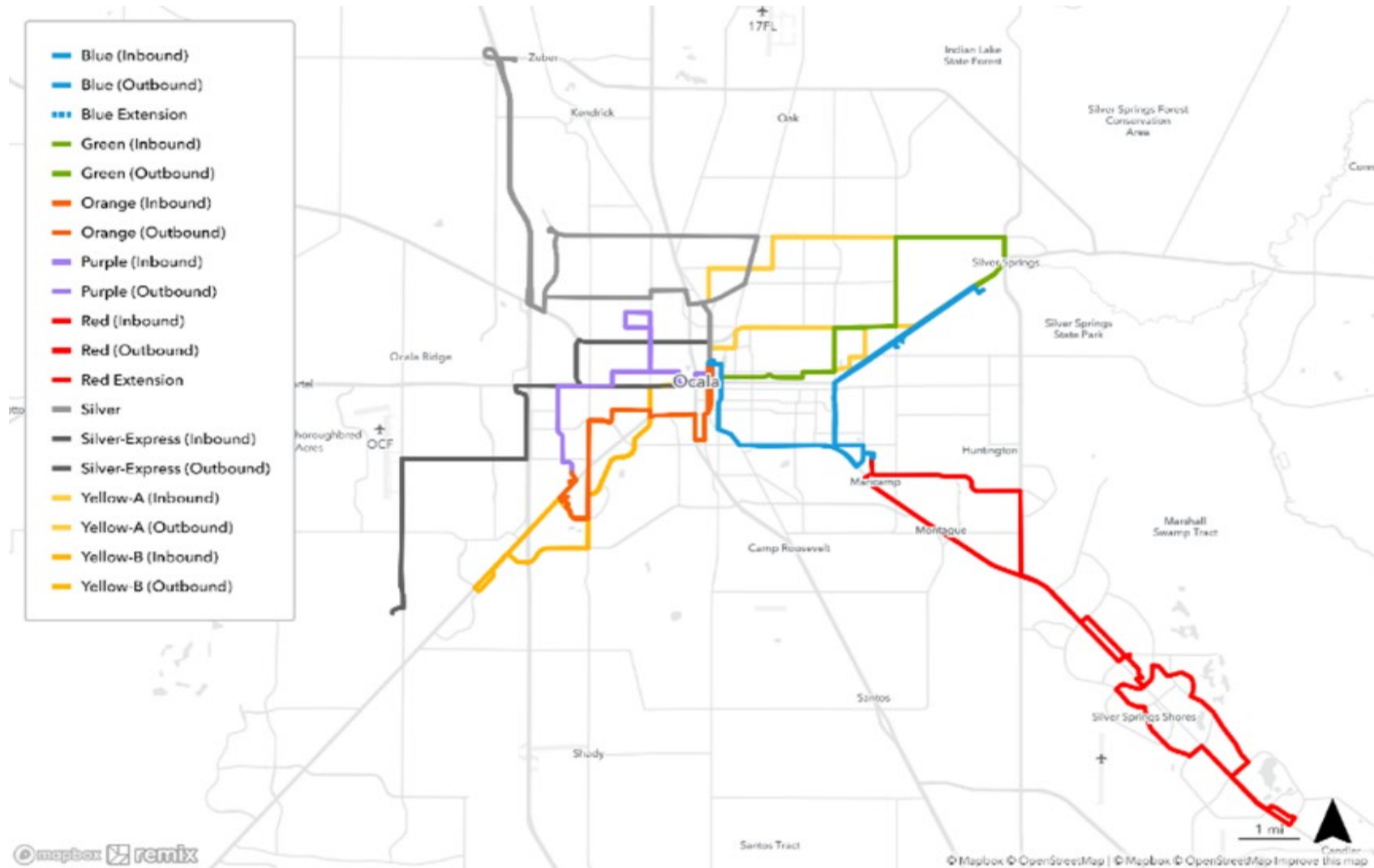
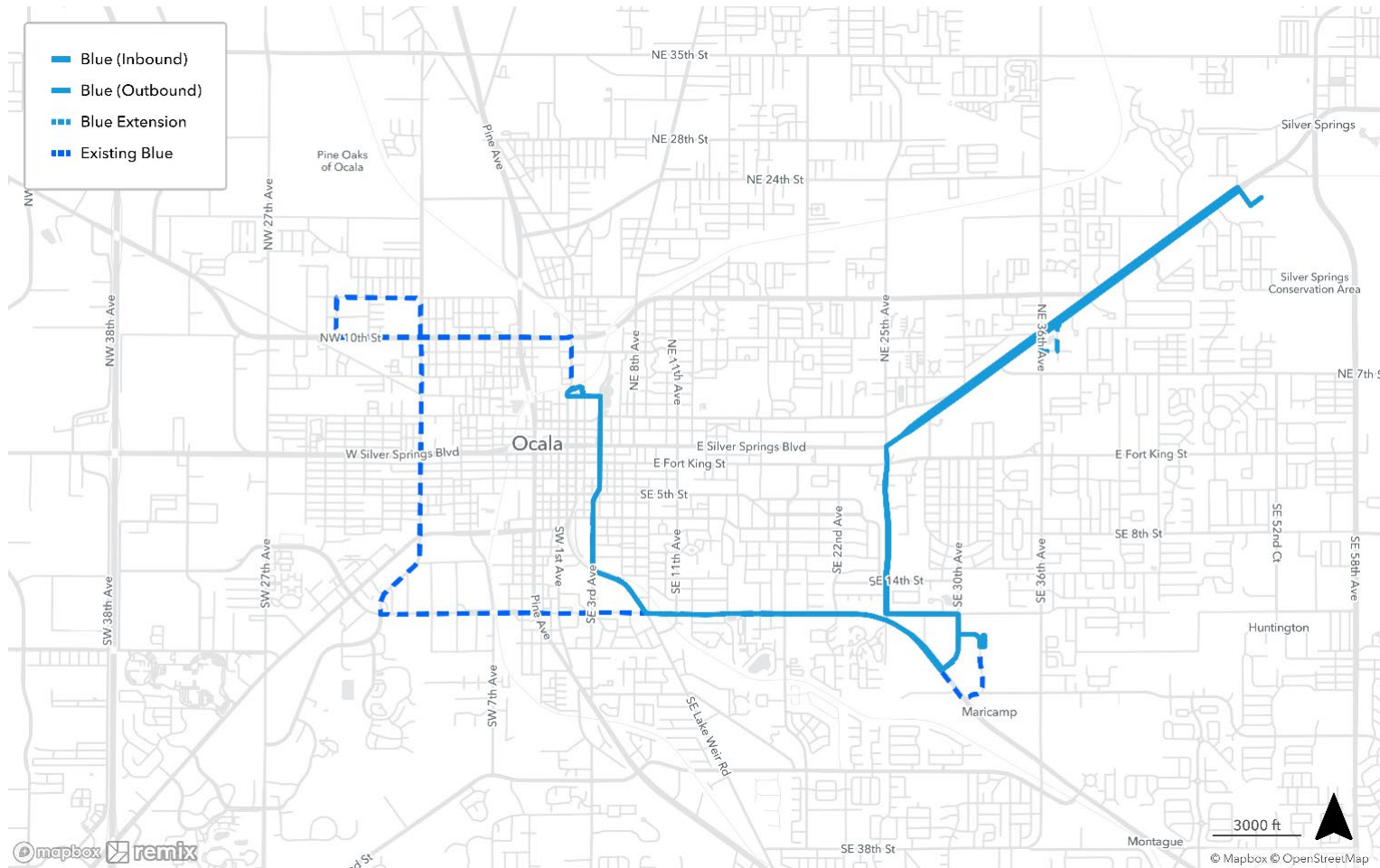


Figure 29 through Figure 37 provides a map overview of the new Proposed Redesign for SunTran by route. The dotted line on each route map indicates the existing route extension that is no longer part of the new proposed route redesign.

BLUE ROUTE

Figure 18: New Proposed Route Redesign for Blue Route

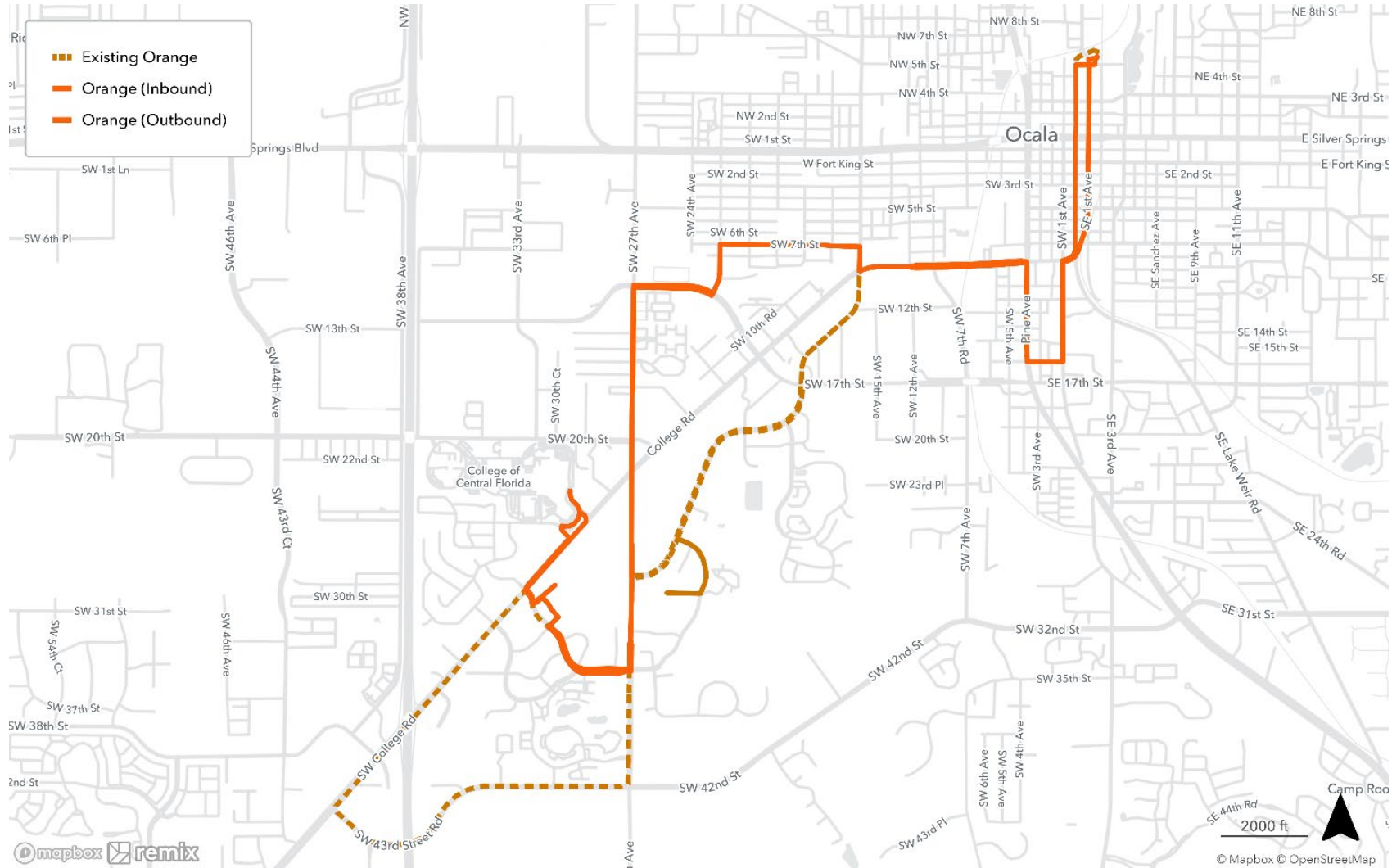






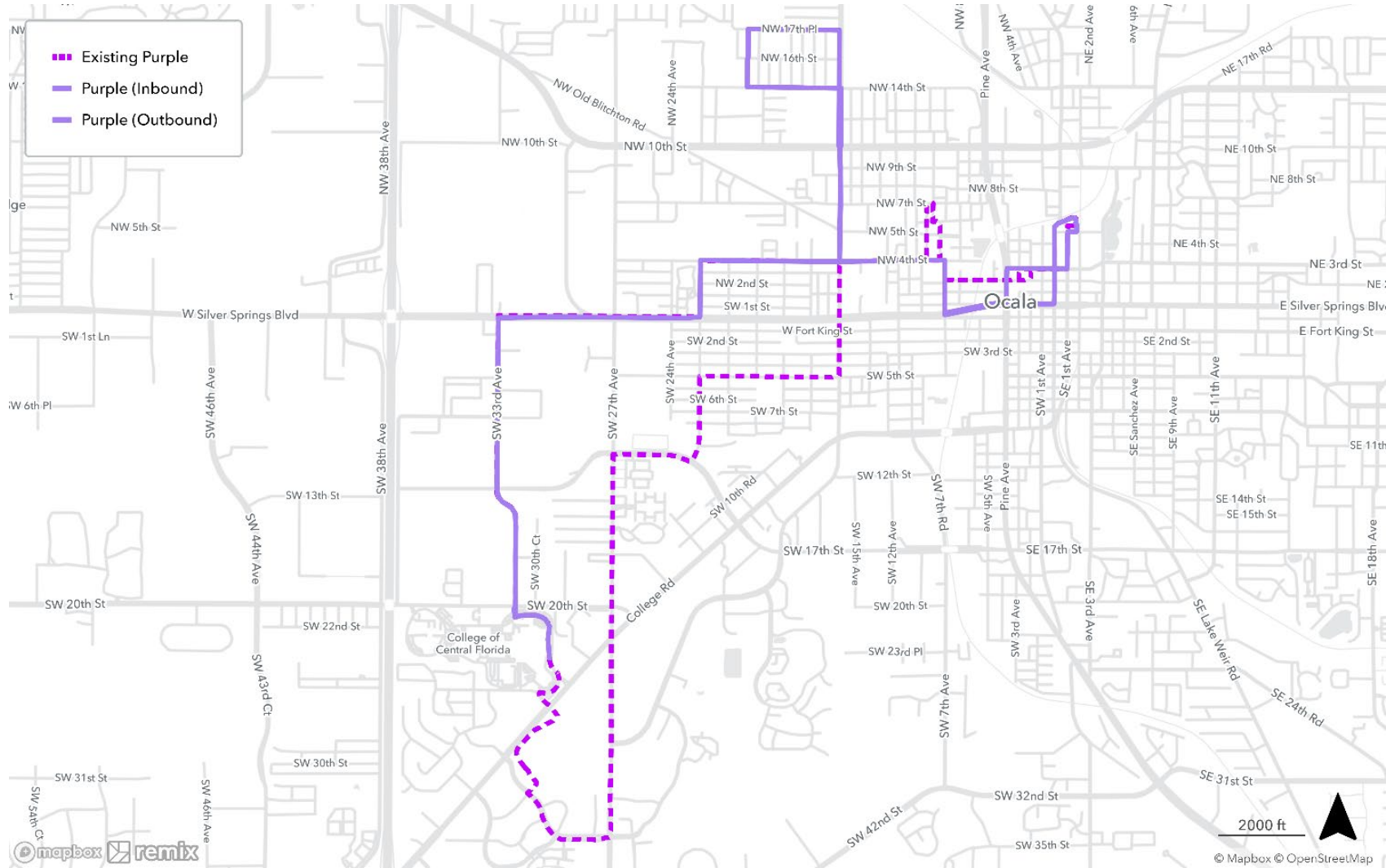
## ORANGE ROUTE

Figure 20: New Proposed Route Redesign for Orange Route



## PURPLE ROUTE

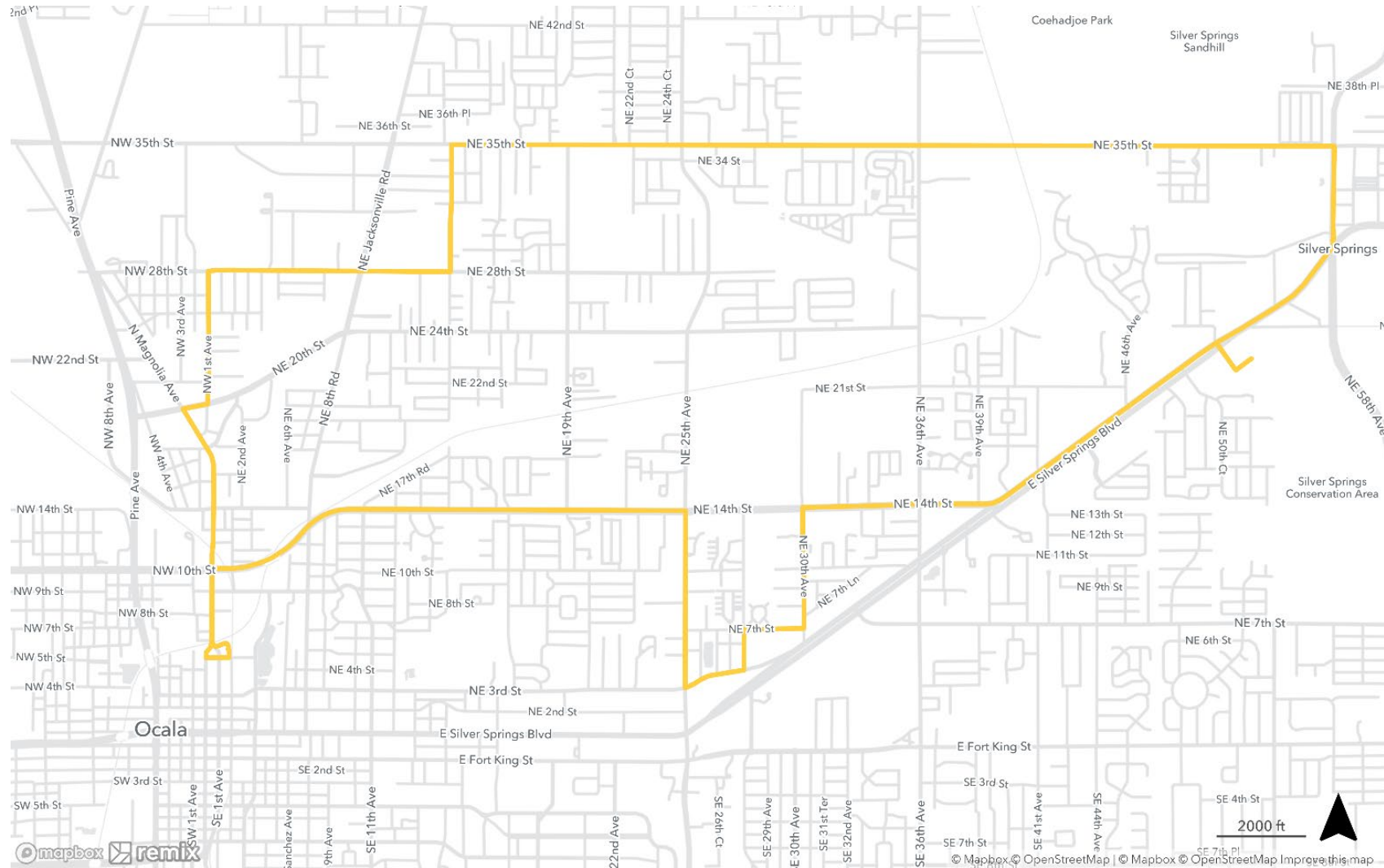
Figure 21: New Proposed Route Redesign for Purple Route





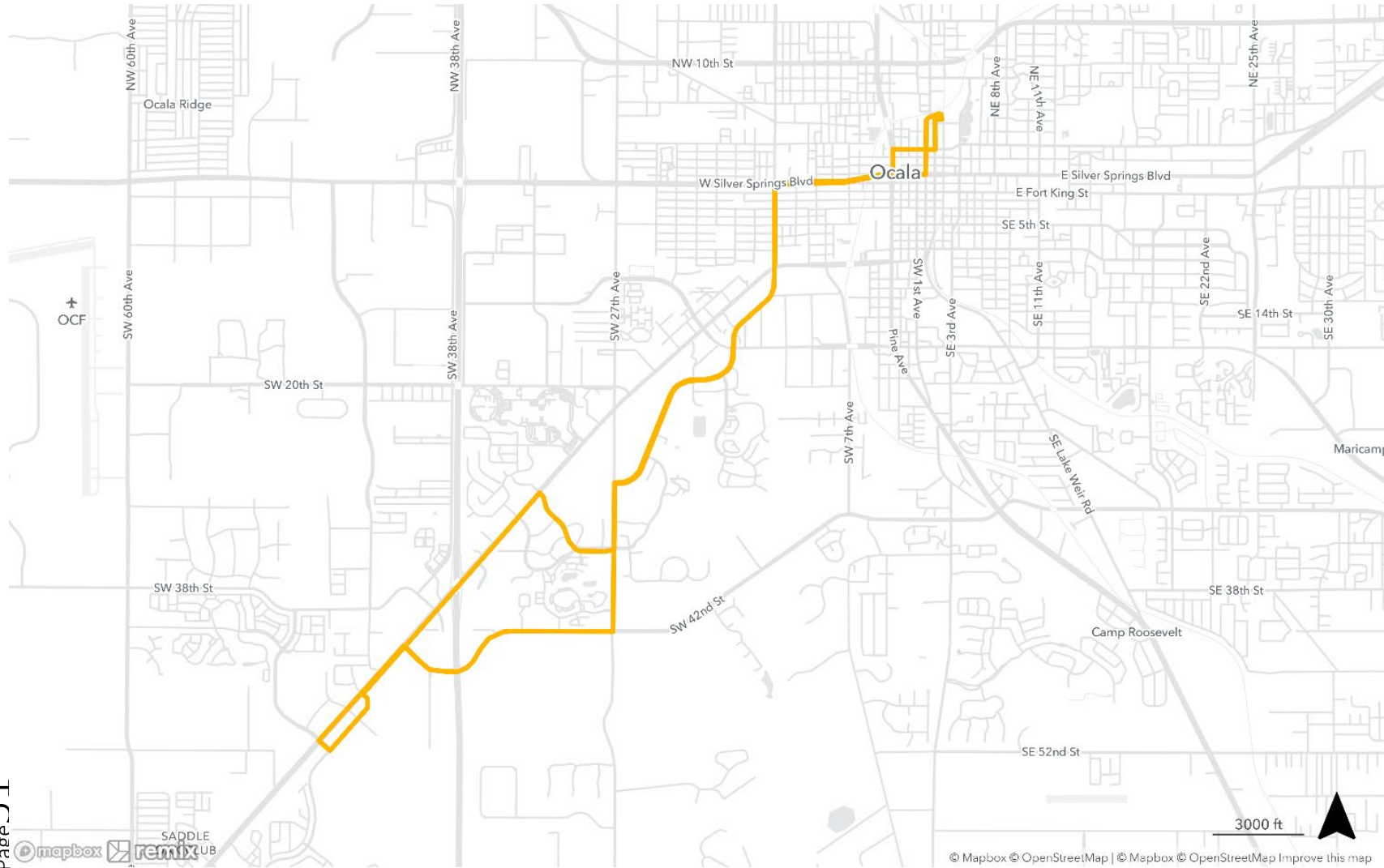
## YELLOW A ROUTE

Figure 22: New Proposed Route Redesign for Yellow A - Route



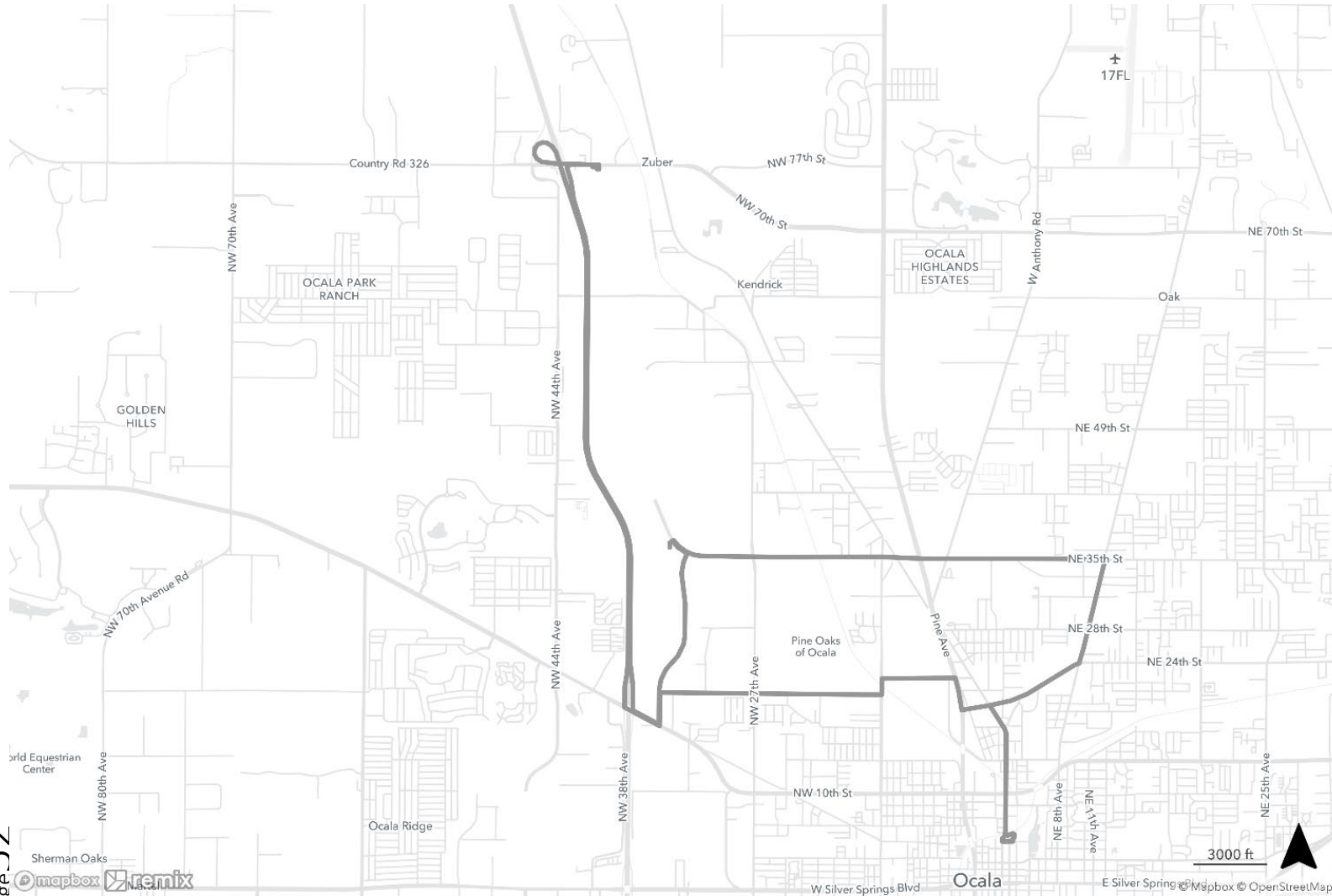
## YELLOW B ROUTE

Figure 23: New Proposed Route Redesign for Yellow B - Route



## SILVER ROUTE A

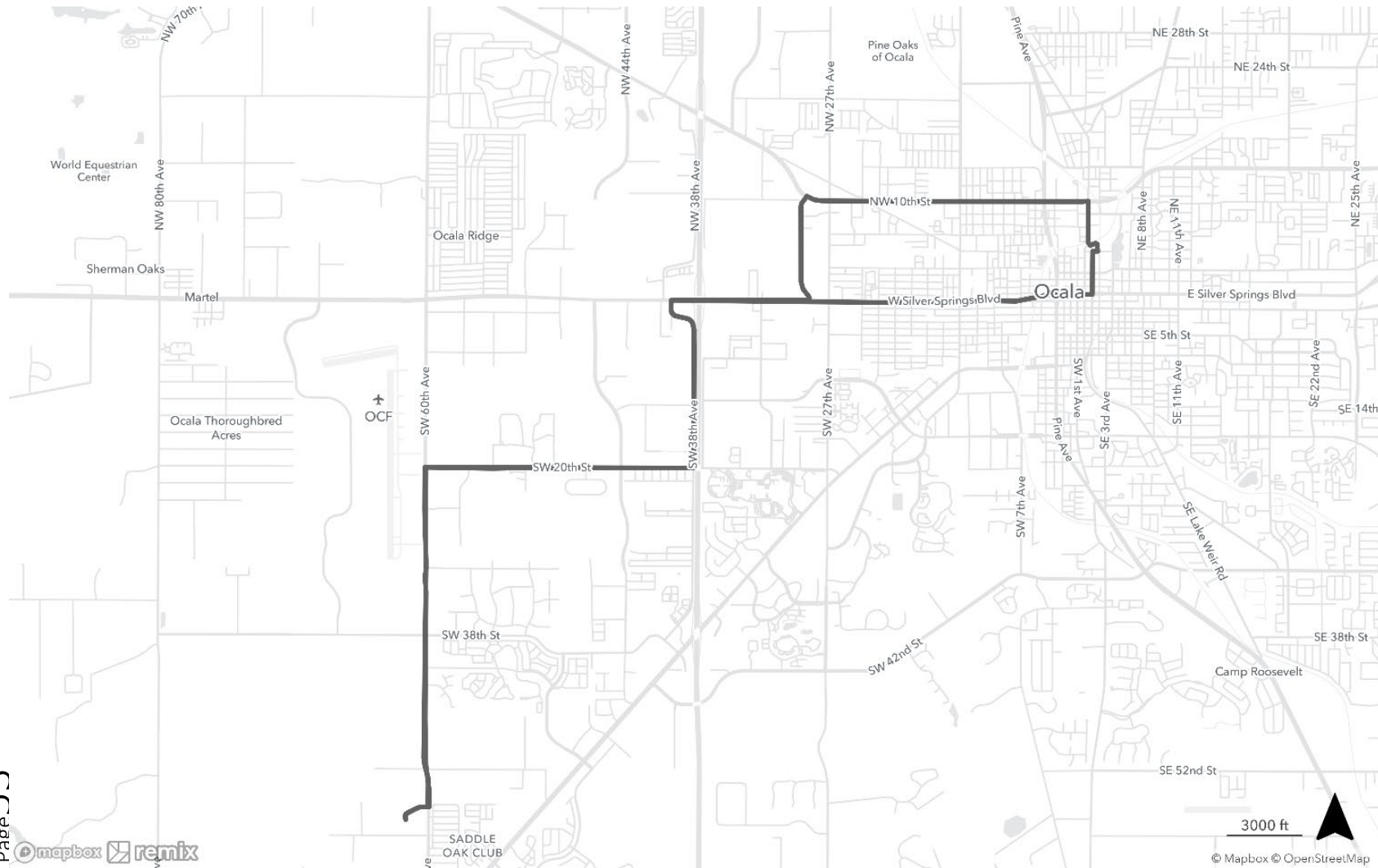
Figure 24: New Proposed Route Redesign for Silver A (Commerce Park) – Route





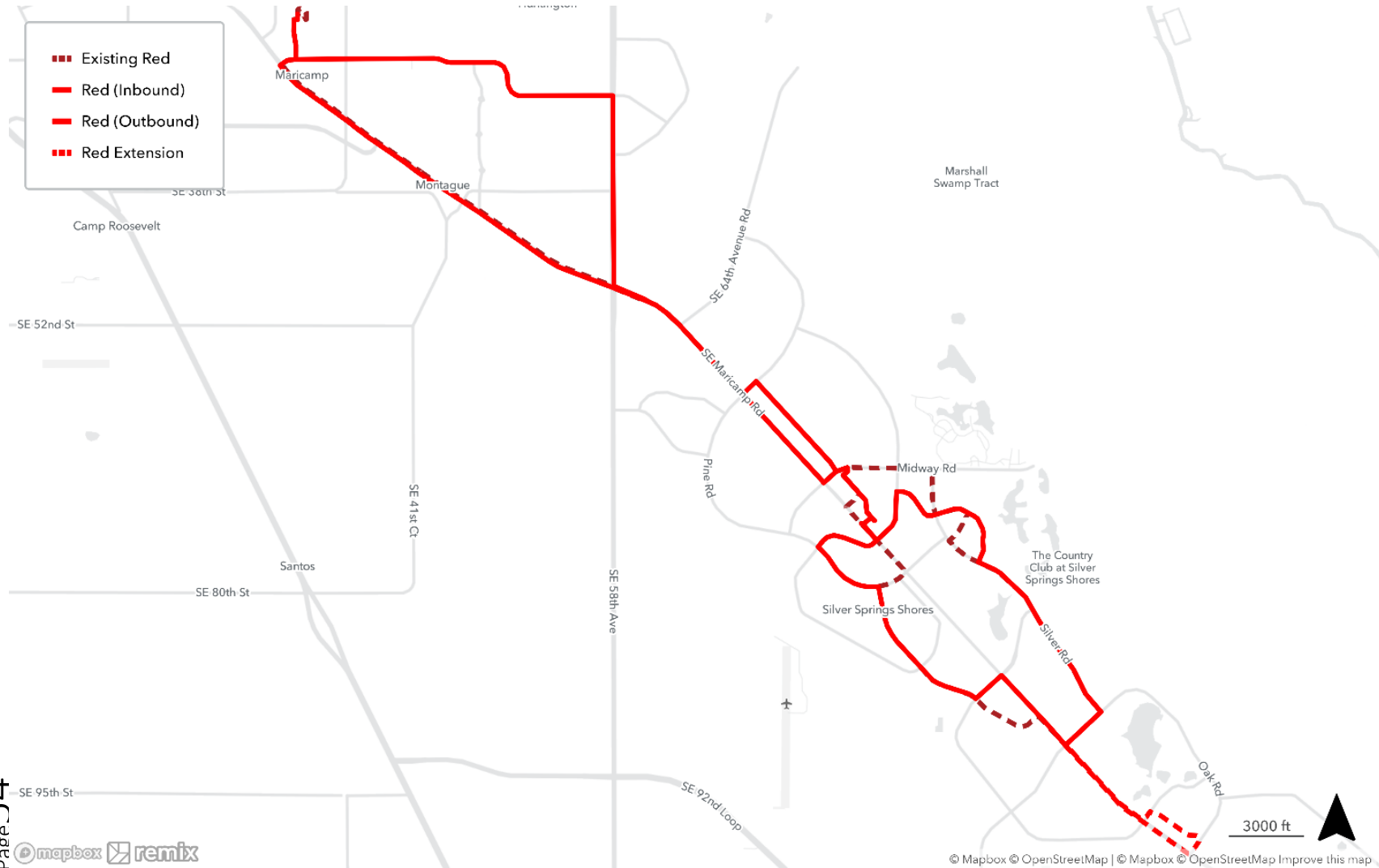
## SILVER EXPRESS ROUTE B

Figure 25: New Proposed Route Redesign for Silver Express B (ACCESS) - Route



## RED ROUTE

Figure 26: New Proposed Route Redesign for Red Route



## Next Steps to Implement the New Routes

The Proposed Route Redesign for SunTran's Transit Network will require approval before it can be implemented. The targeted date for implementation is October 1, 2021, once approved by the City Council. The following is a timeline of events:

1. **August 2021** - The City of Ocala Growth Management Transit Division will present the Proposed Route Redesign for SunTran to the City Council at the August 3, 2021 meeting for their approval. Once approved, the City of Ocala will submit a final report to the Transportation Planning Organization (TPO) and FTA for their review and approval.
2. **August 2021** - The City of Ocala Growth Management Department will work closely with RATP Dev (Contractor for Operations and Maintenance Services) to set up a new route system in AVAIL and work with the marketing department to develop strategies to inform the public of the changes to come.
3. **September 2021** - The City of Ocala will introduce the proposed route changes to the public and distribute route timetables. Launch for the route changes will be October 1, 2021.
4. **Ongoing** - Following the launch, the City of Ocala will monitor the system and make necessary adjustments based on performance.







**TO: Board Members**

**FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner**

**RE: Funding Update for Fiscal Year 20/21-Fourth Quarter**

---

**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 fourth quarter will be presented

**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](mailto:liz.mitchell@marioncountyfl.org).

# TPO FINANCIAL SNAPSHOT

## FOURTH QUARTER

FY 20/21 (July 1, 2020 to June 30, 2021)



Grant	Funds Available	Funds Expended thru Qtr. 4	Funds Remaining	Percent Remaining
*PL 112	\$687,026.00	\$408,475.91	\$278,550.09	41%
5305d	\$171,729.71	\$125,257.79	\$46,471.92	27%
5305d LOCAL MATCH	\$17,172.97	\$14,609.97	\$2,563.00	15%
**Non-Eligible Funds	\$3,500.00	\$1,573.37	\$1,926.63	55%
TD	\$26,738.00	\$26,738.00	\$0.00	0%
<b>TOTALS</b>	<b>\$906,166.68</b>	<b>\$576,655.04</b>	<b>\$329,511.64</b>	<b>36%</b>
<i>*Funds are allocated on a quarterly basis</i>				
<i>** Funds not eligible to be paid with Federal Funds (membership dues, nameplates). These funds are currently provided by Marion County.</i>				

## EXPENDED FUNDS BREAKDOWN

Salaries	\$338,204.94
Office Expenses & Travel*	\$9,231.93
Cost Allocation	\$48,798.17
Website	\$4,020.00
Computers & Software	\$20,097.91
Non Eligible Funds	\$1,573.37
Consultants	\$154,728.72
<b>Total</b>	<b>\$576,655.04</b>

*\*Office Expenses include advertising, copier contract, postage, and supplies*

## FIRST QUARTER ESTIMATES (July 1, 2021 - June 30, 2022)

Salaries	\$79,000.00
Office Expenses & Travel*	\$2,000.00
Cost Allocation	\$11,507.00
Website	\$3,105.00
Computers & Software	\$4,000.00
Consultants**	\$65,000.00
<b>Total</b>	<b>\$164,612.00</b>

*\*Office Expenses include advertising, copier contract, postage, and supplies*

*\*\*Consultants for the Long-Range Transportation Plan, Congestion Management Plan, Safety Plan, and Others*

## BUDGET TRACKER

Total Revenue	\$906,166.68
Fourth Quarter Expenditures	\$576,655.04
Total Revenue Remaining	<b>\$329,511.64</b>



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: Safety Action Plan**

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**Summary**

The TPO is planning to invest in the development of a Safety Action Plan to serve as a resource to improving transportation safety throughout Marion County. The development of an Action Plan is envisioned to be a collaborative process involving citizens and stakeholders, private and public partners, and state agencies. The proposed title of the Action Plan is **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion**.



The purpose of **Commitment to Zero** is to bring together the Ocala Marion community to collaborate in the development of an Action Plan to improve safety on our transportation system. The Action Plan will be focused on four key areas:

- Education and Awareness
- Public and Partner Engagement
- Safety Analysis
- Action Planning

TPO staff are seeking Board leadership support through the development of a strategy for partner engagement. A key to success of the Safety Action Plan will be how our partners in the community work together toward improving safety.

Further information, including a proposed timeline will be shared at the TPO Board meeting on August 24. A Scope of Work summary presentation will be provided to the TPO Board for review and approval at the meeting in October. 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*



**TO: Board Members**

**FROM: Rob Balmes, Director**

**RE: 2021 Traffic Counts Report**

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**Summary**

The TPO published the 2021 Traffic Counts Report and Online Map in June to serve as a resource to citizens, elected leaders and professionals in Marion County. This report is a compilation of traffic counts taken and administered by professionals at Marion County, City of Ocala and the Florida Department of Transportation.

Included with the meeting packet is the 2021 Traffic Counts report. Please also find below a web-link to the companion Online Map and Story Map. The information may also be accessed at the TPO's Website Transportation Statistics Page:

<https://ocalamariontpo.org/transportation-statistics>

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=684f763711d742f893a1271ab346c28c>

Traffic Counts Online Map

<https://storymaps.arcgis.com/stories/6190ad2ad11c4e99a0d149c9dff71488>

Traffic Counts Story Map

**Attachment(s)**

- 2021 Traffic Counts Report

If you have any questions, please contact me at: 438-2631.



# 2021 Traffic Counts Report



## Board Members

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**Michelle Stone, Chair**  
Marion County

**Ire Bethea, Sr., Vice-Chair**  
City of Ocala

**Kathy Bryant** - Marion County

**Craig Curry** - Marion County

**Jeff Gold** - Marion County

**Justin Grabelle** - City of Ocala

**Kent Guinn** - City of Ocala

**Valerie Hanchar** - City of Dunnellon

**Ronald Livsey** - City of Belleview

**Brent Malever** - City of Ocala

**Jay Musleh** - City of Ocala

**Carl Zalak** - Marion County

## TPO Staff

---

**Rob Balmes, AICP CTP**  
Director

**Shakayla Irby**  
Administrative Specialist III/  
Social Media Coordinator

**Liz Mitchell**  
Grants Coordinator/Fiscal  
Planner

## Agency Partners

---

**Marion County**  
**Justin Sherk**  
Traffic Supervisor

**City of Ocala**  
**Nick Blizzard**  
Traffic System Manager

**Mike Roberson**  
Signal Technician II

**Florida Department of  
Transportation (FDOT)**  
**Cheryl Burke**  
Data Collection Manager



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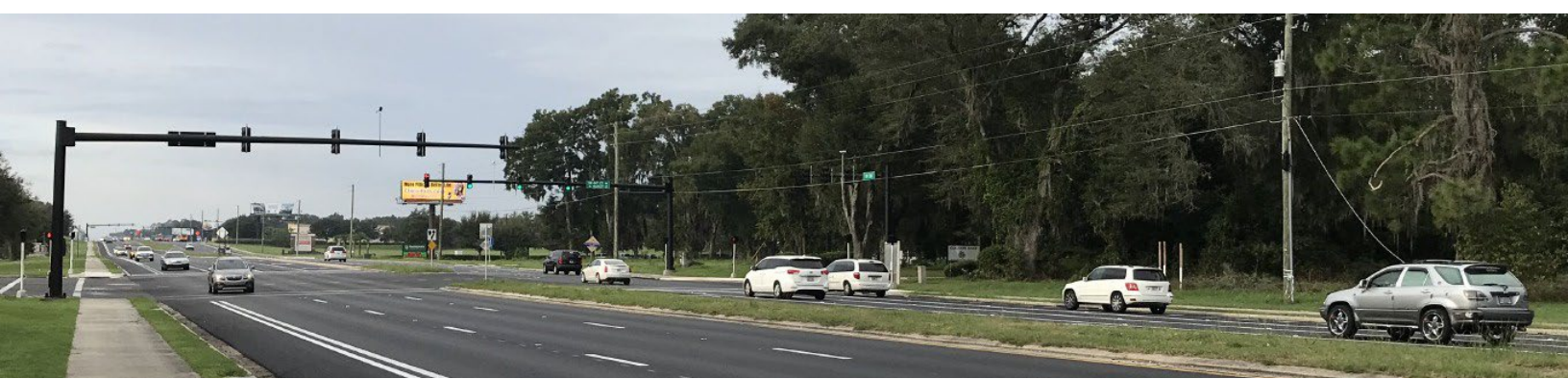
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# INTRODUCTION



The Ocala Marion Transportation Planning Organization (TPO) has published this report to provide the public with a comprehensive summary of traffic volumes on roadways in Marion County. Traffic counts in this report were recorded from 2016 to 2020. Each count also indicates the agency that collected the count, the span of time over which the count was taken, and the average annual percent change. Counts are listed in alphabetical order by roadway in the report tables.

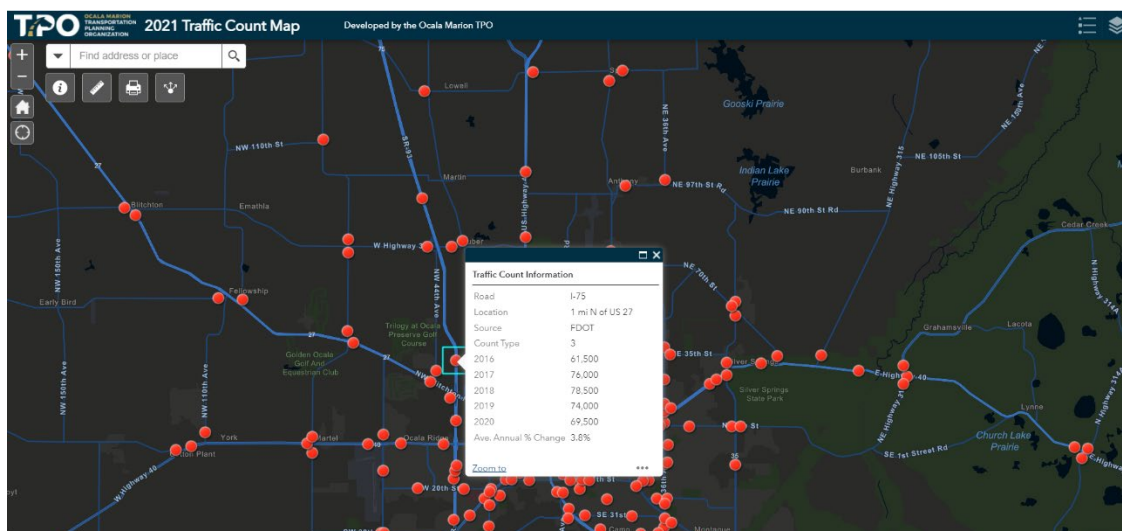
A traffic count indicates the number of vehicles that pass over a point on a particular section of road. Traffic counts taken at the same location over multiple years help provide a better understanding as to how the volume of traffic is changing along a particular roadway. This information may also help determine where future improvements to the transportation system are needed. Additionally, this data informs land-use development, transportation decision-making and the TPO's Congestion Management Process (CMP).

## Traffic Counts Online Map

The traffic counts may also be accessed online at the **TPO's Interactive Traffic Count Map**:

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=684f763711d742f893a1271ab346c28c>

The online interactive map provides the locations of all traffic counts in this report, including a five-year history and average annual percentage change.



## DATA SOURCES

The 2021 Traffic Count Report contains traffic counts for locations in the cities of Belleview, Dunnellon, Ocala and the unincorporated areas of Marion County. All traffic counts have been collected by one of three sources: the City of Ocala, Marion County or the Florida Department of Transportation (FDOT). Counts collected by Marion County are raw count data, while counts by the City

of Ocala are a combination of raw count and adjusted counts. Data collected by FDOT are all adjusted using seasonal factors and axle factors. Seasonal factors are used to adjust data so that counts taken at different times of the year can be compared accurately. Axle factors are used to adjust axle counts into vehicle counts. Overall, all traffic counts in this report were rounded to the nearest 100.

### Count Station Types

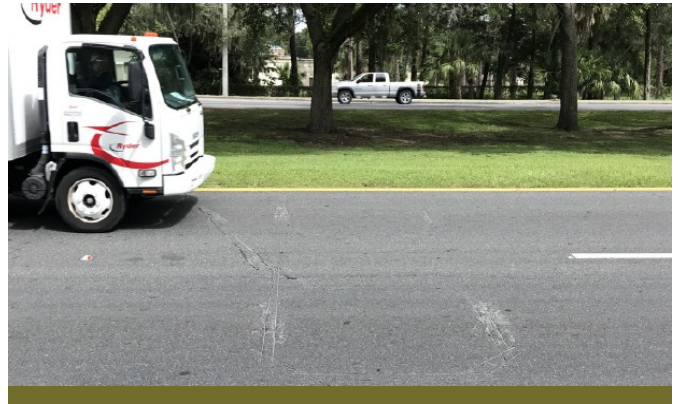
There are two main types of count station facilities that are used to record traffic volumes: 'Temporary' stations and 'Permanent' stations.

#### Temporary Stations



The majority of all count stations in Marion County are temporary count stations. These sites feature a portable count computer and pneumatic tubes that are taped across the roadway. When driven over, a burst of air pressure is sent through the tube to the counter. For each vehicle that passes over the tubes, the counter records the time of occurrence.

#### Permanent Stations



Permanent count station are sites that feature infrastructure that has been installed into the roadway surface. 'Loops' replace the use of pneumatic tubes used in temporary stations. These subsurface loops are fixed and can be connected to a portable count computer or a permanent cabinet. These stations allow for basic counts, as well as the capability to determine vehicle class and speed.

## EXAMPLE TABLE

1		2		3				4
Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
CR 464C								
E of SE 141st Terr	MC	2	4,300	4,400	4,600	4,700	4,900	3.3%
CR 467								
S of SE 95th St	MC	2	4,400	3,300	3,700	4,100	4,700	3.1%
N of CR 484	MC	2	4,500	4,300	4,500	4,700	5,400	4.9%

**Source:** Agency responsible for collecting the traffic count.

1

**FDOT** – Florida Department of Transportation

**MC** – Marion County

**OCA** – City of Ocala

**Count Type:** Span of time when the count was taken.

2

1 = **Monthly Count:** A series of 24-hour counts taken on a Tuesday, Wednesday or Thursday once per month for a year.

2 = **Annual Three-Day Count:** The average of three 24-hour counts.

3 = **One-Day Count:** A single 24-hour count, taken Monday through Thursday.

T = **Telemetered:** Permanent FDOT continuous traffic count location. There are currently five in Marion County.

**Traffic Count:** Numbers are rounded to the nearest 100.

3

**'NC'** is indicated when there is no traffic count available due to a reporting error, the count is being phased out, or there was construction or maintenance that interfered with the counting process.

**Average Annual Growth Rate (Percent):**  
The growth rate is derived by calculating the sum of the average annual growth rates over the five-year period.

4

**'N/A'** is provided for count locations with limited historical counts to calculate an average annual growth rate over the five-year period.

## TRAFFIC COUNT LOCATIONS

The 2021 Traffic Count Report include the following roadways located in the cities of Belleview, Dunnellon, Ocala and unincorporated areas of Marion County. The roadways are listed in alphabetical order.

- Baseline Extension
- CR 200A
- CR 225
- CR 225A
- CR 25
- CR 25A
- CR 312
- CR 314
- CR 314A
- CR 315
- CR 316
- CR 318
- CR 328
- CR 329
- CR 40
- CR 42
- CR 464
- CR 464A
- CR 464B
- CR 464C
- CR467
- CR 475
- CR 475A
- CR 484
- CR/SR 326
- CR/SR 35
- Fort King Street
- I-75
- Magnolia Avenue
- Marion Oaks Avenue
- Marion Oaks Blvd
- Marion Oaks Course
- Marion Oaks Drive
- Marion Oaks Manor
- Marion Oaks Trail
- MLK Jr. Avenue
- NE 1st Avenue
- NE 8th Avenue
- NE 11th Avenue
- NE 11th Avenue
- NE 12th Avenue
- NE 16th Avenue
- NE 17th Avenue
- NE 19th Avenue
- NE 25th Avenue
- NE 2nd Street
- NE 3rd Street
- NE 7th Street
- NE 24th Street
- NE 49th Street
- NE 175th Street
- NE 8th Avenue Rd
- NE 97th Street Rd
- NE Jacksonville Road
- NE Watula Avenue
- NE/SE 25th Avenue
- NE/SE 36th Avenue
- NW 21st Avenue
- NW 22nd Avenue
- NW 30th Avenue
- NW 44th Avenue
- NW 60th Avenue
- NW 80th Avenue
- NW 110th Avenue
- NW 3rd Street
- NW/NE 28th Street
- NW/NE 35th Street
- NW/NE 27th Ave
- NW/SW 38th Ave
- Powell Road
- SE 3rd Avenue
- SE 11th Avenue
- SE 18th Avenue
- SE 22nd Avenue
- SE 30th Avenue
- SE 36th Avenue
- SE Watula Avenue
- SE 8th Street
- SE 17th Street
- SE 24th Street
- SE 31st Street
- SE 38th Street
- SE 52nd Street
- SE 80th Street
- SE 95th Street
- SE 110th Street
- SE 132nd Street
- SE 100th Avenue
- SE 147th St/147 PL
- SE 110th Street Rd
- SE 114th Street Rd
- SE Oak Road
- SE 44th Avenue Rd
- SE 92nd Place Road
- SE/SW 32nd Street
- S. Magnolia Avenue
- SR 19
- SR 35
- SR 40
- SR 200
- SR 464
- SR 492
- Sunset Harbor Road
- SW 103rd Street Rd
- SW 17th St Ext.
- SW 19th Avenue Rd
- SW 180th Ave Road
- SW 1st Avenue
- SW 20th Street
- SW 27th Avenue
- SW 33rd Avenue
- SW 37th Avenue
- SW 38th Avenue
- SW 38th Street
- SW 42nd Street
- SW 49th Avenue
- SW 60th Avenue
- SW 62nd Ave Road
- SW 66th Street
- SW 80th Avenue
- SW 90th Street
- SW 95th Street
- Rd/SW 95th Street
- US 27
- US 41
- US 301
- US 441
- West Anthony Road
- West Broadway St



Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
Baseline Extension								
SE 110th St to US 441	MC	2	5,700	5,500	5,600	5,700	4,700	-4.4%
CR 25								
E of SR 35	MC	2	13,600	12,200	12,000	11,700	11,000	-5.1%
W of SR 35	MC	2	12,100	11,100	10,900	10,900	10,100	-4.4%
E of SE 110th St Road	MC	2	9,600	11,100	11,600	11,900	11,400	4.6%
E of SE 108th Terrace Road	FDOT	3	7,400	7,500	7,700	5,500	NC	-8.2%
W of CR 464	MC	2	5,900	6,200	6,500	6,300	6,300	1.7%
E of CR 464	MC	2	7,400	7,400	7,900	7,900	7,900	1.7%
S of CR 42	MC	2	8,700	10,600	11,000	11,300	11,200	6.9%
CR 25A								
S of CR 316	MC	2	2,500	2,000	2,300	2,300	2,400	-0.2%
N of SR 326	MC	2	7,800	8,600	8,800	8,700	6,500	-3.5%
S of NW 63rd Street	MC	2	4,500	4,900	4,700	5,000	6,100	8.3%
CR/SR 35								
N of SR 326	MC	2	2,300	2,600	2,600	2,500	2,800	5.3%
S of SR 326	MC	2	4,700	5,000	5,300	5,100	5,800	5.6%
N of SR 40	MC	2	8,200	8,300	8,600	NC	5,600	-10%
CR 40								
E of CR 336	MC	2	9,100	8,500	9,200	NC	2,500	-23.7%
W of US 41	MC	2	3,300	3,200	3,500	3,800	5,000	11.6%
CR 42								
E of CR 475	MC	2	3,900	4,200	4,500	4,800	5,100	6.9%
E of US 301	MC	2	13,100	14,300	15,900	15,700	14,100	2.2%
W of US 441	MC	2	18,100	20,900	22,600	8,800	8,400	-10.5%
E of US 441	MC	2	8,900	9,600	10,200	10,300	10,700	4.7%
W of CR 25	FDOT	3	6,900	9,700	9,900	10,100	9,500	9.7%
W of SE 182nd Ave Rd	MC	2	6,800	7,000	7,500	7,100	10,100	11.8%
E of CR 450	MC	1	3,500	3,700	4,000	4,600	4,700	7.7%
CR 200A								
S of CR 316	MC	2	4,600	4,500	4,500	4,600	8,000	18.5%
S of CR 329	MC	2	5,600	4,800	5,400	5,500	7,100	7.3%
N of SR 326	MC	2	8,900	9,800	10,000	10,000	2,700	-15.2%
S of SR 326	MC	2	6,500	6,200	6,200	6,300	6,100	-1.5%
N of NE 49th Street	MC	2	6,900	7,700	7,900	7,500	8,300	4.9%



Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>CR 200A (continued)</b>								
US 441 to Magnolia Ave	OCA	2	NC	9,600	5,900	7,700	9,200	3.8%
N of NE 35th Street	MC	2	7,800	8,700	8,800	8,800	8,300	1.8%
S of NE 35th Street	MC	2	NC	11,800	11,400	11,900	9,800	-5.6%
NE 28th Street to NE 25th	OCA	2	NC	13,100	14,300	9,100	13,200	6%
NE 8th Road to N Magnolia Avenue	OCA	1	10,300	9,600	8,300	5,200	4,300	-18.7%
<b>CR 225</b>								
N of US 27	MC	2	900	900	1,200	1,200	1,000	4.2%
<b>CR 225A</b>								
N of NW 110th Street	MC	2	1,900	2,100	2,400	2,700	2,700	9.3%
N of CR 326	MC	2	2,800	3,000	2,800	3,000	3,300	4.4%
S of CR 326	MC	2	5,200	7,100	7,300	7,400	7,900	11.9%
N of US 27	MC	2	6,800	7,100	7,100	7,400	6,700	-0.2%
<b>CR 312</b>								
E of CR 475A	MC	2	2,400	2,600	2,600	2,600	2,200	-1.8%
<b>CR 314</b>								
W of SR 19	MC	2	3,000	2,900	3,200	3,400	4,400	10.7%
N of SR 40	MC	2	2,800	2,800	2,800	2,700	2,400	-3.7%
S of SR 40	MC	2	1,500	1,600	1,700	1,800	2,400	13%
W of SR 35	MC	2	5,200	5,300	5,400	5,300	5,500	1.4%
E of SR 35	MC	3	6,200	6,100	6,300	6,300	6,500	1.2%
<b>CR 314A</b>								
N of SR 40	MC	2	1,700	1,900	2,200	2,300	2,300	8%
S of SR 40	MC	2	5,500	5,400	5,500	5,500	5,100	-1.8%
E of CR 464C	MC	2	3,500	3,700	3,800	3,900	3,400	-0.4%
<b>CR 315</b>								
S of CR 21 Putnam Co Line	MC	2	2,800	3,200	3,100	3,000	4,600	15.3%
S of CR 316	MC	2	3,800	4,100	4,300	3,900	3,900	0.9%
N of SR 40	MC	2	3,200	3,500	3,500	3,300	3,700	3.9%
<b>CR 316</b>								
W of US 441	MC	3	1,600	1,800	1,800	1,800	1,600	0.3%
E of CR 200A	MC	2	2,100	2,200	2,400	2,500	2,600	5.5%
W of CR 315	MC	2	2,600	2,300	2,600	2,700	2,400	-1.4%
E of CR 315	MC	2	3,200	3,000	3,200	3,300	6,700	26.6%
W of SR 19	MC	2	1,400	1,600	2,000	2,100	2,400	14.6%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>CR 318</b>								
W of US 301	MC	2	3,000	3,200	3,600	3,700	3,700	5.5%
E of I-75	MC	2	4,000	4,100	4,500	4,400	4,000	0.2%
W of I-75	MC	2	2,900	1,500	1,500	1,400	1,100	-19.1%
E of CR 335	MC	2	1,800	1,800	2,000	1,900	2,200	5.5%
<b>CR/SR 326</b>								
W of US 27	MC	2	3,000	2,900	3,300	3,500	3,800	6.3%
W of I-75	MC	2	6,600	6,900	7,100	7,200	7,700	3.9%
E of I-75	FDOT	3	22,200	22,500	22,000	22,000	20,500	-1.9%
1 mi W of SR 25/US 441	FDOT	3	11,500	10,800	12,300	11,800	11,600	0.5%
E of US 441	MC	2	10,200	11,700	12,000	11,700	12,300	5.0%
E of US 441	FDOT	3	11,600	12,100	12,400	11,800	11,600	0.1%
E of CR 200A	MC	2	11,200	12,000	12,300	12,300	11,400	0.6%
W of CR 35	MC	2	7,300	7,000	7,200	7,200	9,900	9.1%
N of SR 40	MC	2	3,100	3,700	3,600	3,700	5,500	17%
<b>CR 328</b>								
N of SR 40	MC	2	NC	3,100	3,100	3,100	5,100	21.5%
<b>CR 329</b>								
W of CR 25A	MC	2	1,400	1,600	1,700	1,700	1,400	0.7%
E of US 441	MC	3	4,900	5,400	5,600	5,700	6,200	6.1%
E of CR 200A	MC	3	4,300	4,200	4,700	4,800	4,400	0.8%
<b>CR 464</b>								
E of SR 35	MC	2	34,200	37,800	38,600	39,800	35,900	1.5%
W of Oak Road	MC	2	13,200	13,800	14,600	15,100	12,800	-0.4%
W of SE 108th Terrace Road	MC	3	8,200	8,300	8,400	8,600	7,100	-3.2%
N of CR 25	MC	2	3,000	3,300	3,700	3,900	3,000	1.1%
<b>CR 464A</b>								
N of 38th Street	MC	2	6,300	6,900	6,600	6,900	6,300	0.3%
SR 464 to SE 31st St	MC	2	9,900	NC	NC	NC	NC	N/A
SW 10th to SR 464	MC	1	8,700	6,900	7,100	8,800	NC	2.1%
<b>CR 464B</b>								
W of NW 110th Avenue	MC	3	2,300	2,100	2,200	2,200	3,000	8.1%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>CR 464C</b>								
E of SE 141st Terrace Road	MC	2	4,300	4,400	4,600	4,700	4,900	3.3%
<b>CR 467</b>								
S of SE 95th Street	MC	2	4,400	3,300	3,700	4,100	4,700	3.1%
N of CR 484	MC	2	4,500	4,300	4,500	4,700	5,400	4.9%
S of CR 484	MC	2	3,700	3,800	4,100	4,200	4,400	4.4%
<b>CR 475</b>								
N of SE 52nd Street	MC	2	7,200	7,600	7,800	7,800	7,900	2.4%
N of CR 328	MC	2	6,000	6,700	6,700	6,500	6,600	2.6%
N of CR 312	MC	2	6,500	6,500	6,600	6,400	7,000	2.0%
N of CR 484	MC	3	4,600	4,900	5,300	5,300	5,500	4.6%
S of CR 484	MC	2	4,700	5,100	5,400	5,600	5,500	4.1%
S of CR 475A	MC	3	6,800	7,500	8,100	8,500	8,000	4.3%
<b>CR 475A</b>								
N of SW 66th Street	MC	2	12,300	12,000	12,500	12,400	12,200	-0.2%
S of SW 66th Street	MC	2	9,700	9,300	9,800	9,500	7,200	-6.5%
W of CR 475B	MC	2	5,700	5,700	5,700	6,100	6,800	4.6%
N of CR 484	MC	2	6,000	6,200	6,800	6,900	6,800	3.3%
S of CR 484	MC	2	5,600	5,700	6,200	6,200	5,700	0.6%
E of CR 475	MC	2	1,500	2,100	2,500	2,700	1,600	6.6%
W of US 301/SR 35	MC	2	2,200	2,100	2,200	2,400	2,700	5.5%
<b>CR 475B</b>								
W of I-75	MC	2	3,100	3,400	3,300	3,700	2,600	-2.7%
<b>CR 484</b>								
E of US 41	MC	2	8,400	8,500	9,200	9,400	9,800	4.0%
W of SR 200	MC	2	9,500	8,900	9,400	9,700	11,300	4.7%
E of SR 200	MC	2	8,100	7,700	8,400	8,500	3,800	-12.5%
W of I-75	MC	2	28,100	29,200	30,100	32,500	30,700	2.4%
E of I-75	MC	2	26,100	27,500	30,000	32,000	31,100	4.6%
E of CR 475A	MC	2	20,600	21,500	24,100	25,600	24,000	4.1%
E of CR 475	MC	2	16,400	18,300	20,400	20,800	18,500	3.5%
E of CR 467	MC	2	16,600	18,000	20,000	20,500	18,300	2.8%
W of US 441	MC	2	8,800	9,500	10,400	11,200	10,700	5.2%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>Fort King Street</b>								
SE 1st Ave to SE 11th Ave	OCA	2	NC	6,300	6,300	6,300	5,200	-5.8%
SE 11th Ave to SE 16th Ave	OCA	1	6,300	5,900	6,300	6,800	4,600	-6%
SE 16th Ave to SE 25th Ave	OCA	3	NC	8,400	4,200	8,900	8,700	N/A
SE 25th Ave to SE 36th Ave	OCA	1	6,800	6,400	6,500	6,700	5,500	-4.8%
SE 36th Ave to SR 35	OCA	2	NC	7,600	3,700	7,400	7,500	N/A
<b>I-75</b>								
0.5 mi N of CR 318	FDOT	3	54,500	57,000	64,500	67,500	56,500	1.5%
1.5 mi N of SR 326	FDOT	3	50,500	56,500	64,000	66,000	61,500	5.4%
1 mile north of US 27	FDOT	3	61,500	76,000	78,500	74,000	69,500	3.8%
0.4 mi S of US 27	FDOT	3	NC	75,000	78,500	83,000	78,000	1.5%
0.6 mi S of SR 40	FDOT	2	74,200	78,500	76,000	97,500	91,500	6.2%
0.23 mi N of SW 66th St (Telemetered)	FDOT	T	90,800	94,500	93,700	97,200	87,100	-0.9%
From SR 44 to CR 484	FDOT	3	72,500	78,000	80,000	81,000	70,500	-0.4%
<b>Magnolia Avenue</b>								
US 441 to CR 200A	OCA	3	NC	2,800	1,100	1,900	1,700	0.5%
CR 200A to NE 10th St	OCA	1	NC	4,100	3,000	3,500	2,800	10.1%
NE 10th St to NW 6th	OCA	2	NC	4,900	2,500	4,000	4,800	N/A
NW 3rd St to SR 40	OCA	3	4,000	5,200	2,600	2,900	2,400	-6.4%
SR 40 to SE 3rd St	OCA	3	NC	NC	NC	NC	3,800	N/A
<b>Marion Oaks Boulevard</b>								
S of CR 484	FDOT	3	12,900	13,300	14,300	14,500	14,300	2.7%
<b>Marion Oaks Course</b>								
N of CR 484	MC	3	9,100	9,300	9,900	6,900	7,500	-3.2%
S of CR 484	FDOT	3	NC	NC	6,900	NC	6,500	N/A
<b>Marion Oaks Drive</b>								
W of Marion Oaks Blvd	FDOT	3	4,500	4,700	4,400	4,400	4,400	-0.5%
<b>Marion Oaks Manor</b>								
W of Marion Oaks Drive	FDOT	3	1,700	1,800	1,800	1,800	1,800	1.5%
<b>Marion Oaks Trail</b>								
E of SW 73rd Ave Road	FDOT	3	1,650	1,750	1,800	1,800	1,800	2.2%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>MLK Jr. Avenue</b>								
Ocala City Limits to NW 22nd Street	OCA	3	NC	6,500	NC	3,300	7,200	N/A
NW 21st Street to US 27	OCA	2	NC	7,200	7,200	8,300	8,600	6.3%
US 27 to SR 40	OCA	1	14,000	13,100	12,800	22,700	19,400	13.5%
SR 40 to SR 200	OCA	2	NC	12,800	NC	21,400	19,900	N/A
SR 200 to SW 17th Street	OCA	3	NC	8,900	6,200	7,300	6,800	-6.5%
<b>NE 1st Avenue</b>								
SR 40 to NE 3rd Street	OCA	1	2,600	2,300	NC	3,300	NC	N/A
<b>NE 8th Avenue</b>								
NE 14th Street to SR 40	OCA	1	8,600	7,700	6,800	11,300	9,100	6.1%
<b>NE 11th Avenue</b>								
NE 2nd Street to SR 40	OCA	3	NC	1,300	NC	1,500	1,300	N/A
<b>NE 12th Avenue</b>								
NE 14th Street to SR 40	OCA	3	NC	900	NC	NC	750	N/A
<b>NE 16th Avenue</b>								
NE 2nd Street to SR 40	OCA	3	NC	2,900	NC	3,400	3,400	N/A
<b>NE 17th Avenue</b>								
SR 492 to NE 3rd Street	OCA	2	NC	NC	1,900	2,200	2,100	N/A
<b>NE 19th Avenue</b>								
NE 24th Street to NE 14th	OCA	3	NC	2,600	NC	2,800	3,000	N/A
<b>NE 25th Avenue</b>								
N of NE 28th Street	MC	2	9,100	8,500	8,400	8,400	8,800	-0.8%
NE 28th St to NE 24th	OCA	3	NC	8,600	5,000	9,200	8,800	12.6%
NE 24th St to NE 14th	OCA	2	NC	NC	11,200	8,300	11,400	N/A
NE 14th St to SR 40	OCA	1	14,600	14,800	17,700	15,000	9,400	-7.9%
<b>NE 2nd Street</b>								
NE 8th Ave to NE 11th	OCA	3	NC	1,500	NC	800	1,800	N/A
NE 16th Ave to NE 25th	OCA	3	NC	2,300	NC	1,400	2,400	N/A
<b>NE 3rd Street</b>								
NE 16th Ave to NE 25th	OCA	1	4,200	3,100	3,500	3,500	3,100	-6.2%
NE 25th Ave to SR 40	OCA	3	NC	1,600	NC	2,100	1,700	N/A
<b>NE 7th Street</b>								
SR 40 to NE 36th Ave	OCA	3	NC	9,400	NC	5,200	4,600	N/A
NE 36th Ave to City Limits	OCA	3	NC	7,700	6,400	7,900	8,000	2.6%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>NE 24th Street</b>								
NE 8th Rd to NE 19th	OCA	1	3,600	3,200	4,400	6,400	5,400	14.1%
NE 25th Ave to NE 36th	OCA	3	NC	2,800	2,300	2,800	2,600	-1.1%
<b>NE 49th Street</b>								
E of CR 200A	MC	2	3,400	3,400	3,500	3,400	3,800	3%
<b>NE 175th Street Road</b>								
E of US 301	MC	2	2,000	2,100	2,300	2,300	2,400	4.7%
<b>NE 8th Avenue Road</b>								
NE 24th Street to NE 14th St	OCA	3	NC	6,400	6,400	6,400	6,200	-1%
<b>NE 97th Street Road</b>								
E of NE 21street Ave	MC	2	2,700	2,800	2,900	3,100	3,000	2.7%
<b>NE Jacksonville Road</b>								
N Magnolia Ave to CR 200A	OCA	3	NC	NC	1,600	1,300	1,200	-13.2%
<b>NE Watula Avenue</b>								
SR 40 to NE 3rd Street	OCA	3	NC	1,100	NC	300	1,000	N/A
<b>NE/SE 25th Avenue</b>								
SR 40 to SE Ft King Street	OCA	2	NC	NC	24,100	14,500	9,800	N/A
SE Ft King to SR 464	OCA	2	NC	18,700	17,800	18,400	16,700	-3.6%
N of NE 49th Street	MC	2	3,400	3,600	3,800	3,700	3,300	-0.5%
S of NE 49th Street	MC	2	5,600	6,600	6,600	6,700	5,200	-0.8%
<b>NE/SE 36th Avenue</b>								
N of NE 97th St Rd	MC	2	1,700	1,800	1,900	2,000	1,700	0.4%
S of SR 326	MC	2	3,700	3,900	4,100	4,000	3,200	-3%
N of NE 35th Street	MC	2	9,000	9,400	9,500	9,400	8,800	-0.5%
City Limits to NE 24th	OCA	3	NC	11,400	10,500	11,100	10,000	-4%
NE 24th St to NE 14th	OCA	1	11,700	12,100	11,500	10,700	10,100	-3.5%
NE 14th St to SR 40	OCA	2	NC	14,800	8,100	15,100	15,500	14.6%
SR 40 to NE Ft King St	OCA	1	19,500	19,200	18,300	17,900	17,000	-3.4%
<b>NW 21st Avenue</b>								
NW 27th Ave to ML K	OCA	3	NC	1,700	NC	1,700	1,900	N/A
<b>NW 22nd Avenue</b>								
N MLK Ave to US 441	OCA	3	NC	2,700	NC	2,700	2,900	N/A
<b>NW 30th Avenue</b>								
SR 40 to US 27	OCA	3	NC	5,700	NC	1,900	3,700	N/A



Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>NW 44th Avenue</b>								
N of US 27	MC	2	7,700	8,900	8,800	8,900	8,200	1.9%
<b>NW 60th Avenue</b>								
N of SR 40	MC	2	8,200	9,600	9,700	9,700	10,000	5.3%
<b>NW 80th Avenue</b>								
N of SR 40	MC	3	4,500	5,300	5,400	5,400	4,800	2.1%
<b>NW 110th Avenue</b>								
N of SR 40	MC	2	3,900	4,000	4,000	3,800	7,800	25.7%
<b>NW 3rd Street</b>								
US 441 to Magnolia	OCA	3	NC	NC	NC	1,800	1,500	N/A
<b>NW 21st Street</b>								
MLK Jr. to NW 27th Ave	OCA	3	NC	1,700	NC	1,700	1,900	N/A
<b>NW 22nd Street</b>								
US 441 to MLK Ave	OCA	3	NC	2,700	NC	2,700	2,900	N/A
<b>NW/NE 28th Street</b>								
US 441 to NW 2nd Ave	OCA	3	NC	4,000	NC	3,300	3,300	N/A
NW 1st Ave to Jacksonville Road	OCA	1	4,300	4,600	5,800	NC	16,500	72.5%
<b>NW/NE 35th Street</b>								
W of NW 16th Ave	MC	2	5,900	6,300	6,400	6,600	6,700	3.3%
W of US 441	MC	2	11,300	12,900	13,400	13,000	14,000	5.7%
W Anthny Rd to NW 2nd	OCA	3	NC	8,800	8,300	9,800	9,300	2.4%
W of NE 25th Ave	MC	2	8,500	8,300	8,400	8,500	9,800	3.8%
E of NE 25th Ave	MC	2	8,000	8,100	8,300	8,200	7,900	-0.3%
E of NE 36th Ave	MC	2	6,100	6,400	6,500	6,500	7,100	3.9%
<b>NW/SW 27th Avenue</b>								
NW 21st St to US 27	OCA	3	NC	5,300	NC	6,200	5,600	N/A
US 27 to SR 40	FDOT	3	19,600	19,800	20,000	20,500	20,300	0.9%
<b>NW/SW 38th Avenue</b>								
S of US 27	MC	2	1,900	2,200	2,300	3,200	3,400	16.4%
<b>Powell Road</b>								
W of US 41	MC	2	3,700	4,000	4,100	4,200	4,000	2.1%
<b>SE 3rd Avenue</b>								
SE 8th St to CR 464A	OCA	2	NC	5,600	8,000	12,500	10,500	27.7%
CR 464A to SR 464	OCA	3	NC	4,900	NC	5,700	2,900	N/A
SR 464 to SE 23rd Pl	OCA	3	NC	3,600	NC	3,600	4,400	N/A

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>SE 11th Avenue</b>								
SR 40 to SE Ft King Street	OCA	1	2,700	3,200	2,700	2,900	2,300	-2.6%
SE Ft King St to SR 464	OCA	3	NC	3,200	NC	3,700	2,700	N/A
SR 464 to CR 464A	OCA	3	NC	2,200	NC	2,400	1,400	N/A
<b>SE 18th Avenue</b>								
SR 464 to SE 31st Street	OCA	2	NC	8,200	8,400	8,600	6,500	-6.5%
<b>SE 22nd Avenue</b>								
SE Ft King St to SR 464	OCA	3	NC	1,800	NC	2,000	1,900	N/A
<b>SE 30th Avenue</b>								
SE Ft King St to SE 17th Street	OCA	3	NC	1,400	NC	4,200	2,800	N/A
<b>SE 36th Avenue</b>								
SE Ft King St to SE 17th Street	OCA	1	18,000	17,300	16,900	16,600	15,800	-3.2%
SE 17th St to SR 464	OCA	2	NC	16,000	13,000	15,500	13,900	-3.3%
SR 464 to SE 31st Street	OCA	3	NC	10,600	NC	NC	5,400	N/A
SE 31st St to SE 38th St	MC	2	6,900	7,500	7,700	7,400	8,300	4.9%
<b>Watula Avenue</b>								
SE Ft. King to 8th Street	OCA	3	NC	4,200	NC	4,300	4,600	N/A
SR 40 to NE 3rd Street	OCA	3	NC	1,100	NC	300	1,000	N/A
<b>SE 8th Street</b>								
SE 1st Ave to SE 3rd Ave	OCA	3	7,400	NC	3,000	2,800	2,400	N/A
SE 3rd Ave to SE 11th Ave	OCA	3	NC	2,800	NC	1,400	1,900	N/A
SE 36th Ave to SE 45th Ter	OCA	3	NC	2,100	NC	2,000	1,800	N/A
<b>SE 17th Street</b>								
SE 25th Ave to SE 30th Ave	OCA	3	NC	3,900	4,200	3,900	4,000	1%
SE 30th Ave to SE 36th Ave	OCA	3	NC	3,600	NC	3,400	4,600	N/A
<b>SE 24th Street</b>								
SR 464 to SE 36th Ave	OCA	3	NC	7,700	NC	9,600	8,200	N/A
SE 36th Ave to SE 44th Ct	OCA	3	NC	8,500	12,200	9,600	7,300	-0.6%
<b>SE 31st Street</b>								
US 441 to CR 464A	OCA	2	17,600	17,500	18,600	18,300	19,200	2.3%
CR 464A to SE 36th Ave	OCA	1	12,400	11,200	NC	14,500	11,000	-16.9%
SE 36th Ave to SR 464	OCA	3	NC	6,400	3,700	8,700	7,800	27.5%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>SE 38st Street</b>								
CR 464A to SE 36th Ave	OCA	3	NC	7,900	NC	4,900	6,600	N/A
W of SE 36th Ave	MC	2	5,500	5,900	5,400	6,000	6,400	4.1%
<b>SE 52nd Street</b>								
W of US 441	MC	2	2,700	3,000	3,200	3,100	3,000	2.9%
E of US 441	MC	2	5,100	6,000	6,200	6,100	6,700	7.3%
<b>SE 80th Street</b>								
W of US 441	MC	2	4,500	4,900	5,200	5,000	4,800	1.8%
E of US 441	MC	2	4,000	4,300	4,400	4,400	4,300	1.9%
<b>SE 95th Street</b>								
W of US 441	MC	2	5,200	5,200	5,600	5,700	6,000	3.7%
<b>SE 110th Street</b>								
W of US 441	MC	3	5,300	5,400	5,600	5,800	5,600	1.4%
<b>SE 132nd Street</b>								
E of CR 484	MC	2	11,400	11,300	12,000	11,400	11,200	-0.4%
W of US 441	MC	2	9,800	9,900	10,500	11,000	10,000	0.7%
<b>SE 100th Avenue</b>								
S of CR 25	MC	2	4,200	4,600	5,300	5,400	5,100	5.3%
<b>SE 147th Street/147th Place</b>								
W of US 441	MC	2	4,300	4,000	4,300	4,400	5,500	7%
<b>SE 110th Street Road</b>								
E of Oak Rd	MC	2	2,400	2,600	2,800	2,900	3,300	8.3%
<b>SE 114th Street Road</b>								
W of CR 464C	MC	2	3,400	3,200	3,500	3,600	4,200	5.8%
<b>SE Oak Road</b>								
S of CR 464	MC	2	3,100	2,900	3,200	3,500	5,000	14%
<b>SE 44th Avenue Road</b>								
N of SE 52nd St	MC	2	6,900	7,200	7,300	7,500	7,600	2.5%
<b>SE 92nd Place Road</b>								
E of US 441	MC	2	5,500	5,800	7,100	7,200	7,000	6.6%
<b>SE/SW 32nd Street</b>								
SW 7th Ave to US 441	MC	2	19,100	21,100	NC	21,300	20,600	3.6%
<b>South Magnolia Avenue</b>								
SE 3rd St to SE 8th Street	OCA	1	NC	3,600	4,800	4,000	3,200	-1.1%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
SR 19								
N of CR 316	FDOT	3	2,700	2,900	3,100	3,500	3,800	8.9%
S of CR 316	FDOT	3	3,700	4,000	4,200	4,200	4,300	3.9%
SE of CR 314	FDOT	3	1,800	1,900	2,100	1,900	1,900	1.6%
N of SR 40	FDOT	3	1,700	1,500	1,700	1,700	1,900	3.3%
SR 35								
S of SR 40	FDOT	3	14,700	14,500	14,700	12,200	12,000	-4.7%
S of Fort King Street	MC	3	18,800	19,300	19,800	20,000	21,700	3.7%
N of SR 464	FDOT	3	21,200	20,500	21,000	21,000	20,400	-0.9%
1 mi S of SR 464	FDOT	3	19,800	21,500	21,500	26,000	26,000	7.4%
S of SE 97th Place	MC	3	14,800	NC	12,200	12,700	15,400	12.7%
N of SR 25	FDOT	3	16,500	NC	11,600	11,800	12,400	3.4%
SR 40								
NE of US 41	FDOT	3	8,200	8,400	8,600	8,800	8,200	0.1%
E of CR 328	FDOT	3	15,000	15,600	15,500	16,400	16,200	2%
W of CR 225A	FDOT	3	18,100	19,200	20,400	20,500	18,700	1%
W of SW 60th Ave	MC	3	21,000	21,000	21,300	21,300	23,600	3.1%
SW 52nd Ave to SW 60th Avenue	OCA	3	NC	NC	24,300	27,800	21,700	-3.8%
W of I-75	FDOT	3	28,500	28,500	31,500	31,000	30,000	1.4%
SW 27th Ave to SW 33rd Ave	FDOT	3	33,000	31,500	30,000	34,000	33,000	0.3%
ML King Ave to SW 27th Ave	FDOT	3	26,700	26,500	25,500	25,500	23,000	-3.6%
W of US 441	FDOT	3	22,500	22,000	20,000	19,300	19,200	-3.8%
E of US 441	FDOT	3	34,000	31,000	30,500	32,000	31,000	-2.2%
N Magnolia Ave to NE 8th Avenue	FDOT	1	34,700	31,000	30,500	32,000	31,000	-2.6%
NE 8th Ave to NE 11th	OCA	3	NC	30,000	32,900	35,000	28,000	-1.3%
NE 11th Ave to NE 25th	FDOT	3	31,500	29,500	30,000	30,500	27,000	-3.6%
NE 25th Ave to NE 36th	FDOT	3	27,000	25,500	25,500	24,500	24,500	-2.4%
NE 36th Ave to City Limits	FDOT	3	22,400	22,500	22,000	22,500	22,500	0.1%
E of NE 24th (Telemetered)	FDOT	T	20,900	21,000	21,000	21,700	20,200	-0.8%
0.9 mi E of SR 35	FDOT	2	13,600	13,400	14,400	14,600	12,800	-1.2%
1.2 mi E of CR 315	FDOT	3	12,700	13,600	14,000	14,200	14,000	2.5%
E of CR 314	FDOT	3	11,000	12,000	12,300	13,400	13,200	4.8%
W of CR 314A	FDOT	3	11,400	12,300	12,500	13,400	13,200	3.8%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>SR 40 (continued)</b>								
E of CR 314A	FDOT	3	7,200	8,200	8,400	8,600	8,100	3.2%
SE 183rd to Lake County Line	FDOT	3	4,300	4,900	8,400	6,300	6,100	14.3%
<b>SR 200</b>								
South of CR 484	MC	3	15,100	15,700	16,400	16,900	17,900	4.3%
NE of CR 484	FDOT	3	19,900	21,500	22,000	21,000	21,000	1.5%
1 mi NE of CR 484	FDOT	3	34,100	38,000	35,000	36,000	30,000	-2.6%
S of SW 80th St	MC	3	29,200	30,400	31,800	30,700	27,600	-1.2%
S of SW 66th Street	OCA	1	NC	34,000	36,700	49,900	49,900	14.6%
2.5 mi SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	41,500	41,500	41,000	42,000	41,000	-0.3%
0.5 mi E of I-75	FDOT	2	43,500	47,500	38,000	43,500	42,500	0.3%
SW 26th St to SW 27th	FDOT	2	41,900	39,500	39,500	40,500	36,500	3.3%
SW 27th Ave to SW 17th	FDOT	2	38,300	37,500	34,500	38,500	37,500	-0.3%
SW 17th St to SW ML King Ave	FDOT	2	24,500	25,000	24,000	24,000	22,000	-2.6%
SW MLK to US 441	FDOT	2	27,700	26,500	25,500	26,500	26,000	-1.5%
<b>SR 464</b>								
SR 200 to SW 19th Avenue Rd	FDOT	2	24,800	25,500	25,500	25,500	25,500	0.7%
SW 19th Avenue Road to SW 7th Avenue	FDOT	2	35,900	34,000	34,500	35,500	31,000	-3.4%
US 441 to SE 11th Ave	FDOT	3	35,900	32,000	30,500	31,000	29,000	-5.1%
SE 11th Ave to SE 25th Ave	FDOT	2	32,300	32,500	33,500	29,500	29,000	-2.5%
SE 25th Ave to SE 36th Ave	FDOT	3	36,500	36,500	35,000	35,500	34,500	-1.4%
36th Ave to SR 35 (Telemetered)	FDOT	T	31,000	30,800	30,400	31,100	29,000	-1.6%
<b>SR 492</b>								
US 441 to N Magnolia Ave	FDOT	3	20,300	19,900	21,500	20,500	20,300	0.1%
N Magnolia Ave to NE 8th Avenue	FDOT	3	18,300	18,400	18,600	21,000	21,000	3.6%
0.5 mi W of NE 17th Ave	FDOT	3	20,000	20,500	21,000	20,500	20,300	0.4%
NE 19th Ave to NE 25th Avenue	FDOT	3	20,500	21,000	19,800	19,800	19,400	-1.3%
NE 25th Ave to NE 36th Ave	FDOT	3	16,500	17,000	17,200	16,600	16,300	-0.3%
NE 36th Ave to SR 40	FDOT	3	7,700	8,600	8,800	9,500	9,300	5%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>Sunset Harbor Road</b>								
E of US 441	MC	2	6,000	6,100	6,300	6,600	6,300	1.3%
N of SE 155th Street	MC	2	3,900	3,500	3,700	3,800	4,900	6.8%
<b>SW 103rd Street Road</b>								
E of SR 200	MC	2	5,600	5,700	6,100	6,300	5,300	-0.9%
<b>SW 17th Street Extension</b>								
SW 33rd Ave to SW 27th Avenue	OCA	3	NC	NC	5,400	5,700	NC	N/A
SW 27th Ave to SR 200	OCA	3	NC	12,800	13,600	14,100	7,300	-12.8%
<b>SW 19th Avenue Road</b>								
SW 27th Ave to SW 17th Street	OCA	2	19,700	22,500	NC	14,100	15,100	N/A
<b>SW 180th Avenue Road</b>								
N of CR 484	MC	2	2,600	2,300	2,700	2,500	3,300	7.6%
<b>SW 1st Avenue</b>								
SW 5th St to SW 8th St	OCA	1	NC	5,900	7,500	8,000	NC	N/A
SR 200 to SR 464	OCA	3	NC	NC	NC	5,000	4,600	N/A
<b>SW 20th Street</b>								
SW 60th Ave to I-75	OCA	1	11,600	13,400	10,600	10,000	7,200	-9.8%
I-75 to SW 31st Ave (CFCC Entrance)	OCA	1	11,600	13,100	12,400	15,900	12,200	3.1%
SW 27th Ave to SR 200	OCA	3	NC	12,700	5,200	6,900	6,300	-11.7%
<b>SW 27th Avenue</b>								
SW 20th St to SR 200	MC	2	20,700	21,500	NC	19,200	13,100	N/A
SR 200 to SW 19th Ave Road	OCA	1	20,400	20,500	19,100	18,500	17,200	-4.1%
SW 34th St to SW 42nd	OCA	3	NC	18,400	11,800	19,900	18,800	-11.7%
<b>SW 33rd Avenue</b>								
SW 7th St to SW 20th St	OCA	3	NC	3,600	NC	2,600	2,000	N/A
<b>SW 37th Avenue</b>								
SW 20th St to SW 7th Street	OCA	3	NC	4,500	NC	3,900	3,100	N/A
<b>SW 38th Avenue</b>								
SR 40 to SW 20th Street	OCA	3	NC	NC	3,900	1,500	NC	N/A
SW 20th St to SR 200	OCA	3	NC	6,100	5,900	6,500	6,800	3.8%
<b>SW 38th Street</b>								
W of SW 60th Avenue	MC	2	8,000	9,700	9,800	9,800	6,800	-2.1%
E of SW 60th Avenue	MC	2	5,900	7,200	7,400	7,200	5,500	-0.4%



Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>SW 42nd Street (CR 475C)</b>								
SW 7th Ave to SW 27th Ave	OCA	2	NC	18,800	NC	NC	NC	N/A
SW 27th Ave to SW 31st	OCA	1	17,700	18,900	17,600	15,200	11,100	-10.2%
SW 31st Ave to SR 200	OCA	1	NC	17,600	15,900	21,900	14,900	-1.3%
<b>SW 49th Avenue</b>								
N of SW 103rd St Rd	MC	2	8,100	7,500	7,800	10,000	10,900	8.4%
<b>SW 60th Avenue</b>								
SR 40 to SW 20th Street	OCA	2	NC	16,100	20,600	21,000	26,700	19%
S of SW 38th Street	MC	2	15,100	14,500	14,600	14,600	17,400	4%
N of SR 200	MC	3	14,800	14,400	14,800	14,800	19,300	7.6%
S of SR 200	MC	2	17,200	17,000	17,000	17,300	22,400	7.5%
<b>SW 62nd Avenue Road</b>								
S of SW 95th Street	MC	2	7,100	6,800	7,400	7,800	8,800	5.7%
N of SW 103rd St Rd	MC	2	6,100	5,900	6,400	6,900	8,300	8.3%
<b>SW 66th Street</b>								
E of SR 200	MC	2	4,900	5,200	5,300	5,400	4,400	-2.1%
W of CR 475A	MC	2	7,300	7,100	7,200	7,000	6,000	-4.6%
E of CR 475A	MC	2	4,100	5,200	5,300	5,400	4,900	5.3%
<b>SW 80th Avenue</b>								
S of SR 40	MC	2	6,700	8,100	8,400	8,200	8,400	6.2%
N of SR 200	MC	2	8,300	11,300	11,700	11,500	11,800	10.1%
S of SR 200	MC	3	2,800	3,300	3,500	3,500	3,600	6.7%
<b>SW 90th Street</b>								
W of SR 200	MC	2	4,600	4,500	5,100	5,300	4,900	1.9%
<b>SW 95th Street Road/SW 95th Street</b>								
E of SR 200	MC	2	2,800	3,200	3,500	3,900	3,700	7.5%
E of SW 62nd Ave Road	MC	2	9,000	9,600	10,700	11,000	11,100	5.5%
<b>US 27</b>								
W of NW 160th Ave	FDOT	3	7,400	7,100	7,500	7,600	9,300	6.3%
S of CR 326	FDOT	3	7,700	8,500	7,800	8,000	7,800	0.6%
E of CR 225A	FDOT	3	16,600	17,900	16,700	16,900	17,500	1.5%
0.6 mi NW of I-75	FDOT	3	20,200	20,700	22,000	21,000	21,000	1.1%
I-75 to NW 27th Ave	FDOT	3	21,000	21,500	22,500	22,500	21,000	0.1%
NW 27th Ave to NW MLK Jr Ave	FDOT	3	23,900	24,500	25,500	22,500	22,500	-1.3%
MLK Jr Ave to US 441	FDOT	3	27,100	25,500	28,000	28,000	25,000	-1.7%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
US 41								
0.7 mi N of SR 40	FDOT	3	11,000	11,000	10,900	11,300	11,100	0.2%
1 mile N of CR 484	FDOT	3	19,400	20,000	20,500	21,000	21,000	2%
0.5 mi N of CR 484	FDOT	3	24,000	25,000	25,500	26,000	26,000	2%
North of Citrus County Line	FDOT	3	19,800	21,500	21,500	21,500	21,500	2.1%
US 301								
0.4 mi N of CR 318	FDOT	3	13,200	13,700	14,500	15,200	14,800	3%
N of CR 316	FDOT	3	16,500	15,800	16,700	17,300	17,000	0.8%
N of CR 329	FDOT	3	13,800	13,500	13,700	14,900	14,700	1.7%
N of SE 118th PL	FDOT	3	13,800	14,000	13,700	13,500	13,300	-0.9%
N of CR 42	FDOT	3	16,700	17,900	17,100	17,300	17,100	0.7%
S of CR 42	FDOT	3	19,400	26,000	21,200	19,900	19,700	2.1%
US 441								
0.6 mi S of Alachua CL	FDOT	3	8,000	8,200	8,000	8,100	5,300	-8.3%
S of CR 320	FDOT	3	8,400	8,900	9,100	9,300	8,200	-0.4%
S of CR 318	FDOT	3	9,600	9,500	9,700	9,800	9,600	0%
SE of CR 25A	FDOT	3	7,600	7,700	7,600	7,800	7,200	-1.3%
S of CR 316	FDOT	3	8,800	8,800	9,000	8,900	8,700	-0.3%
N of NW 100th St	FDOT	3	27,500	27,500	29,000	22,500	22,500	-4.2%
0.3 mi N of SR 326 (Telemetered)	FDOT	T	28,700	30,100	30,600	31,400	29,200	0.5%
S of SR 326	FDOT	3	17,500	18,300	18,600	16,600	16,300	-1.6%
1.1 mi N of CR 25A	FDOT	3	20,500	19,700	20,500	22,000	22,000	1.9%
West Anthony Rd to CR 25A	FDOT	3	22,700	22,000	22,000	22,000	19,300	-3.8%
N of NW 10th Street	FDOT	3	27,600	27,000	27,500	27,000	27,000	-0.5%
N of SR 40	FDOT	3	28,200	26,500	29,500	29,500	28,000	0.1%
S of SR 40	FDOT	2	34,900	35,000	36,500	35,500	34,500	-0.2%
S of SR 200	FDOT	2	28,900	29,500	26,000	26,000	26,000	-2.4%
N of SR 464	FDOT	2	25,300	26,500	24,000	25,500	25,500	0.4%
SE 23rd Pl to SE 31st St	OCA	1	23,000	22,800	22,400	30,200	30,300	8.1%
S of CR 464A	FDOT	3	32,400	32,500	29,500	31,500	30,500	-1.3%
S of SE 52nd Street	MC	2	26,400	26,400	26,500	26,500	29,800	3.2%
S of SE 38th Terrace	FDOT	3	27,200	29,000	27,500	29,500	28,500	1.3%
N of 102nd Pl Rd	MC	2	26,300	26,000	27,000	27,400	29,000	2.5%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
<b>US 441 (continued)</b>								
0.7 mi N of US 301	FDOT	3	27,700	29,500	27,500	27,500	26,000	-1.4%
NW of US 301	FDOT	3	27,600	29,000	30,500	30,500	29,500	1.7%
0.5 mi SE of US 301	FDOT	3	15,800	16,600	13,200	16,000	15,800	1.1%
N of SE 147th Pl	MC	3	28,800	30,500	34,000	36,900	33,200	4%
0.5 mi N of CR 42	FDOT	3	29,200	29,000	31,000	31,000	30,000	0.7%
County Line to CR 42	FDOT	3	NC	39,500	39,500	39,500	37,500	-1.7%
<b>West Anthony Road</b>								
N of NW 35th Street	MC	2	5,400	5,200	5,300	5,200	5,500	0.5%
NW 35th St to US 441	FDOT	3	2,600	2,000	2,000	2,000	1,300	-14.5%
<b>West Broadway Street</b>								
US 441 to S Magnolia Avenue	OCA	3	NC	800	NC	1,000	800	N/A

## **Ocala/Marion County Project Status Update as of July 28, 2021**

The following is a brief status update on major FDOT road construction projects in Marion County. Information is also available on [www.cflroads.com](http://www.cflroads.com). For questions, please contact Anna Taylor at 386-943-5499 or via email at [Anna.Taylor@dot.state.fl.us](mailto:Anna.Taylor@dot.state.fl.us).

### **Current Projects**

#### **Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200 (FDOT Financial Information Number 439238-1)**

The purpose of this project is to resurface U.S. 301/441 from State Road 35 (Baseline Road) in Belleview to State Road 200 in Ocala. Additional improvements include modifications to extend left and right turn lanes at various locations, removal of some of the existing on-street parking in the downtown area, addition of bicycle lanes within the right of way where possible, updating and providing pedestrian features to meet current standards, and making other drainage and safety improvements as needed.

- Contract: T5675
- Contractor: D.A.B. Constructors, Inc.
- Estimated Start: January 2021
- Estimated Completion: Fall 2021
- Cost: \$15.7 million
- Update: The contractor has been working along the shoulders of U.S. 441 and in the right of way to lengthen and widen turning lanes and to improve stormwater drainage structures. However, DAB Constructors of Inglis has stopped work and it is unknown if the contractor intends to finish the project. This is a news article about the work stoppage [DAB Constructors stop work - Citrus County Chronicle](#) The completion date could be pushed back to late 2021 or later as a result of this development.

#### **Widen Northeast 36<sup>th</sup> Avenue to four lanes and construction of bridges over CSX rail line (FDOT Financial Information Number 431798-3)**

- Contract: E5Z71
- Contractor: SEMA Construction, Inc.
- Estimated Start: Summer 2019
- Estimated Completion: Summer 2021
- Cost: \$17 million
- Update: The four-lane bridge over the CSX rail line is complete and passed final inspection. The contractor is performing punch list work and is awaiting delivery and installation of some light poles. The subcontractor contracted to install the poles has left the job, however, and the Department is securing a replacement firm to finish the work. This development may push the completion date into late August or beyond.

**Converting full median openings to directional medians, closing three of the existing full median openings, and extending some of the turn lanes between Northwest 27<sup>th</sup> Avenue and Martin Luther King Jr. Avenue in Ocala. These modifications reduce traffic conflict points and separate turning movements along this section of S.R. 40. (FDOT Financial Information Number 441366-1)**

- Contract: T5710
- Contractor: CW Roberts Contracting
- Estimated Start: Summer, 2021
- Estimated Completion: Fall, 2021
- Cost: \$627,000
- Update: The beginning of work was delayed from its initial May start date because the contractor experienced challenges procuring the necessary materials. Work began July 6 and is proceeding as expected. There have been intermittent partial lane closures at night.

### **Upcoming Projects**

**Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split. This project will also change the configuration of the roadway at the US 441/301 split to allow both lanes of traffic on northbound US 441 to turn left onto US 301. Currently, only vehicles in the right lane may turn onto US 301. This change is being made to alleviate significant backups of trucks stacking in the right lane awaiting their opportunity to turn onto US 301. (FDOT Financial Information Number 441136-1)**

- Contractor: Anderson Columbia Inc.
- Estimated Start: Summer, 2021
- Estimated Completion: Spring, 2022
- Cost: \$17.8 million
- Update: The contract for this project was executed in July and construction is tentatively scheduled to begin in September, provided the contractor can procure the materials to proceed.