



TRANSPORTATION PLANNING ORGANIZATION

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

July 11, 2018
4:00 PM

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. PUBLIC COMMENTS (Limited to 2 minutes)

4. PRESENTATIONS

A. TRANSIT REALIGNMENT

Staff shall make a presentation regarding proposed route realignments to improve the efficiency of the SunTran Bus System.

5. ACTION ITEMS

A. INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIC PLAN UPDATE

Staff shall make a presentation regarding an update to the Intelligent Transportation Systems Strategic Plan for review and approval.

B. COASTAL CONNECTOR RESOLUTION

Staff will present a resolution regarding the Coastal Connector for review and approval.

C. CITIZENS ADVISORY COMMITTEE (CAC) APPOINTMENT

Mr. Travis Magamoll has submitted an application to be a member of the CAC for review and approval.

6. CONSENT AGENDA

- A. MINUTES – May 22, 2018**
- B. TRANSPORTATION DISADVANTAGED (TD) PLANNING GRANT FY 18/19**
- C. 2018/2019 – 2022/2023 FINAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
- D. 2018 PUBLIC INVOLVEMENT PLAN (PIP) UPDATE**
- E. TITLE VI NON-DISCRIMINATION PLAN**

7. COMMENTS BY FDOT

8. COMMENTS BY TPO STAFF

9. COMMENTS BY TPO MEMBERS

10. PUBLIC COMMENT (Limited to 2 minutes)

11. ADJOURNMENT

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 629-8297 forty-eight (48) hours in advance, so arrangements can be made.

The next regular meeting of the Transportation Planning Organization will be held on August 28, 2018.



July 6, 2018

TO: TPO Board Members

FROM: Michael Daniels, Director

RE: Transit Realignment

Staff is proposing to realign the existing Suntran Bus Routes in order to maximize efficiency based in large part on the public involvement recommendations that came out of the 2018 Transit Development Plan (TDP) Update and the 2016 Suntran Comprehensive Operations Analysis (COA).

These changes are summarized on the following page along with a map showing the proposed and existing routes.

If you have any questions, please contact me at 629-8297.

Realign existing system – To maximize the efficiency of the SunTran network, the proposed route alignments from the SunTran COA, finalized in February 2016, and the Transit Development Plan Update in 2018, with some necessary modifications, are assumed to be the base network to the existing system. The revised network takes the current funding environment into account. The following summarizes the modifications to the route alignments:

Blue Route – The proposed alignment of the Blue route would provide one-way service on the majority of the route, including a one-way loop along Blitchton Road that is currently serviced by the Purple route with 60-minute headways. The alignment would provide a more direct travel path between several important anchors:

the Health Department, the Ocala Regional Medical Center, SW 17th Street, Downtown, and the northwest area identified as an important transit market. The alignment would benefit ridership due to the directness of travel between major anchor points and the available transfers at the Downtown Transfer Station. This would also make service more efficient in the northwest, as it would provide a transfer opportunity to all other routes serving the Downtown Station before continuing to the Health Department.

Yellow Route – The proposed alignment operates similar to the current Yellow B route, with some segments with two-way service and a loop in the northeast. This route was redesigned to reduce out-of-direction travel, provide coverage service in the northeast, and provide more premium two-way service in the area. This route alignment provides two-way service on NW 35th Street that previously only had one-way service every other hour by removing the out-of-direction travel that had served some very low ridership segments in close proximity to the current and proposed Green routes. This alignment maintains a substantial level of coverage in the northeast, increases efficiencies in service, and improves the frequency of the Yellow route.

Green Route – The proposed alignment operates similar to the current Green Route with a minor exception of expanding to provide service directly to the Marion County Library and removing a segment northeast of the Silver Springs Walmart by continuing on SR 40. The alignment then continues the current inbound alignment, returning to Downtown. This alignment has the effect of providing counter-clockwise loop service (opposite the Yellow route) on a few roadways, providing two-way transit service on those routes. This alignment reduces overall out-of-direction travel on the outbound trip by adding service where the current Blue route alignment had provided service on. Additionally, this alignment provides coverage to a significant portion of the northeast that was modified to increase efficiencies for the Yellow route.

Orange Route – The proposed alignment is a combination of the Orange and Yellow A routes. This alignment uses N Magnolia/1st Avenue (one-way pairs) to exit/enter the Downtown area and station. This alignment removes some difficult turning movements from the current Orange alignment near the medical centers south of Downtown that are served by the Blue route in this recommendation, without the need to complete the difficult turn. This has the effect of reducing out-of-direction travel and providing two-way service along portions of the route. The future plans for the orange route would be to extend service past the I-75 corridor and provide service along the SR 200 corridor, which was a top request of current and potential riders and was identified as a sizeable transit market due to the employment density in the area. This alignment may also assist in attracting paratransit trips to fixed route

service in an area with an already high number of paratransit trips. However at the present time, this expansion is not possible due to route timing. With the use of signal pre-emption, this may be an option to revisit in the future.

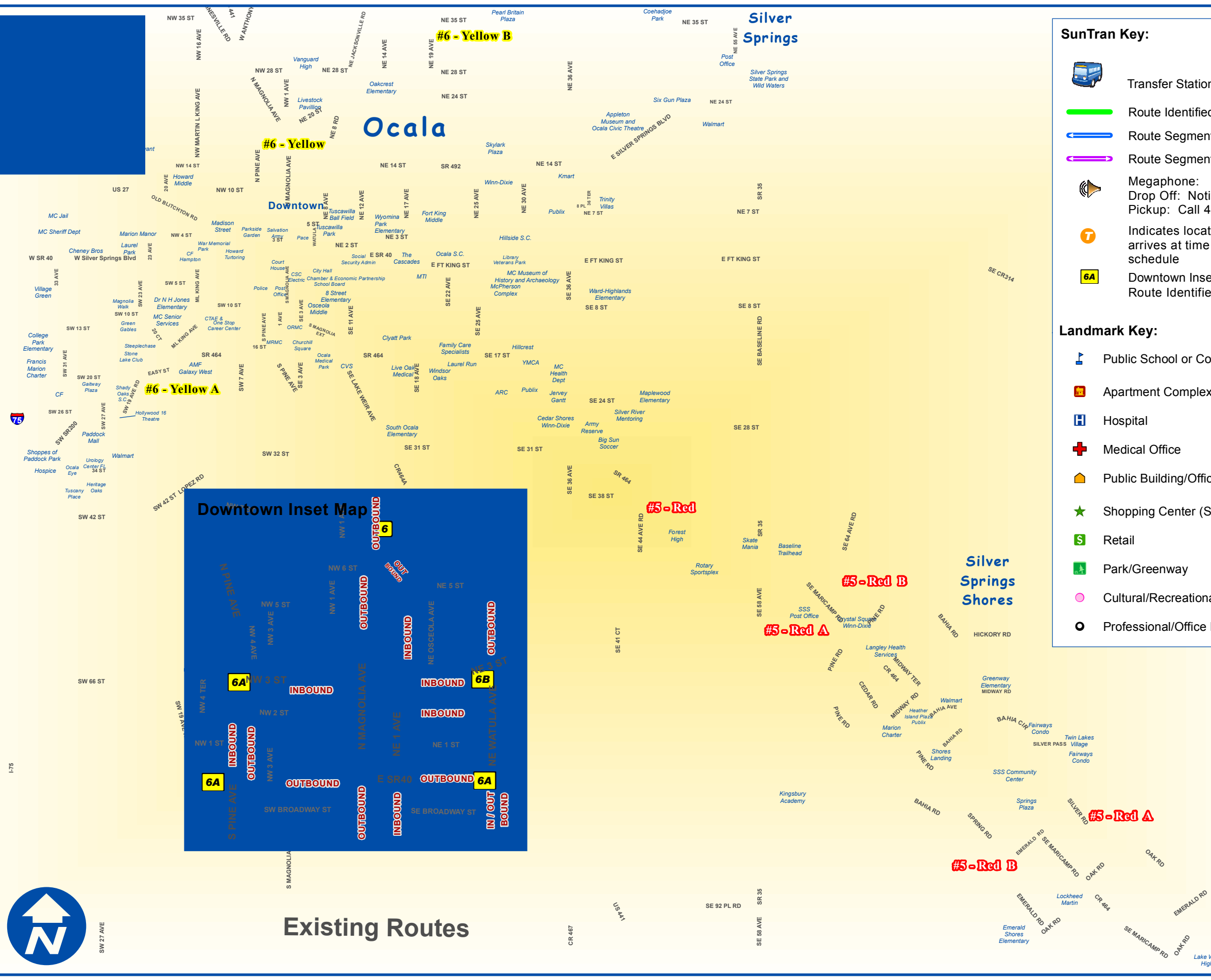
Purple Route – The proposed alignment is a combination of the current Purple, Orange, and Yellow A routes. It provides more direct service to the southwest and a second route option to the northwest, both important coverage areas. This alignment also provides coverage in the southwest where the Orange and Yellow A routes were assessed as being too close to each other. This alignment extends route service to Paddock Mall before returning to Downtown. This new alignment would serve several high-ridership stops in coverage areas while providing access to several key anchor points in the southwest.

Red Route with Flex Service – The proposed alignment preserves the western portion of the existing route from the Health Department as it continues east but would connect directly to Winn-Dixie and Walmart using SE Maricamp Road and not bifurcate into A and B branches at the Winn-Dixie. Staff is proposing to eliminate the last trip of the day due to low ridership. Staff evaluated the possibility of operating the red route as a Flex service, within the general area served by the existing Red Routes. The Red route is presently the lowest ridership route and has the highest operating cost per passenger trip. However at the present time, this expansion is not possible due to route timing. With the use of signal pre-emption, this may be an option to revisit in the future.








Silver Route to the Ocala / Marion County Commerce Park

The proposed alignment shall provide service to the Ocala/Marion County Commerce Park, which is a growing employment center for Fed Ex Ground, Chewy.com, and Autozone. The route shall be coordinated to run during employee shift changes.











Effective Date: November 4, 2013 Phone: 401-6999 www.SunTran.org

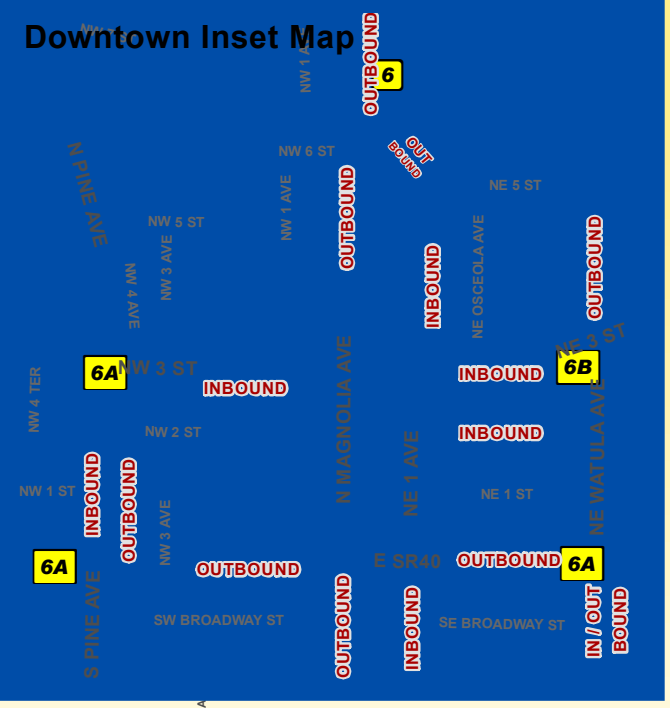


SunTran Key:

-  Transfer Station
-  Route Identified by Color
-  Route Segment One-Way Only
-  Route Segment Two-Way
-  Megaphone:
Drop Off: Notify Driver
Pickup: Call 401-6999
-  Indicates location where bus arrives at time indicated on schedule
-  Downtown Inset Map:
Route Identifier

Landmark Key:

-  Public School or College
-  Apartment Complex
-  Hospital
-  Medical Office
-  Public Building/Office
-  Shopping Center (S.C.)
-  Retail
-  Park/Greenway
-  Cultural/Recreational
-  Professional/Office Park



Existing Routes



SunTran Key:

- Transfer Station

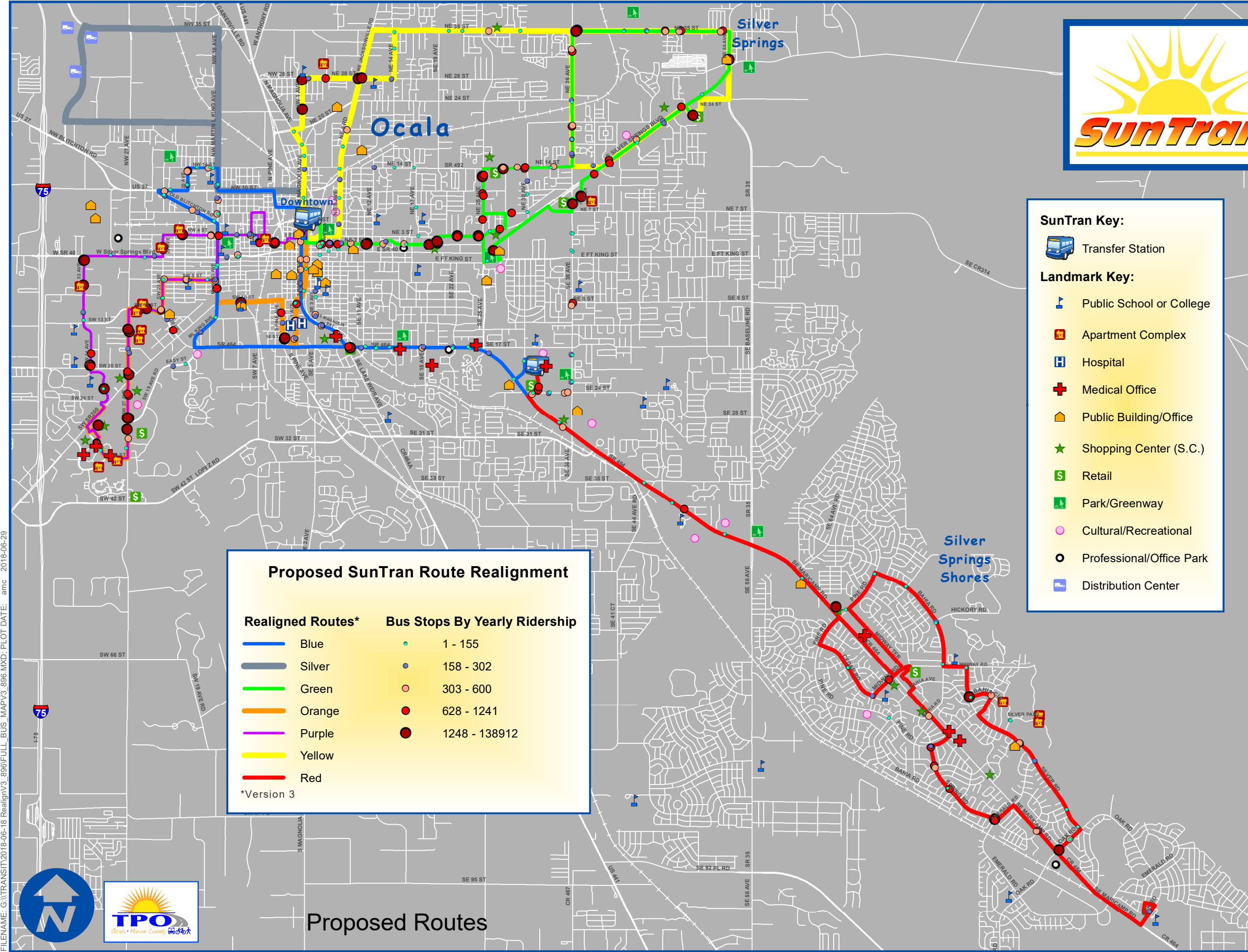
Landmark Key:

- Public School or College
- Apartment Complex
- Hospital
- Medical Office
- Public Building/Office
- Shopping Center (S.C.)
- Retail
- Park/Greenway
- Cultural/Recreational
- Professional/Office Park
- Distribution Center

Proposed SunTran Route Realignment

Realigned Routes*	Bus Stops By Yearly Ridership
Blue	1 - 155
Silver	158 - 302
Green	303 - 600
Orange	628 - 1241
Purple	1248 - 138912
Yellow	
Red	

*Version 3



FILENAME: G:\TRANSIT\2018-06-18 RealgnV3_896\FULL_BUS_MAPV3_896.MXD; PLOT DATE: amc 2018-06-29



Proposed Routes



June 21, 2018

TO: TPO Members

FROM: Michael Daniels, Director

RE: ITS Strategic Plan Update

The Ocala Marion County through coordination with the Cities and Marion County are seeking to continue to improve traffic flow and the reliability of the transportation system through the application of Intelligent Transportation Systems (ITS). The original ITS Plan was developed in 2008, and this update will re-affirm and adjust the earlier plan, and identify specific projects and equipment to deploy and operate ITS consistent with local, state and federal policies, regulations, standards, and guidelines.

The recommended projects shall contribute to a safe and efficient transportation system for the County addressing pressing operational needs identified in the study, as well as planning for specific needs for the next five years, and general needs for the 5 to 10 year timeframe.

If you have any questions, please contact me at 629 8297 .

OCALA/MARION COUNTY ITS STRATEGIC PLAN



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Chapter 1 | Introduction

Background

The Marion/Ocala Transportation Planning Organization (TPO), with regional stakeholders including the Cities of Ocala, Belleview, Dunnellon, and Marion County, are seeking to continue to improve traffic flow and the reliability of their transportation systems through the application of Intelligent Transportation Systems (ITS). ITS technologies advance transportation safety and mobility and enhance productivity by integrating advanced communication technologies into transportation infrastructure and into vehicles. ITS technologies allow communities to use their roadway capacity to its fullest potential by actively monitoring and managing traffic signals on the regions roadways and responding to crashes and incidents more effectively. Additionally, ITS has the potential of extending the life of a roadway by delaying the need to widen roads and add lanes at intersections a few years more.

The purpose of this report is to document the development of a strategic plan to guide continuing updates of ITS in the study area, which encompasses the City of Ocala, City of Belleview, and Marion County region. This plan ultimately identifies specific projects to deploy ITS consistent with local, state and federal policies, regulations, standards, and guidelines.

This plan was preceded by the region's first ITS plan in 2008. That document laid the foundation for the region's ITS strategy. It inventoried the existing conditions of the region's traffic management equipment and made extensive recommendations about the ITS equipment necessary to improve the operations of the region's transportation network. Ten years later, many of these recommendations have been followed and there is far more ITS equipment in the field.

However, there is still needs to expand and enhance the ITS system in Marion County. Demands on the roadway system continues to increase with increasing freight and commuter traffic. In the next 10 years, disruptive technology such as rideshare, connected vehicles and autonomous vehicles have the potential to be more mainstream and will require a more robust sources of data and infrastructure, which will come from the ITS network.

There are as expected, there are costs associated with the ITS network expansion. Capital costs for new ITS technology, communication technology, and traffic signal equipment are expected. There will also be a need for additional staff to manage expanding network of ITS systems and devices. However, the cost of doing nothing will be greater in the long run. As congestion increases, loss of productivity due to delays moving good, services, and workers in the region are expected. Increases in crash rates and severity may results in a direct increase in insurance costs to vehicle owners.

This plan will document those new additions, identify new needs and improvements that can be made, and will identify additional strategies to improve the function of the existing ITS network.

Study Area

The study area, commonly referred to as north-central Florida, includes Marion County and the Cities of Ocala, Belleview, and Dunnellon. Major roadways through the area include I-75, US- 441, US-41, US-301 and US-27 in the north-south direction and SR-40, SR-464, and SR-200 in the east-west direction. These roadways form the major transportation network within the study area. The study area is shown in Figure 1.

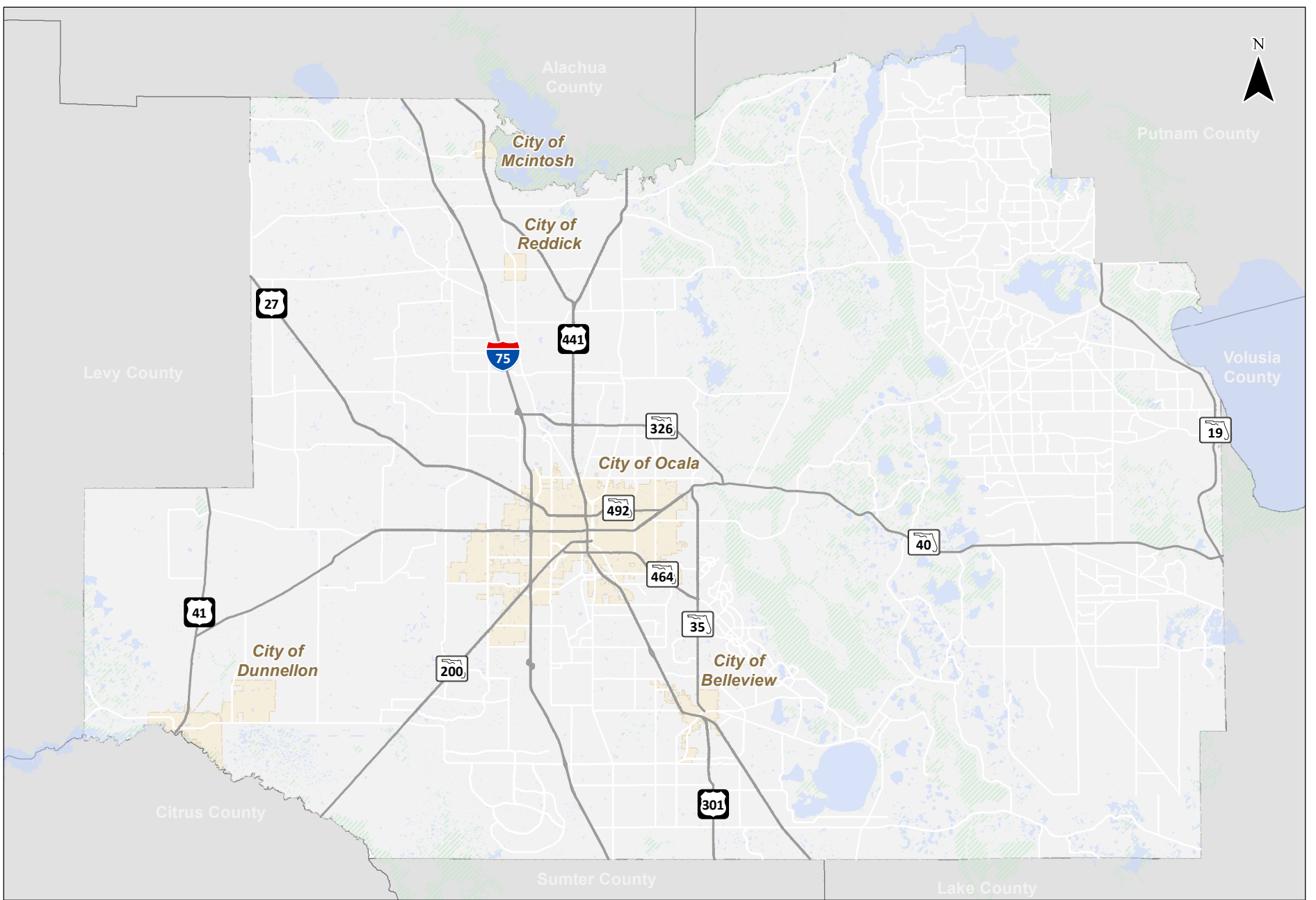
The Ocala-Marion County major road network includes 38 miles of freeway (I-75) with 228 lane-miles. The freeway system carries 2.54 million daily vehicle-miles of travel (VMT), with an average daily volume per lane of 11,384 vehicles. There are 210 additional miles of State roadways, with 880 lane-miles. The other State roadways carry 3.06 million daily VMT, with an average annual daily volume per lane of 5,337 vehicles. The non-State system of major County and City roadways include 742 miles with 1,784 lane-miles. The non-State system carries 3.18 million daily VMT, with an average annual daily volume per lane of 2,509 vehicles. The State system is more heavily traveled than the county and local network, accounting for 64 percent of the travel demand while representing only 38 percent of the available lane miles.

Stakeholders

A coalition of stakeholders and system users was created to ensure the successful development of the ITS Strategic Plan for Marion County. This coalition was used to gather input and build consensus in the development of the ITS Strategic Plan. The key stakeholders include the transportation and public safety agencies that own and operate transportation systems throughout Marion County. The following is a list of the key stakeholders involved with the development of the ITS Strategic Plan:

- Ocala/Marion County TPO
- City of Ocala
- City of Belleview
- City of Dunnellon
- Florida Department of Transportation - District V
- Marion County
- Ocala Fire Department
- Ocala Police Department
- Marion County Sheriff's Office
- Florida Highway Patrol

Personal interviews and workshops were held with key stakeholder representatives, focusing on understanding the existing system and identifying individual agency needs as they relate to overall regional ITS needs. The primary outcome of these discussions was the set of regional transportation needs and goals presented in Chapter 2.



Study Area
Ocala / Marion County

Figure
1

Chapter 2 | ITS Vision, Objectives, and Goals

ITS Vision

This ITS strategic plan is a successor and update to the original ITS plan Ocala/Marion TPO prepared in 2008. At that time, ITS was in its initial stages and local agencies were preparing for the installation of new ITS technology to improve the operation of the region's transportation network. Therefore, the 2008 plan focused on a comprehensive assessment of the existing transportation network and its shortcomings, then provided a variety of recommendations for improving the performance of the transportation network using ITS technology. The 2008 plan concentrated heavily on new ITS equipment that could be installed to improve the performance of the transportation network. Recommendations included establishing both the City of Ocala and Marion County Traffic Management Centers (TMC), upgrading traffic signal technology, adding ITS devices, expanding the fiber optic interconnect cable network, improving the communication hubs, and many other forms of equipment. Table 1 summarizes the status of the short-term (0-5 year) and mid-term (6-10 years) ITS projects recommended in the 2008 ITS Strategic Plan.

Ten years later, many of those earlier recommendations were implemented. ITS technologies have advanced significantly over the past decade and the local agencies also operate at a much higher technical level. During stakeholder meetings over the past year, the needs identified included continuing to expand and enhance the current system, as well as needs that were more strategic in nature, such as improving upon the existing processes and improving interagency coordination. Those needs include:

- Improve interagency coordination, detour and traffic incident management
- Center-to-Center integration between City of Ocala, Marion County, and Florida Department of Transportation District 5 Traffic Management Centers
- Increase staff levels to appropriately operate and maintain the ITS system
- Education and training for staff
- Better information and data to identify when to updated signal timing plans
- Improve fire department response times
- System expansion
 - Communication
 - Advanced traffic signal controllers
 - Cameras and data collection

Table 1 Status of Recommended Short-term 2008 ITS Projects

Project Title	Description	Status
Short-term (0-5 years)		
Upgrade Ocala TMC	Remodel TMC to provide more space and capabilities to monitor and manage City Traffic Signal System	Complete
Marion County TMC	Construct new TMC to monitor and manage County Traffic Signal System	Complete
Incident Management and Operations	Improve multi-agency traffic-responsive corridor management.	Emergency Operations Center implemented. Daily coordination not formalized.
Traffic Signal System Improvements	Improve traffic signals on key corridors	Complete
Data Collection System	Streamline the process of managing traffic data and implement automation for collecting data	On-going
Railroad Crossing Information System	Improve traffic management and reduce delays associated with at-grade railroad crossings.	No Progress Achieved
Mid-term (6-10 years)		
City of Ocala: Expand Traffic Signal System	Expand the implementation of new signal and detection technology to better respond to congestion and incidents	On-going
Marion County: Expand Traffic Signal System	Expand the implementation of new signal and detection technology to better respond to congestion and incidents	On-going
City of Ocala and Marion County TMC Center-to-Center Integration	Prepare software and hardware interface needed to share traffic data and video and provide redundant back-up operational capabilities	Not Complete
TMC Center-to-Center Integration with FDOT	Interconnection between TMCs to share information locally and with FDOT Regional TMC in Orlando.	Not Complete

Therefore, while this ITS plan will still recommend expansion of the ITS system with new technologies, the focus will be include addressing the strategic shortcomings of the region’s ITS system highlighted during the stakeholder meetings.

It is crucial to the efficient function of a modern transportation network that ITS technologies be integrated into an overall transportation system and operations management (TSMO) strategic plan. While this plan will document the current state of the ITS network in the region and make recommendations for its continual improvement, it will also serve as a framework for how ITS decisions should be made in the region and what local jurisdictions value when it comes to the benefits that ITS technologies offer. There will be many new ITS technologies in the coming years. This document describes the range of available technologies as well as a methodology for determining what technologies are appropriate for deployment in the region.

Goals

The Ocala-Marion County ITS stakeholder group established the following set of goals to guide the ITS Strategic Plan:

1. **Facilitate the efficient multimodal movement of goods and people.** The transportation system represents a significant ITS investment. To realize the best return on this investment, it is necessary to have the right technology and actively manage the system to improve quantifiable and pre-established performance metrics such as travel time and travel time reliability. This is not just for vehicular transportation, but also other modes of transportation, such as transit, biking or walking. The transportation system will use ITS technology to improve the traveling experience for all modes of transportation.
2. **Improve the safety and security of all network users.** The safe movement of people and goods is of primary importance across all travel modes. The central goal of this ITS strategic plan is to improve safety. Among other things, appropriately deployed ITS technologies can help reduce the number and impact of nonrecurring incidents and enhance the real-time user awareness of the current state of the system, which in turn allows the public to make more informed decisions regarding both their time and path of travel.
3. **Provide predictable transportation experience.** Travel time unreliability results in a significant cost to all system users and particularly so for those involved in freight movement. Appropriately-deployed ITS technologies can help improve system reliability and thus the efficient and effective use of the available transportation network.

The overarching thread that ties all the goals together is to deploy and maintain an ITS system that enables a safer and more effective use of the multimodal transportation network for all users. The existing ITS system has changed significantly in the past 10 years, with a variety of new equipment having been installed in that period. New detection and roadway cameras, adaptive signal technology, fiber optic cable, dynamic messaging signs, and signal performance technology have all been installed in the past 10 years, greatly increasing the resources available to local authorities. The existing equipment in the field has improved as well, as new generations of technology have been installed, increasing the capabilities

and flexibility of the ITS system. Significant performance benefits will continue over the next decade as well. Therefore, the primary focus of this ITS plan is (1) expand the appropriate deployment of currently-available technologies; (2) introduce the appropriate deployment of newly-available and emerging technologies; and (3) recommend operational strategies to encourage a more efficient and effective use of the entire multimodal transportation system. To that end, four objectives emerged during stakeholder meetings held this year that are meant to achieve these outcomes. These objectives are discussed below.

Objectives

Multiple meetings and discussions were held over the course of this project with all known stakeholders to assess the region's current ITS network and to identify desired improvements to the network. These conversations ranged from an assessment of the successes and shortcomings of the current network to future capabilities that are desired for the ITS network to make the region's transportation network more safe, efficient, and effective. As these diverse thoughts coalesced, several objectives for this new ITS plan emerged. These objectives will be the foundation of this ITS plan and are discussed below.

- Reduce system-wide delay for cars, trucks, and transit
- Reduce corridor delay for cars, trucks, and transit
- Improve reliability and predictability of travel

Reduce system-wide delay for cars, trucks and transit

The performance measure for this objective is Vehicle Hours of Delay (VHD). VHD per person per day is used by the Florida Department of Transportation to report on statewide facility performance and is collected yearly and produced in the FDOT Source Book. This statistic should be used in Marion County because it can be used to measure the impact of current and future ITS deployments within the County. Also, looking at trends over multiple years can help identify with VHD increases, which can be used as an indicator that corridors may need future capacity or ITS improvements.

Reduce corridor delay for cars, trucks and transit

There are several performance measures that can be used to measure this objective. At an intersection level these could include, volume, approach delay, movement delay, and phase or cycle failures. At the corridor level, it could include volumes, flow, travel time and delay. Establishing production of regular reports summarizing intersection and corridor performance will allow for identification of changes in trends and the need to revisit the operations.

Improve reliability and predictability of travel

The reliability of a roadway is just as important as the amount of congestion or delay, as the public tend to be less tolerant of unexpected delays that have a more disruptive effect on timely destination arrivals than everyday congestion. Specific measures have been developed by FHWA and adopted by many traffic management agencies to measure travel time reliability. They include the following:

- 90th or 95th percentile travel time - indicates how much delay can be expected on the heaviest

travel days. The 90th or 95th percentile travel times are reported in minutes and seconds and should be easily understood by commuters familiar with their trips.

- Buffer index - represents the extra time (or time cushion) that travelers should consider adding to their average travel time when planning trips to ensure on-time arrival. This extra time is added to account for any unexpected delay.
- Planning time index - represents the total travel time that should be planned when an adequate buffer time is included. The planning time index differs from the buffer index in that it includes typical delay as well as unexpected delay.
- Frequency that congestion exceeds some expected threshold - typically expressed as the percent of days or time that travel times exceed, or travel speeds fall below established thresholds.

Stakeholders also identified additional outcomes that support the objectives. These include consistent coordination and communication between local authorities managing the transportation network. In the past, these were often inadequate.

1. **Apply Quantifiable and Relevant Performance Measures.** The County and City traffic departments and TPO all expressed a desire for better performance measures of the transportation network.
2. **Improve TMC Resource Sharing.** Multiple stakeholders communicated a desire to establish a physical connection and provide interoperability between the County and City Traffic Management Center (TMC).
3. **Improve First Responder Response Times.** City of Ocala Fire Department discussed their desire to reduce their current response times for traffic incidents and other emergencies.

The four themes support the primary objectives, which are described in detail below.

Improve Coordination

The first objective of this ITS plan emerged from conversations during the stakeholder meetings about an inconsistent level of coordination that exists between the different agencies and authorities in the region. Currently, portions of the regional ITS network are separately managed by (a) different law enforcement agencies; (b) Marion County's Traffic Operations Department; and (c) Ocala's Traffic Operations Department. No single agency has access to the entire ITS network and associated data stores. Additionally, the various jurisdictions have not developed a pre-established set of communication protocols for use in the event of minor or major roadway incidents. Such communication protocols have been established for use during major events when the Emergency Operations Center is activated, but not during normal operations. This has led to numerous situations where responsible traffic agencies have not been made aware of traffic incidents, road closures, and detours implemented by law enforcement in a timely manner. This, in turn, has led to delays in implementing traffic control plans, signed detours and active management of the various incidents, leaving the public agencies and roadway users feeling frustrated.

Therefore, the first objective of this ITS plan is to improve coordination between these agencies. This can be partially accomplished through the installation of better equipment, but the emphasis of this change

must be in creating better data sharing agreements and procedures between the different agencies with a stake in these ITS technologies.

The performance measures necessary to confirm whether this objective has been achieved are two-fold. First, an agreement will be developed and approved by all affected agencies defining the specific protocols and procedures necessary to produce better ITS coordination. Once this is achieved, the measure will be completed. Second, quarterly evaluation of the implementation and effectiveness of the coordination agreement will be needed to identify improvements to the procedures and to determine whether the objective is being met to expectations of all parties. Scheduled implementation goals can be created as part of this plan and these quarterly evaluations will measure whether these implementation goals have been achieved.

Apply Quantifiable and Relevant Performance Measures

The second objective of this ITS plan focuses on the need expressed by stakeholders to better understand how their transportation network functions. Throughout much of the region, there is little data describing the everyday adequacy of roadways, signals, and other transportation infrastructure. This makes it challenging to understand the health of the overall transportation network, as well as what locations are most in need of improvement. Also, federal requirements from MAP-21 and FAST Act mandate establishment of performance measures which include infrastructure condition, congestion reduction and system reliability.

The solution to this is performance measures that can be used to quickly evaluate how the transportation network is functioning and identify locations where resources should be focused. Therefore, the objective is to modify or add equipment to the region that can create performance measures that will provide quantifiable benchmarks for the function of the region's different infrastructure. The City of Ocala is already pursuing this objective, having installed many signals with new technology that can provide real time data on the multiple functions of an individual intersection. With this new technology, the City can accurately monitor its signals and determine which signals are not performing well. However, the City does not yet have the staff necessary to fully realize the benefits of this technology. Part of this goal will include providing the staff required to properly utilize this technology.

Improve TMC Resource Sharing

The third objective is centered on the function of the City and County TMCs. These TMCs operate as the nerve center of their respective traffic management systems, monitoring the function of the overall transportation network maintained by the County and the City. These facilities monitor system performance and collect data such as volumes, speeds, signal function and status, location/duration/severity/time of traffic incidents, and other important features of the transportation network to manage the transportation network from one central location. Both the County and the City have enjoyed the powerful management capabilities these facilities provide but have been frustrated by the limited access they have to one another's resources.

The original ITS plan recommended that a sharing interface be developed and maintained between the two TMC's; among other things, this would also provide redundant back-up operational capabilities for each TMC, especially in the event that one of the TMCs was rendered inoperable, like during a major storm. Since each TMC currently only has access to its own traffic data, each TMC is operating less effectively than originally planned. Determining how to best create this resource sharing agreement will be difficult, as the TMCs use different and highly complex traffic signal software platforms, which will not allow simple integration. This will be discussed further in this plan.

The measure of this objective is the successful coordination of the City of Ocala and Marion County TMCs. While these two TMCs would still function separately, the goal is that both TMCs receive information about relevant traffic conditions occurring in the other TMC's jurisdiction. Another measure of success can be seen in the time that City and County staff are overseeing each TMC for monitoring and roadway system management purposes.

Improve First Responder Response Times

The final objective is an important need highlighted by the City of Ocala Fire Department personnel in the stakeholder meetings. More specifically, Fire Department officials would like to evaluate the ITS system in accordance with its ability to reduce first responder response time to accidents and emergencies around the region. Achieving this objective will have real and consequential safety effects for all system users. This also has an economic impact, as reducing response time will allow fire and rescue personnel in each fire station to cover more distance, reducing the number of fire stations needed to serve the region.; quicker response times will also reduce the duration of any congestion that results from the incident, resulting in time savings for all system users. However, this will be a challenging goal to pursue as City and County traffic departments currently do not have enough funding or staff to support the installation of large numbers of emergency related equipment. This equipment, such as signal preemption technology, may also negatively affect traffic flow in the area.

This objective can be achieved using a variety of ITS technology, such as signal preemption technology, which will be discussed in Chapter 5. The measure for this objective is a reduction of emergency response time by at least 5% within the City of Ocala.

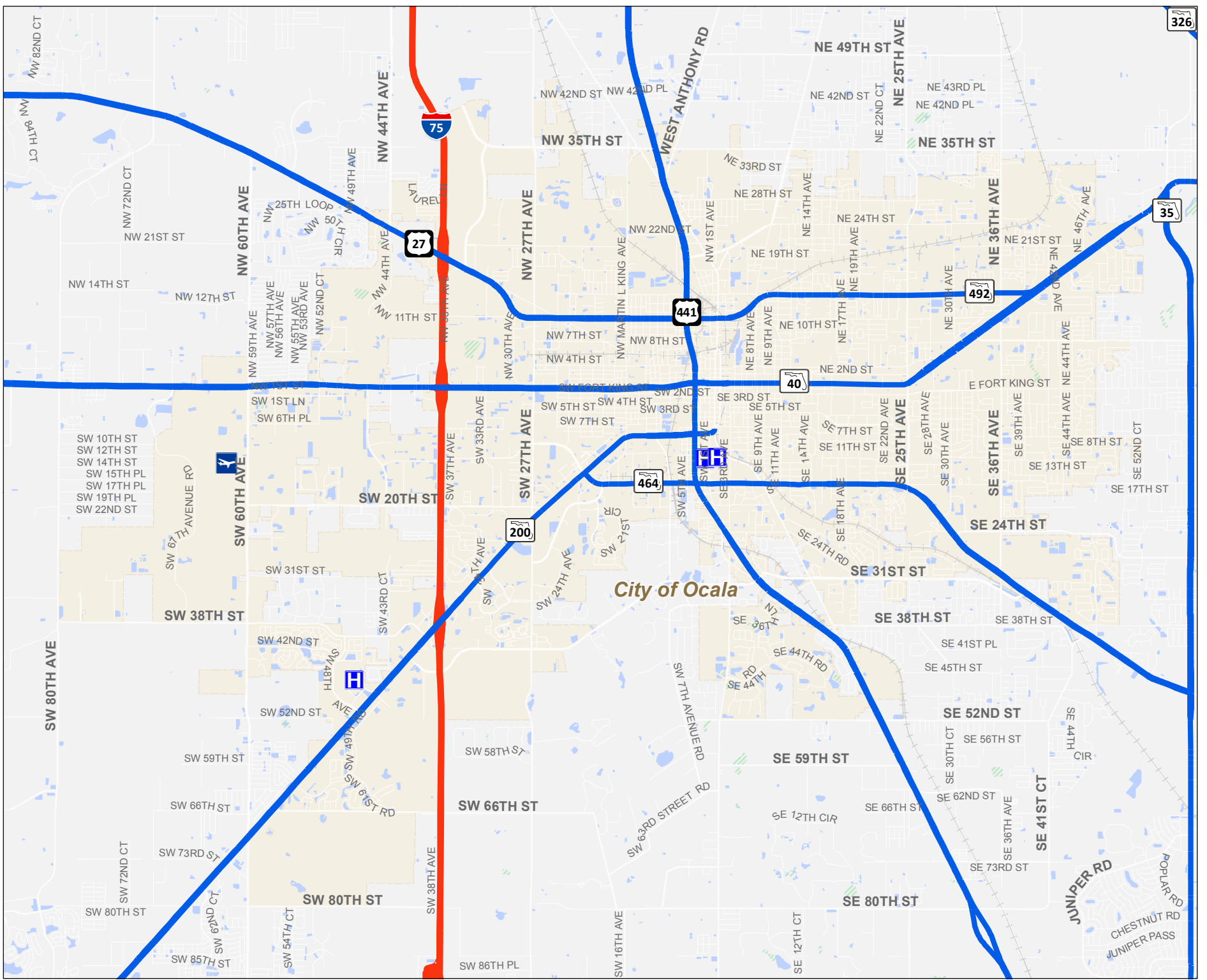
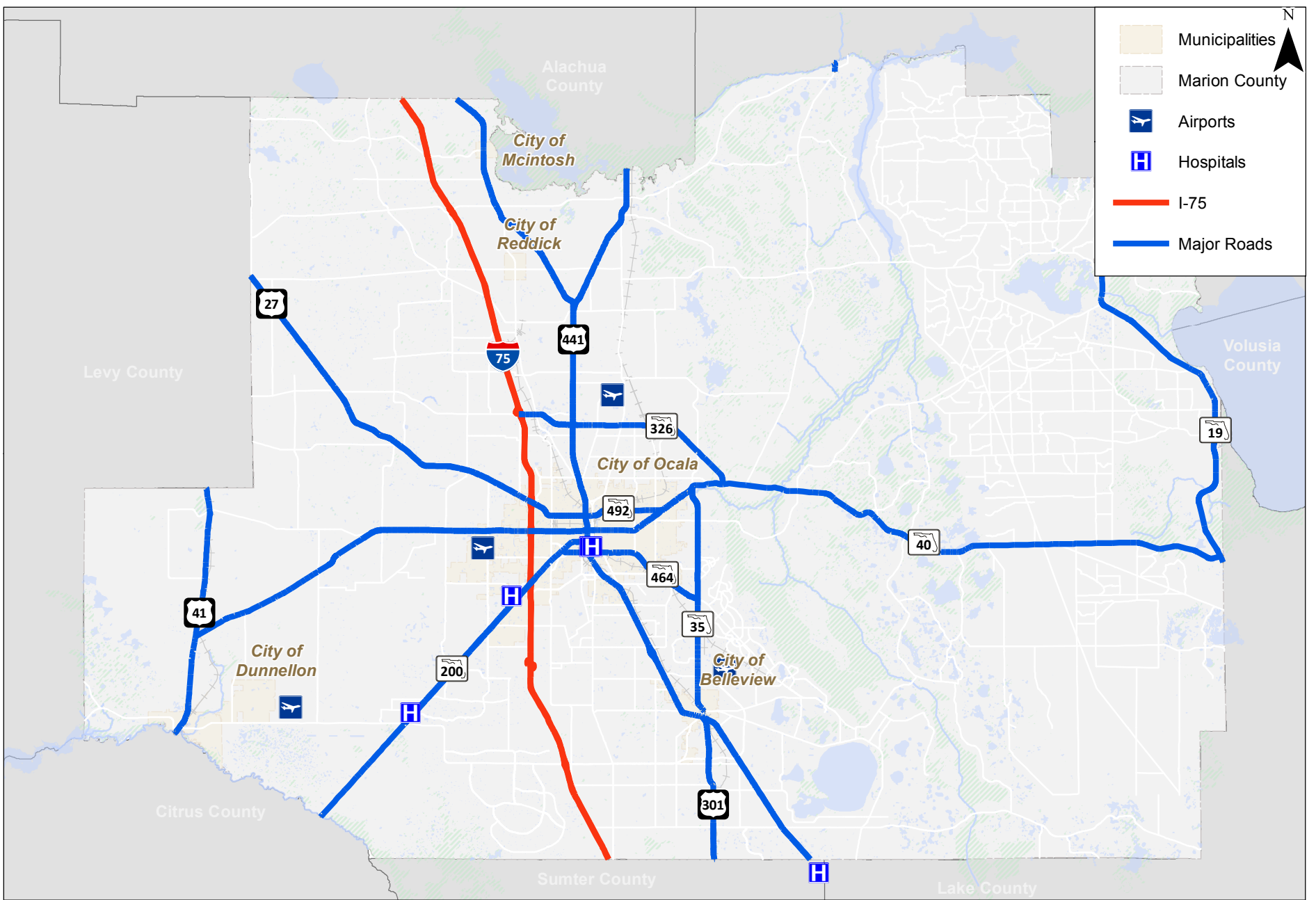
Chapter 3 | Existing Intelligent Transportation Systems and Operations

Transportation Network

The transportation network incorporates every form of transportation that residents and visitors use to travel throughout Marion County and the support structures used to ensure the safety, effectiveness, and efficiency of these modes of transportation. Therefore, the transportation network is a prerequisite of all ITS components and implementation strategies. This section summarizes the existing condition of the transportation network infrastructure supporting all travel modes.

Roads

The road network within Marion County centers around Interstate 75 (I-75), which is a north-south facility traversing through the center of the County. I-75 travels through the western part of the City of Ocala and is the major route for commercial, local and tourist traffic through both the County and the City. Additionally, State roads provide significant connections across the County. SR 40 is an east-west facility that traverses directly through the City of Ocala. US 301 is a north-south facility situated between the City of Ocala and the City of Belleview. US 441 provides an additional north-south facility connecting Ocala with Belleview. US 41 is a north-south facility located on the far western side of Marion County and passing through the City of Dunnellon. SR 200 provides a northeast-southwest facility, which mainly serves as a route into Ocala from outlying areas. SR 464 provides a similar northwest-southeast route into Ocala and also provides access to the Silver Springs Shores community. Finally, US 27 provides another northwest-southeast route, this time to the northwest of Ocala. Other state roads provide similarly important connections. The non-State system of major County and City roads connect the downtown areas of the three main cities of Marion County, Ocala, Belleview, and Dunnellon. Examples of these major City roads in Ocala include 60th Avenue, Fort King Street, 10th Street (US 27), 14th Street (SR 492), 25th Avenue, 36th Avenue, Martin Luther King Jr. Avenue, 27th Avenue, and 31st Street/32nd Street/42nd Street/43rd Street. The region's major roadways are illustrated in Figure 2 below.



**Major Corridors and Key Facilities
Ocala / Marion County**

**Figure
2**

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Bicycle Facilities

Throughout the country, the bicycle is more and more common as a form of transportation, both for pleasure and commute. There has been an increase in bicycle facilities within the region during the past decade, including bike paths, cycle tracks, dedicated bike lanes, and bike racks. Both Marion County and the City of Ocala have installed and maintain these bicycle facilities, with the most common type being traditional bike lanes on public roadways. Throughout Marion County, there are approximately 85 bicycle lane-miles. Most of these bike lanes are within the City of Ocala or the suburbs surrounding it, meaning that bicycle facilities are far less common in rural Marion County.

However, there are two major exceptions to this rule. The Cross Florida Greenway is a current multiuse trail that runs throughout rural Marion County and the Silver Springs Bikeway is a planned multiuse trail that will do the same. While they are not intended as viable forms of commuter transportation, they provide excellent recreational bicycling activity and may help Marion County enhance tourism. The Cross Florida Greenway connects the City of Dunnellon the City of Ocala and ends near Silver Springs Park. The Silver Springs Parkway will connect eastern Ocala with the Silver Springs Park, the Ocklawaha Prairie Restoration Area, and the Sunnyhills Restoration Area. Since Silver Springs is a large tourism attraction in Marion County, the access these trails provide to the springs means that they represent an important component of outdoor recreation and tourism opportunities within the area.

One final factor that should be considered when considering current bicycle facilities and future growth is the rise of electric assist bicycles and electric scooters, which have become increasingly common in downtown areas. These vehicles allow for both regular human propelled use and electric propelled use. They are increasingly becoming an attractive and flexible option for cities interested in providing a low cost and effective transit option, such as a bike share program. While research would be required to determine how they could be applied in Ocala, they are worth consideration moving forward.

Pedestrian Facilities

For many, walking may be the more convenient, healthier, and/or more affordable form of transportation. Therefore, pedestrian facilities are a critical part of the transportation system and especially so in urban areas. There are approximately 132 miles of sidewalks in Marion County, with most of these facilities being in the City of Ocala, although some are also located in the City of Dunnellon and the City of Belleview. In downtown Ocala, most of the road network is supported by sidewalks, providing continuous walkways to attractions and employment areas around the City. These sidewalks are often aid bicyclists as well and are used by those relying on transit services for transportation. Outside of the downtown Ocala, most of the remaining sidewalks are in suburban neighborhoods. Unlike downtown Ocala, these sidewalks often do not connect to a larger network of sidewalks, which makes walking as transportation less likely and the use of a vehicle more common.

There are also a variety of walking trails throughout Marion County. This includes the Cross Florida Greenway (and the Silver Springs Parkway when it is completed), which were discussed in the previous section and provide access to pedestrians. However, there are many other pedestrian trails, such as the Marshall Swamp Trailhead, Pruitt Trailhead, and Baseline Road Trailhead. These are mostly used for recreational purposes.

Transit Facilities

Public transit systems are an important part of a healthy and prosperous metropolitan area. They provide convenient service to all citizens. The Ocala-Marion County TPO has been successfully operating a public transit system since 1983, when it inaugurated Marion Transit, providing all non-emergency medical transportation in the Ocala-Marion County area. In 1990, the program expanded to service all transportation-disadvantaged citizens in the County with door-to-door para transit services.

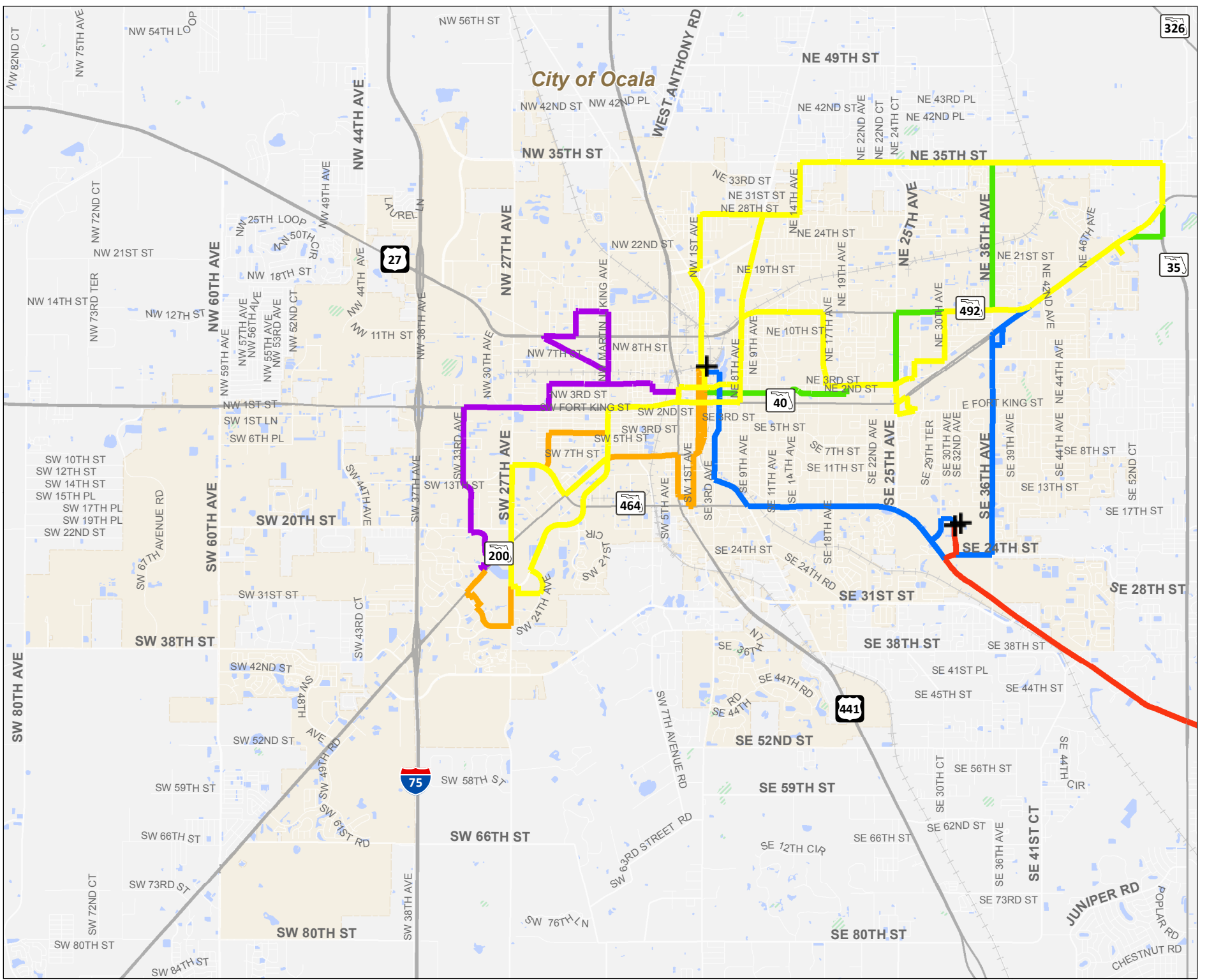
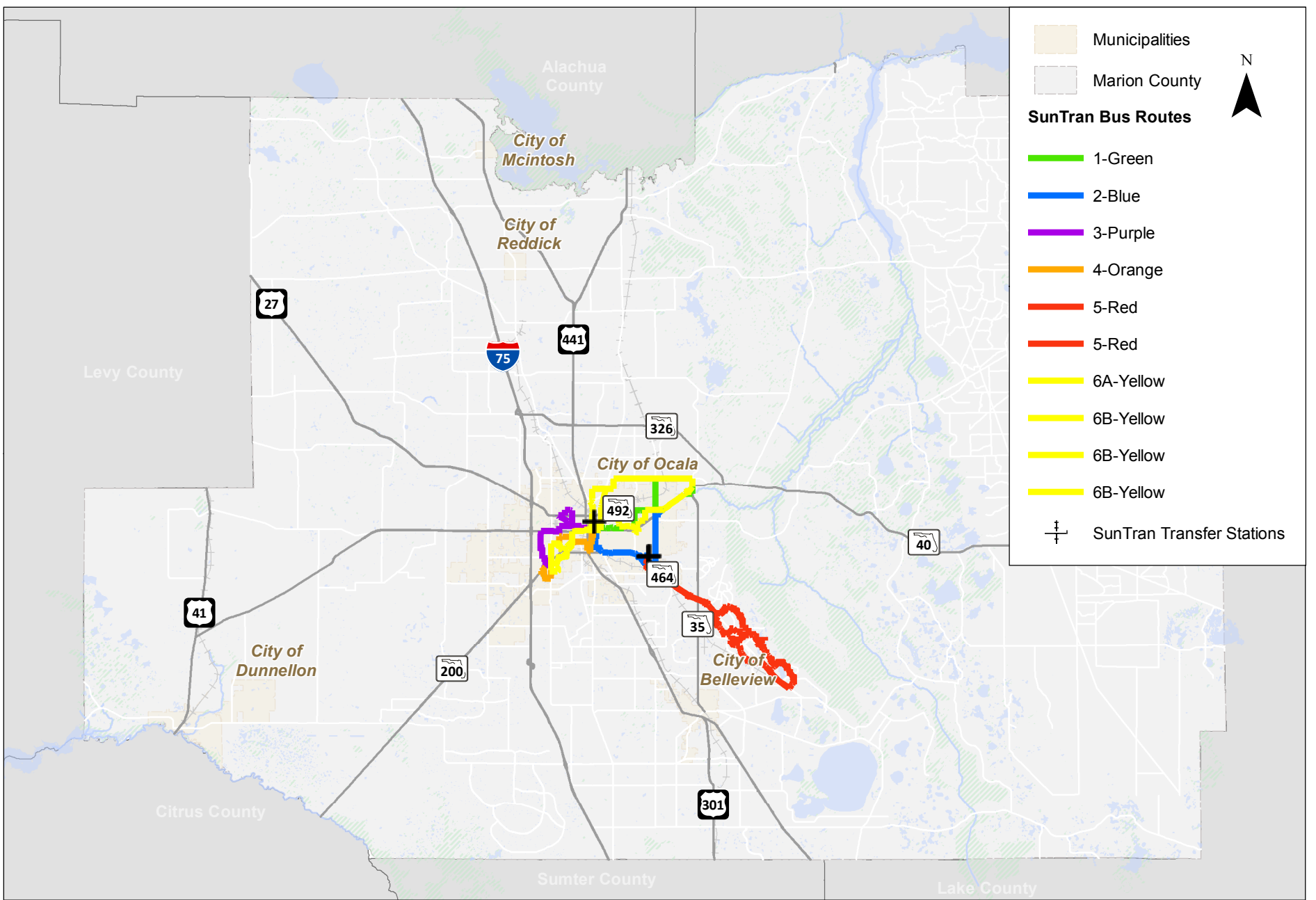
In 1998, the Ocala-Marion County TPO created SunTran, which operates a fixed-route transit system, six days per week. SunTran operates six routes, with service mostly focused in the City of Ocala. The Green Route serves northeast Ocala and Silver Springs, the Blue Route serves southeast Ocala, the Purple Route serves northeast Ocala, the Orange Route serves southwest Ocala, the Red Route serves Silver Springs Shores, and the Yellow Route serves southwest Ocala and north Ocala. An overview of the transit routes in Ocala and Marion County can be seen in **Figure 3**. Most of the routes run once every hour, while the Red and Yellow routes run once every two hours. These headways are constant throughout the day.

Freight Facilities

Due to Marion County's location along I-75, freight movement is an important role of the County's transportation network. I-75 alone carries an average of 13,500 trucks per day, with one segment near Ocala carrying over 18,000 trucks per day based on an average annual daily traffic (AADT) volume. US 441 and US 301 also serves as key secondary truck routes. In response to the major freight moving through the County, multiple companies have opened freight processing centers to support their distribution systems. Most of these freight distribution centers are in western Ocala along I-75 near US 27, SR 40, and SR 200. These locations provide thousands of jobs and ensure that the area continues to receive a steady stream of business. Figure 4 shows the truck AADT throughout the County, as well as major truck routes.

Evacuation Routes

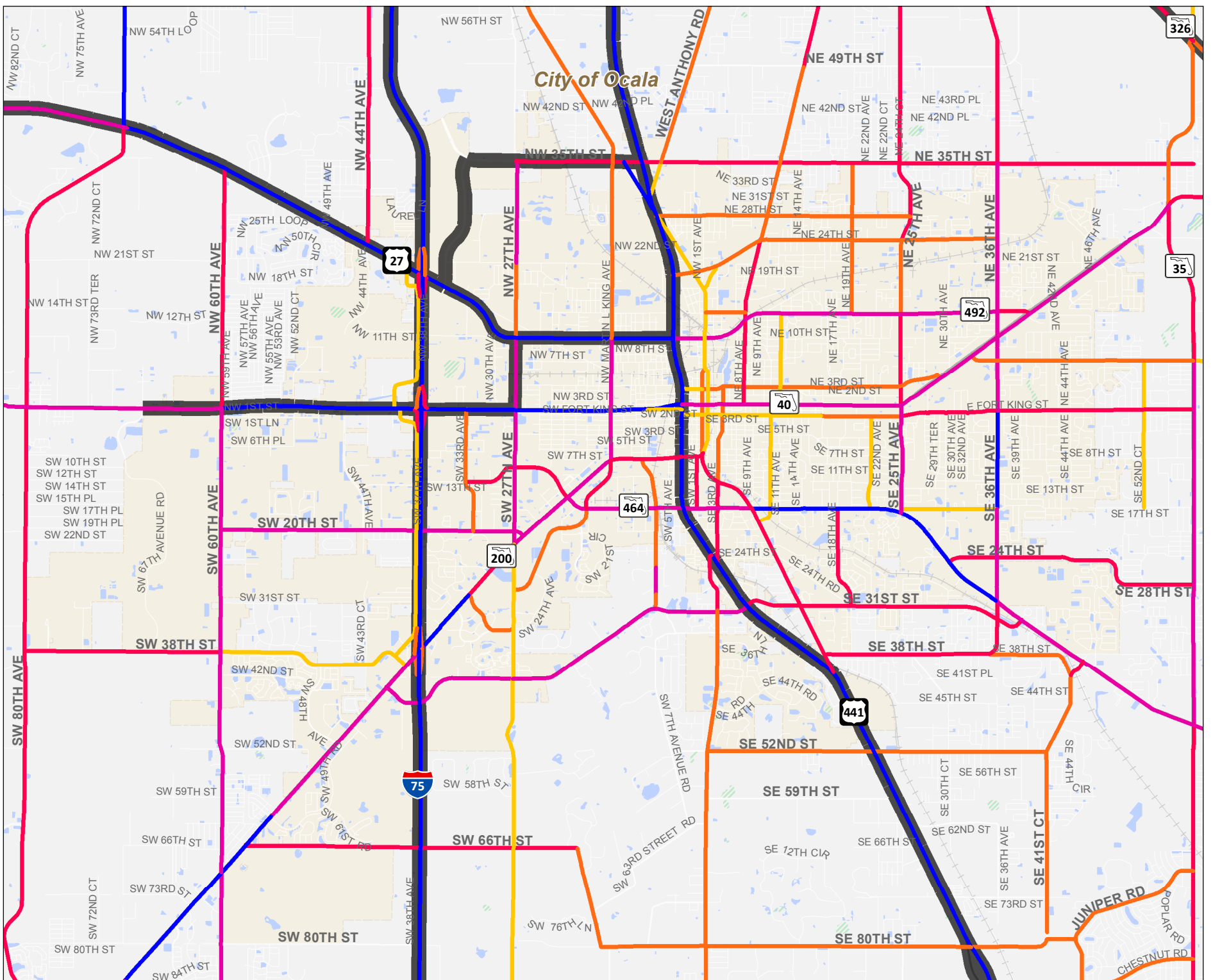
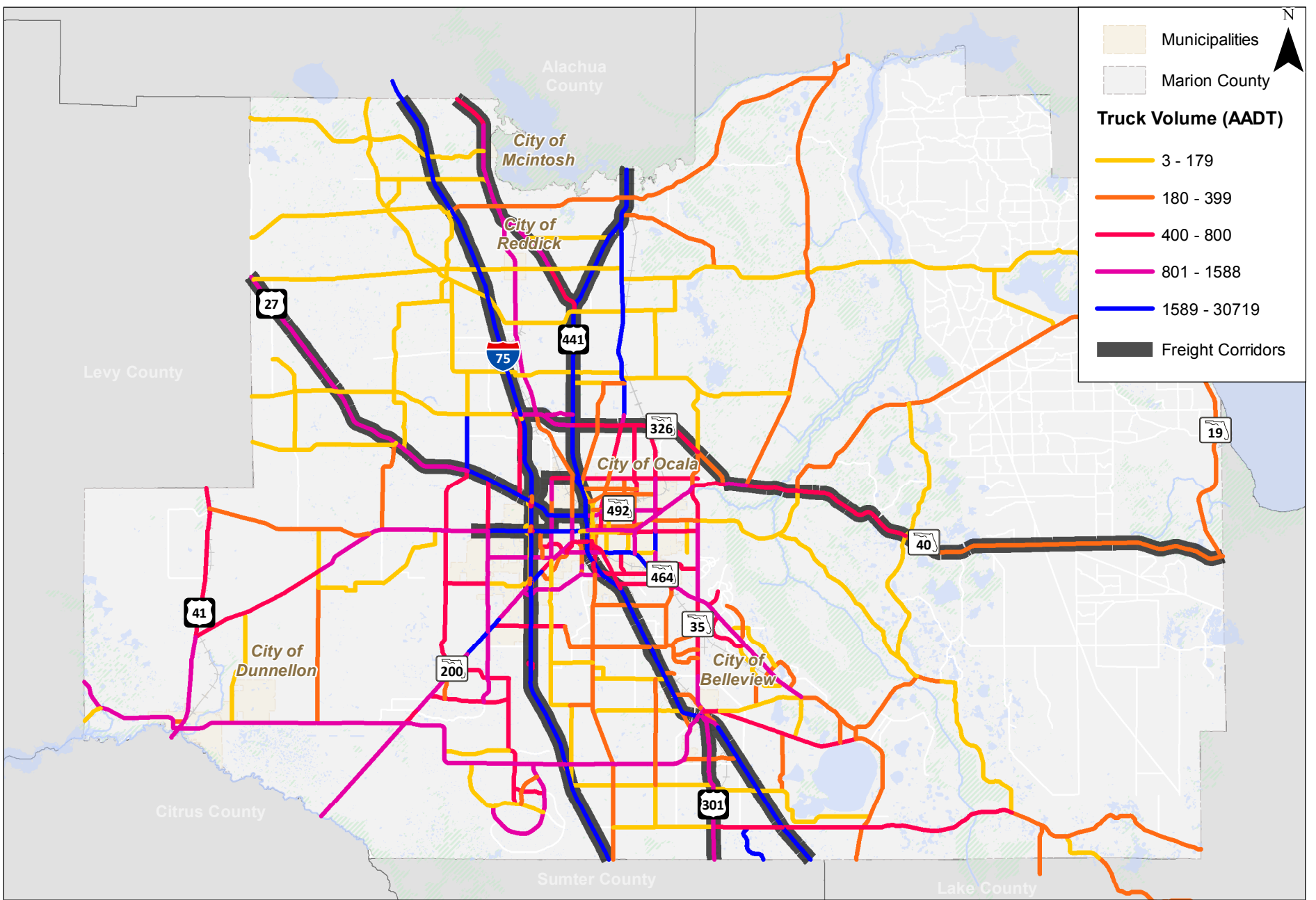
Given Florida's location between the Gulf of Mexico and the Atlantic Ocean, the risk of hurricanes makes evacuation routes a necessity. While it is important for Marion County to have the facilities to safely evacuate its own citizens in the event of an imminent threat such as a hurricane, its central location in the State of Florida reduces the storm surge risk posed by hurricanes, at least compared to coastal counties in the State. Instead, its major role in evacuation situations is as a through point on a major evacuation route. I-75, which extends the length of Marion County. It is a critical interstate highway that, along with I-95, provides a significant and direct north-south route in and out of the State. While I-75 is overwhelmingly the most important evacuation route in Marion County, there are several other major roads designated as evacuation routes. US 27, US 441, US 41, US 301, SR 200, SR 19, SR 35, and SR 40 all function as primary evacuation routes, while SR 464, SR 492, and SR 326 all function as secondary evacuation routes. These evacuation routes are identified in Figure 5.



**Existing Transit Service
Ocala / Marion County**

**Figure
3**

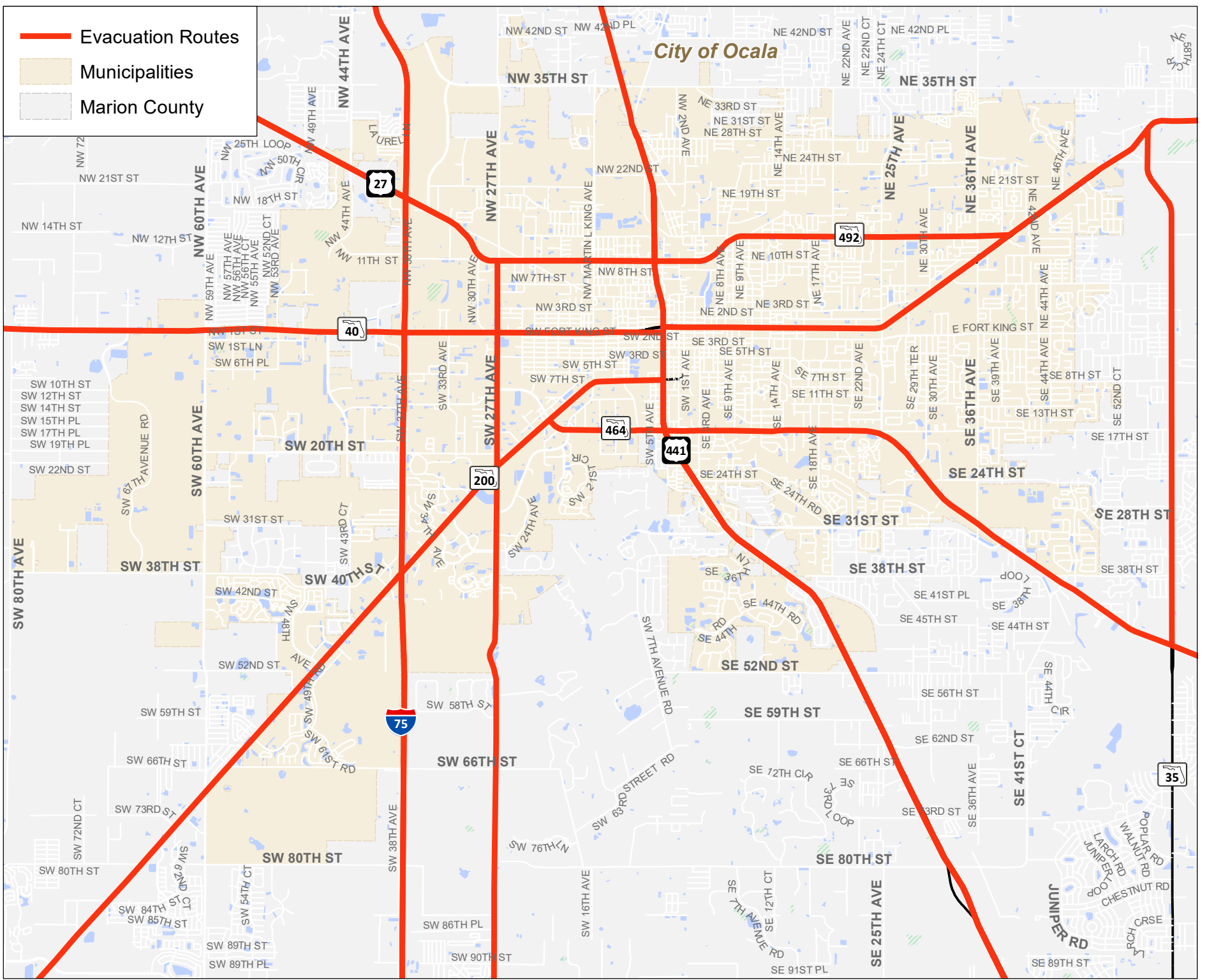
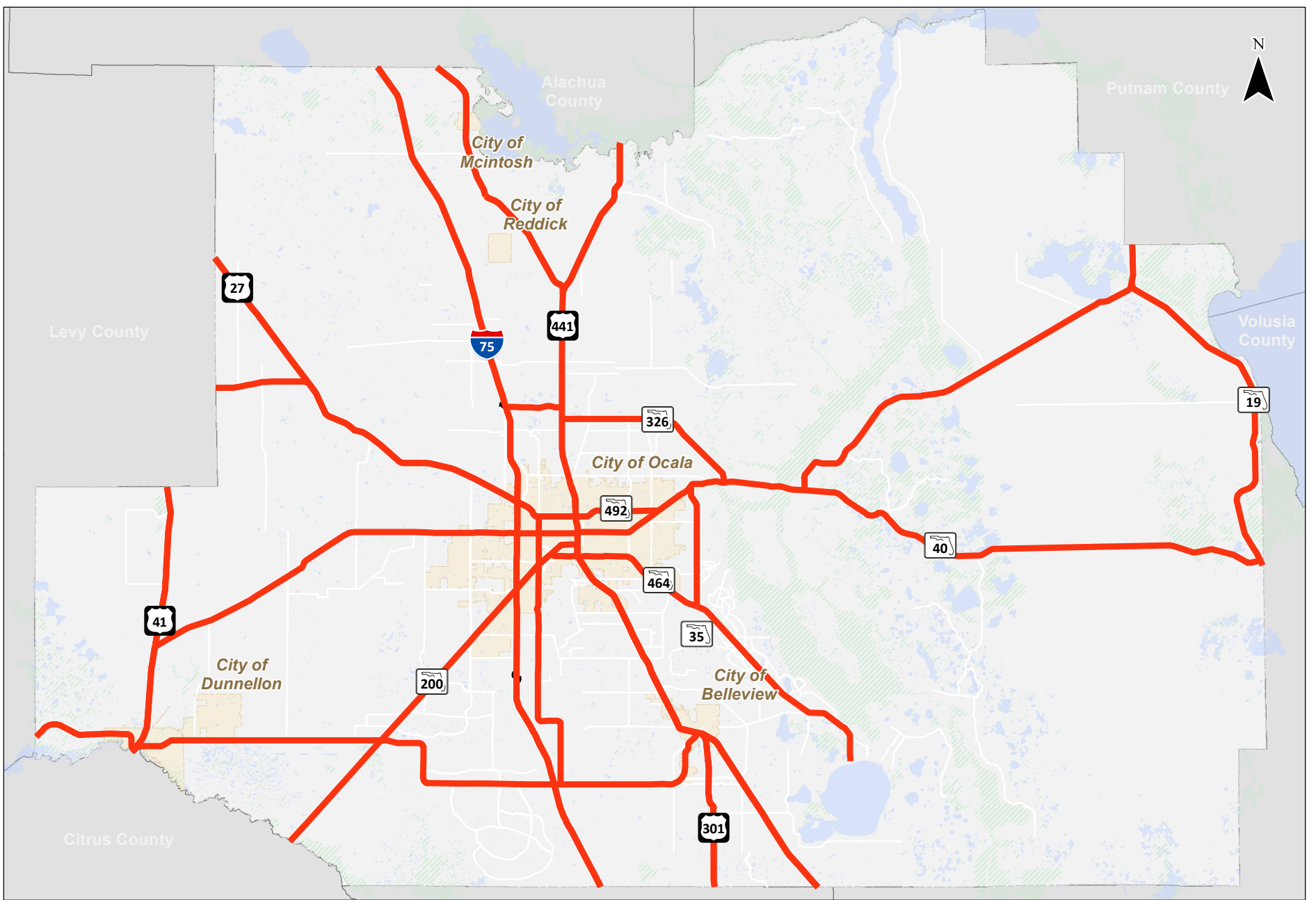
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**Truck Volume (AADT) and Designated Freight Corridors
Ocala / Marion County**

**Figure
4**

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**Evacuation Routes
Ocala / Marion County**

**Figure
5**

Fire Stations

Fire stations are a critical part of the health and safety network serving the region, and their locations help define the effectiveness of the City and County emergency response systems. The City of Ocala currently operates seven stations, while Marion County operates 39 stations. Figure 6 shows the locations of the current fire stations in the City of Ocala and Marion County.

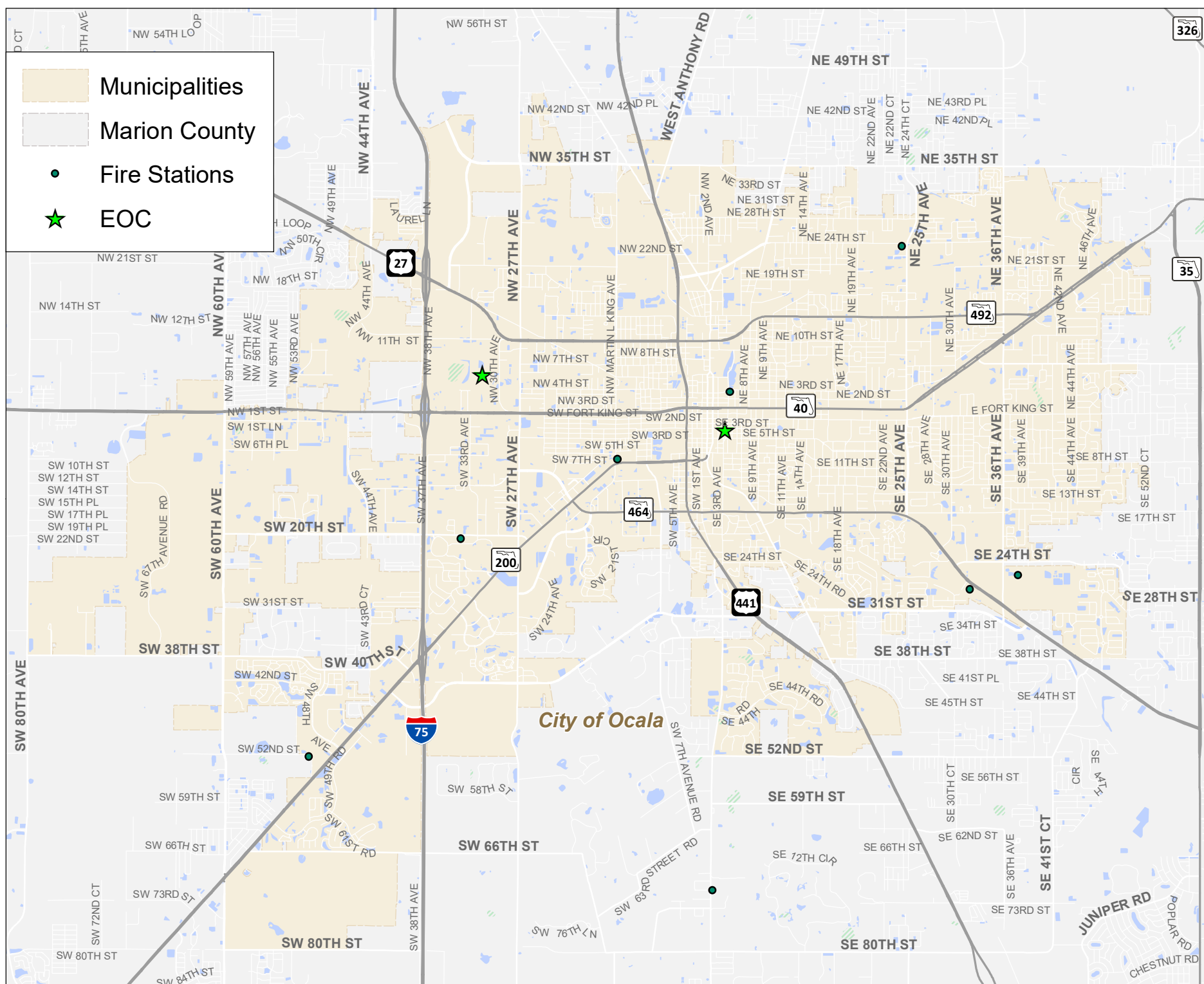
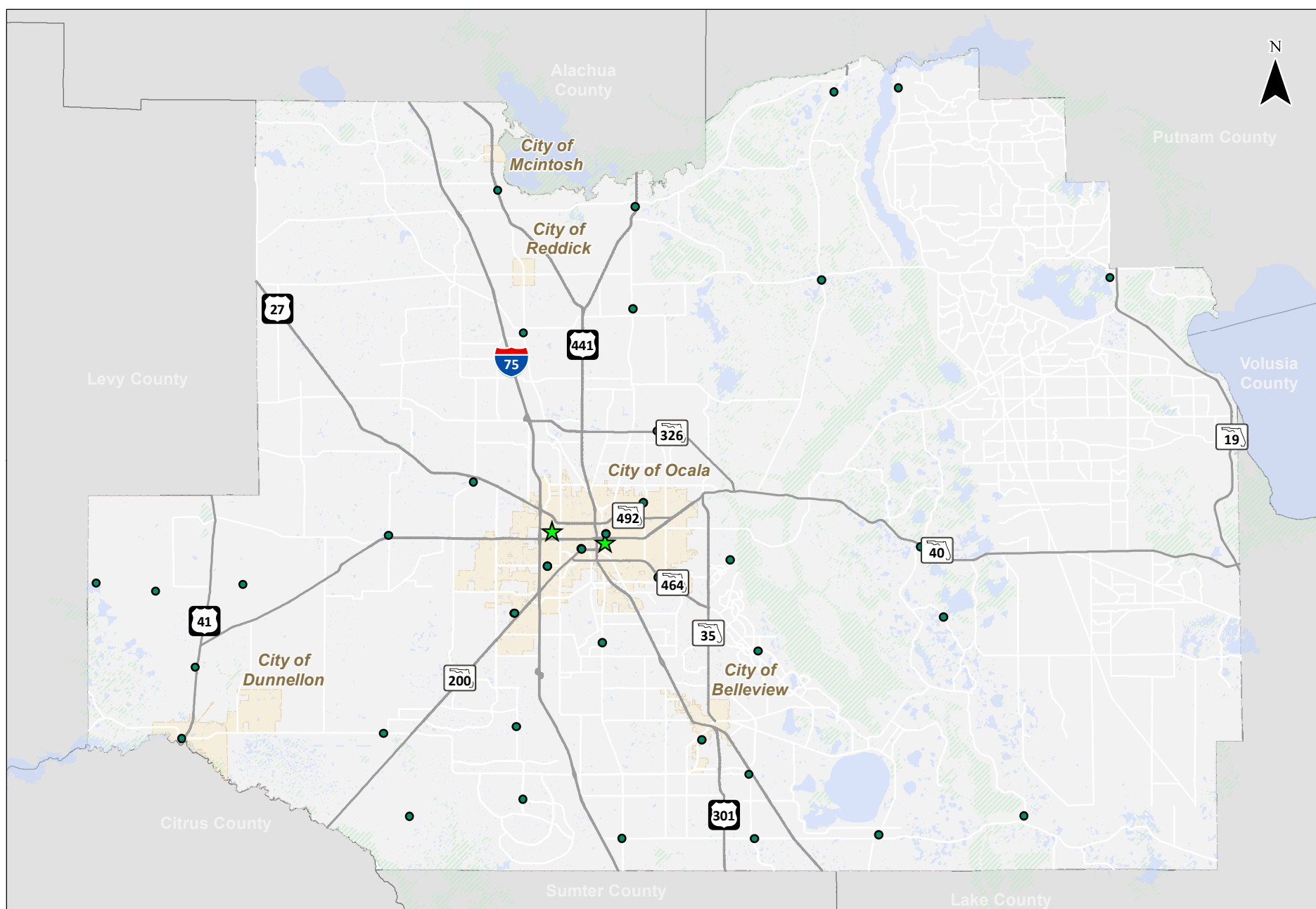
Emergency Operations Center

The Marion County Emergency Operations Center (EOC) was built in 2009 to serve as a central location for the region's emergency response resources. This facility, located in northwest Ocala, serves two major roles. First, it provides a staff location for everyday emergency response, like fire and rescue. However, it also serves a larger role when major statewide emergencies occur.

As mentioned earlier, hurricanes often pose a serious risk to the people of Marion County. When these storms threaten the State of Florida, Marion County and City of Ocala officials need a space to organize and prepare for the storm, then manage resources during the storm to ensure the safety of all their citizens. The Marion County EOC provides space for government agencies to coordinate resources during an emergency, efficiently funnel evacuees through the County, and respond to any life-threatening circumstances during a storm. The facility was used successfully in this manner during the preparations for Hurricane Matthew in 2016 and Hurricane Irma in 2017.

Parking Management

In early 2017, The City of Ocala installed approximately 140 smart parking meters in the downtown. The meters accept cash, credit card, and the PassportParking mobile app. The meters also provide the City real-time parking management analytics on parking utilization and financial performance.



**Emergency Operations
Ocala / Marion County**

**Figure
6**

Traffic Control and Management

Marion County and the City of Ocala employ several facilities, tools, and strategies to promote safe and reliable transportation along their roadways. The facilities, tools, and strategies discussed in the following sections include:

- Traffic Management Centers (TMC's)
- Traffic Signal Operations
- Adaptive Signal Control
- Remote Communication
- Portable Dynamic Message Signs
- ITS Devices

Traffic Management Centers

A traffic management center (TMC) acts as a command center for an ITS network, coordinating the traffic management system across its jurisdiction and responding to traffic incidents to quickly return the areas in question to normal traffic flow. TMCs form the heart of an efficient and effective traffic management system and are essential for the ITS strategies discussed in this plan. Both Marion County and the City of Ocala currently operate TMCs to manage and monitor the overall performance of their respective transportation networks. The City of Ocala operates *Trafficware's ATMS.now* central system and Marion County operates the *Siemens Tactics* system. Each of these signal controller systems allows for centralized monitoring of the traffic signal equipment and for adjusting signal timing plans and receiving performance reports from the field equipment.

Currently, the City and County TMCs are connected to each other through the City's fiber network that also connects the County's Emergency Operations Center. However, to date, the operators in each TMC have access only to the cameras and signal systems within their jurisdiction due to unresolved cyber security concerns. The inability of these facilities to share information with one another prevents City and County staff from supporting each other when operations need to be monitored and actively controlled on a corridor and/or regional basis.

Traffic Signal Operations

Traffic signals within the study area are currently operated and maintained by the City of Ocala and Marion County. Each jurisdiction manages, operates, and maintains the traffic signal equipment only within its own jurisdiction. The City of Ocala is responsible for the operations and maintenance of most of the traffic signals within the Ocala Metropolitan Area. Marion County is primarily responsible for the operation and maintenance of traffic signals outside of the metropolitan area to the county lines.

The City of Ocala operates an advanced transportation management system, Trafficware ATMS.now, at the TMC. Local NEMA TS2 traffic signal controllers are located at each of the intersections and operate under time-of-day, actuated and coordinated timing plans. Recently, the City has begun an upgrade of their intersection equipment and have replaced 54 of their signal cabinets and signal controllers that meet the Institute of Transportation Engineer's Advanced Traffic Controller (ATC) standard.

Marion County signal system included NEMA TS2 traffic signal controllers and Siemens Tactics advanced transportation management system. A portion of the County's signals are located along arterials and corridors and operate under time-of-day, actuated and coordinated timing plans. Other remote intersections run fully-actuated and independent of other intersections. Figure 7 shows the existing traffic signal locations within the Marion County region.

Adaptive Signal Control

As part of an initiative by the City of Ocala to modernize its transportation network, adaptive signals were installed on the SR 464 corridor in the City and County jurisdictions to facilitate better traffic flow, especially during peak hours. Adaptive signals work together along an urban arterial by adjusting the signal timing and the traffic progression characteristics on the arterial based on actual traffic demand. This typically results in a significant increase in the efficiency and capacity of the intersections and arterial sections that use such signal systems.

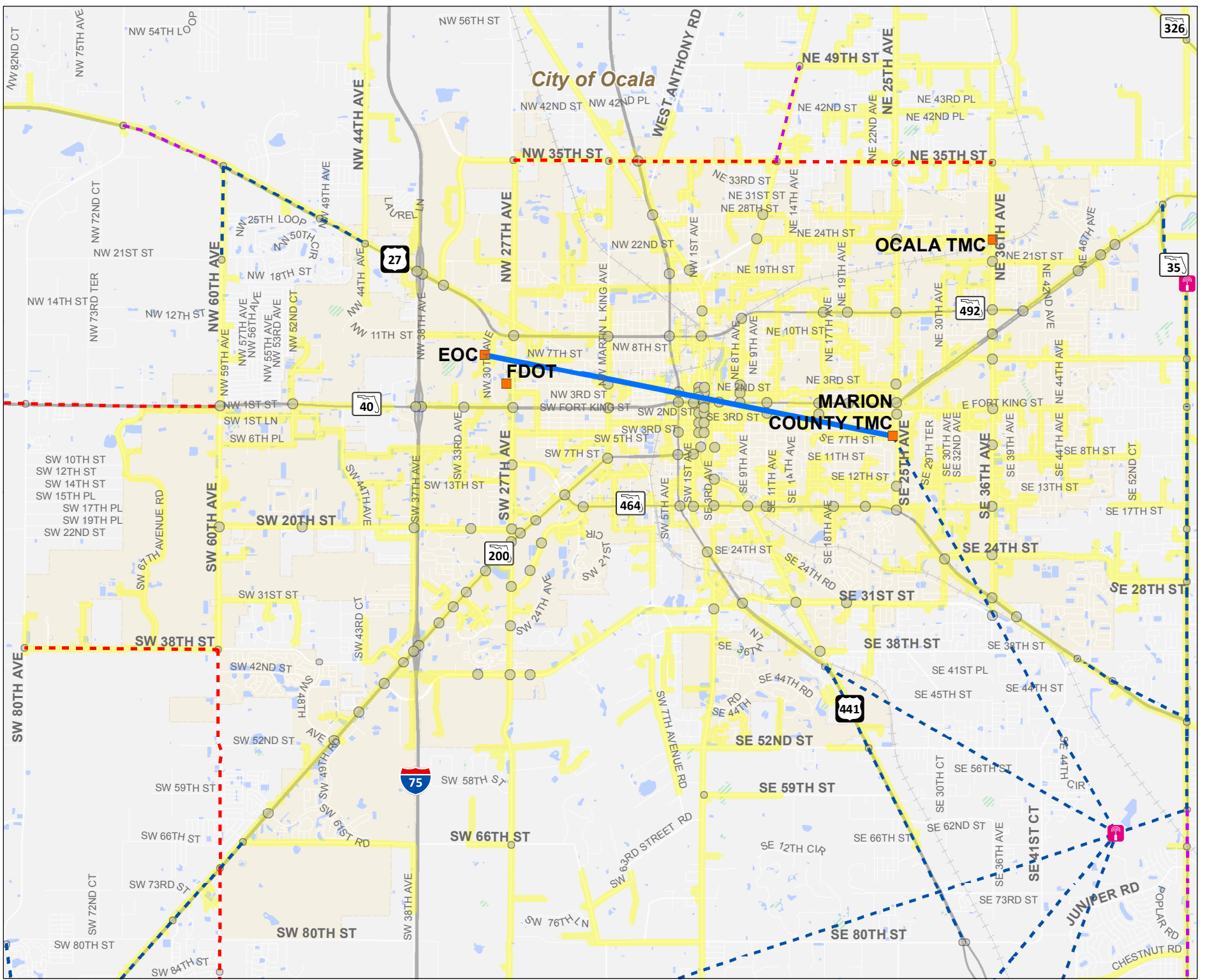
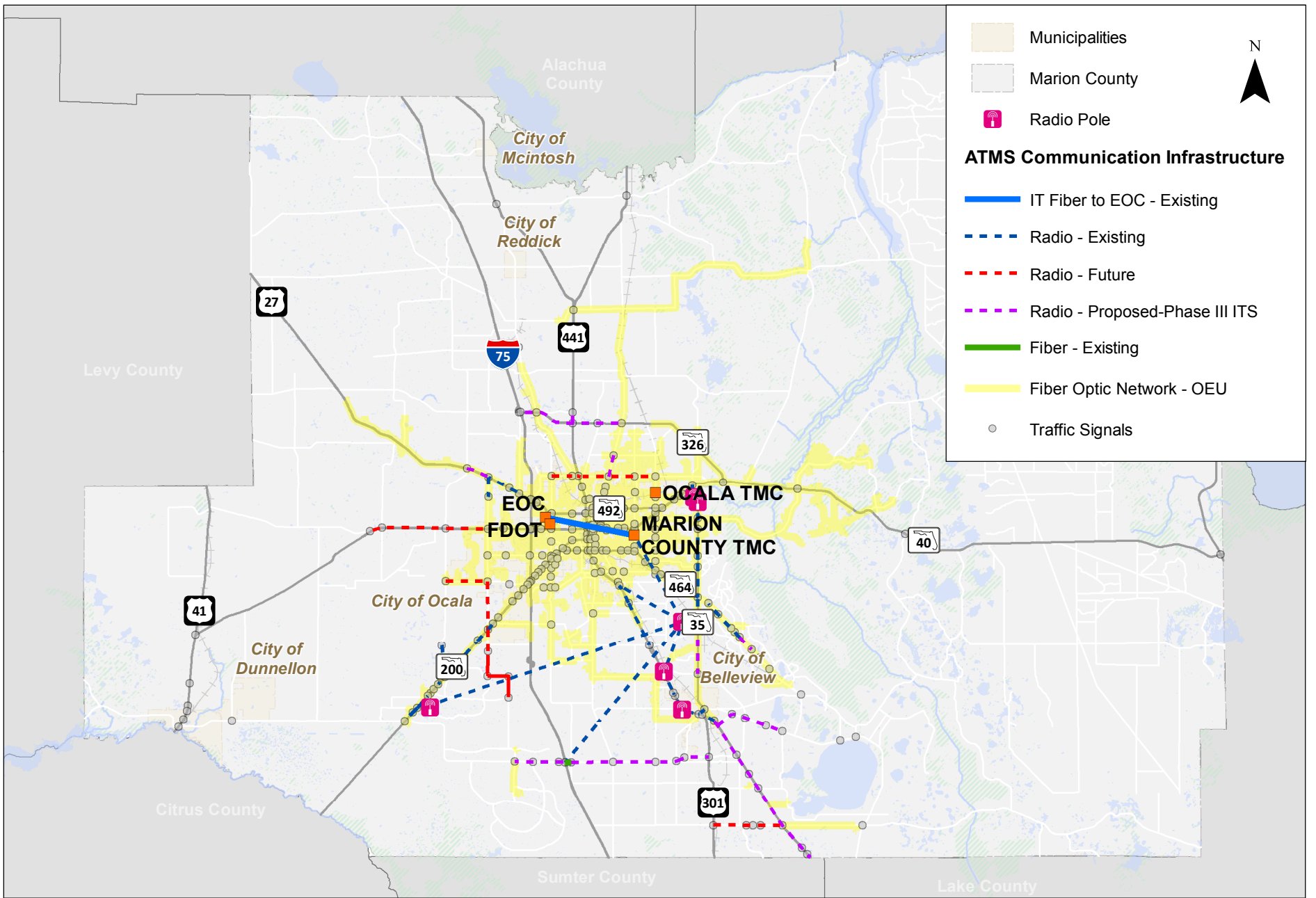
The City of Ocala has installed 14 adaptive signals on SR 464 and Marion County installed three adaptive signals on SR 464. These signals are using the Rhythm Engineering's InSync system. Unfortunately, the signals have not performed to expectations. The City and County are frustrated by poor operational performance and an inability to determine how the signals are adjusting signal timings (as these adjustments are not made known to traffic staff). Therefore, the system will be removed when the traffic signal cabinet assemblies are upgraded to the Type VI ATC format. It is likely that the County and the City will not be interested in further installation of adaptive signal technology.

ITS Communication

Communication is a critical component of a traffic control system. The specific communication media such as copper wire, wireless or fiber optic cable is often the limiting factor is an agency's ability to monitor, manage, and control traffic management in real time. The existing transportation related communication network within the study area is composed primarily of radio interconnect and fiber optic cable. Fiber optic cable interconnection locations are found mainly within the City of Ocala. Many Marion County intersections are connected to their TMC through radio interconnect technology. There are several intersections in region that currently have no communication capability.

Fiber optic cable is becoming more common across the country because of its reliability and its capacity to transmit high volumes of digital data at high speeds. It is being used in a variety of applications, but a major application is for traffic signal communication. Fiber optic cable also facilitates communication between traffic management systems.

A significant investment in fiber optic cables has occurred within the study area in the last 10 years. This is mostly occurring in the City of Ocala because there is a significant startup cost associated with this technology. The fiber optic cable in Ocala is owned by Ocala Fiber Network (OFN) and the Traffic Operations Department in the City of Ocala has an agreement to lease a portion for traffic operations use throughout the City of Ocala. Figure 8 summarizes the location of the existing and planned ITS communication infrastructure in Marion County and the City of Ocala.



**Available ITS Communication
Ocala / Marion County**

**Figure
8**

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Portable Variable Message Signs

Both the City of Ocala and Marion County own a few portable variable message signs (PVMS). These signs display a simple message of at most about five words to alert drivers to temporary or changing conditions. Examples of such use include advising motorists of temporary traffic pattern changes due to events or roadway construction and permanent changes in downstream traffic control (e.g., changing from stop sign control to signalized control).

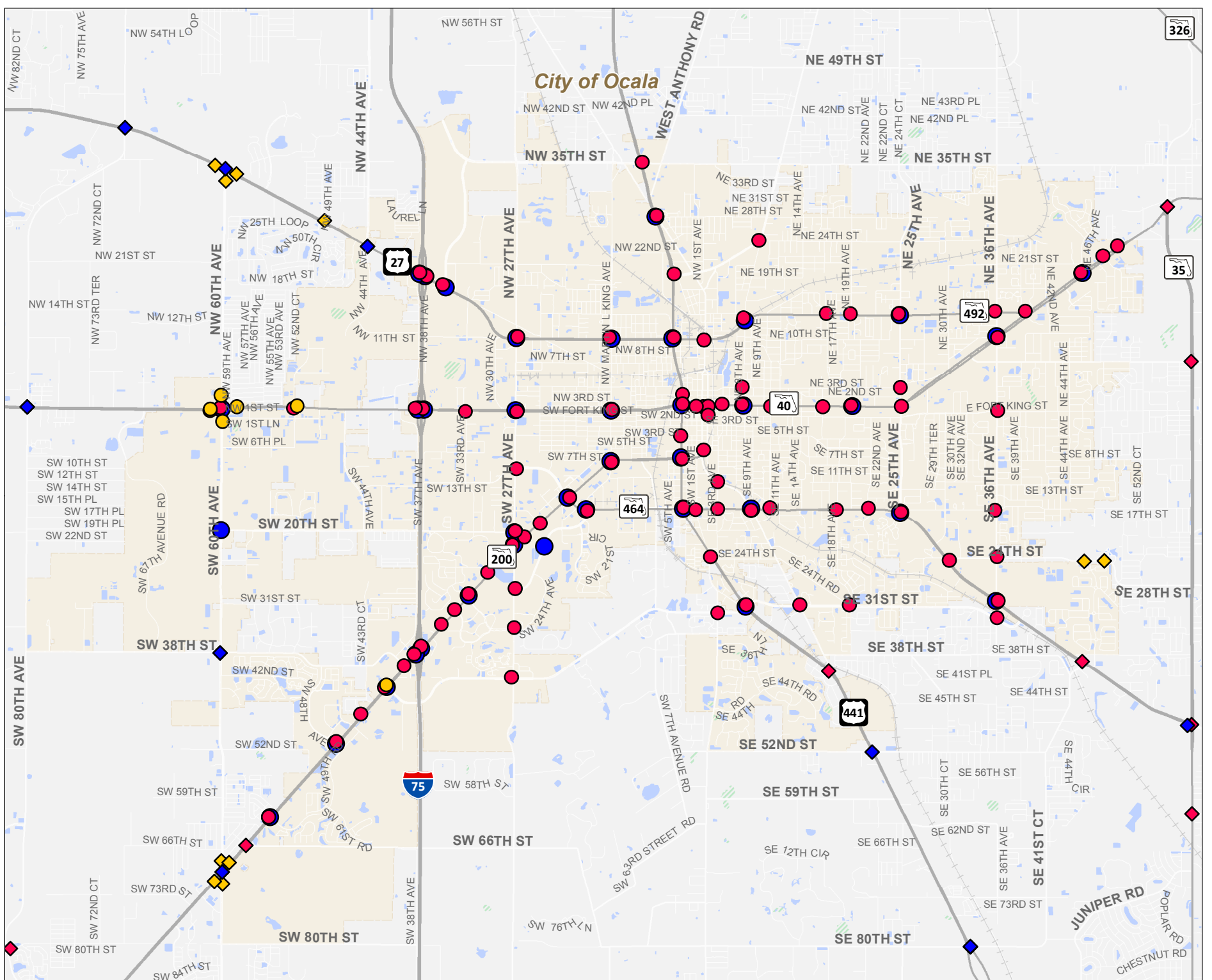
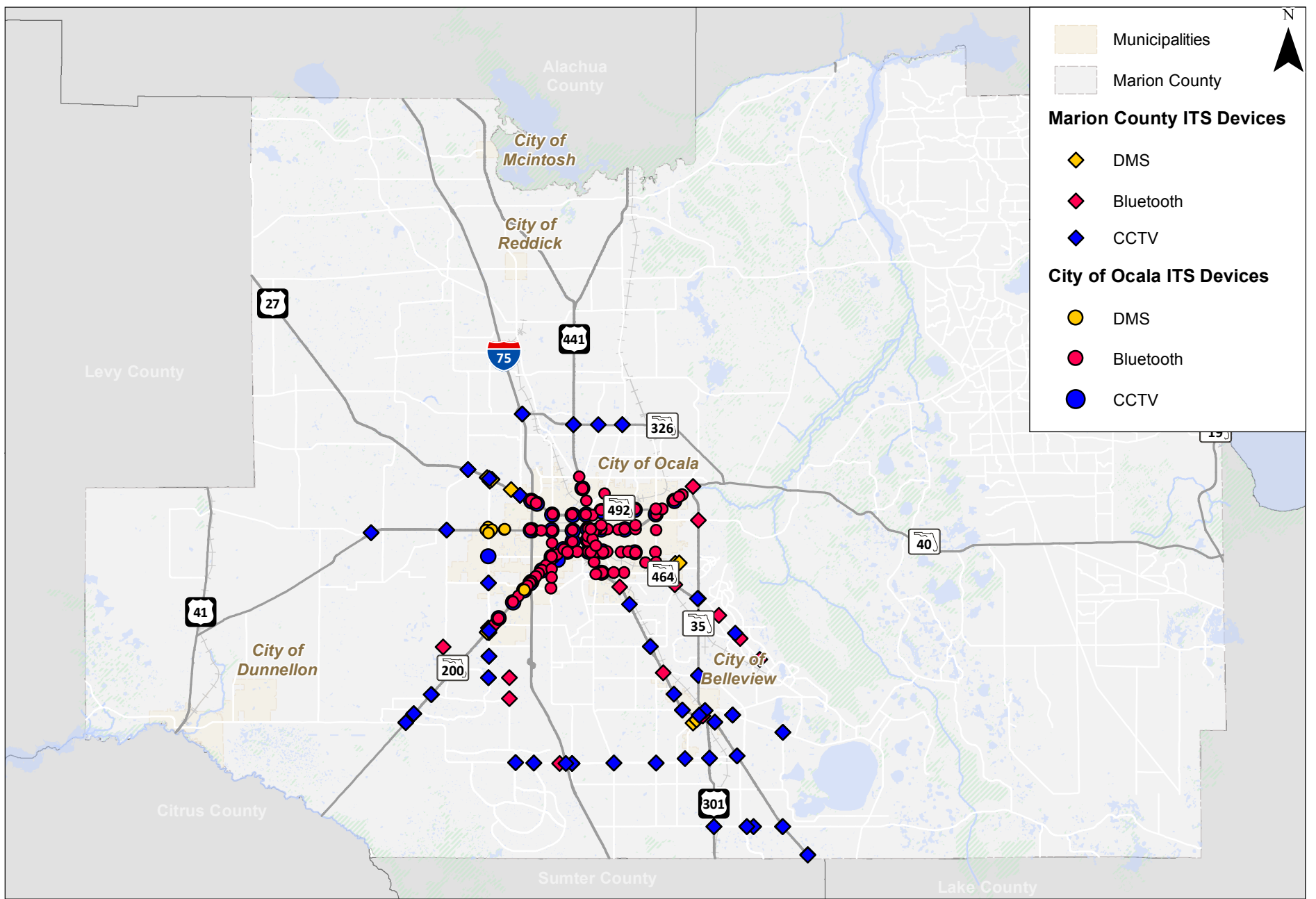
ITS Devices

Both the City of Ocala and Marion County have implemented ITS devices throughout the region, which include closed-circuit television (CCTV) cameras, Dynamic Message Signs (DMS), and Bluetooth® travel time devices.

Marion County currently operates a number of CCTV cameras on the regionally significant corridors including SR 464, SR 200, SR 484, US 27, SR 40 and US 441. The county also has a few DMS signs located on US 27, SR 200 and US 441. Bluetooth® devices are also located along key corridors in the County.

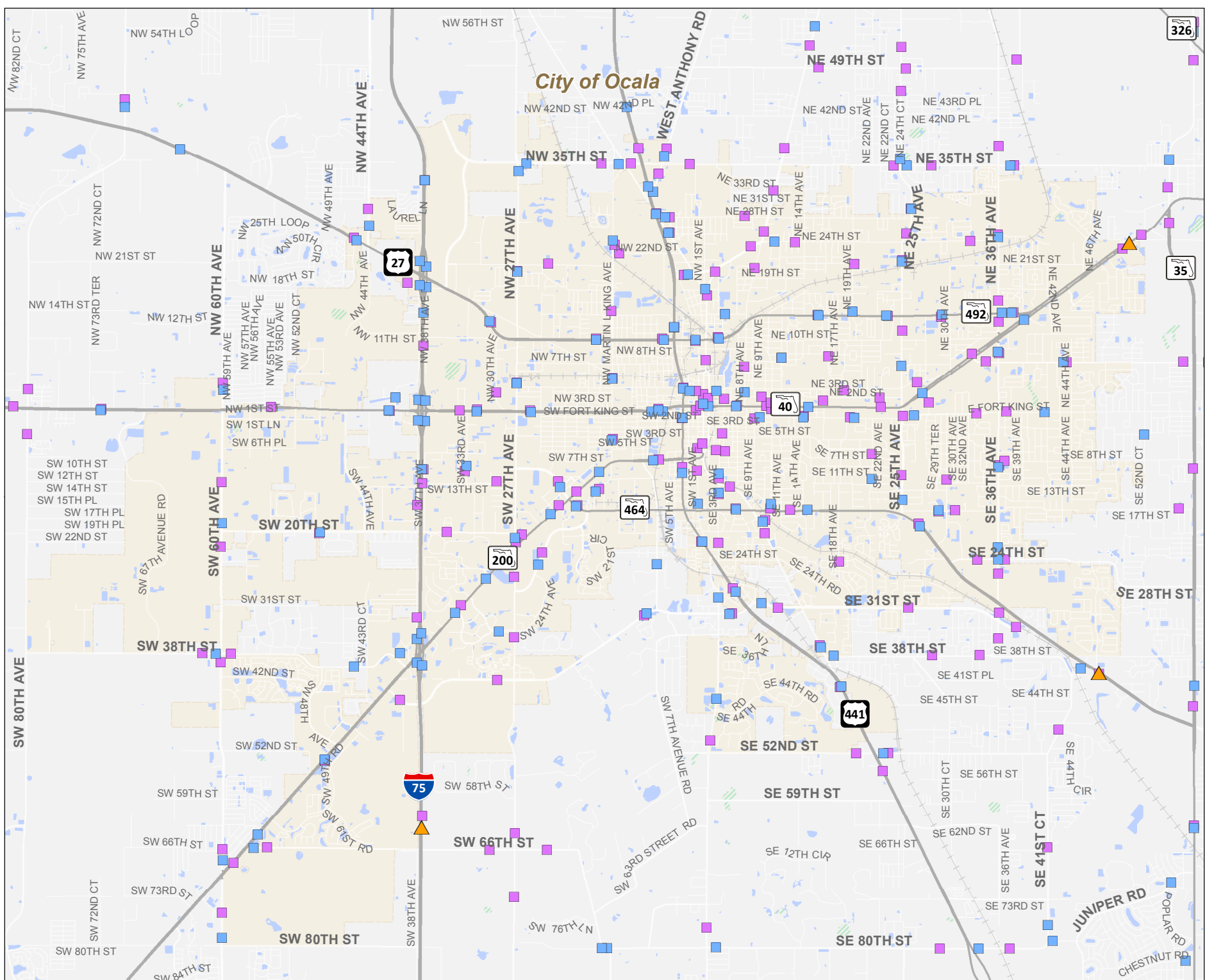
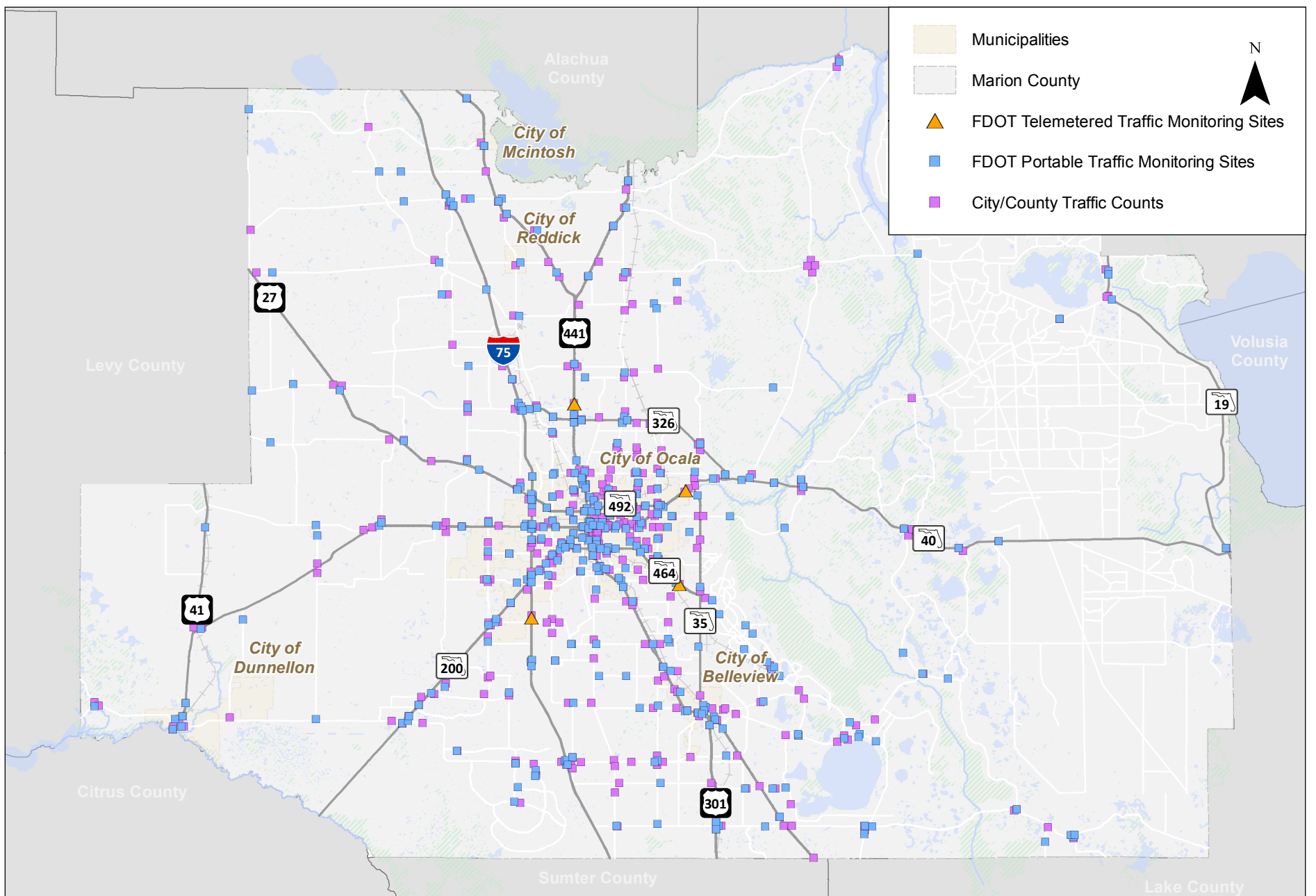
The City of Ocala is also operating CCTV cameras, DMS, and Bluetooth® devices within the City Limits. The locations of regions ITS devices including CCTV, DMS, and Bluetooth® can be seen in Figure 9.

Additionally, there are several permanent and portable traffic monitoring stations that are used by the City of Ocala, Marion County, and the FDOT District 5. Traffic reports prepared from the data include AADT, Vehicle Class, and K, D, and T Factors. The traffic reports are archived. Figure 10 identifies the locations of the permanent and portable count stations.



**Existing ITS Device Locations
Ocala / Marion County**

**Figure
9**



Available Traffic Monitoring Count Stations
Ocala / Marion County

Figure
10

City and County Staffing

Stakeholder meetings conducted during the project consistently identified a lack of proper staffing as one of the major factors contributing to the ineffectiveness of the region’s traffic management system. This is true for the traffic management centers (TMCs), but also for the City and County transportation departments themselves. Therefore, this section will provide a brief overview of the current staff levels in both transportation departments. Additionally, Chapter 6 will discuss this staffing issue again, proposing appropriate staff increases for each department, as well as cost estimates for such increases.

City of Ocala Staffing

The City of Ocala operates its transportation department with the staffing shown in Table 2Table 1. This table was created from data provided in FDOT’s *District 5 Districtwide ITS Master Plan*, which provided tallies for existing staff, as well as recommending appropriate additions to the staff. These recommended staff increases will be discussed more in Chapter 6. Currently, the department operates with eight employees, which is a common size for a city of Ocala’s size. Notably, the Ocala Traffic Management Center currently operates without any dedicated staff. Instead, the TMC is operated as needed by other Ocala staff shown below. This is not ideal, as it limits the effectiveness of the TMC and the equipment placed in the field to support the TMC. As several of the objectives and goals of this ITS plan focus on improving the potency of the local TMCs, this is a critical topic and it will be discussed further in Chapter 6.

Table 2 City of Ocala Staffing

City of Ocala			
Position	Existing Staff	Current Needed - Recommended Staff	Current Needed - Additional Staff
Traffic Engineering Operations Manager	1.0	1.0	0.0
Traffic Signal Engineer	0.0	0.0	0.0
Traffic Signal Analyst/Technician	0.5	1.0	0.5
Traffic Signal Maintenance / ITS Fiber Technician	4.0	4.0	0.0
Network Specialist	0.5	0.5	0.0
Electronic Specialist (L2 Network Tech)	1.0	1.0	0.0
TMC Manager	1.0	1.0	0.0
Supervisor	0.0	0.0	0.0
TMC Operators	0.0	1.0	1.0

Marion County Staffing

Marion County operates its transportation department with the staffing shown in Table 3. This table was created from data provided in FDOT’s *District 5 Districtwide ITS Master Plan*, which provided tallies for existing staff, as well as recommending appropriate additions to the staff. These recommended staff increase will be discussed more in Chapter 6. Currently, the department operates with six employees, which is a common size for a county with Marion County’s population. Notably, the Marion County Traffic Management Center currently operates without any dedicated staff. Instead, the TMC is operated as needed by other Marion County staff shown below. This is not ideal, as it limits the effectiveness of the TMC and the equipment placed in the field to support the TMC. As several of the objectives and goals of this ITS plan focus on improving the potency of the local TMCs, this is a critical topic and it will be discussed further in Chapter 6.

Table 3 Marion County Staffing

Marion County			
Position	Existing Staff	Current Needed - Recommended Staff	Current Needed - Additional Staff
Traffic Engineering Operations Manager	0.0	0.0	0.0
Traffic Signal Engineer	1.0	1.0	0.0
Traffic Signal Analyst/Technician	1.0	1.0	0.0
Traffic Signal Maintenance / ITS Fiber Technician	4.0	4.0	0.0
Network Specialist	0.0	0.5	0.5
Electronic Specialist (L2 Network Tech)	0.0	0.5	0.5
TMC Manager	0.0	0.0	0.0
Supervisor	0.0	0.0	0.0
TMC Operators	0.0	0.0	0.0

FDOT Initiatives

The Florida Department of Transportation is leading several major initiatives that Marion County and the City of Ocala can build upon. These initiatives are focused on embracing and integrating new technologies in the State of Florida’s transportation network. Among these initiatives are the following:

- I-75 FRAME, a multimodal integrated corridor management (ICM) project that will help to manage traffic during incidents and improve safety and connectivity for all road users;
- Automated traffic signal performance measures (ATSPM), which provide continuous monitoring capability and high-resolution data to support objectives and performance-based maintenance and

- operations-based strategies;
- Regional Integrated Transportation Information System (RITIS), a big-data aggregation and dissemination platform;
- Freight Advanced Traveler Information System (FRATIS); and
- Pilot implementation of technology to prepare for future connected and autonomous vehicles, which is also part of the I-75 Frame project.

All these initiatives promise to add major benefits for Marion County and the City of Ocala and are discussed separately in the following sections.

I-75 FRAME

The I-75 Florida’s Regional Advanced Mobility Elements (FRAME) project will implement multiple kinds of emerging technologies to “efficiently manage traffic during incidents and special/emergency events and improve safety and connectivity for all types of road users.”¹ The project will create a Multimodal Integrated Corridor Management (MMICM) plan for I-75, US 441 and US 301 and use connected vehicle (CV) technologies, advanced signal control, and multijurisdictional coordination to accomplish its goals of increasing the safety and reliability of the roadway for its users, while also decreasing delay, accommodating continued population growth, and enhancing emergency evacuation preparedness in the region. The project will take place in north central Florida, with the City of Gainesville and the City of Ocala being the two major focuses of the project.

Much of this project will hinge on emerging technologies that coincide with the ITS applications this plan discusses. These technologies include Emergency Vehicle Preemption (EVP), Automated Signal Traffic Performance Measures (ASTPMs), connected vehicle technologies like RoadSide Units (RSUs) and On-Board Units (OBU), which will support a Connected Vehicle Signal Phasing and Timing (CV SPaT) system, and Transit Signal Priority. In Marion County, the project will be installing devices on I-75 and US 441/US 301, and the roadways that connect them including SR 326, SR 500, SR 40, SR 200, and CR 484. Marion County and the City of Ocala will be heavily impacted by this project and it is recommended that the efforts pursued in this ITS plan coincide with the I-75 FRAME project. To use the Department server and

Automated Traffic Signal Performance Measures

Marion County and the City of Ocala operate hundreds of traffic signals in the region and sometimes these signals do not operate properly or efficiently. Typically, when this occurs, citizens complain to local agencies and a study must be done to determine the current operation of the signal and how it should be repaired or improved. This comes at great cost to the taxpayer and is inefficient.

Automated Traffic Signal Performance Measures (ATSPMs) provide detailed historical data about the operation of signalized intersections so that problems can be identified even before citizen complaints are received. Additionally, ATSPMs also allow traffic operations staff to quickly understand whether a citizen complaint is valid and how to repair the signal or improve the signal timing. This offers tremendous value as this drastically

¹ http://www.cflsmartroads.com/projects/design/future/i-75_Frame_Application.pdf

reduces the manpower and resources needed to review the performance of local signals. FDOT is continuing to encourage local jurisdictions to implement this technology and Marion County and the City of Ocala could benefit greatly from this technology.

The City of Ocala has recently updated 58 of their traffic signals to incorporate ATSPM capabilities. The Trafficware signal controller that were installed can collect the high-definition data required to produce the ATSPMs. A network server is needed (and not yet available) to store the data and the software program needed to process the data and produce the individual performance measures. FDOT District 5 has developed a District version of the software program that is based on the Federal Highway Administration's software. This software was originally developed in cooperation with Utah Department of Transportation and available for free to all state DOT's. FDOT has indicated the City and County could use the District's server and software to process the high-definition data collected in their new controllers. For the City and the County to use the Department's servers and software, a network connection agreement with FDOT would need to be in place to bring the ATSPMs online.

RITIS

The Regional Integrated Transportation Information System (RITIS) is an automated data system which combines different datasets throughout any region and then disseminates that data in a coherent package to provide an overall view of the transportation network. Participating agencies can view multiple kinds of location-centric data to improve their traffic operations. For example, they can see emergency management information and use such data to improve their emergency preparedness or see accident data to improve response time to accidents. Third party clients can also access this data for use in a variety of different fields.

RITIS information is used statewide by the Florida Department of Transportation and their partners to evaluate performance on interstate and most highways. RITIS can be used to create roadway performance reports, showing travel times, reliability and congestion. Other tools allow for active monitoring of work zones and incidents. The most relevant application of RITIS in Marion County is in preparing travel time reliability performance measures at regular intervals and monitoring incidents, evacuations and work zones in real-time.

Freight Advanced Traveler Information System (FRATIS)

Freight is an important aspect of the American transportation network. Billions of tons of goods are moved by truck around the United States each year. Therefore, it is critical that the transportation network is utilized efficiently to enable the effective flow of freight goods around the country. To that end, the Federal Highway Administration (FHWA) is promoting a new initiative, the Freight Advanced Traveler Information System (FRATIS) to improve the performance of the freight system across the country. The goal of FRATIS is to provide data including real time incident information, congestion, and travel time to enable freight companies to better plan their freight shipments.

In the State of Florida, FDOT has pursued FRATIS rigorously, putting an emphasis on enhancing traveler information systems to address specific freight needs. This has included a specialized effort to include wait times at intermodal facilities like ports in more usual transportation network data to better equip freight users.

In Marion County, I-75 is a major statewide freight route, making freight an important part of the local economy, as shown by the new distribution centers built along I-75 near Ocala. Therefore, it is recommended that Marion County and the City of Ocala coordinate with FDOT as to the applicability of FRATIS in their jurisdiction. For example, Los Angeles region participated in a FRATIS project with the US Department of Transportation in 2014 and 2015 to improve intermodal truck utilization and enhance the performance of freight transfers between sea and freight travel. While Marion County won't need better sea transfer, they can still work with FDOT to determine the best application of FRATIS for their freight network.

Connected and Autonomous Vehicles

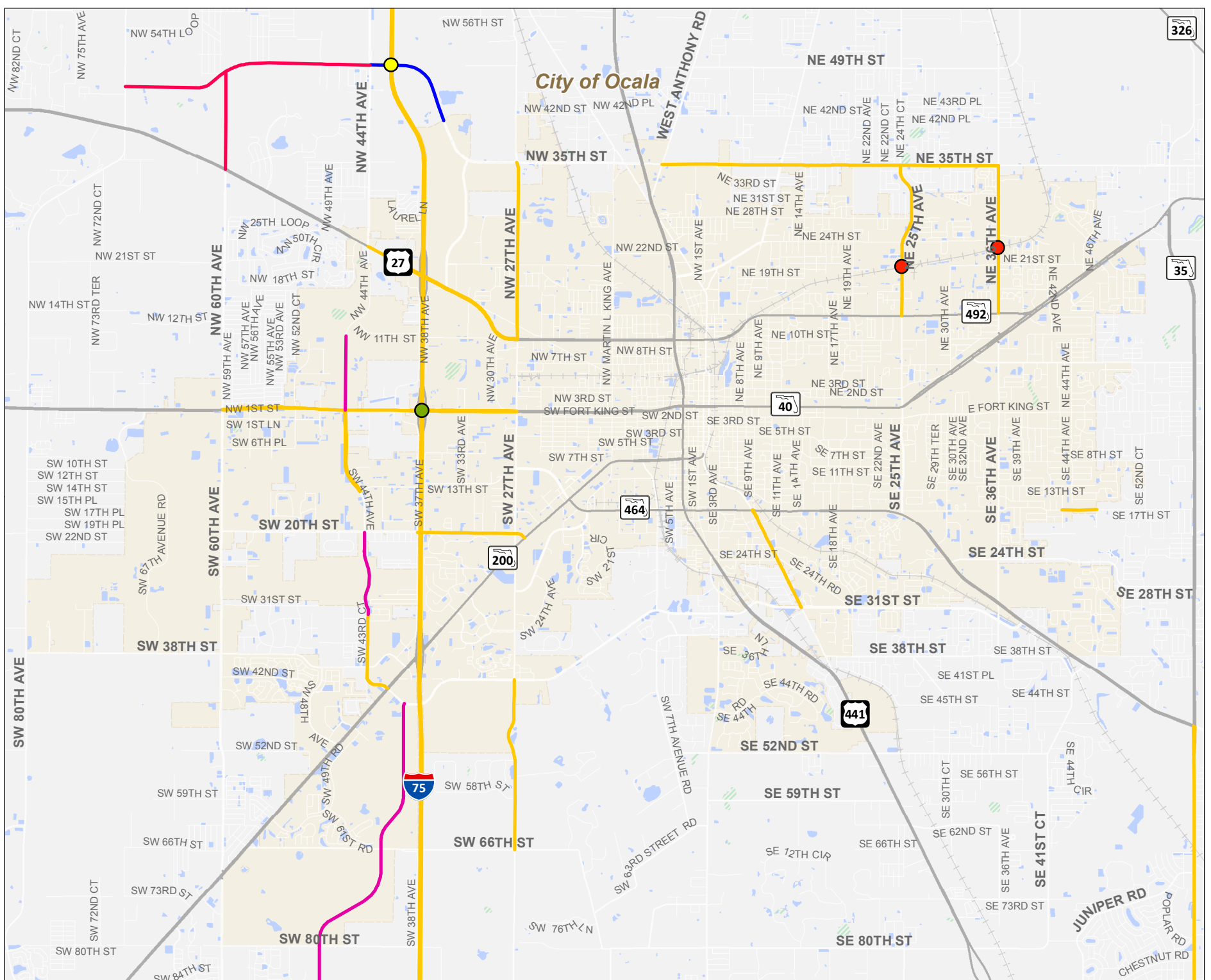
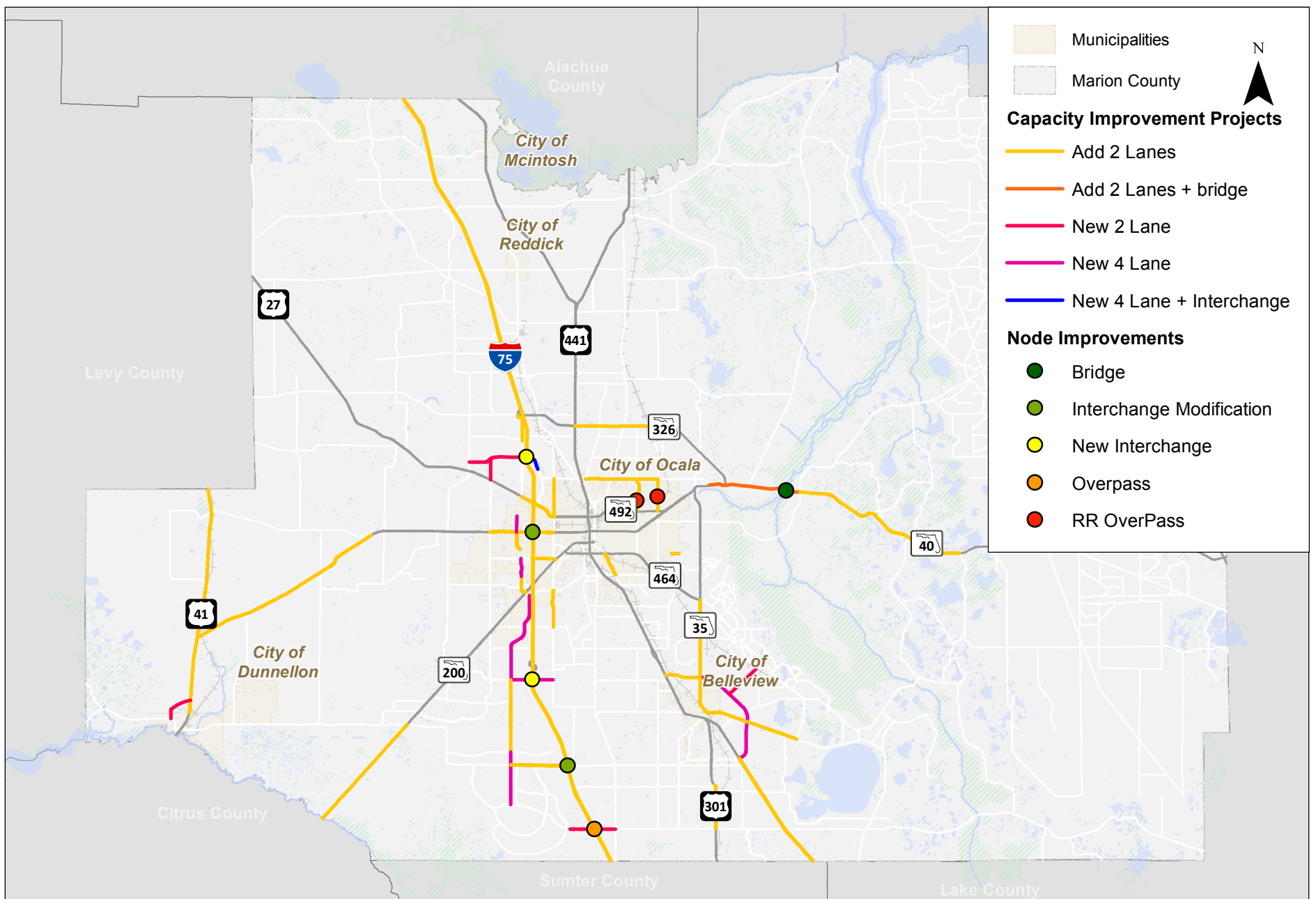
New technologies are constantly entering the field of transportation, many of which warrant inclusion in this ITS plan due to the influence they can and will have on transportation both now and in the future. Few technologies promise larger and more seismic changes than the effects that can be expected from connected and autonomous vehicles (CAVs). Both are revolutionary technologies that will soon be shaping our roadways in enormous ways. Connected vehicles are a first step toward automation, in which a communication infrastructure between other vehicles and sensors on the roadways or other transportation systems enables drivers to receive real time alerts for everything from the positions of other vehicles to when a signal will switch to yellow. Based on the I-75 FRAME project, connected vehicles are the main technology that Marion County and the City of Ocala may consider preparing for the near future. While connected vehicles are revolutionary themselves, autonomous vehicles go even further, potentially taking humans out of the driver seat altogether. It is currently projected that fully autonomous vehicles are still some years away from full-scale production and will probably be initially designed and used in the context of vehicle fleets. In the meantime, semi-autonomous vehicles can already be purchased and are already operating at various levels on the road system.

In Marion County and the City of Ocala, the question should be this: what, if anything, can and should these jurisdictions do to intentionally prepare for the advent of CAVs? The clearest answer right now lies with the I-75 FRAME project discussed earlier. This project has many major goals, but one of its goals is to implement connected vehicle technology on I-75 and roadways surrounding it. This entails the installation of roadside units (RSUs) and other devices that can communicate with connected vehicles. This will be a first step for Marion County and the City of Ocala with connected vehicle technology and will allow the jurisdictions to understand the benefits and pitfalls associated with the technology and determine how they want to utilize connected vehicle technology moving forward.

Capacity Improvement Projects

The Transportation Improvement Program (TIP) is a federally mandated list of all upcoming transportation projects that each metropolitan planning organization (MPO) must prepare as part of their charter. The Ocala-Marion County TPO has accordingly prepared a list of all transportation projects planned in the region. This is an important information source in discussing ITS allocations, as ITS resources should be utilized in conjunction with capacity projects so that ITS equipment is not placed where it isn't needed and so that congested corridors receive the most effective management. The Ocala-Marion County TIP shows capacity improvements, which consist mostly of lane additions, and node improvements, which consist mostly of interchange and bridge

improvements. There are capacity improvement projects planned on major roadways, such as I-75, Us 41, SR 40, and 35th Street, while node improvements are planned at intersections like I-75 and SR 40, I-75 and 35th Street, and I-75 and I-75 and CR 484. All of these projects are shown in Figure 11 below.



**Transportation Improvement Program (TIP) Projects
Ocala / Marion County**

**Figure
11**



Chapter 4 | Traffic Operations Analysis

Segment Scoring Methodology

As part of the analysis for this ITS plan, a methodology was developed to score every roadway segment in Marion County. This was done to determine which roadway segments could benefit most from ITS improvements. This process involved compiling the final results, reviewing the high-ranking segments, and combining the adjacent segments to identify corridors that are strong candidates for future ITS projects. The scoring process accounts for several important characteristics of each roadway segments and assigns a score for each category. The following factors were considered and are integral to the scoring methodology:

- Roadway classification
- Maximum acceptable volume (MAV) ratio
- Existing volume
- Safety significance
- Freight, significance
- Evacuation significance
- Existing ITS infrastructure

Each of these factors is described in greater detail in the following paragraphs.

Roadway Classification

Each roadway analyzed for the segment rankings was classified as either a Strategic Intermodal System (SIS), regional, non-regional, or local roadway. A list of the classifications and the characteristics that categorize them follows and is displayed in Figure 12:

- **SIS or SIS Connector** – These roadways are given the highest priority for their role in connecting Marion County with intermodal hubs while aiding in the statewide movement of goods and people. These roadways include US 301, SR 40, and SR 326, and US 27.²
- **Regional Roadway** – These roadways serve inter-county travel or travel between major population centers within Marion County. For this analysis they include all National Highway System facilities that are not already included in the SIS classification.
- **Non-Regional Roadway** – These roadways serve intra-county travel but generally do not connect major population centers. They roadways classified as local urban and local rural and any remaining roadways that are not included in the other three categories.
- **Collectors** – These roadways include those Major Collector Rural, Minor Collector Rural, Major Collector Urban, Minor Collector Urban as defined by the FDOT Functional Classification.

² Note: I-75 was removed from the analysis because it has already received significant ITS attention and its major importance in the region would skew results, thus making the needs of other roadways difficult to see.

Maximum Acceptable Volume (MAV) Ratio

The existing volume to maximum acceptable volume (MAV) ratio (also known as the v/c ratio) is an indicator that helps identify locations of recurring congestion. MAV is given the highest weight in the scoring system. This performance measure score is calculated by multiplying the corridor's v/c ratio by 30 points. For corridors where the v/c ratio is greater than 1.0, the score will still be calculated out of 30 points but the maximum score for the measure is 40 (equates to a v/c ratio of 1.33). The scoring criteria are shown below:

- MAV * 30 points
- Limit to maximum of 40 points (v/c = 1.33)

Existing year AADT volumes and capacities were obtained from the following sources:

- 2016 AADT volumes and capacities for Marion County roads obtained from Transportation Inventory Management and Analysis System provided by the Ocala Marion County TPO;
- Capacities for Marion County roads obtained from the LOS tables from the *FDOT Quality LOS Handbook*.

Note that in some cases a roadway did not have a current 2016 or 2017 AADT, thus the most recent historical data was utilized for the analysis. Figure 13 displays the v/c ratios for the segments analyzed.

Existing Volume

Improvements on high volume segments will benefit a larger number of motorists; therefore, an existing volume category was developed to favor such segments. Two sets of volume ranges, one for two lane rural facilities and one for all other facilities, were used in the calculation of the score for this category. The criteria are shown below:

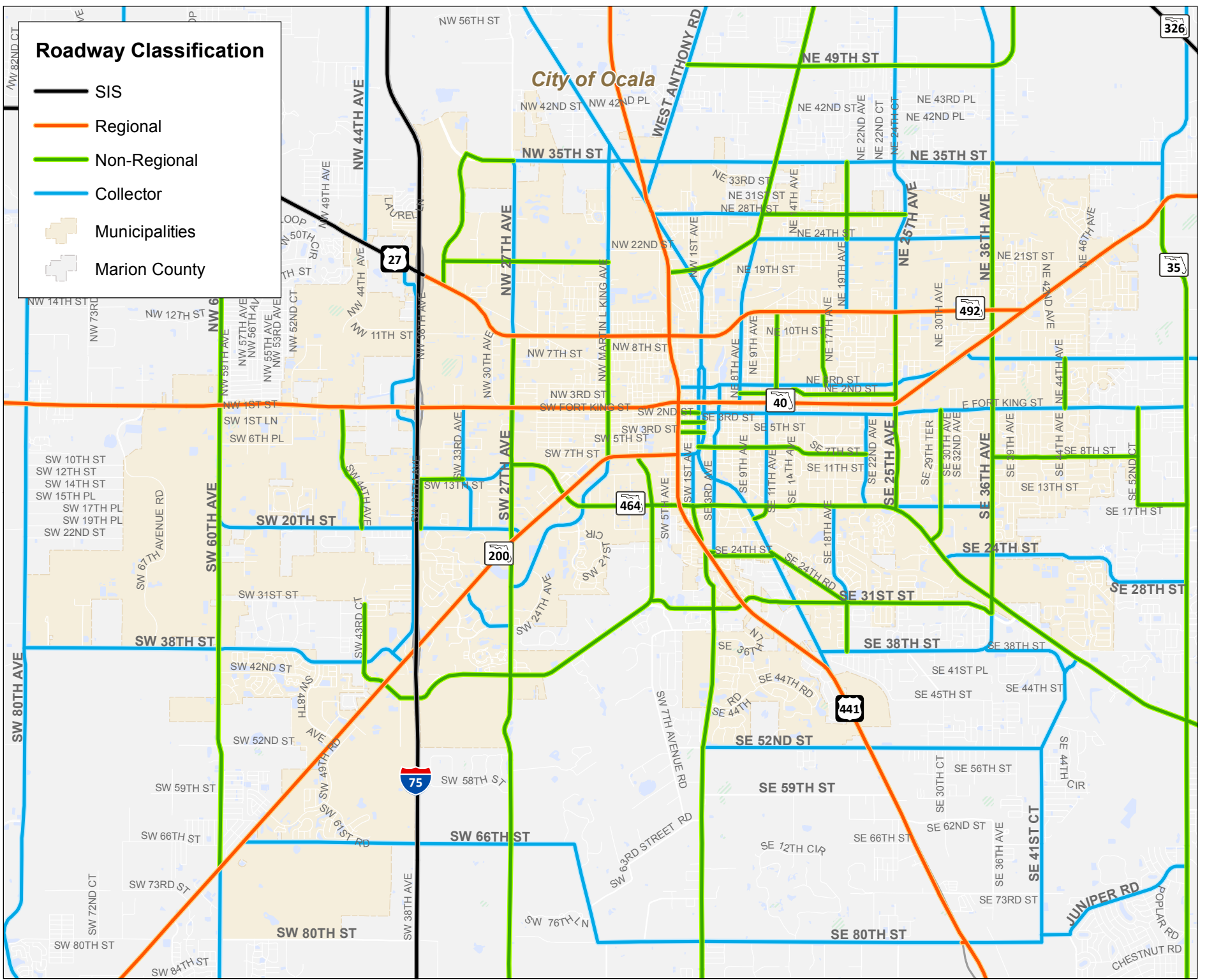
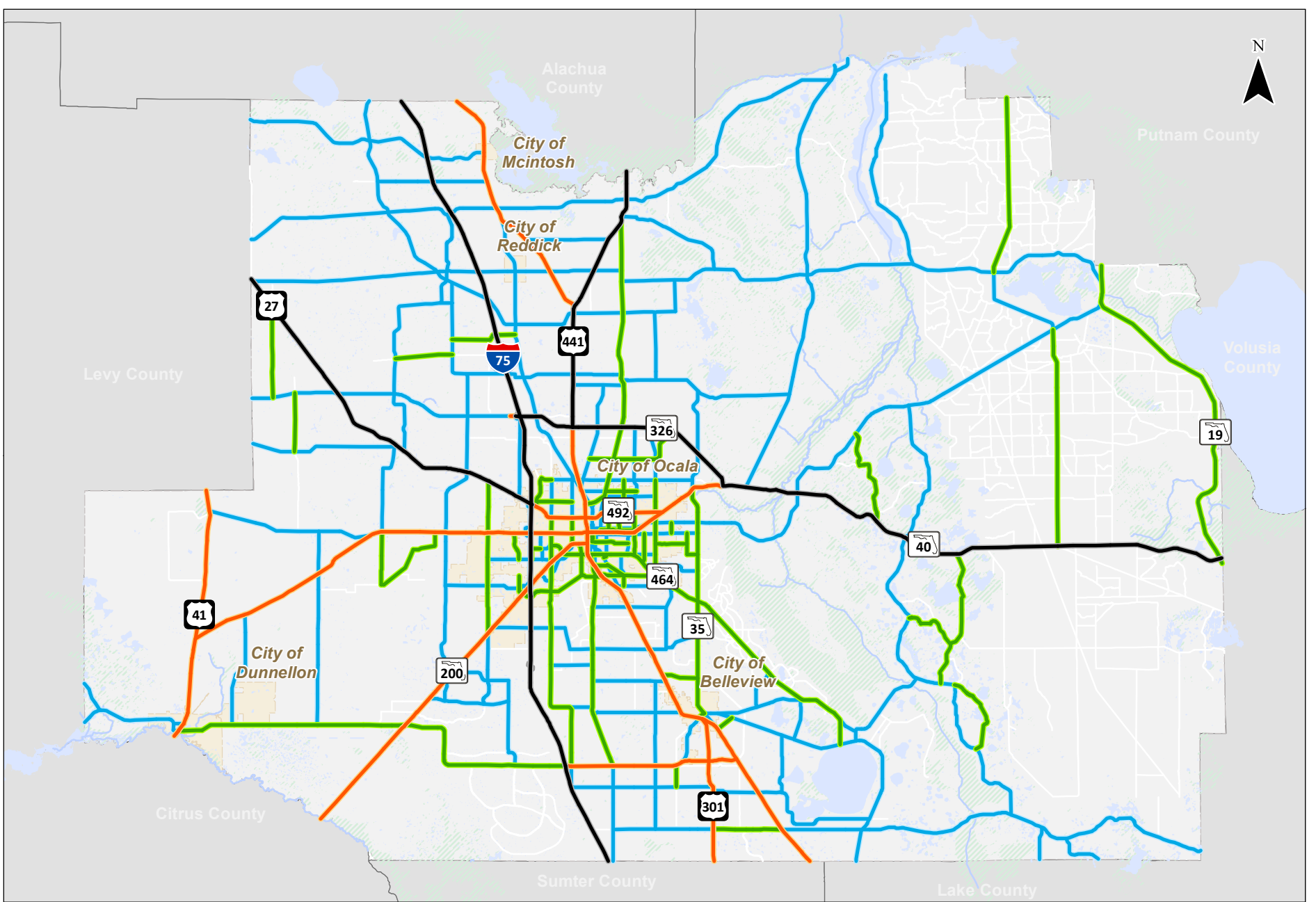
Two Lane Rural Facilities

- 4,999 or less = 0.0
- 5,000 to 5,999 = 2.5
- 6,000 to 6,999 = 5.0
- 7,000 to 7,999 = 7.5
- 8,000 or greater = 10.0

All Other Facilities

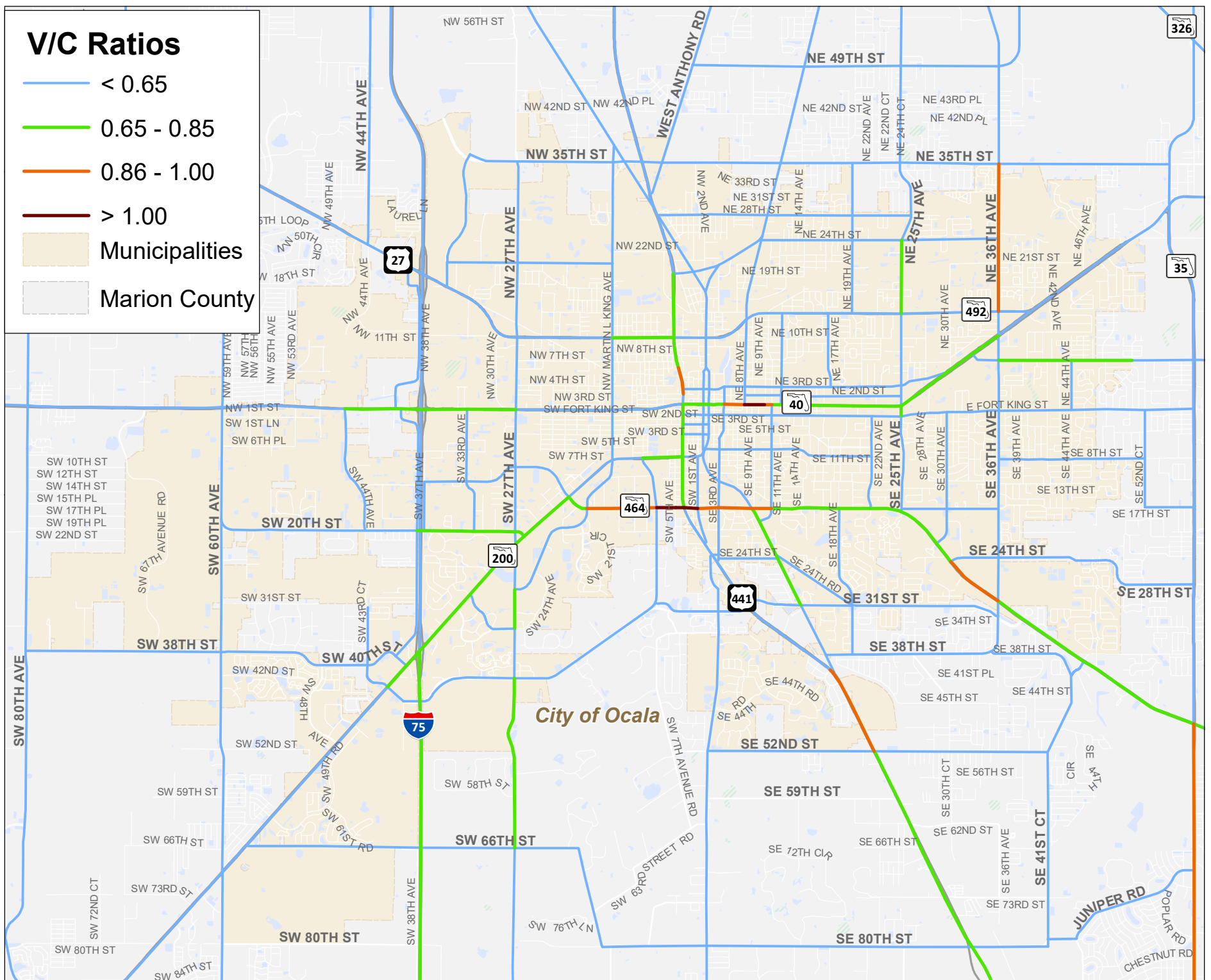
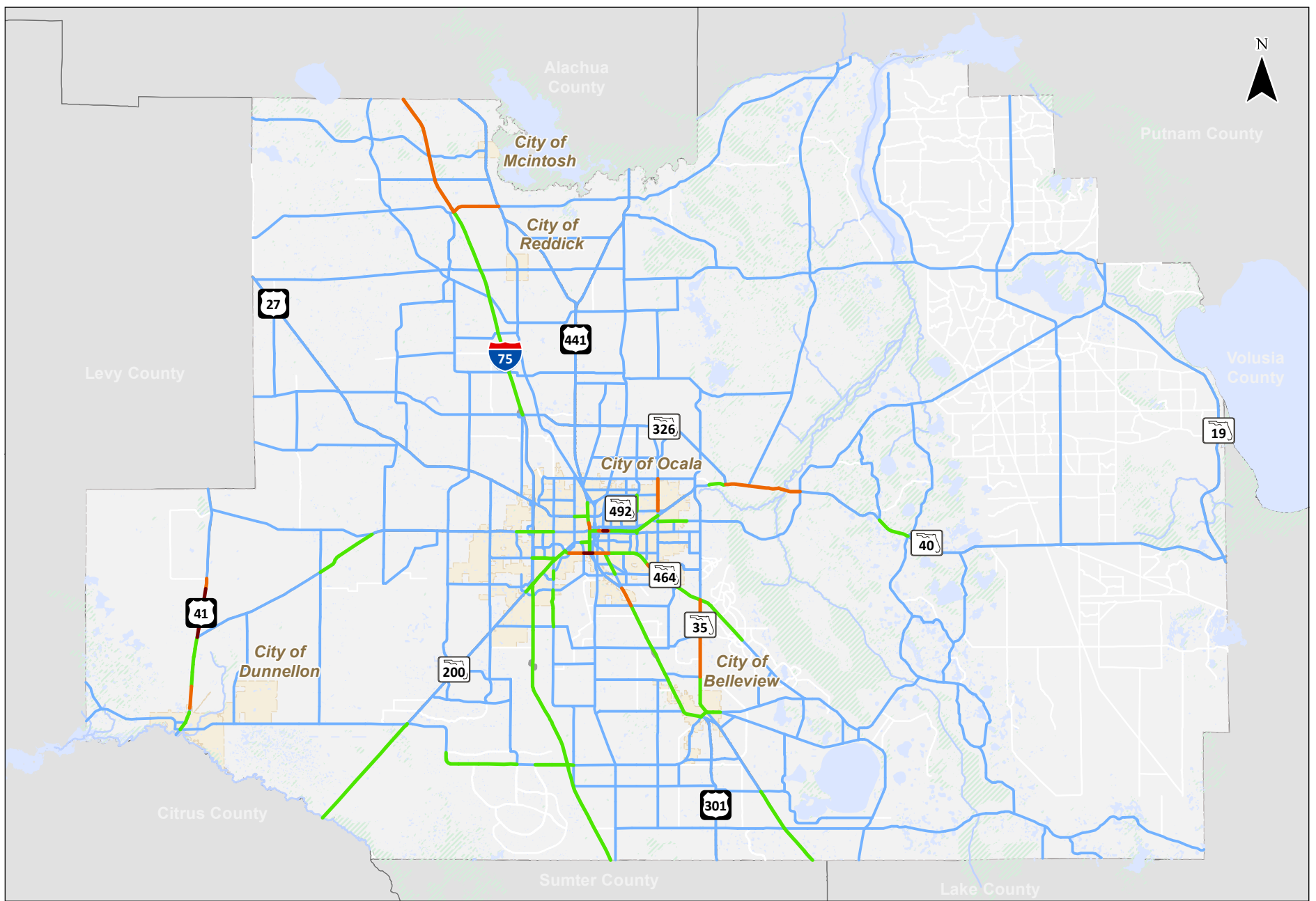
- 9,999 or less = 0.0
- 10,000 to 19,999 = 2.5
- 20,000 to 29,999 = 5.0
- 30,000 to 39,999 = 7.5
- 40,000 or greater = 10.0

See Table 4 for a summary of the existing volume breakdown and scoring. AADT values were obtained from the sources noted in the MAV section. Figure 14 and Figure 15 display the existing volumes for the rural two-lane and urban/four+-lane rural segments analyzed.



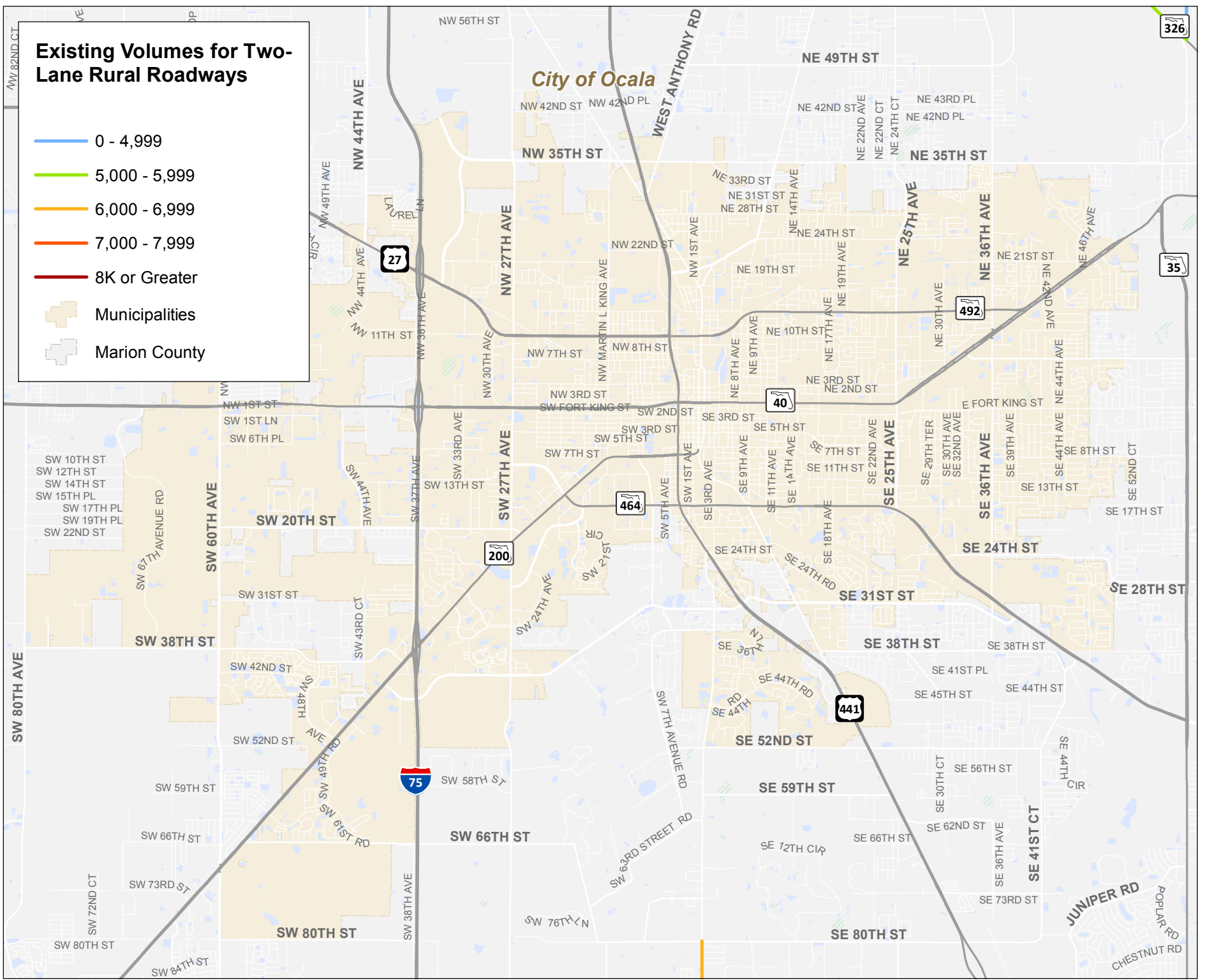
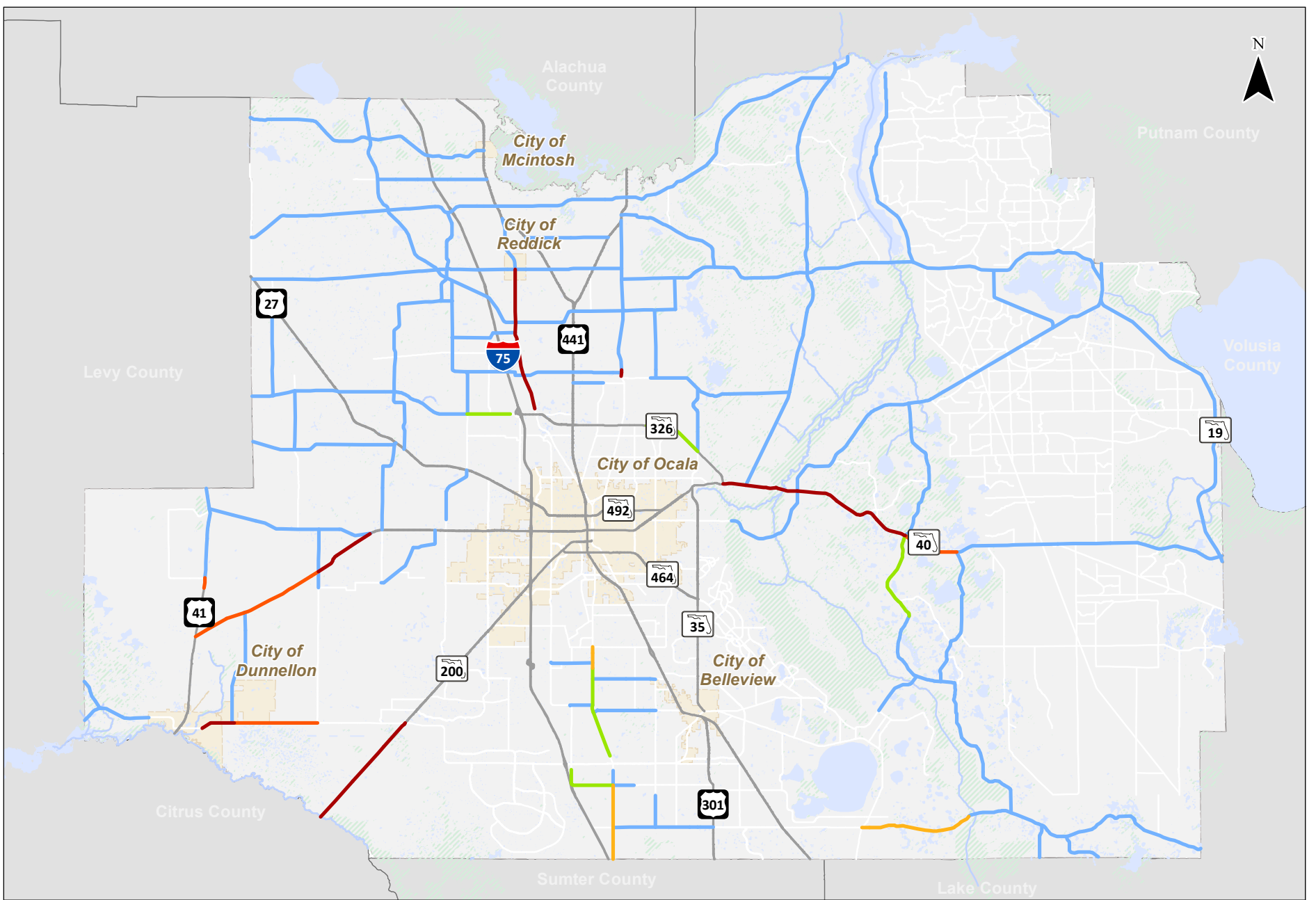
**Roadway Segments Analyzed by Roadway Classification
Ocala / Marion County**

**Figure
12**



V/C Ratios for Roadway Segments Analyzed
Ocala / Marion County

Figure
13



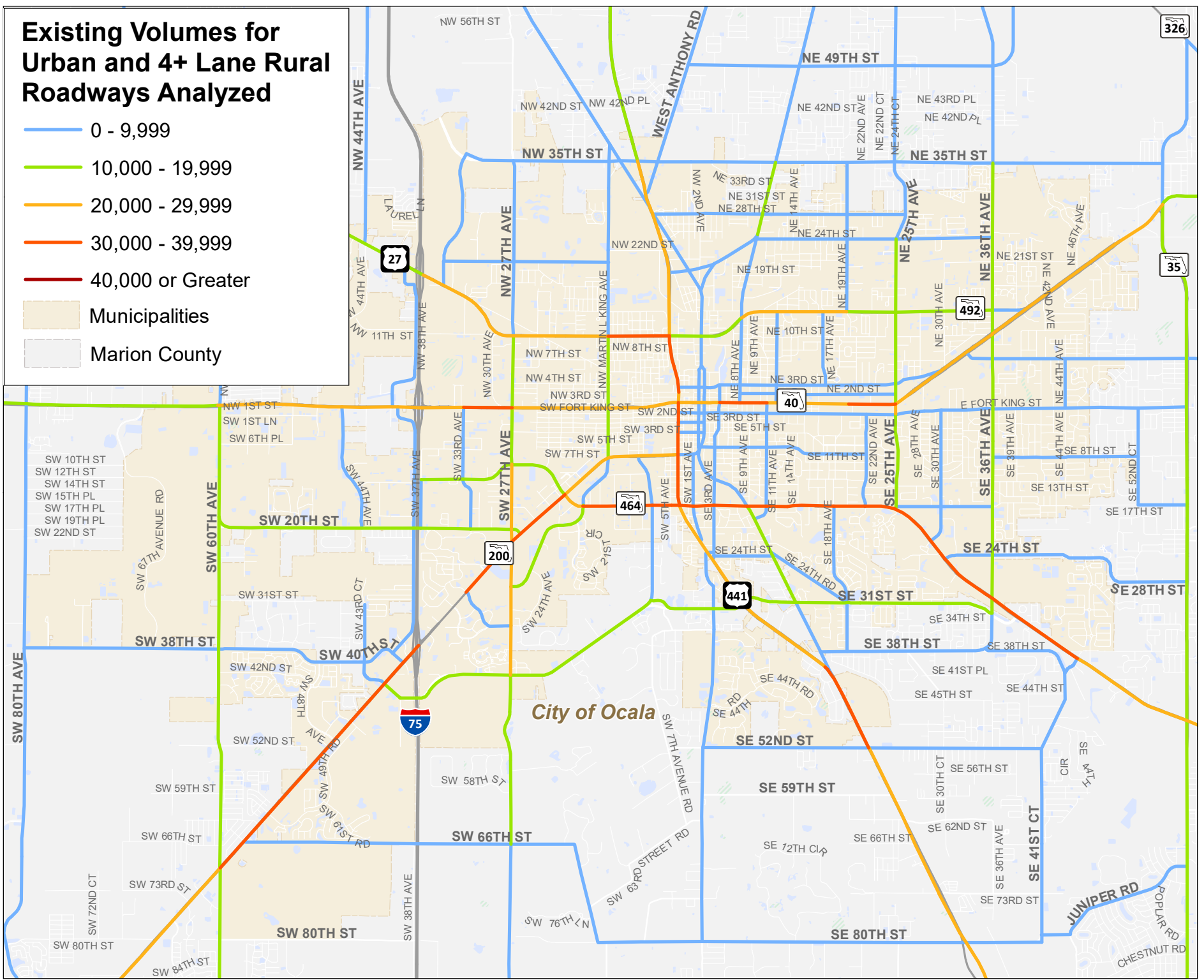
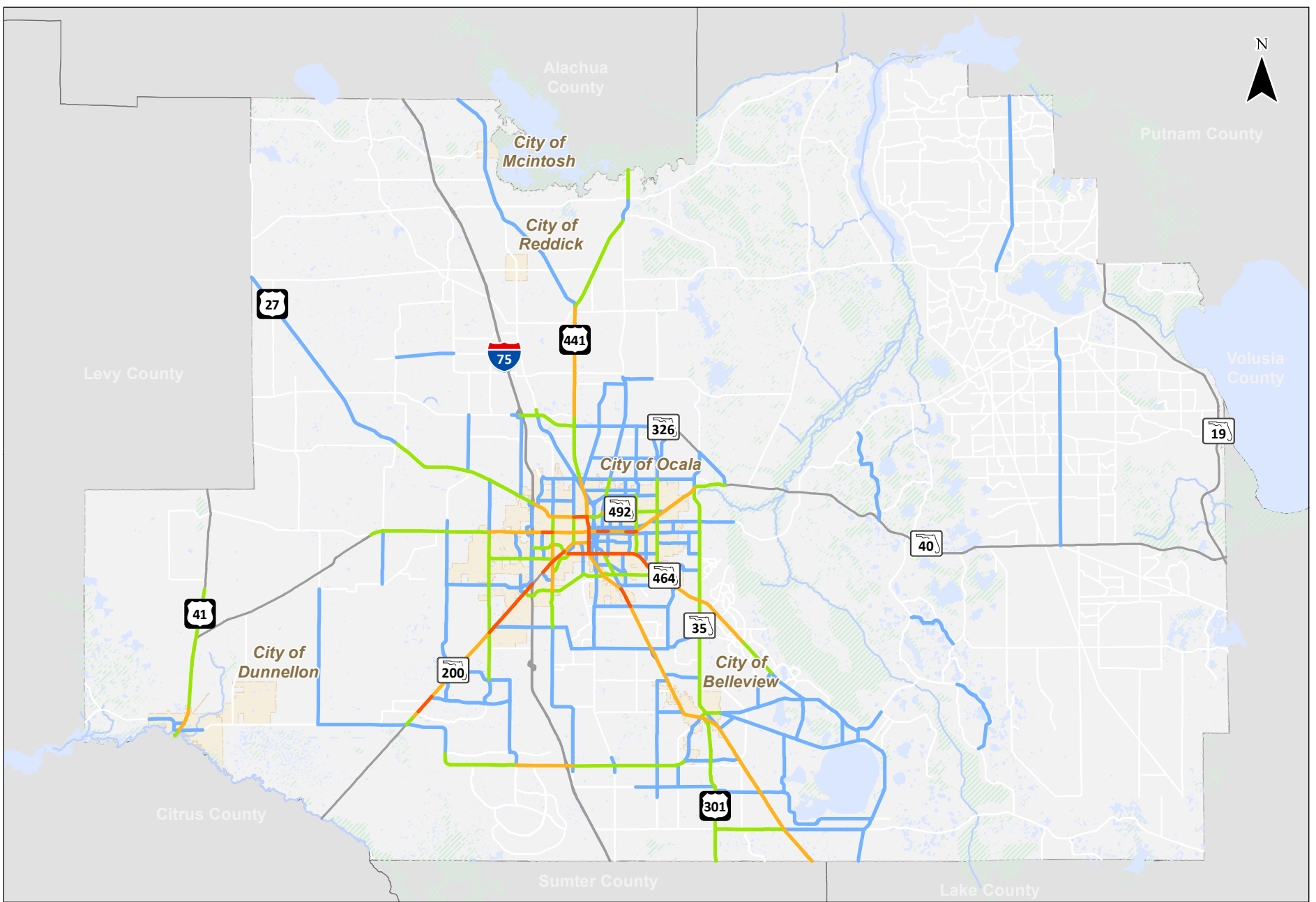
Existing Volumes for Two-Lane Rural Roadways Analyzed
Ocala / Marion County

Figure
14



Coordinate System: NAD 1983 StatePlane Florida West FIPS 0902 Feet
Data Source: Marion County Open Data Portal

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**Existing Volumes for Urban and 4+ Lane Rural Roadways Analyzed
Ocala / Marion County**

**Figure
15**

Safety Significance

The MAV ratio and existing volume sections directly relate to recurring congestion while the safety portion of the segment scoring correlates with non-recurring congestion. ITS technology has historically demonstrated its ability to help alleviate congestion caused by the incident. Better incident detection systems can facilitate local emergency response to the incident site and more efficiently clear the incident. Dynamic Message Signs (DMS) and other points of information dissemination provide advanced notice to travelers to influence their choice on potential alternate routes, minimizing congestion at the crash site.

Crash data was obtained from the University of Florida's Signal Four Analytics Database for the most recent five calendar years (2013 through 2017) and mapped using GIS. Segment length was obtained from GIS, and traffic volumes were obtained from the sources noted above.

The safety scoring procedure takes into consideration two different elements:

Crashes per year per mile (Total Crash Rate)

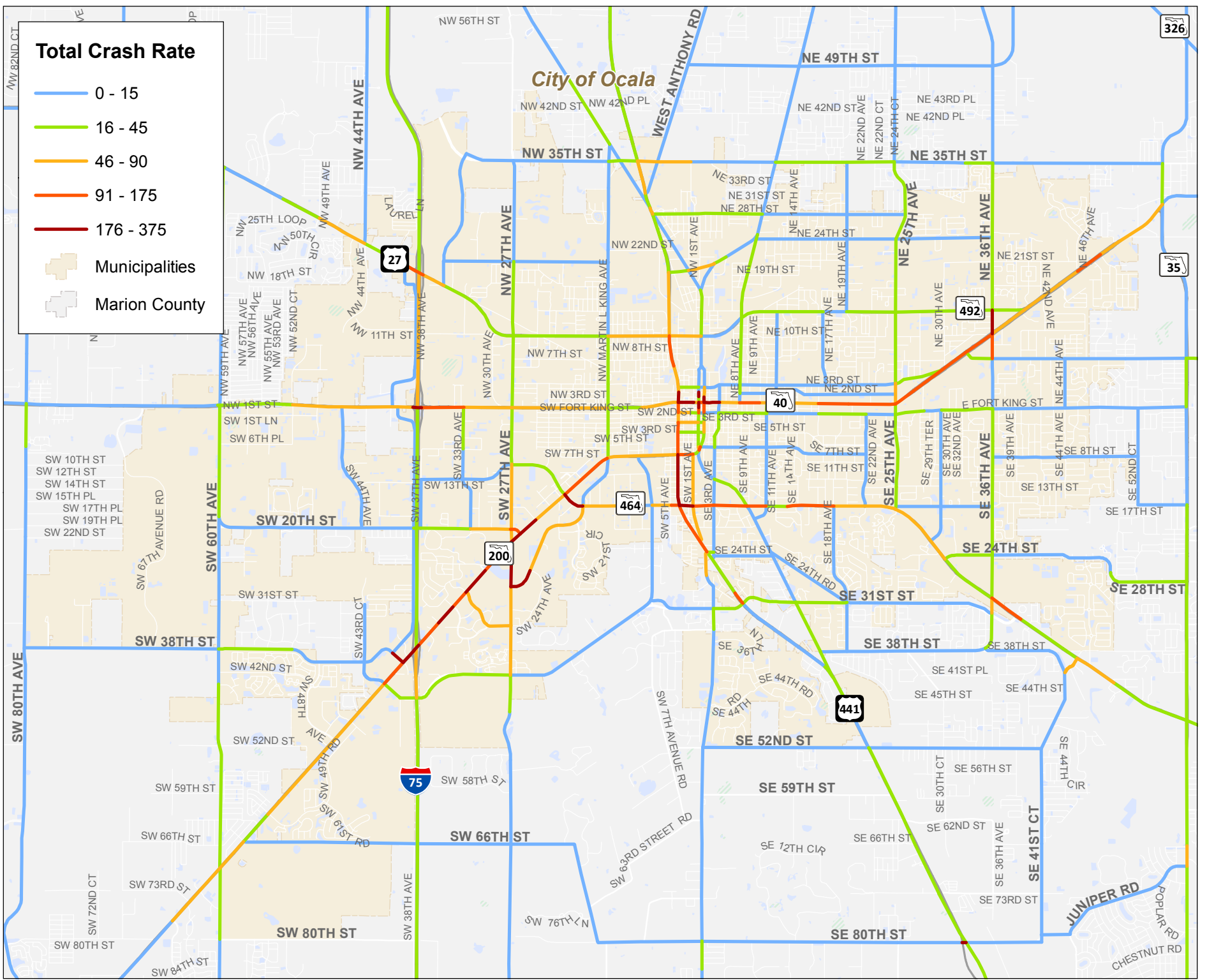
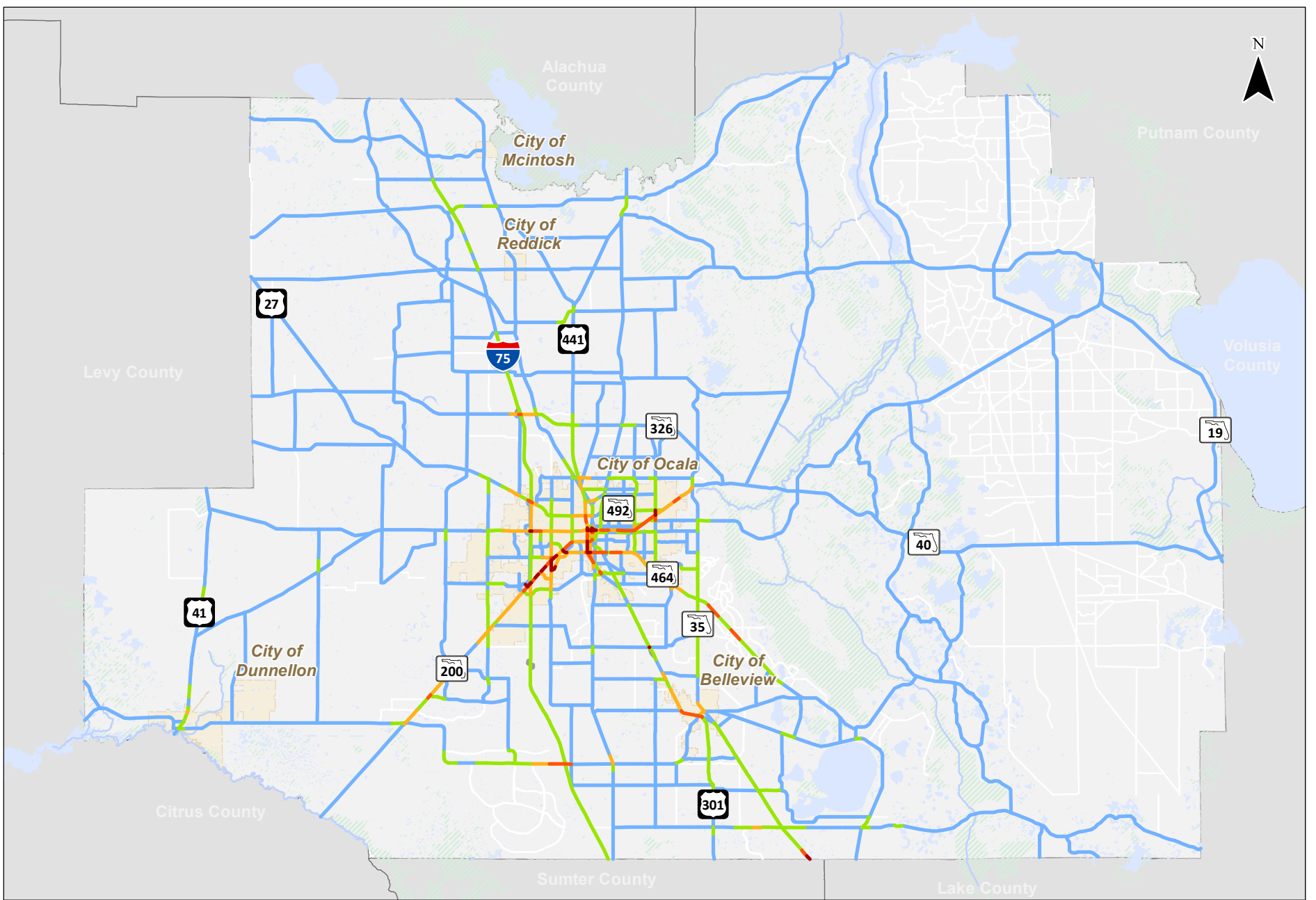
- 0 to 15 = 0.0
- 15 to 45 = 2.5
- 45 to 90 = 5.0
- 90 to 175 = 7.5
- 175 to 375 = 10.0

Fatal and incapacitating injury crashes per year per mile (Crash Rate)

- 0 to 0.3 = 0.0
- 0.3 to 1.1 = 5.0
- 1.1 to 2.5 = 10.0
- 2.5 to 4.5 = 15.0
- 4.5 to 8.0 = 20.0

As can be seen, the first crash rate category is assigned a maximum of 10 points and the second crash rate category is assigned a maximum of 20 points. The scores of these three elements are added together to obtain a final score for the Safety Significance factor. Thus, for example, if both elements are assigned the maximum possible score then the segment would receive a total of 30 points for the Safety Significance factor.

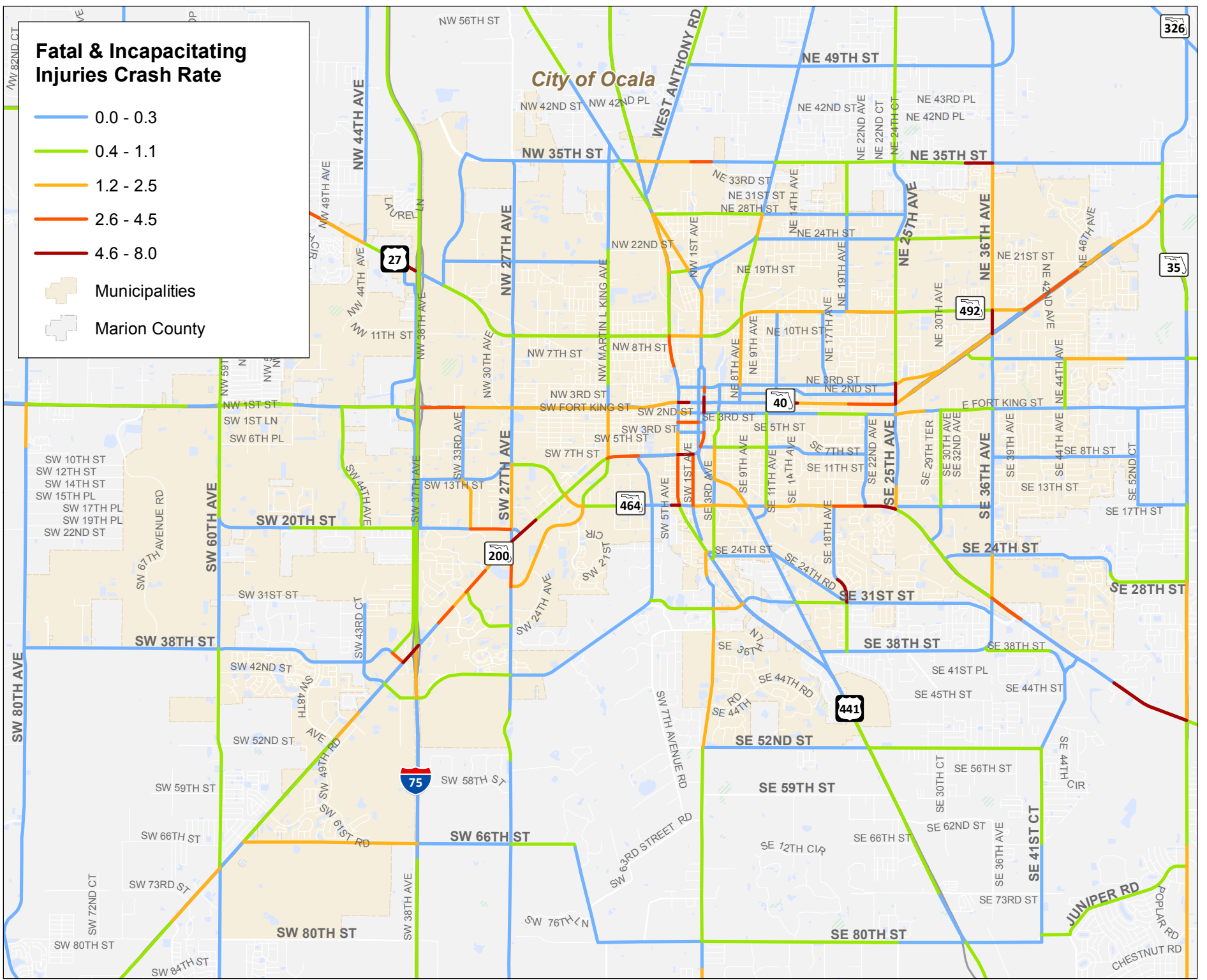
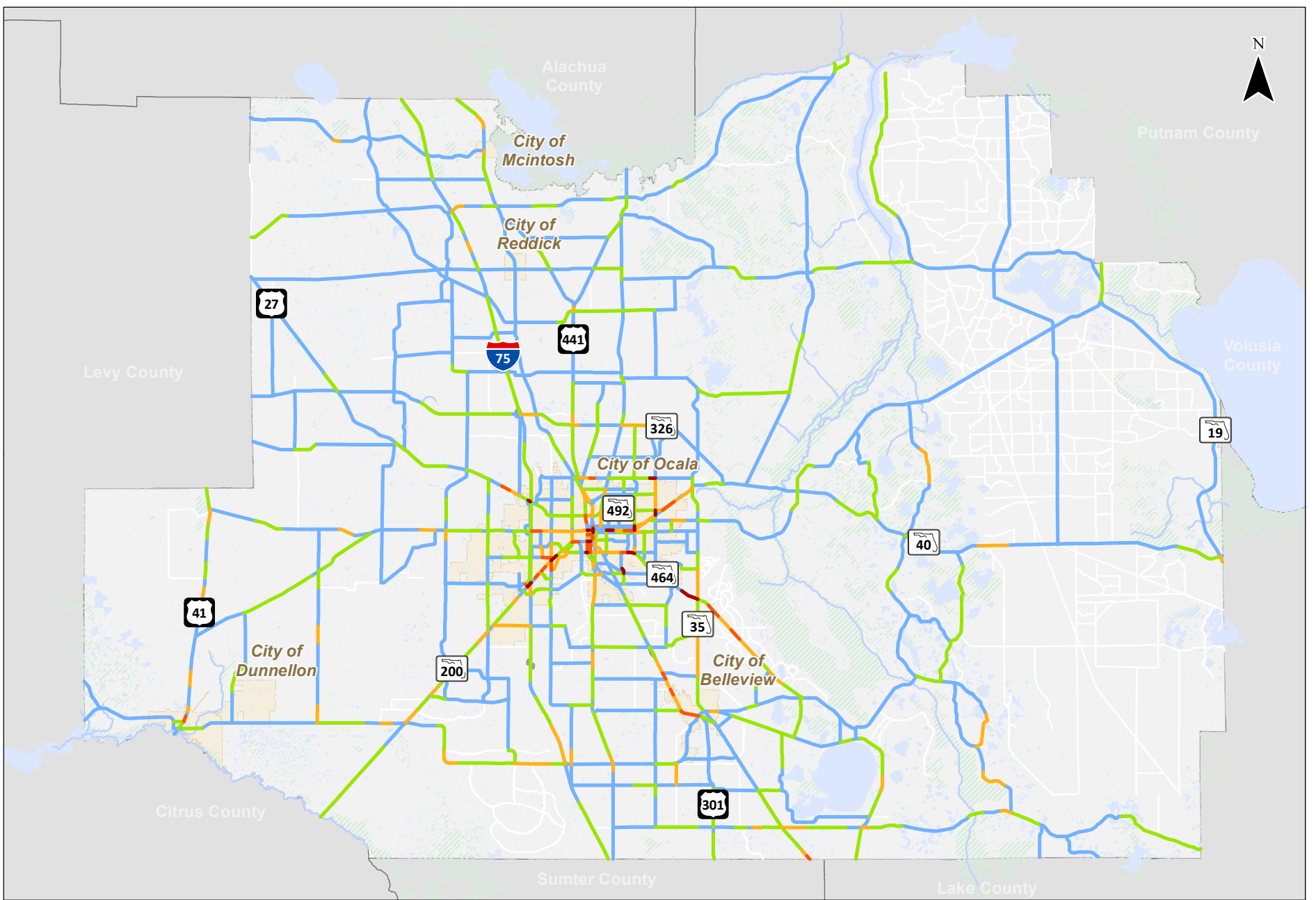
Figure 16 and Figure 17 display the total and fatal and incapacitating injury crash rate in crashes/year/mile that received scoring.



**Total Crash Rate per Segments (Fatal, Incapacitating Inj. and PDO)
Ocala / Marion County**

**Figure
16**

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Fatal and Incapacitating Injury Crash Rate per Segments
Ocala / Marion County

Figure
17



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Freight Significance

As discussed earlier, Marion County experiences a large amount of truck volume due to its location along I-75. Congestion experience on roadway segments could be exacerbated by higher volumes of trucks, and therefore truck volumes and the presence of truck routes were included as a criteria category for the analysis. The following criteria was used and represents annual average daily traffic (AADT) traffic volumes for freight vehicles:

- High Volumes (4,275 to 18,320) = 10.0
- Medium Volumes (1,079 to 4,274) = 5.0
- Low Volumes (0 to 1,079) = 0.0

- Designated Truck Route = 10.0

See Table 4 for a summary of the existing truck volume breakdown and scoring. Truck AADT values were obtained from the sources noted in the MAV section. Figure 18 displays the truck volumes and truck routes throughout the region.

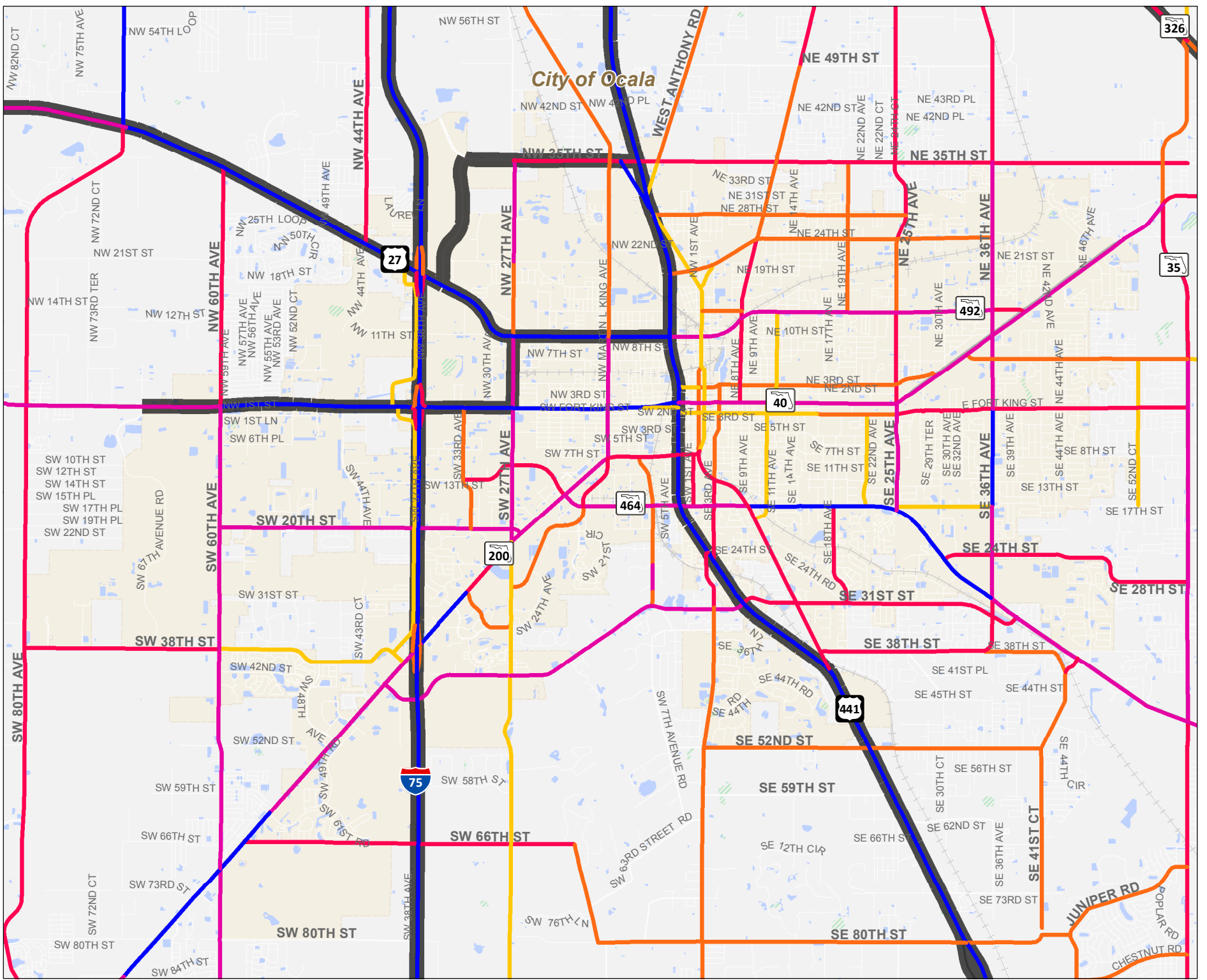
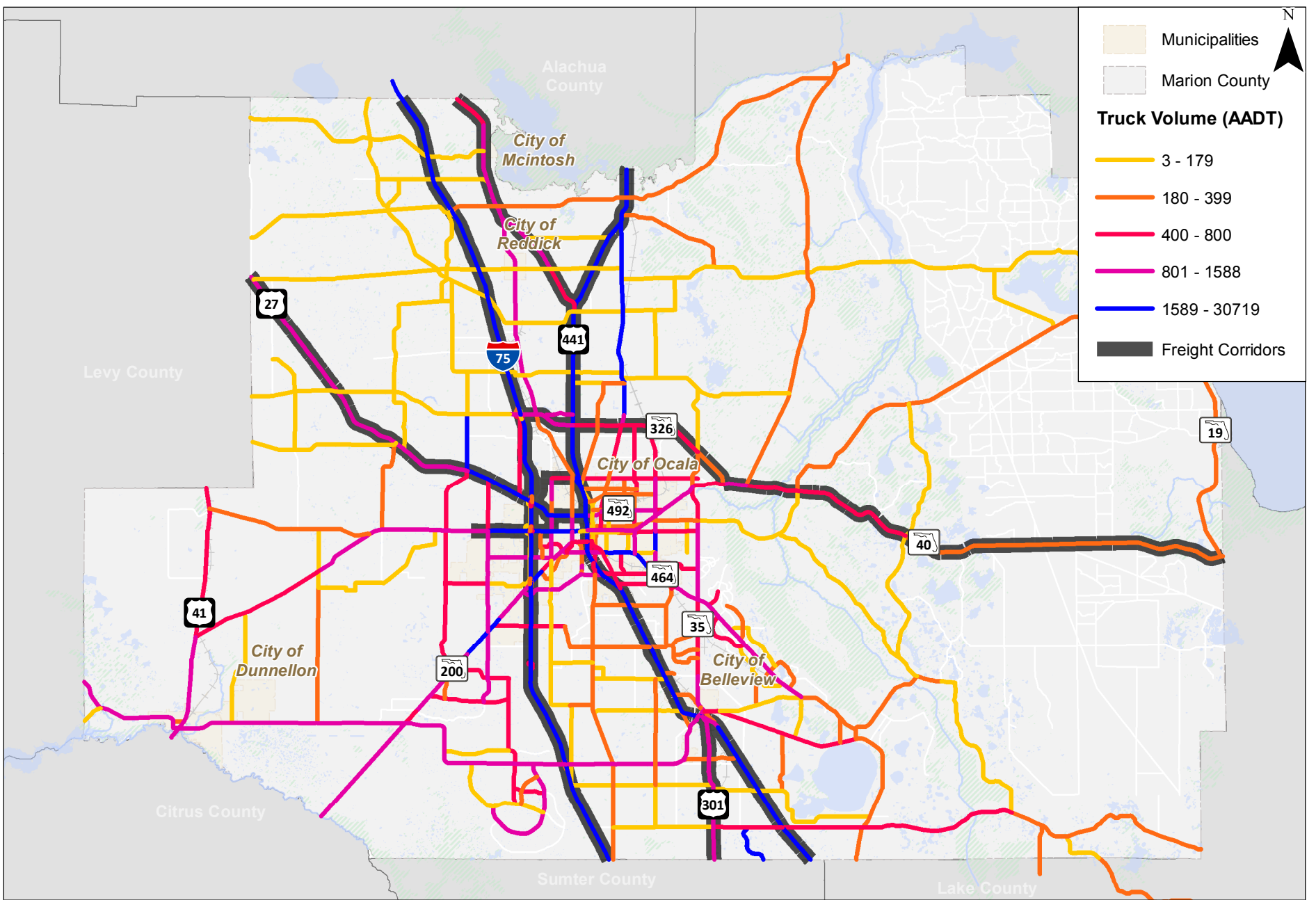
Evacuation Significance

ITS strategies can help better manage congestion and traffic during times of emergency and help direct travelers to identify hurricane evacuation routes and inform travelers of changes to travel routes. Segments having been identified by FDOT and Marion County were mapped and given points based on the following:

- A primary hurricane evacuation route was given 10 points;
- A secondary hurricane evacuation route was given 5 points; and
- A segment not designated as a hurricane evacuation route was given 0 points.

Figure 19 displays the hurricane evacuation routes within the planning area and was used for this evaluation.

I-75 was classified as primary hurricane evacuation routes due to its Statewide importance to overall hurricane evacuation route procedures. If a major arterial connected to this facility, served a major population center, or was the primary parallel route, it was also classified as a primary hurricane evacuation route. Examples of primary hurricane evacuation routes include US 441, US 301, SR 40, SR 200, US 41, SR 19, and SR 27. Secondary hurricane evacuation routes are any designated hurricane evacuation routes that are not otherwise classified as a primary route.

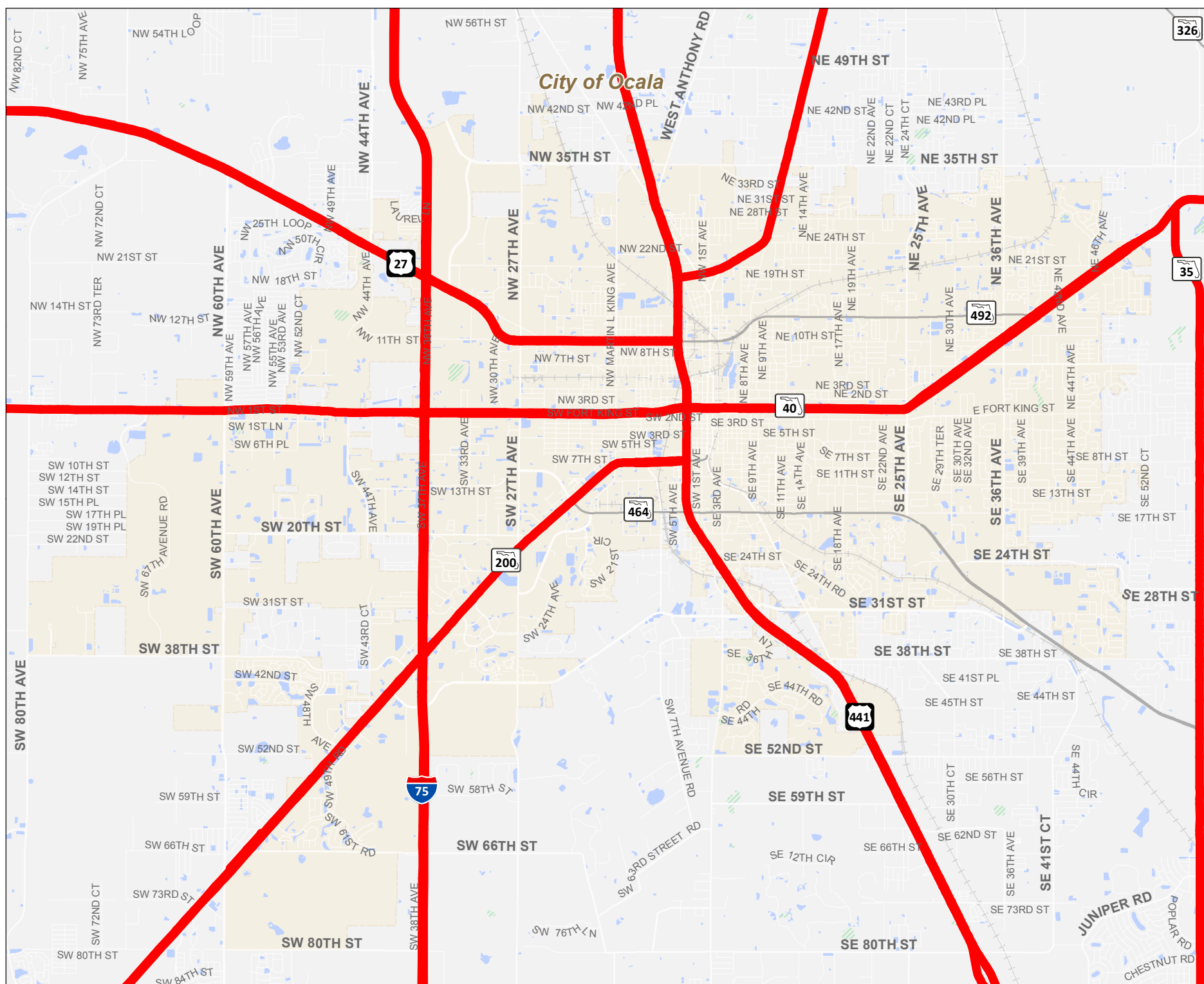
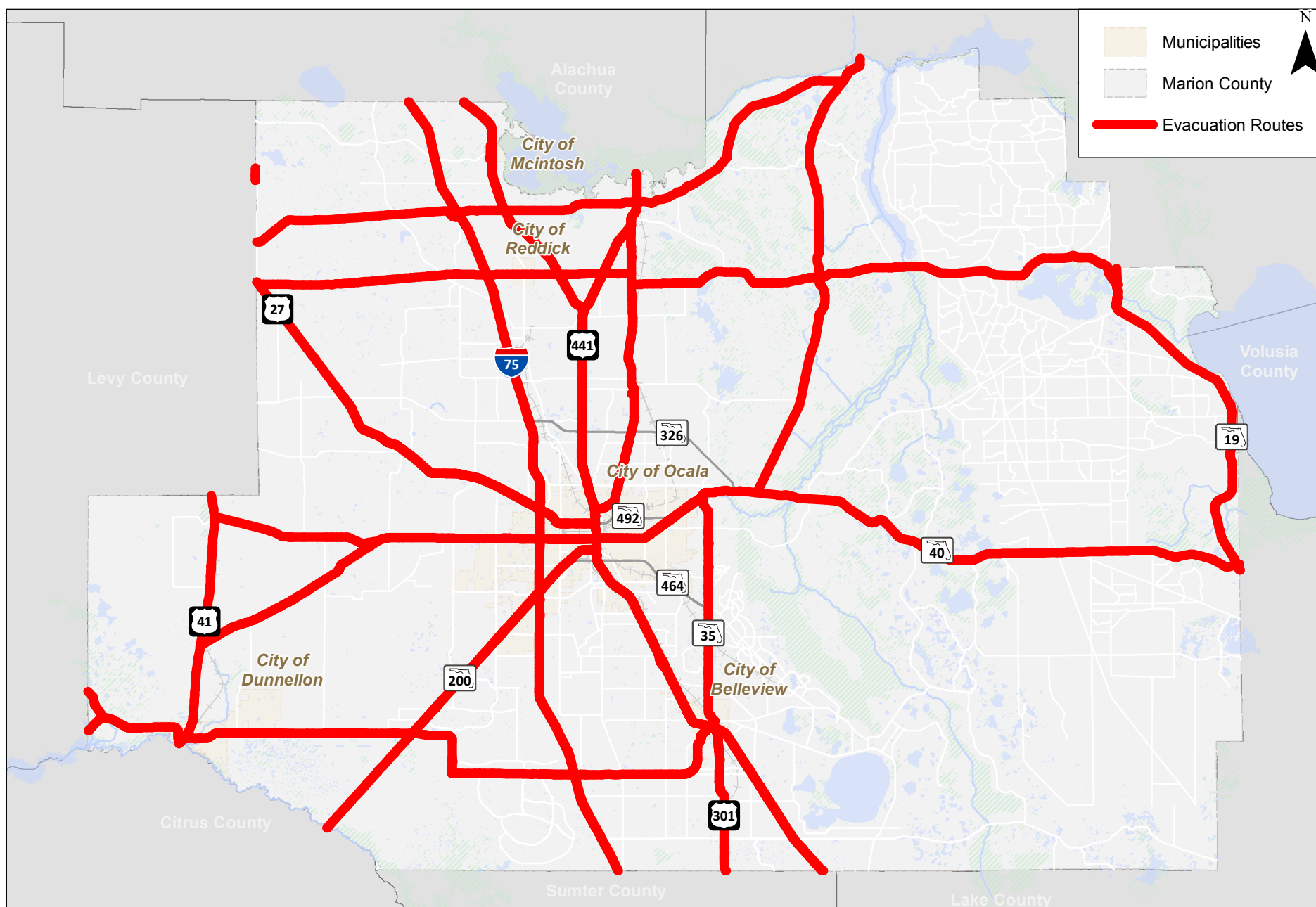


**Truck Volume (AADT) and Designated Freight Corridors
Ocala / Marion County**

**Figure
18**



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Evacuation Routes
Ocala / Marion County

Figure
19

Existing ITS

A significant capital investment has already been made in Marion County to provide existing CCTVs and trunk fiber lines. To further identify roadways where ITS strategies could be implemented while also seeing where there are gaps in the existing network, the following scoring procedure was used:

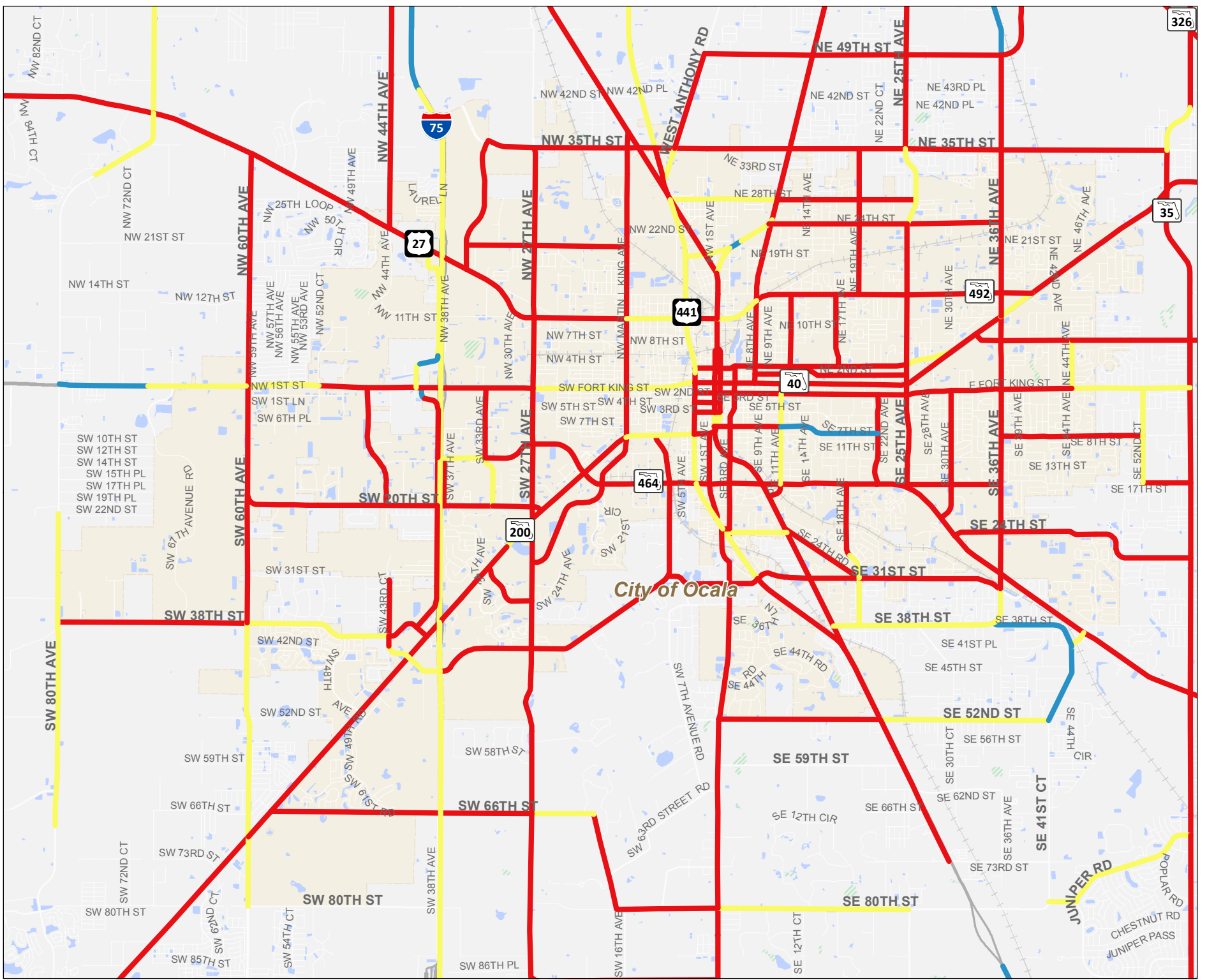
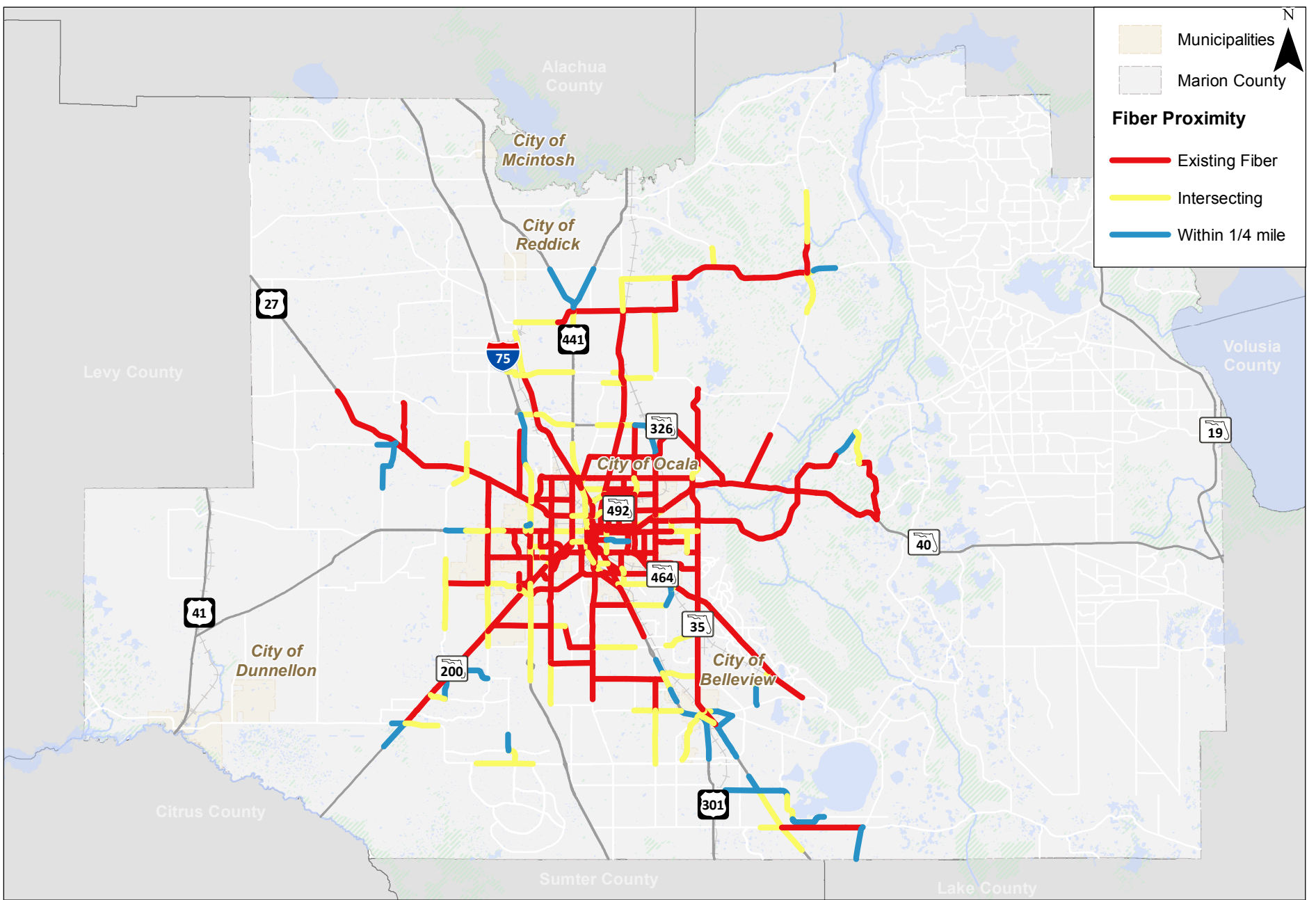
- Existing Fiber – Roadway segments with an existing fiber network in place are given 7.5 points;
- Intersecting Fiber – Roadway segments that intersect another roadway with existing fiber are given 5 points;
- Within ¼ Mile of Fiber – Roadway segments that do not intersect a roadway with existing fiber but are within ¼ of a roadway with fiber are given 2.5 points; and
- Existing CCTVs – Roadway segments that have a CCTV located within a ¼ mile are given 2.5 points.
- Bluetooth® – Roadway segments that have Bluetooth® devices are given 2.5 points.

The rationale underlying this scoring procedure is that roadways with existing fiber, intersecting existing fiber, or are within ¼ mile of fiber may have a much lower cost to implement TSM&O strategies than roadways with no fiber and also further than ¼ mile away from existing fiber. A roadway with existing fiber and CCTV, can receive a maximum of 10 points. Roadways with intersecting segments can receive a maximum of 7.5 points and segments within ¼ miles can receive a maximum of 5 points. This scoring methodology will identify roadway segments that are most suited to further ITS projects given their existing capabilities.

Figure 20 displays the existing ITS network within the study area.

Scoring Methodology Matrix

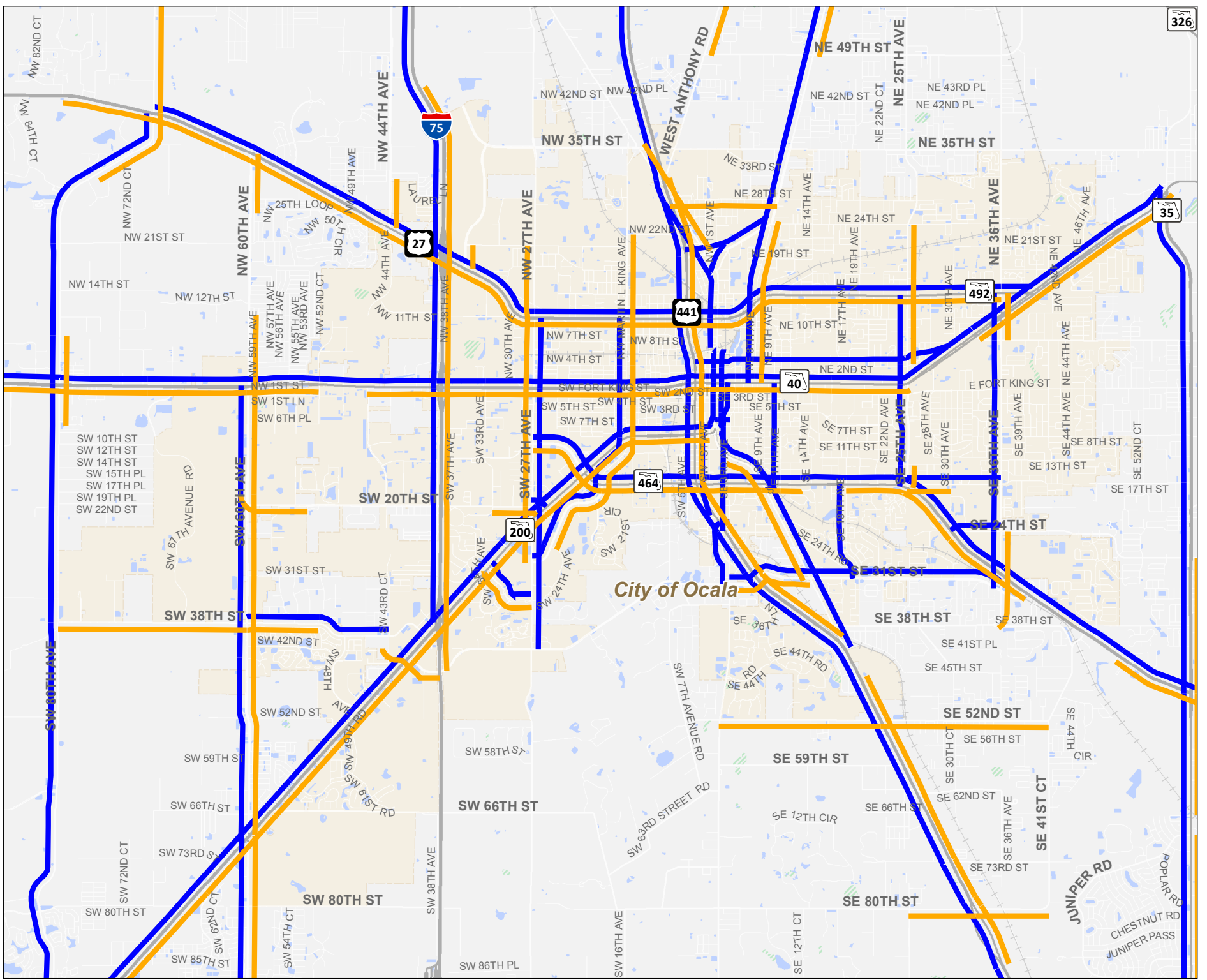
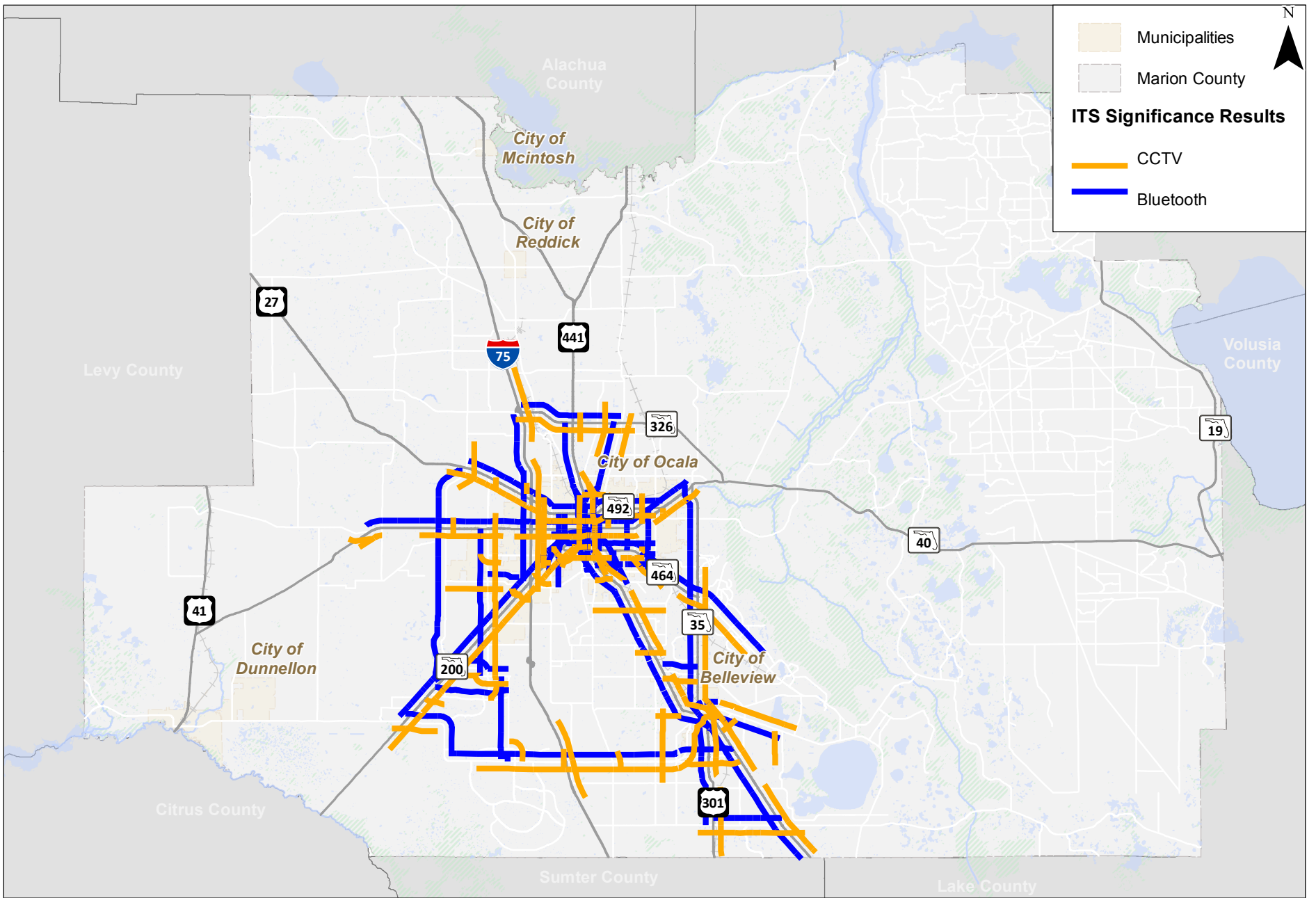
This scoring methodology was developed to quantitatively measure the need for ITS infrastructure throughout the region. All the factors discussed above are criteria that local authorities deem important for determining the need for ITS support. Some of these factors are more important than others so they are weighted more heavily. In this scoring, the volume and capacity measures had the highest weighting, safety had the next highest weighting, and roadway classification, truck volumes, evacuation significance and existing ITS infrastructure all had equal weighting. The detailed scoring criteria is shown below. Table 4 outlines the method and values used for segment scoring for each of the previously described categories.



ITS Significance Results for Fiber Optic Scoring
Ocala / Marion County

Figure
20.a

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**ITS Significance Results for CCTV and Bluetooth Scoring
Ocala / Marion County**

**Figure
20.b**

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Table 4 Scoring Methodology Matrix

Prioritization Category	Description	Data Inputs	Scoring Methodology	
Maximum Acceptable Volume (MAV) Ratio	A measure of existing congestion severity	2016 and 2017 Volumes and Capacities from Various Sources	MAV * 30 points Limit to maximum of 40 points (v/c = 1.33)	
Existing Volume	A measure of the number of vehicles along roadway segments	2016 and 2017 Volumes from Various Sources	<p>Two Lane Rural Facilities</p> <p>4,999 or less = 0.0 5,000 to 5,999 = 2.5 6,000 to 6,999 = 5.0 7,000 to 7,999 = 7.5 8,000 or greater = 10.0</p>	<p>All Other Facilities</p> <p>9,999 or less = 0.0 10,000 to 19,999 = 2.5 20,000 to 29,999 = 5.0 30,000 to 39,999 = 7.5 40,000 or greater = 10.0</p>
Safety	A measure incorporating corridor crash density and crash severity	Signal 4 Analytics (annual average of 2013-2017 data)	<p>Total Crash Rate</p> <p>0 to 15 = 0.0 15 to 45 = 2.5 45 to 90 = 5.0 90 to 175 = 7.5 175 to 375 = 10.0</p>	<p>Fatal and Incapacitating Injury Crash Rate</p> <p>0.0 to 0.3 = 0.0 0.3 to 1.1 = 5.0 1.1 to 2.5 = 10.0 2.5 to 4.5 = 15.0 4.5 to 8.0 = 20.0</p>
Freight Significance	A measure of the number of trucks along roadway segments	2016 and 2017 Volumes from Various Sources	<p>High Volumes (4,275 to 18,320) = 10.0 Medium Volumes (1,079 to 4,274) = 5.0 Low Volumes (0 to 1,079) = 0.0</p> <p>Designated Truck Route = 10.0</p>	
Evacuation Significance	Designation as an evacuation route	FDOT Evacuation Routes Map	<p>Primary evacuation route = 10 points Secondary Evacuation Route = 5 points Not a designated Evacuation Route = 0 points</p>	
Existing ITS Infrastructure	A measure of existing facilities in place and opportunities for expansion	Ocala-Marion County TPO	<p>Existing fiber – 7.5 points Intersecting fiber – 5 points Within ¼ mile of fiber – 2.5 points Existing CCTV – 2.5 points Existing Bluetooth® – 2.5 points</p>	

Scores are assigned to each segment based on the scoring matrix shown above, the scores are added, and final scores are calculated. A potential scoring example is shown below.

Potential Total Scoring: 30 (Safety) + 10 (Existing Volume) + 40 (MAV) + 20 (Truck Significance) + 10 (Evacuation) + 12.5 (ITS Significance) = **122.5 PTS.**

The segments were ranked after being scored. The top 25 ranked segments are discussed below.

Top 25 Ranked Analysis Segments

Table 5 through Table 8 summarize the Top 25 scoring roadway segments for SIS, Regional, Non-Regional, and Collector roadways when using the scoring methodology described in the Segment Scoring Methodology section above. A full listing of all Marion County roadway segment rankings, in alphabetical order, is provided in Appendix A.

Figure 21 provides a graphical representation of the Top 25 scoring roadway segments for the various roadway classifications and the overall top 25 roadway segments. These segments were reviewed and combined to establish the locations where the deployment of ITS strategies is expected to provide the optimum return on investment in improving the Marion County's roadway network. Specific ITS projects recommended for the region's roadways are summarized in Chapter 6.

Table 5 Top 25 Ranked SIS Segments

Priority Rank	Road Name	From	To	MAV Ratio	Existing Volume	Safety	Truck	Evacuation Route	ITS	Total Score
1	US 27	NW 38 th Ave.	I-75 West Ramp	12.9	2.5	27.5	10.0	10.0	12.5	75.4
2	SR 40	CR 315	CR 314	29.4	10.0	0.0	15.0	10.0	7.5	71.9
3	US 27	I-75 West Ramp	I-75 East Ramp	14.1	2.5	7.5	20.0	10.0	12.5	66.6
4	SR 40	NE 10 th St. Rd.	NE 145 th Ave.	18.1	10.0	5.0	15.0	10.0	7.5	65.6
5	SR 40	NE 125 th Ter. Rd.	NE 10 th St. Rd.	18.1	10.0	5.0	15.0	10.0	7.5	65.6
6	SR 40	SR 326	CR 315	27.7	10.0	0.0	10.0	10.0	7.5	65.2
7	US 27	NW 60 th Ave.	NW 49 th Ave.	12.5	2.5	17.5	10.0	10.0	12.5	64.9
8	US 27	NW 49 th Ave.	NW 44 th Ave.	12.9	2.5	15.0	10.0	10.0	12.5	62.9
9	US 27	I-75 West Ramp	I-75 East Ramp	14.1	2.5	7.5	20.0	10.0	7.5	61.6
10	SR 40	CR 314	NE 117 th Ct.	18.1	10.0	0.0	15.0	10.0	7.5	60.6
11	SR 40	NE 117 th Ct.	NE 125 th Ter. Rd.	18.1	10.0	0.0	15.0	10.0	7.5	60.6
12	US 441	CR 329	US 301	16.9	5.0	12.5	10.0	10.0	5.0	59.4
13	SR 326	CR 200A	NE 25 th Ave.	17.4	0.0	12.5	15.0	5.0	7.5	57.4
14	SR 40	NE 145 th Ave.	CR 314A	20.9	10.0	0.0	15.0	10.0	0.0	55.9
15	US 27	NW 44 th Ave.	NW 38 th Ave.	12.9	2.5	7.5	10.0	10.0	12.5	55.4
16	US 27	CR 225A	NW 60 th Ave	12.1	2.5	7.5	10.0	10.0	12.5	54.6
17	SR 326	US 441	NW 12 th Ave.	17.0	0.0	12.5	15.0	5.0	5.0	54.5
18	SR 40	CR 314A	SE 183rd Ave.	16.8	7.5	5.0	15.0	10.0	0.0	54.3
19	US 27	CR 225A	NW 60 th Ave.	12.1	2.5	5.0	10.0	10.0	12.5	52.1
20	US 441	SR 326	NW 77 th St.	13.2	2.5	12.5	10.0	10.0	2.5	50.7
21	SR 326	NE 25 th Ave.	NE 36 th Ave.	17.0	0.0	10.0	15.0	5.0	2.5	49.5
22	SR 40	CR 314A	SE 183 rd Ave.	16.8	7.5	0.0	15.0	10.0	0.0	49.3
23	US 441	NW 77 th St.	NW 117 th St.	17.6	5.0	5.0	10.0	10.0	0.0	47.6
24	US 27	NW 60 th Ave.	NW 55 th Ave.	12.5	2.5	0.0	10.0	10.0	12.5	47.5
25	US 27	NW 55 th Ave.	NW 49 th Ave.	12.5	2.5	0.0	10.0	10.0	12.5	47.5

Table 6 Top 25 Ranked Regional Segments

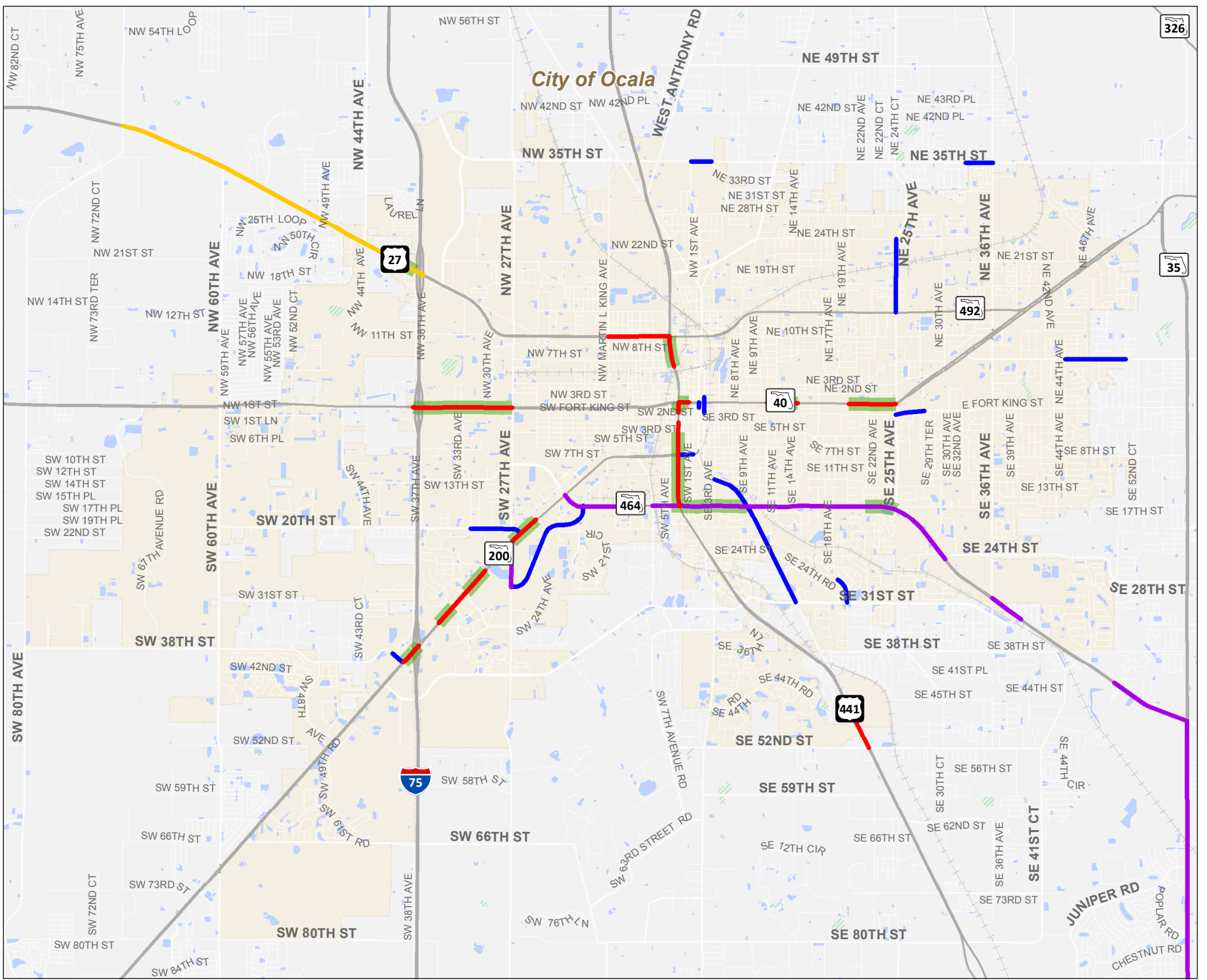
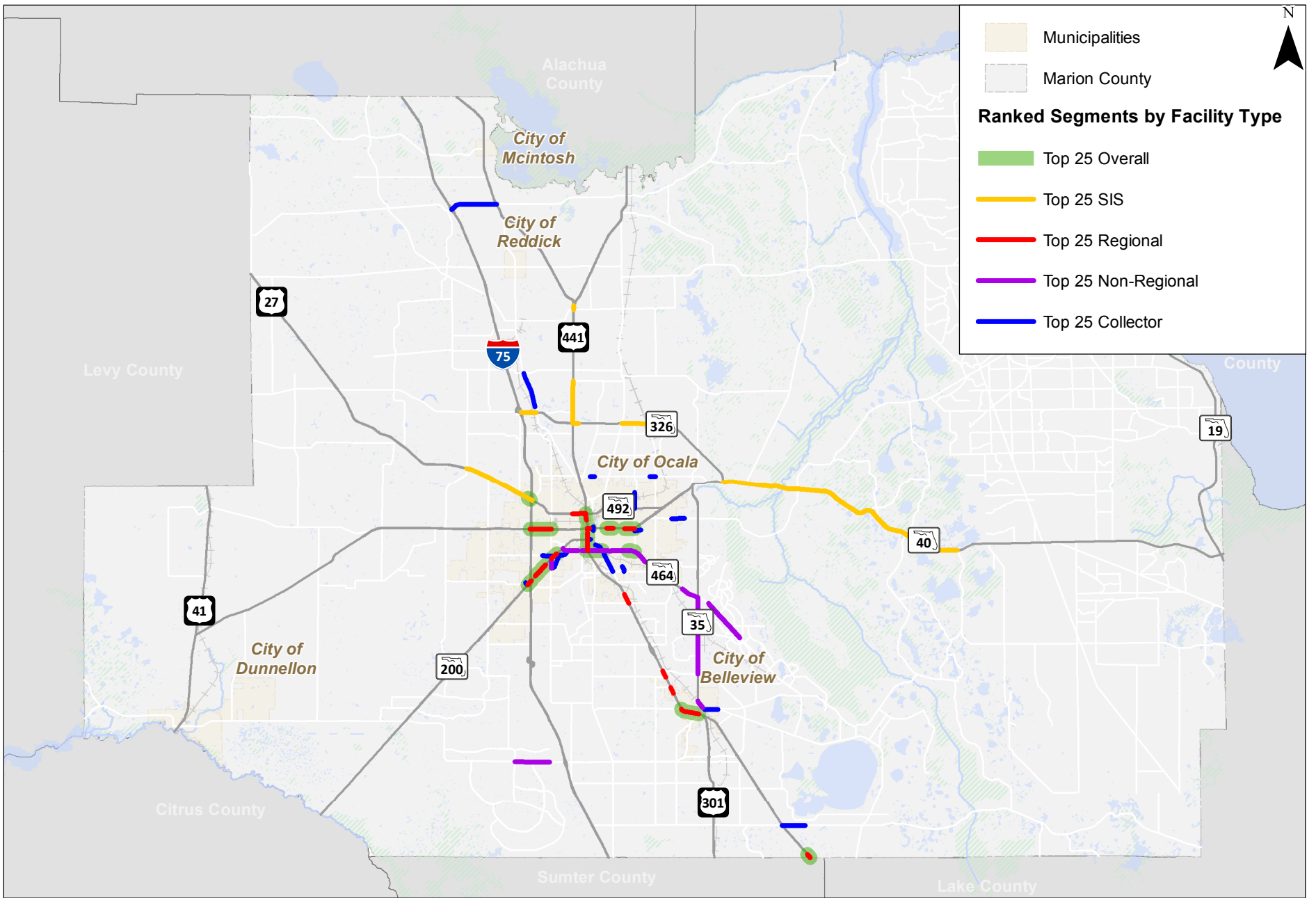
Priority	Road Name	From	To	MAV Ratio	Existing Volume	Safety	Truck	Evacuation Route	ITS	Total Score
1	SR 200	I-75 West Ramp	I-75 East Ramp	19.8	7.5	30.0	10.0	10.0	12.5	89.8
2	US 441	SR 464	SW 10 th St.	21.7	7.5	25.0	10.0	10.0	10.0	84.2
3	US 441	NW 6 th St.	US 27	22.9	7.5	22.5	10.0	10.0	10.0	82.9
4	SR 40	I-75 East Ramp	SW 33 th Ave.	21.2	5.0	22.5	10.0	10.0	12.5	81.3
5	US 441	SW 10 th St.	SW 5 th St.	23.3	7.5	17.5	10.0	10.0	12.5	80.8
6	SR 200	SW 38 th Ct.	I-75 West Ramp	19.8	7.5	30.0	0.0	10.0	12.5	79.8
7	SR 200	SW 27 th Ave.	SW 20 th St.	19.8	7.5	30.0	0.0	10.0	12.5	79.8
8	SR 200	SW 20 th St.	SW 17 th Rd.	19.7	7.5	30.0	0.0	10.0	12.5	79.7
9	SR 200	SW 36 th Ave.	SW 34 th Ave.	22.0	10.0	25.0	0.0	10.0	12.5	79.5
10	SR 40	US 441	NW 2 nd Ave.	21.2	5.0	30.0	0.0	10.0	12.5	78.7
11	SR 40	I-75 West Ramp	I-75 East Ramp	20.9	5.0	10.0	20.0	10.0	12.5	78.4
12	SR 40	SW 33 rd Ave.	SW 27 th Ave.	22.9	7.5	15.0	10.0	10.0	12.5	77.9
13	SR 40	NE 11 th Ave.	SE 14 th Ave.	21.3	5.0	27.5	0.0	10.0	12.5	76.3
14	US 441	CR 484	SE 110 th St.	21.2	5.0	22.5	10.0	10.0	7.5	76.1
15	SR 40	NE 19 th Ct.	NE 25 th Ave.	23.6	7.5	22.5	0.0	10.0	12.5	76.1
16	US 441	SW 5 th St.	SR 40	23.3	7.5	7.5	15.0	10.0	12.5	75.8
17	SR 200	SW 32 nd Ave.	SW 26 th St.	20.0	7.5	25.0	0.0	10.0	12.5	74.9
18	US 441	Sumter County Line	SE 178 th Pl.	22.4	5.0	25.0	10.0	10.0	2.5	74.9
19	SR 40	NE 11 th Ave.	SE 14 th Ave.	21.3	5.0	25.0	0.0	10.0	12.5	73.8
20	US 441	SE 102 nd Pl.	SE 100 th St.	20.2	5.0	20.0	10.0	10.0	7.5	72.7
21	US 441	SE 95 th St.	SE 92 nd Pl. Rd.	20.2	5.0	20.0	10.0	10.0	7.5	72.7
22	US 441	SE 52 nd St.	SE 40 th Cir.	27.2	7.5	5.0	10.0	10.0	12.5	72.2
23	SR 200	SW 34 th Ave.	SW 32 nd Ave.	22.0	10.0	17.5	0.0	10.0	12.5	72.0
24	US 441	SW 5 th St.	SR 40	23.3	7.5	7.5	10.0	10.0	12.5	70.8
25	US 27	NW MLK Ave.	US 441	23.2	7.5	10.0	10.0	10.0	10.0	70.7

Table 7 Top 25 Ranked Non-Regional Segments

Priority Rank	Road Name	From	To	MAV Ratio	Existing Volume	Safety	Truck	Evacuation Route	ITS	Total Score
1	SR 464	SW 5 th Ave.	US 441	38.0	7.5	27.5	0.0	5.0	12.5	90.5
2	SR 464	SE 3 rd Ave.	CR 464A	29.0	7.5	17.5	5.0	5.0	12.5	76.5
3	SR 464	SW 1 st Ave.	SE 3 rd Ave.	29.0	7.5	17.5	5.0	5.0	12.5	76.5
4	SR 464	SE 22 nd Ave.	SE 25 th Ave.	24.4	7.5	25.0	0.0	5.0	12.5	74.4
5	SR 464	US 441	SW 1 st Ave.	34.1	7.5	10.0	5.0	5.0	12.5	74.1
6	CR 464	Midway Rd.	Bahia Rd.	23.0	5.0	22.5	5.0	5.0	12.5	73.0
7	CR 464	SE 64 th Ave.	SE Pine Rd.	23.0	5.0	22.5	5.0	5.0	12.5	73.0
8	SR 464	SE 36 th Ave.	SE 44 th Ave.	24.4	7.5	22.5	0.0	5.0	12.5	71.9
9	SR 35	SE Juniper Cir.	Laurel Rd.	27.3	2.5	15.0	5.0	10.0	10.0	69.8
10	SR 35	SE 92 nd Pl.	SE Juniper Cir.	27.3	2.5	12.5	5.0	10.0	12.5	69.8
11	SW 27 th Ave.	SW 19 th Ave.	SR 200	17.3	5.0	25.0	5.0	5.0	12.5	69.8
12	SR 464	SE 18 th Ave.	SE 22 nd Ave.	24.4	7.5	20.0	0.0	5.0	12.5	69.4
13	SR 464	SW 7 th Ave.	SW 5 th Ave.	38.0	7.5	5.0	0.0	5.0	12.5	68.0
14	SR 35	Laurel Rd.	SR 464	30.0	2.5	7.5	5.0	10.0	12.5	67.5
15	SR 464	SE 49 th Ter.	SR 35	21.7	5.0	22.5	0.0	5.0	12.5	66.7
16	SR 464	SE 13 th Ave.	SE 18 th Ave.	24.0	7.5	17.5	0.0	5.0	10.0	64.0
17	SR 464	SW 19 th Ave.	SW 12 th Ave.	28.0	7.5	10.0	0.0	5.0	12.5	63.1
18	SR 464	SR 200	SW 19 th Ave.	20.5	5.0	20.0	0.0	5.0	12.5	63.0
19	CR 464	SE Pine Rd.	Midway Rd.	23.0	5.0	12.5	5.0	5.0	12.5	63.0
20	SR 464	CR 464A	SE 11 th Ave.	29.3	7.5	7.5	0.0	5.0	12.5	61.8
21	SR 464	SE 11 th Ave.	SE 13 th Ave.	24.0	7.5	12.5	0.0	5.0	12.5	61.5
22	CR 484	Marion Oaks Blvd.	SW 135 th Pl.	20.9	5.0	15.0	5.0	10.0	5.0	60.9
23	CR 484	SW 45 th Ave.	Marion Oaks Blvd.	18.0	5.0	12.5	5.0	10.0	10.0	60.5
24	SR 35	SE Robinson Rd.	SE 92 nd Pl.	25.3	2.5	10.0	0.0	10.0	12.5	60.3
25	SR 464	SE 25 th Ave.	SE 24 th St.	25.1	7.5	10.0	0.0	5.0	12.5	60.1

Table 8 Top 25 Ranked Collector Segments

Priority Rank	Road Name	From	To	MAV Ratio	Existing Volume	Safety	Truck	Evacuation Route	ITS	Total Score
1	CR 318	I-75	NW 60 th Ave.	28.7	0.0	12.5	5.0	10.0	0.0	56.1
2	SW 19 th Ave.	SW 27 th Ave.	SW 24 th Ave.	16.7	2.5	20.0	5.0	0.0	10.0	54.2
3	SW 40 th St.	SW 38 th Ave.	SR 200	16.4	0.0	25.0	5.0	0.0	7.5	53.9
4	SE 1 st Ave.	SE Broadway St.	SR 40	0.0	0.0	27.5	5.0	10.0	10.0	52.5
5	SW 20 th St.	SW 31 st Ave.	SW 27 th Ave.	19.9	2.5	20.0	0.0	0.0	10.0	52.4
6	SW 19 th Ave.	SW 24 th Ave.	SR 464	16.7	2.5	15.0	5.0	0.0	12.5	51.7
7	CR 318	NW 60 th Ave.	US 441	28.7	0.0	7.5	5.0	10.0	0.0	51.2
8	CR 25	SE 110 th St.	SE 65 th Ct.	25.4	2.5	10.0	5.0	0.0	7.5	50.4
9	NE 35 th St.	NE 33 rd Ave.	NE 36 th Ave.	15.3	0.0	22.5	5.0	0.0	7.5	50.3
10	NE 25 th Ave	SR 492	NE 24 th St.	24.8	2.5	7.5	5.0	0.0	10.0	49.8
11	NE 1 st Ave.	SR 40	NE 1 st St.	3.9	0.0	30.0	5.0	0.0	10.0	48.9
12	SE 19 th Ave.	SE 31 st St.	SE 28 th Pl.	15.0	0.0	20.0	5.0	0.0	7.5	47.5
13	CR 464A	SE 17 th St.	SE 3 rd Ave.	16.9	0.0	12.5	5.0	0.0	12.5	46.9
14	SW 10 th St.	US 441	SE 1 st Ave.	0.0	0.0	27.5	5.0	0.0	12.5	45.0
15	CR 314	NE 36 th Ave.	NE 51 st Ave.	21.4	0.0	10.0	5.0	0.0	7.5	43.9
16	CR 318	I-75	NQ 60 th Ave.	28.7	0.0	0.0	5.0	10.0	0.0	43.7
17	CR 25	SE 65 th Ct.	SR 35	25.4	2.5	0.0	5.0	0.0	10.0	42.9
18	SW 20 th St.	SW 27 th Ave.	SR 200	20.2	2.5	7.5	0.0	0.0	12.5	43.7
19	SE 1 st Ave.	E Fort King St.	SE Broadway St.	0.0	0.0	27.5	5.0	0.0	10.0	42.5
20	NW 35 th St.	NE 2 nd Ave.	NE 33 rd St.	14.3	0.0	15.0	5.0	0.0	7.5	41.8
21	E Fort King St.	NE 25 th Ave.	SE 28 th Ave.	16.5	0.0	12.5	5.0	0.0	7.5	41.5
22	CR 42	US 441	SE 130 th Ave.	13.9	0.0	12.5	5.0	0.0	10.0	41.2
23	S Magnolia Ave.	SR 40	W Broadway St.	5.3	0.0	10.0	5.0	10.0	10.0	40.3
24	CR 464A	SE 31 st St.	SE 17 th St.	19.4	2.5	0.0	5.0	0.0	12.5	39.4
25	CR 25A	City of Ocala Boundary	CR 329	16.7	10.0	0.0	5.0	0.0	7.5	39.2



**Top 25 Segments by Roadway Classification
Ocala / Marion County**

**Figure
21**

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Coordinate System: NAD 1983 StatePlane Florida West FIPS 0902 Feet
Data Source: Marion County Open Data Portal

Chapter 5 | Regional Opportunities and Potential ITS Strategies and Technologies

Regional Opportunities

The analysis summarized in the previous chapter reveals that there are opportunities for ITS applications to improve the function of the local transportation network. The subsets of this analysis reveal several areas of need for the region, which will be discussed in this section. Additionally, the stakeholder meetings also exposed areas where the region can improve its transportation network through organizational changes and additional ITS investment the analysis didn't reveal. A summary of the regional needs is listed in Table 9 below.

Table 9 Summary of ITS Needs

Traffic Operations and Management	Communication	
TMC Center-to-Center integration	Utilize existing communication infrastructure	
Regional signal coordination	Expand existing communication for traffic operations	
Emergency Vehicle Preemption	Traveler Information	
Expansion of roadway video surveillance	DMS installation	
Regular traffic signal retiming	Dynamic detour route development and management	
Enhanced traffic signal functionality	Information Management	
Performance measures	Expanded interagency data sharing	
Active arterial management	Incident Management	
<th>Emergency Management</th>	Emergency Management	Interagency incident response
Remote monitoring and information sharing	Performance measures	
Improved coordination with EOC and police	Maintenance and Construction	
Improved incident detection	Work zone management	
Improved coordinated incident response	Performance measures	

The summary above shows a list of needs for the region and are not prioritized in any order. In the next sections, some of the needs will be discussed in further detail.

Traffic Operations and Management

A robust ITS network is vital for creating a strong transportation network. While ITS equipment has been installed throughout the region over the past 10 years, there are still areas throughout the region that can benefit greatly from installing new equipment.

The analysis completed in Chapter 4 revealed a need to continue to expand, enhance, and fill gaps associated with the communication network, the appropriate use of state-of-the-art ITS devices, and the information communicated to traffic management staff.

Performance Measures

Targeted and quantifiable performance measures are recommended to better monitor the transportation system. Traffic operations staff in both the County and the City will benefit from the ability to accurately monitor the performance of the roadway and signal infrastructure. More specifically, Automated Traffic Signal Performance Measures (ATSPMs) are recommended for use at signalized intersections. The City of Ocala has already begun installing Advanced Traffic Controllers (ATC) at intersections at key locations, which will also facilitate the use of ATSPMs. As of the date of this report, Marion County has not started any program to replace their traffic controllers with ATCs but have indicated ATSPMs are a desirable feature in the near future.

Traffic Management Center Integration

Stakeholder meetings revealed a major need for better information, more staff communication between the State, County and City TMCs, and more staff in general. These TMCs are unable to share traffic information with one another, limiting the effectiveness of their overall operational capabilities, particularly with respect to traffic incidents and special events that affect traffic conditions in overlapping geographic/jurisdictional areas. However, the greatest need is more staff to operate these TMCs properly.

Emergency Management

Better emergency management practices will benefit safety and mobility within the study area. The safety analysis revealed several corridors with high rates of fatal and incapacitating crashes. Stretches of SR 200 and SR 464 are particularly prone to these kinds of incidents. While the analysis revealed that there is some CCTV coverage within these areas, expansion of this coverage will enable authorities to respond more quickly and effectively to incidents when they occur.

Potential Solutions

Significant hardware improvements have already been made in Marion County and the City of Ocala with respect to ITS technology. Since the last ITS plan was produced in 2008, technology such as Bluetooth® data collection devices, CCTV cameras fiber optic interconnect and more advanced signal controllers have been installed across the region. More effective use of the technology already in place will help to achieve the goals of improved operations and safety of the system. Additionally, expansion of the ITS system capabilities will provide additional benefits. Finally, local authorities have communicated that the most pressing need is more staff to effectively utilize deployed and proposed technologies. In the rest of this chapter, both topics will be discussed. First, recommendations will be made about strategic solutions that can be implemented to increase the effectiveness and efficiency of the existing ITS system in Marion County and the City of Ocala. Second, a variety of potential technical solutions will be discussed, all of which may be implemented to provide a stronger ITS network to be utilized by all relevant jurisdictions in the area.

Strategic Solutions

While the first ITS plan for the region in 2008 focused on installing new equipment to build a functioning ITS network, this plan relies more on strategic solutions that aim to optimize the use of the existing equipment

through improved processes and through partnering and staff resource sharing. Strategic solutions are key to minimizing the operational challenges of the current ITS system. The most simple and effective solution is to increase staff size, but other solutions will be discussed when this is not possible. New technology can be used to increase the capabilities of the ITS system but effectively applying the information produced through these enhanced capabilities will require strategic solutions.

The following paragraphs address two relevant objectives presented in Chapter 2:

- Improved agency coordination; and
- Improved TMC resource sharing

Achieving these objectives will require institutional and business process modifications in addition to technology upgrades. Recommended solutions to these challenges are discussed below.

Interagency Coordination

It is recommended that interagency coordination activities be increased across agencies and across departments within each agency. New ITS technologies produce large amounts of data that must be properly organized, archived, and made accessible to the staff and departments that can benefit from it. Stakeholders who can potentially make effective use of such information include the traffic departments of Marion County and the City of Ocala, the Ocala-Marion County TPO, FDOT, law enforcement agencies, and fire and rescue agencies.

Under current institutional relationships and procedures, it is typical that each agency and/or department has access to some but not all regionally-available and potentially useful information. For example, a law enforcement agency like the Florida Highway Patrol may have immediate knowledge of an incident on I-75 but no insight into the scale of the upstream traffic queues and delays to other essential services that are building as a result. At the same time, the TMC staff may know the length and growth rate of the traffic queue but might not have a good estimate of when the downstream crash will be cleared from the roadway.

In the case of a closure on northbound I-75 located between SR-200 and SR-40, interagency coordination will aid in managing the traffic incident. Figure 22 illustrates the location of an incident that closes northbound I-75. Two potential detours are identified, the shortest detour is east on SR-200 to SW 27th Avenue and the second is west to SW 60th Avenue. Figure 23 summarizes the coordination and communication protocol that could be implemented, summarizing the activities for Fire Department (FD), Law Enforcement Officers (LEO), Emergency Medical Services (EMS), and TMC staff.

In this scenario, 911 is notified of a crash and they dispatch the crash to FD, LEO, and EMS personnel. Immediately afterward, they notify the City of Ocala and Marion County TMC staff of the crash and the extent of expected lane closures or full facility closure. TMC staff will identify a preplanned alternative Traffic Management Plan (TMP) and begin the implementation of the plan. This plan may include selecting appropriate detour routes, locations of portable DMS signs guiding the detour, signal timing plans, and traffic control personnel. As the incident continues to be worked by FD, LEO, and EMS personnel, they provide

updates to TMC staff where changes are made as needed, additional detour routes activated and adjusted as needed until the crash is cleared.

Figure 22 Example Detour for Northbound I-75 Closure

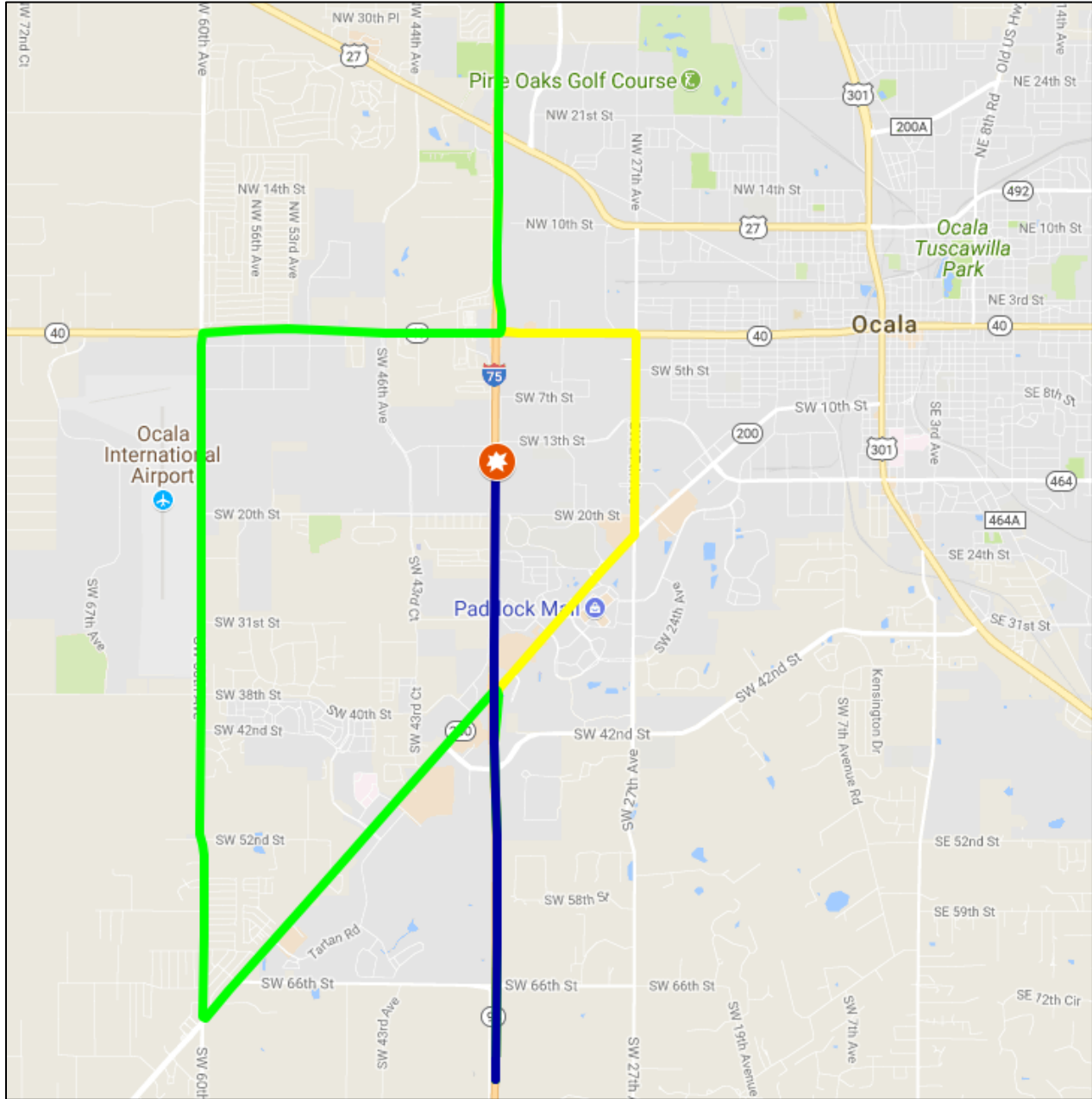
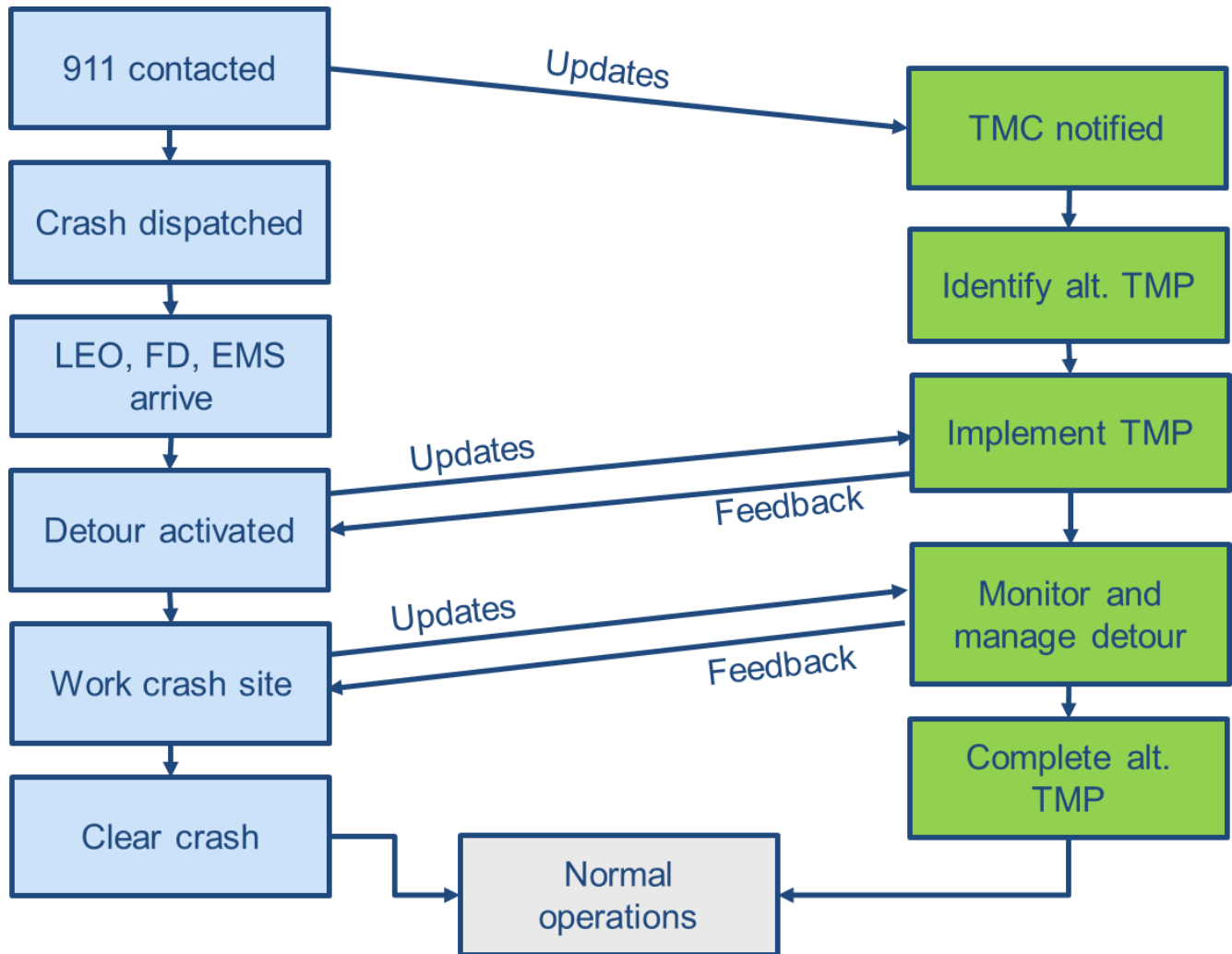


Figure 23 Example Coordination Process During I-75 Incident



Better access by all agency staff to relevant information before, during, and after such events will reduce the duration and severity of the impact of such events on the safety and operating characteristics of the transportation system. The following recommendations are made to improve the amount of information sharing among agencies within the region:

- Staff the TMC's so that the traffic data being collected by the signal system and ITS equipment can be processed, analyzed and system changes made as incidents and transportation network demands require. This is absolutely essential to the establishment of a robust and responsive TMC.
- Establish robust lines of communication between agencies, including but not limited to the following:
 - Provide for real-time representation and/or communication links among all agencies at each TMC;
 - Establish standard protocols that each TMC will follow for information sharing among agencies for each event type;

- Conduct regular after-the-fact de-brief sessions with representatives from all agencies to memorialize lessons learned and identify future procedural updates to be implemented.
- Fuse individual databases to the degree possible and, where separate databases must continue to be maintained, provide easy and reliable access portals/protocols to other agencies.
- Establish specific agency/staff responsibilities for ingesting, organizing, and archiving/maintaining each data set.

The TMC interoperability also enhances staff coverage between the City and County’s TMCs, as highlighted above. A power outage at one TMC would prevent their staff from managing the roadway effectively. In this case, having a fused or shared database will allow the other agency to manage those roads from their TMC.

Taken together, these recommendations will enhance the level of cooperation and awareness that agency staff have with respect to both the existing state of the transportation system and the activities either underway or planned by peer agencies. The result will be a transportation system that performs more efficiently and safely.

Performance Measures

Some specific performance measure recommendations are provided in Chapter 2, which also includes discussion on Automated Traffic Signal Performance Measures (ATSPMs), Freight Advanced Traveler Information System (FRATIS) and Regional Integrated Transportation Information System (RITIS) for travel time reliability. These technologies and systems will provide local authorities with valuable performance measures that enable sound decision making. Certain performance measures should be adopted to ensure the transportation network operates in way that aligns with the objectives for the ITS system discussed in Chapter 2. These performance metrics could include:

- Approach volume
- Approach speed
- Approach delay
- Arrivals on red
- Travel time
- Travel time reliability

ATSPM equipment can provide local authorities with metrics like those above. This valuable information can be used to improve the performance of individual intersections but can also be collected to understand the function of the overall transportation network and determine areas where targeted ITS projects could be effective.

Technological Solutions

While the focus of this section is on strategic solutions to ITS shortcomings due to the ITS equipment already in the field and the stakeholders’ acknowledgement of strategic shortcomings, there is still a significant role for technical solutions in improving the ITS system in this region. While many potential technologies are presented, it is important to remember that these are secondary solutions that defer to the strategic solutions offered above. Nevertheless, the technical solutions all offer the potential to improve the ITS system in the region. Not

all these solutions need to or ought to be implemented, but by choosing the right equipment to implement, the region can significantly enhance its ITS infrastructure.

Advanced Traffic Controller

The Institute of Transportation Engineers (ITE) Advanced Transportation Controller (ATC) Family of Standards are intended to provide open-architecture hardware and software platforms to support a wide range of Intelligent Transportation Systems (ITS) applications requiring a field-implementable controller. The initial standards in this family focus on traffic control applications of traffic signal control, ramp control, traffic monitoring (including ATSPMs), lane use signals, field masters, general ITS beacons, lane control, and access control. The modularity provided in the current standards will support the expansion to cover additional ITS functions in the future.

The City of Ocala has started the migration from the NEMA standard to the ATC standard with the recent replacement of 54 intersections with ATC controllers and cabinets. Marion County has not started any controller replacement to the ATC.

Vehicle Speed and Volumes

To maintain a transportation network properly, it is important understand how local roadways are being utilized. Some of the simplest but most important data available is speed and volume data. With basic speed and volume data, engineers can extrapolate a variety of other information about the roadway. With real time sensors, they can also use this data to understand how the roadway is operating in real time, allowing engineers to advise drivers of potential slow or busy spots. These measurements can be determined by a variety of sensors. Loop detectors in the pavement are a traditional and reliable way to measure these data but are expensive to install and maintain. Alternatively, a Microwave Vehicle Detection System (MVDS) can be used, which are roadside mounted units that use microwave radiation to determine volume, speed, vehicle classification, and occupancy data. Another method of collecting this data is the use video image processors, which are cameras with the programming to calculate a variety of traffic parameters.

Closed Circuit Television (CCTVs)

Closed Circuit Television (CCTV) cameras are not a new technology, but they continue to offer significant benefits in traffic management. They are most useful on major roadways, where quick and deliberate traffic management is crucial to ensuring the steady flow of traffic on critical thoroughfares. These cameras offer local Traffic Management Centers the ability to make real time decisions about how traffic should flow on these roadways, responding to accidents and congestion appropriately. It is recommended that local authorities continue to employ this technology.

Bluetooth® Travel Time Devices

Travel time is an important performance measure in road operation and can help road users make informed trip decisions based on the current state of the system and thus optimize the road network utilization. Traffic operators can also take advantage of the real-time data to identify and respond to bottlenecks as they develop.

Bluetooth® based travel time estimation systems are non-invasive, cost-effective and relatively easy to install. Travel times are determined from the Bluetooth®-enabled devices passengers carry with them in vehicles. In addition to travel times, some systems can also provide origin-destination information.

Traveler Information Dissemination

When travelers know the current state of the transportation system they can make better decisions about when, where, and how they travel. Advance traveler information systems (ATIS) are therefore of great value both to system users and to ensure the efficient performance of the system itself. In Florida, three methods are most commonly used to provide advance traveler information:

- Dynamic Message Signs (DMS) are a common and effective tool. They are large, permanent signs usually hung above major roadways. These signs operate on a continuous basis and are typically used to inform drivers of downstream travel times, incidents, lane closures, etc.
- Portable Variable Message Signs (PVMS) are programmable roadside message signs that can be moved to any location according to need. Typically, these signs are used to display information about temporary traffic pattern changes associated with work zones, construction activity, special events, etc.
- Florida 511 is a service provided by FDOT which provides traffic incident information by phone and text message. The service notifies drivers of incidents ahead like crashes that are slowing traffic. The service can also be tied to the dynamic messaging signs, as the signs can be programmed to instruct drivers to call 511 for important traffic information.

Adaptive Traffic Control Systems

Adaptive Traffic Control Systems (ATCS) are traffic signals that communicate with one another and can adapt to changing traffic patterns by adjusting signal timing parameters such as green splits and offsets. An ATCS system is therefore able to reallocate green time among intersection approaches in response to short-term demand fluctuations; it is also able to anticipate the arrival time of vehicle platoons at downstream intersections and adjust the start of the green time accordingly. Some challenges must be overcome in the implementation of ATCS systems but the benefits of such systems to overall network performance can be significant.

Emergency Vehicle Preemption

Emergency signal preemption is an important capability that is employed to facilitate the movement of first responders (ambulances, fire trucks, and police) to their destinations. Emergency signal preemption can be achieved by either equipping the signals to recognize an emergency vehicle in transit or equipping emergency vehicles with a communication device that overrides the signal's normal operation. This is an important component of most emergency preparedness plans. It is recommended that preemption technology be implemented on important emergency corridors, such as SR 200, which serves multiple hospitals.

Transit Signal Priority

Transit Signal Priority (TSP) is a technology that reduces travel time and increases travel time reliability for transit riders. This technology works primarily by changing the signal timing at an intersection where an

approaching public transit vehicle is detected. It is similar to the preemption technology described above but works within a defined signal timing plan and either elongates a green interval or shortens a red interval to minimize the amount of delay the transit vehicle will experience at the intersection. The system does not cause the corridor to go out of coordination and it does not guarantee that an approaching transit vehicle will receive an extended green interval or a shortened red interval all the time.

Many TSP systems use the same technology as emergency vehicle preemption and so the implementation of TSP may be particularly opportunistic on corridors where emergency vehicle preemption has already been installed. As Ocala's transit network continues to grow, this technology is worth studying, especially if emergency preemption technology is installed in the region.

Roadside Units/DSRC

Roadside Units (RSUs) are essentially communication equipment that is placed alongside the roadside and housed in cabinets, which facilitates communication between nearby connected vehicles and the roadway infrastructure. RSUs are an important part of a national initiative to develop connected vehicle technology. Accordingly, they are part of the I-75 FRAME initiative to place emerging technologies on and around I-75 in Marion and Alachua Counties. As discussed earlier, connected vehicles are a growing phenomenon and will potentially serve as a stepping stone to fully automated vehicles. RSUs allow connected vehicles to communicate with roadway infrastructure such as traffic signals. Thus, for example, RSU's can allow a connected vehicle to know how many seconds remain until a downstream signal indication will turn from red to green.

Roadside Units (RSUs) form an important part of the vehicle to infrastructure (V2I) communication discussed above. The RSUs will communicate with On Board Units (OBUs), which are the receivers that all connected vehicles will be equipped with. These RSUs will communicate using either Dedicated Short-Range Communications (DSRC) technology (which operates at a 5.9 GHz frequency band) or via 5G cellular technology. In either case, the RSUs will receive data such as the speed, location, heading, and acceleration of the connected vehicle. It is important to note that the RSU only facilitates communication between vehicle and traffic infrastructure like traffic signals. Once it receives data from the traffic infrastructure, the RSU will then broadcast this information to all connected vehicles in its range.

RSUs are likely to play a major role in the continual development of connected vehicle technology. However, all future technology has risk. Local jurisdictions should be careful about committing to a technology before it is an established standard wherever possible. Thus, for example, the question of whether DSRC or 5G technology will become the de facto communication standard is still an open one. It is therefore recommended that local authorities closely follow the progress of the I-75 FRAME project and the establishment of technology standards.

Traffic Signal Detection

Traffic detection capabilities are critical to ensuring the efficient operation of a transportation network. When they are installed on the approaches to signalized intersections, for example, these detectors can help ensure that the traffic signal indications will be more responsive to vehicle arrivals.

The most common kind of traffic signal detection is an inductive loop. This technology can detect the arrival and presence of vehicles on an intersection approach and then communicate this information to the signal controller. Newer signal detection technology uses video cameras mounted above an intersection to perform the same function.

These detectors are also critical for implementing the ATSPM technology across the region, which will provide crucial performance measures for local authorities. The type of specific measures available for use is highly dependent on the quality and configuration of the detection technology. For example, some performance measures such as Purdue Coordination and Arrivals on Red require the use of advanced detection and stop bar detection is needed to collect turning movement counts. However, other ATSPMs such as Split Monitor and Purdue Phase Termination does not need any detection.

Individual traffic signal detectors can also be quite useful in managing a large network of signalized intersections because the vehicle demand information they provide at the individual intersection level helps inform the overall management of the network. Therefore, it is recommended that the region continue to invest in the installation and maintenance of efficient and effective vehicle detection technologies throughout the region.

Active Arterial Management

Active Arterial Management (AAM) is the ability to actively manage congestion on an urban street or arterial based on current and predicted traffic conditions. Focusing on travel time reliability, it maximizes the effectiveness and efficiency of the facility. It increases throughput and safety through the use of integrated systems with new technology, including the dynamic deployment of operational strategies to optimize system performance quickly and without the delay that occurs when operators must deploy operational strategies manually.

Many transportation agencies in Florida are beginning to implement AAM programs, including the metropolitan areas of Orlando, Miami-Dade County, Palm Beach County and Broward County. Marion County region's ITS infrastructure is well enough in place for it to start taking advantages of arterial management based on AAM approach of a continuously monitored system.

Traffic Incident Management Program)

Traffic incidents are disruptive events that result in unexpected delay and degrade travel time reliability. Because of their unexpected nature, they can also have an adverse effect on safety by causing secondary crashes. Therefore, it is important that local authorities have a clear plan for responding to such incidents. This is the purpose of the Traffic Incident Management (TIM) Program. The TIM Program is a product of the Federal

Highway Administration (FHWA) and is applicable in most every local context. TIM is a “planned multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible.”³

The basic strategy the TIM employs is identifying all relevant partners in this incident response process and codifying the responsibilities of each partner. Partners include law enforcement, fire and rescue, emergency medical services, transportation agencies, public safety communications, emergency management, towing and recovery services, hazardous materials contractors, and traffic information media. The FHWA describes a myriad of responsibilities that each stakeholder has in responding to a traffic incident, which offer a strong framework that local authorities can use to apply to their unique context. While Marion County and the City of Ocala already use some of these strategies, it is recommended that local authorities specifically refer to the TIM Program and review their current response plans for traffic incidents to determine if there are ways to improve.

Active Incident Management

The previous section discussed the Traffic Incident Management (TIM) Program, which mainly describes the responsibilities and procedures recommended for responding to a traffic incident. However, there is also another important way to prepare for traffic incidents. Active incident management focuses on using ITS systems to respond to traffic incidents in real time. With ITS technology like CCTV cameras and DMS, traffic incidents can be quickly identified, activating the TIM program discussed earlier, and relayed to the travelling public. Using an active incident management program, local authorities can increase safety and decrease the disruption caused by a traffic incident. While Marion County and the City of Ocala have much of the technology necessary for an active incident management system, it is recommended that these jurisdictions formalize such a system and integrate it into the improved interagency coordination process. Also, this process will also require greater staff size to manage properly.

Emergency Preparation, Security, Response, and Recovery

Marion County’s Emergency Operations Center (EOC) serves as the nerve center for the region’s emergency response apparatus. It was primarily designed to coordinate the region’s response to hurricanes passing through the State of Florida. These storms create chaos, flooding roads with evacuations and requiring County and City staff to complete extensive procedures to prepare the area for the storm. This response is coordinated by the emergency management branch of the Marion County Sheriff’s Office. However, the emergency management department does more than just prepare for hurricanes: it also responds to all other weather emergencies, as well as other hazards like a hazardous material incident or terrorist attack.

The effectiveness and timeliness of these responses depends at least in part upon the ITS equipment deployed throughout the region. DMS signs and the Highway Advisory Radio are used to communicate important messages to drivers. CCTV cameras give EOC staff a clear picture of what is happening across the region. Detour

³ https://ops.fhwa.dot.gov/eto_tim_pse/about/tim.htm

routes are created with ITS information and evacuation routes are supported by ITS equipment. Overall, Marion County and the City of Ocala have prepared well for emergencies with the creation of the Emergency Operations Center. Therefore, it is recommended that local authorities continue supporting the EOC and continuously monitor how new ITS technology can be used to enhance the EOC's abilities.

Traffic and Weather Information Systems

Severe weather is a constant threat to the safe and effective function of a transportation network. Therefore, developing a weather information system for a region's transportation network can be a valuable investment. To respond to this need, authorities around the country have developed a Road Weather Information System (RWIS). RWIS uses a variety of sensors to detect dangerous driving conditions and immediately relay that information to drivers. These sensors include thermometers for measuring temperature, anemometers for measuring wind speed, wind vanes for measuring wind direction, visibility sensors for detecting fog and smoke, and rain gauges for measuring precipitation. These sensors can be used to detect adverse weather conditions like freezing roads, high winds, low visibility conditions, flash flooding and severe thunderstorms. With this system, these conditions can be directly communicated to drivers in real time.

In Marion County, the main weather threats are the occasional fog, smoke from forest fires and rain and wind from severe thunderstorms or hurricanes. During the dry season, forest fires sometimes grow large enough to threaten major roadways, requiring a way to communicate the danger to drivers. However, severe thunderstorms are by far the most common threat Floridian drivers face. Storms can arrive in an instant, bringing dangerous winds, lightning and blinding rain. As these cells can move quickly, it is important to alert drivers to their presence. Therefore, it is recommended that local authorities assess the viability of beginning an RWIS in the region, given its relatively low operational costs and its significant ability to inform drivers of potentially dangerous conditions.

Work Zone Management

Work zone management is an important component of a successful traffic management system. As areas grow roadwork is nearly constant, creating work zones that must be managed properly to ensure the workers' safety and the continued effectiveness of local roadways. This process can be assisted using ITS technology. ITS technology can provide traffic monitoring and management, information to travelers, incident management, and increased safety in work zone areas. Technology like messaging signs can be used to alert drivers to work zones ahead, portable speed sensors can warn drivers to slow down in work zones, and roadway sensors can be used to warn workers when a vehicle is entering the work zone. All these tools can provide major improvements in the process of work zone management.

For Marion County and the City of Ocala, work zone management using ITS technology will not require new technology, but an organized strategy for the proper utilization of the ITS and tools already in the field and performance measures produced by those devices or systems. Therefore, it is recommended that local authorities develop a set of standards that define when and how ITS should be used to support work zone management. Doing so will increase worker safety and reduce the traffic impacts of such construction.

Variable Speed Limits

Speed limits are a simple but important tool for managing the speed on local roadways. While most locations only need a static sign to set the speed limit, some major roadways experience large fluctuations in their average speed throughout the day and can cause stop-and-go conditions that reduce a roadway's efficiency. As well, the region can also experience weather conditions that dictate slower-than-normal speed limits. In these cases, variable speed limits can be used to ensure that a reasonable speed limit is imposed on the roadway at all times of the day. These signs change the speed limit based on traffic volumes, congestion levels, and/or weather conditions. They can restore the credibility of speed limits for the driver and improve safety by reducing speed differential and providing a smoother rate of traffic flow. They usually resemble a regular speed limit sign, but with a digital display in the center that updates the speed limit as needed.

Variable speed limits are not currently used in Marion County and the City of Ocala. While these signs will not revolutionize a transportation network, they have the possibility of increasing safety and improving the function of local roadways. A before-and-after study in the Portland, OR metropolitan area, for example, reported an 11 percent reduction in crashes after installing variable speed limit signs on a busy corridor. As this region's population continues to grow and congestion increases, these signs may prove to be an affordable and effective option in improving the function of the local transportation network.

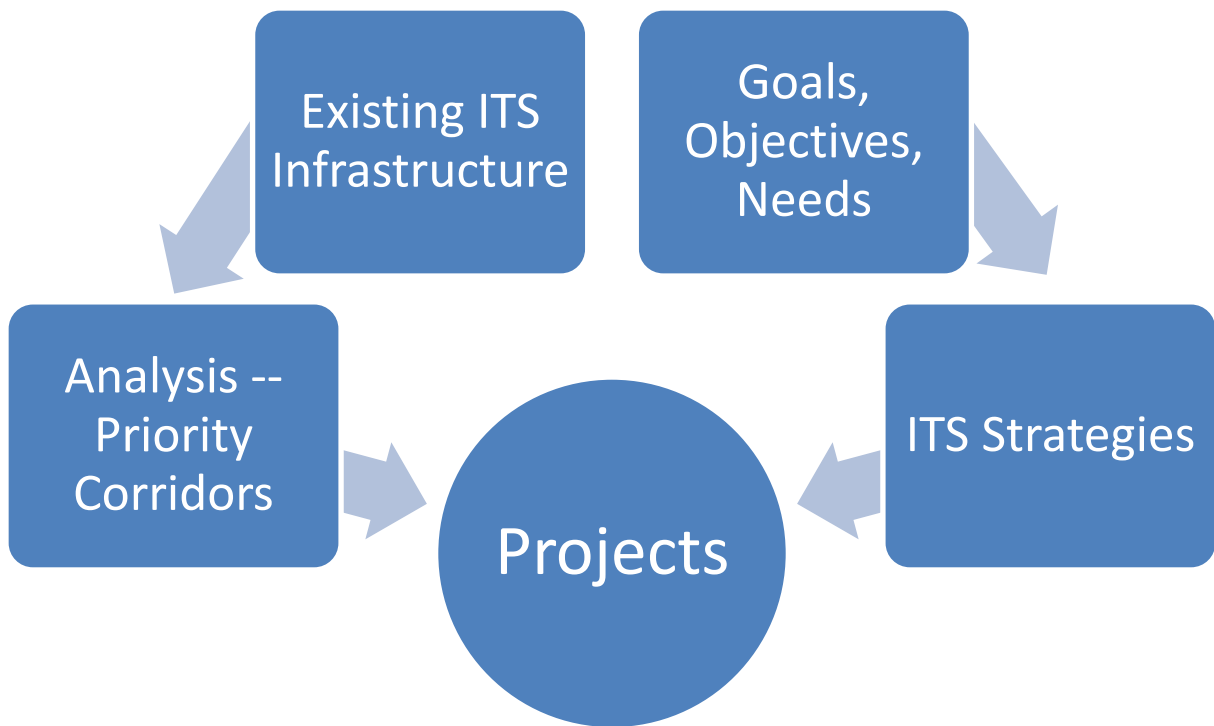
Chapter 6 | Proposed ITS Projects

This chapter will summarize a variety of ITS projects identified for implementation throughout the region. In support of the recommendations presented in Chapter 5, this chapter will present a specific list of corridors that will benefit from ITS device installation, identify the specific ITS elements recommended for each project, and summarize cost estimates for construction, maintenance and operations for the life cycle of the devices. This chapter will also discuss staffing needs for both the City of Ocala and Marion County to meet current and future needs.

Methodology to Identify Projects

The methodology used in the identification of the proposed ITS project corridors that support the Goals and Objectives are presented in this section. Figure 24 illustrates the elements used to identify the projects.

Figure 24 ITS Project Selection Elements



The first set of key components of the process are the goals and objectives presented in Chapter 2 and the relationship of the needs and potential ITS strategies and technologies presented in Chapter 5. The goals and objectives are important to the region (and therefore the recommendations presented) and the projects and the technology recommended for each project below were selected to meet those regional goals and objectives. The results of the Traffic Operations Analysis in Chapter 4, and the identification of the Top 25 Priority Corridors were used to identify the specific roadways where continued investment in ITS has the potential to provide operational benefit.

The Top 25 segments overall, and Top 25 segments categorized by roadway classification, were reviewed and roadway facilities which presented multiple segments which scored in the top 25 of the lists were grouped into initial potential projects. The existing ITS infrastructure was then used to screen the initial projects to determine opportunities to expand remote communication (fiber or radio), CCTV cameras and Bluetooth® travel time devices. Identification of intersecting facilities that are also in the Top 25 lists were also identified and used to determine starting and ending points of a projects.

With the project limits defined, the existing ITS infrastructure was once again referenced and used to identify appropriate locations to expand the communication infrastructure, locations of CCTV cameras and Bluetooth® travel time devices.

Additionally, locations for Advanced Traffic Controller (ATC) upgrades were identified along these corridors. As mentioned previously, the City of Ocala has already upgraded about half of the signalized intersections with the new standard of traffic signal controllers. However, Marion County has not begun this process to date. The recommended location for ATC upgrades are on both City and County roadways. Even though the County currently does not use the technology, there is a likelihood in the next 10 years for the County to begin upgrading for strategic operational needs. Some of those needs include Automated Traffic Signal Performance Measures and future Connected Vehicle deployments discussed in Chapter 5.

In addition to the ITS Project Corridors, this report presents a separate standalone project recommendation. Based on the need to improve First Responder response times, implementation of an Emergency Vehicle Preemption (EVP) system is recommended. The decision to establish this as a separate project is based on how similar projects are implemented. The routes identified to provide the EVP are traffic signals on roadways that lead from fire stations, connect to roadways that typically experience congested operations throughout the day and are likely the sources of delay for emergency vehicles, and lead to hospitals with emergency room services. Other agencies who have implemented this regionally, typically do not select one or two corridors for initial implementation. Rather, they create a network of roadways to cover the various routes their personnel and equipment would be dispatched to. The process to determine recommended EVP corridors presented below followed this methodology. The routes from the fire stations along the major corridors which experience congestion to hospitals were identified and presented in the recommendations.

Recommended Projects

This section presents the recommend ITS Project Corridors and the recommended Emergency Vehicle Preemption.

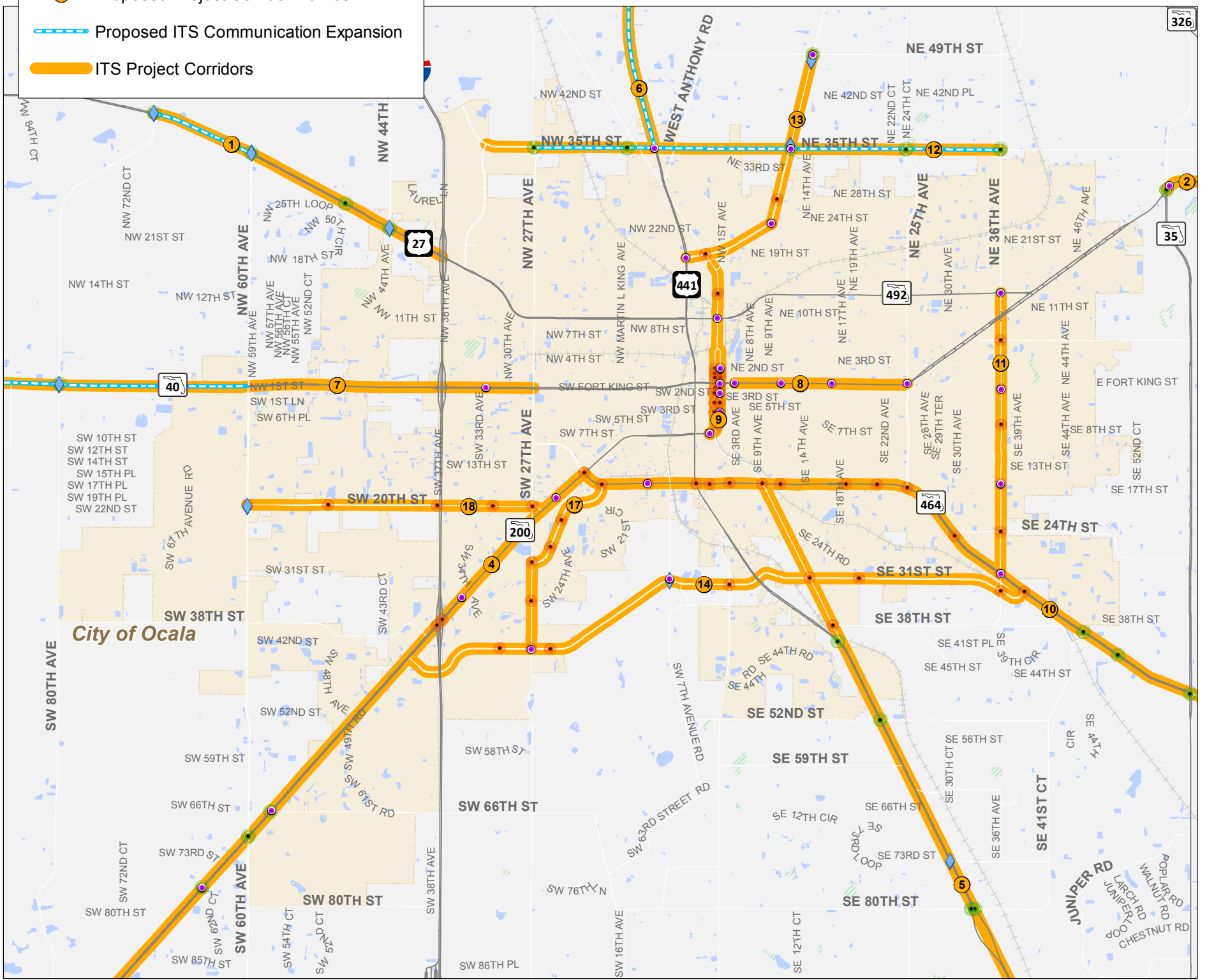
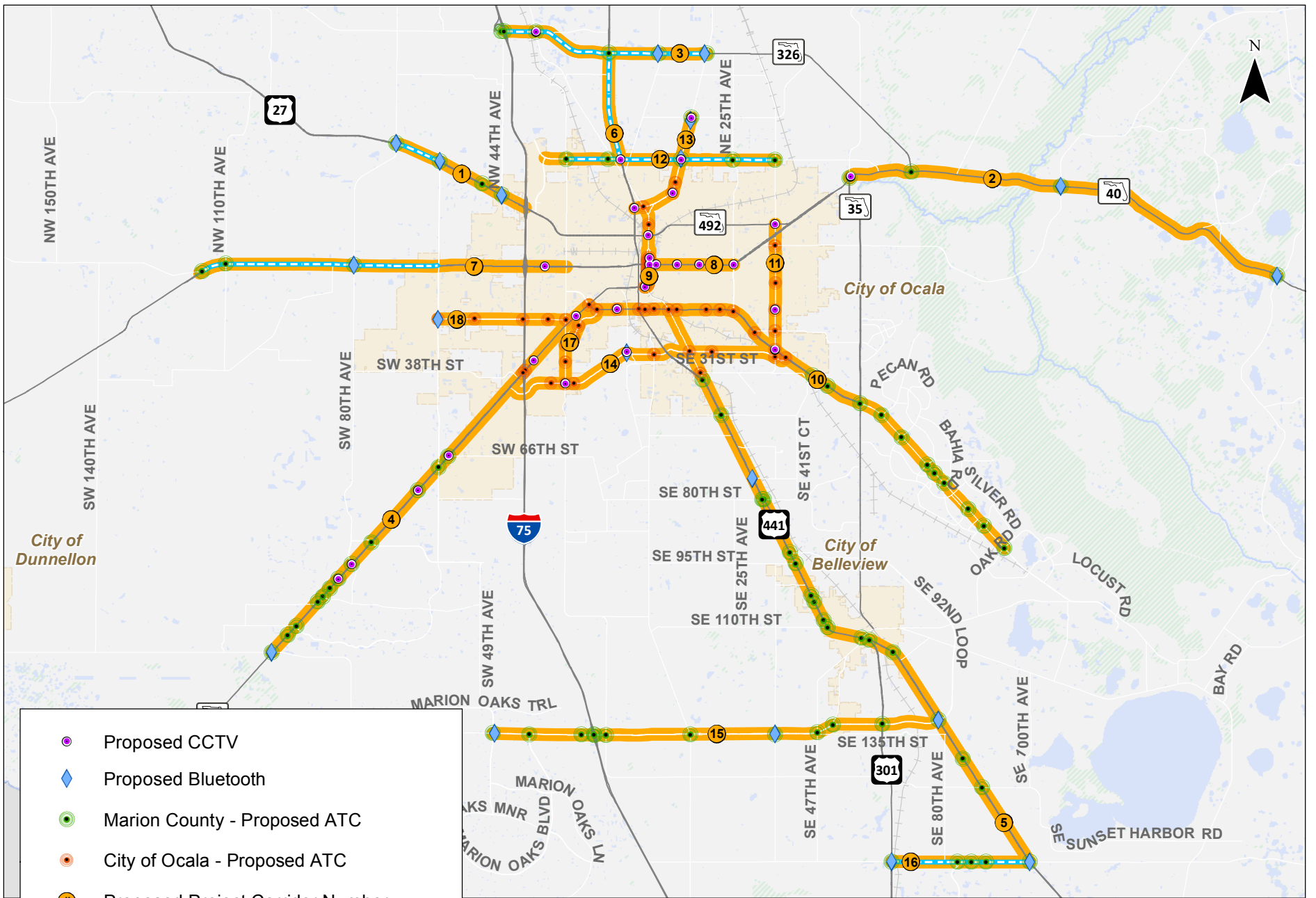
Table 10 summarizes the Proposed Project Corridors the limits, and the recommended devices. The table also includes a cost estimate which includes capital costs, maintenance and operations cost and life-cycle replacement costs. Appendix XX contains the detailed summary of the cost breakdown and Figure 25 illustrates the location of the project corridors and the recommend ITS devices.

Figure 26 illustrates the location of the proposed Emergency Preemption Corridors.

Table 10 Proposed Project Corridors

Project Number	Road Name	From	To	ATC Devices	CCTV Devices	Bluetooth® Devices	Cost Estimate*
1	US 27	NW 70 th Ave.	I-75	4	0	3	-
2	SR 40	SR 35	CR 314A	4	1	2	-
3	SR 326	I-75	SR 200A	6	1	2	-
4	SR 200	SR 484	SR 464	15	6	1	-
5	US 301/US 441	SE 165 th St.	SR 464	19	0	3	-
6	US 301	NW 35 th St.	SR 326	0	1	0	-
7	SR 40	Hwy 328	SW 27 th Ave.	3	1	1	-
8	SR 40	NE 1 st Ave.	SE 25 th Ave.	0	4	0	-
9	E Magnolia Ave/E 1 st Ave.	NE 20 th St.	SR 200A	18	6	0	-
10	SR 464	SR 200	Oak Rd.	24	2	0	-
11	SE 36 th St.	SR 464	SR 40	5	3	0	-
12	NW 35 th St.	NW 35 th Ave. Rd.	NE 36 th Ave.	5	0	0	-
13	SR 200A	US 301	NE 49 th St.	4	3	1	-
14	SW 42 nd St.	SR 200	SR 464	6	2	1	-
15	SR 484	Marion Oaks Course	SR 464	11	0	2	-
16	Hwy 42	US 301	US 441	4	0	1	-
17	SW 27 th Ave/SW 19 th Ave Road	SW 42 nd St.	SR 464	4	0	0	-
18	SW 20 th St.	NW 60 th Ave.	SR 200	5	0	1	-

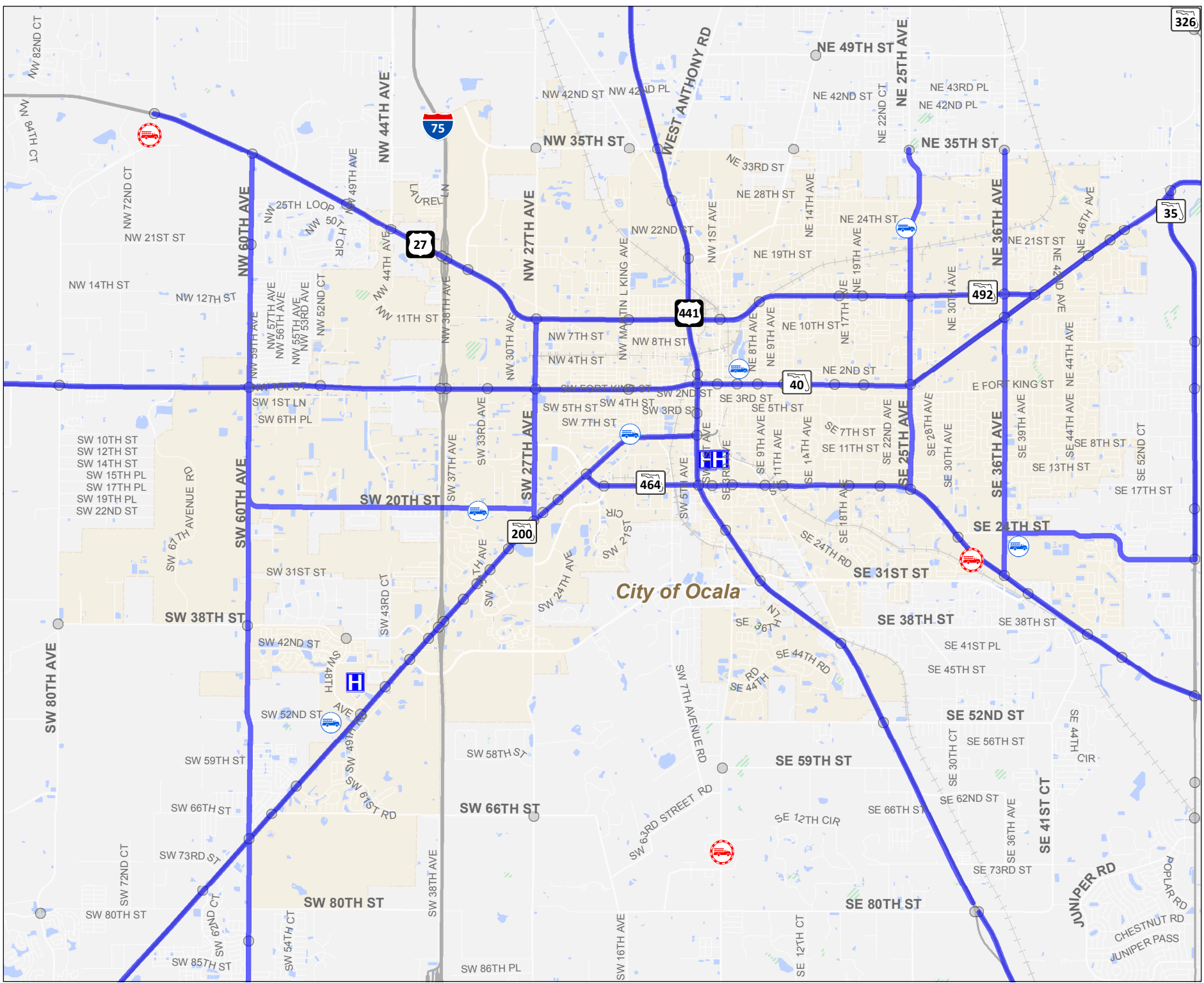
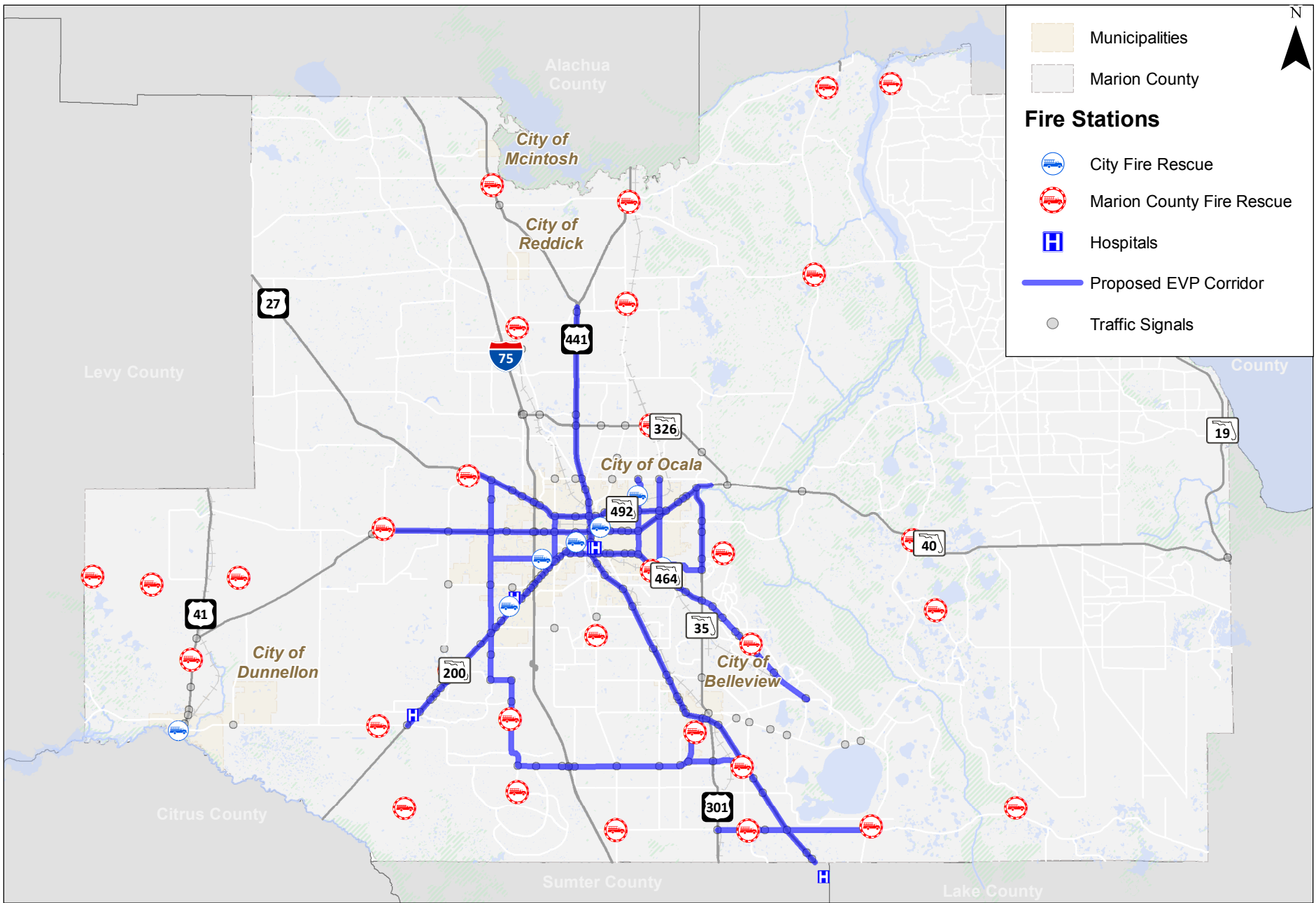
*Cost estimates not completed yet.



Proposed ITS Devices Expansion
Ocala / Marion County

Figure
24

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Proposed Emergency Vehicle Preemption
Ocala / Marion County

Figure
25

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Coordinate System: NAD 1983 StatePlane Florida West FIPS 0902 Feet
Data Source: Marion County Open Data Portal

Staffing Needs and Estimates

As discussed throughout this ITS plan, stakeholders repeatedly listed staffing as one of the major needs for a more effective ITS network. This section will discuss the existing traffic staff in the region, as well as discussing criteria for increasing staff and estimates for those increases. Chapter 3 described the existing staff levels for traffic divisions of the City of Ocala and Marion County, with Table 2 and Table 3 showing each jurisdiction's respective staff level.

Current Staff Levels

The City of Ocala operates its traffic division with eight employees, with most serving as signal technicians. The budget has not allowed for a dedicated staff member for the operation of the Ocala Traffic Management Center, so the signal technicians typically manage it in addition to their other duties. However, this is only done in times of emergency or when the technicians' other responsibilities do not interfere. This fact was repeatedly discussed in the stakeholder meetings as a major hindrance to the effective function of the TMC, as it means that the TMC is not regularly utilized effectively.

Marion County faces many of the same challenges in their traffic management strategies. They operate their traffic division with six employees and most serve as signal technicians, like the City of Ocala. Just as with the City of Ocala, the budget has not allowed for a dedicated staff member for the operation of the Marion County Traffic Management Center, so the signal technicians typically manage it in addition to their other duties. This poses the same problems as the City of Ocala has experienced, as it prevents the TMC from being used effectively.

Criteria for Staff Increases

The stakeholder meetings discussed earlier clearly identified a need for staff increases in the traffic divisions for the City of Ocala and Marion County, especially in TMC positions. To provide guidelines for this expansion of traffic management staffs, this plan will reference the recommendations of FDOT's *District 5 Districtwide ITS Master Plan*. This FDOT plan provided criteria for agencies operating both traffic signals and ITS devices with a TMC. The criteria recommended staff levels for each position based on the combined number of the signals and ITS devices. These criteria are shown in Table 11 below.

Table 11 Summary of ITS Needs

Position	Number of Signals + ITS End Devices				
	<100	<200	<350	<700	<1400
Traffic Engineering Operations Manager	0	0-1	1	1	1
Traffic Signal Engineer	0-1	0-1	1-2	2-3	2-5
Traffic Signal Analysts/Technician	1-3	3-5	4-10	8-16	15-30
Traffic Signal Maintenance/ITS Fiber Technician	*	0-1	1	1-2	2-3
Network Specialist	*	0-1	1	1-2	2-3
Electronics Specialist (L2 Network Tech)	0-1	0-1	1	1-3	2-7
TMC Manager	*	0-1	1	1	1-2
Supervisor	*	0-1	1	1-2	2-3
TMC Operators	0-1	1	1	2-4	4-6

** This position is desirable, but not required*

*** This position is required 14 hours a day (Weekdays Only). Note that FDOT and the City of Orlando are 24 hours a day/7 days a week/365 days a year.*

Both the City of Ocala and Marion County operate enough signals and devices to be in the <200 level, so these staffing recommendations will be used for the cost estimates provided below, although local staffing realities will also be considered in these recommendations.

Cost Estimates for Staff Increases

The recommendations above form the basis of cost estimates for increasing the staff of the traffic divisions for the City of Ocala and Marion County. These cost estimates will begin by comparing the current staff level of each department with the recommended staff levels shown above. It is worth noting that the staff levels shown below represent information provided by the City and County and may not completely align with the older FDOT report referenced in Chapter 3. Then, the average salary (with a 2.15 multiplier to accurately reflect the true cost of each employee) of each employee will be computed for each recommended addition to the staff.

With these criteria, several recommendations for the City of Ocala staff were made. The City of Ocala should add a TMC manager and TMC operator. The total costs of these staff increases will be about \$226,000. Likewise, recommendations for Marion County staff were also made. Marion County should add a signal technician, TMC manager, and TMC operator. These staff increases will cost about \$360,000. The recommended staff increases are detailed in Table 12 and Table 13.

Table 12 City of Ocala Staffing

City of Ocala Staffing					
Position	Existing Staff	Current Needed - Recommended Staff	Current Needed - Additional Staff	Average Pay (Includes 2.15 multiplier)	Total Proposed Cost
Traffic Engineering Operations Manager	1.0	1.0	0.0	\$ 268,750	\$ -
Traffic Signal Engineer	0.0	0.0	0.0	\$ 201,240	\$ -
Traffic Signal Analyst/Technician	0.0	0.0	0.0	\$ 134,160	\$ -
Traffic Signal Maintenance / ITS Fiber Technician	5.0	5.0	0.0	\$ 112,226	\$ -
Network Specialist	0.0	0.0	0.0	\$ 182,750	\$ -
Electronic Specialist (L2 Network Tech)	1.0*	1.0	0.0	\$ 115,581	\$ -
TMC Manager	0.0	1.0	1.0	\$ 172,000	\$ 172,000
TMC Supervisor	0.0	0.0	0.0	\$ 80,625	\$ -
TMC Operator	0.0	1.0	1.0	\$ 53,750	\$ 53,750
TOTAL					\$ 225,750

* This staff person is maintained by the Ocala Fiber Network

Table 13 Marion County Staffing

Marion County Staffing					
Position	Existing Staff	Current Needed - Recommended Staff	Current Needed - Additional Staff	Average Pay (Includes 2.15 multiplier)	Total Proposed Cost
Traffic Engineering Operations Manager	0.0	0.0	0.0	\$ 268,750	\$ -
Traffic Signal Engineer	0.0	0.0	0.0	\$ 201,240	\$ -
Traffic Signal Analyst/Technician	1.0	1.0	0.0	\$ 134,160	\$ 134,160
Traffic Signal Maintenance / ITS Fiber Technician	3.0	3.0	0.0	\$ 112,226	\$ -
Network Specialist	0.0	0.0	0.0	\$ 182,750	\$ -
Electronic Specialist (L2 Network Tech)	0.0	0.0	0.0	\$ 115,581	\$ -
TMC Manager	0.0	1.0	1.0	\$ 172,000	\$ 172,000
TMC Supervisor	0.0	0.0	0.0	\$ 80,625	\$ -
TMC Operator	0.0	1.0	1.0	\$ 53,750	\$ 53,750
				TOTAL	\$ 359,910

Chapter 7 | Regional ITS Architecture Compliance

Code of Federal Regulations Part 940 (23 CFR 940) defines Intelligent Transportation System (ITS) Architecture and Standards and requires that ITS projects must conform to a regional Intelligent Transportation System Architecture and should be consistent with the transportation planning process for Statewide and Metropolitan Transportation Planning. 23 CFR 940 applies to all ITS Projects receiving any federal funding on all roadways. The policy states that all ITS Projects shall conform to the National ITS Architecture and standards and it requires that all states and region within those states have an ITS Architecture. The policy continues that all ITS Projects must follow those statewide and Regional ITS Architectures and should be on the scale commensurate with the scope of the local ITS investment. The Regional ITS Architecture should include some of the following elements:

1. A description of the region;
2. Identification of participating agencies and other stakeholders;
3. An operational concept that identifies the roles and responsibilities of participating agencies and stakeholders in the operation and implementation of the systems included in the regional ITS architecture;
4. Any agreements (existing or new) required for operations, including at a minimum those affecting ITS project interoperability, utilization of ITS related standards, and the operation of the projects identified in the regional ITS architecture;
5. System functional requirements;
6. Interface requirements and information exchanges with planned and existing systems and subsystems (for example, subsystems and architecture flows as defined in the National ITS Architecture);
7. Identification of ITS standards supporting regional and national interoperability; and
8. The sequence of projects required for implementation.

Each stakeholder has their own portion of the Regional ITS Architecture with their own Service Packages and data flows showing how they receive and provide information and/or data to the other agencies. FDOT - District 5 manages the Regional ITS Architecture update on January 18, 2016:

<http://www.consystec.com/florida/d5/web/index.htm>

Regional ITS Architecture was reviewed and compared against the recommended project summarized in Chapter 6. All the proposed projects are reflected in the Regional ITS Architecture in terms of market packages, data flows and stakeholders. However, as the ITS projects are implemented, the TPO would need to work with FDOT D5 to ensure connects are updated from *planned* to *existing*.

Figure 27 and Figure 28 illustrate example diagrams from the Regional ITS Architecture.

Figure 27 Example of City of Ocala Interface (data flows) to Field Equipment

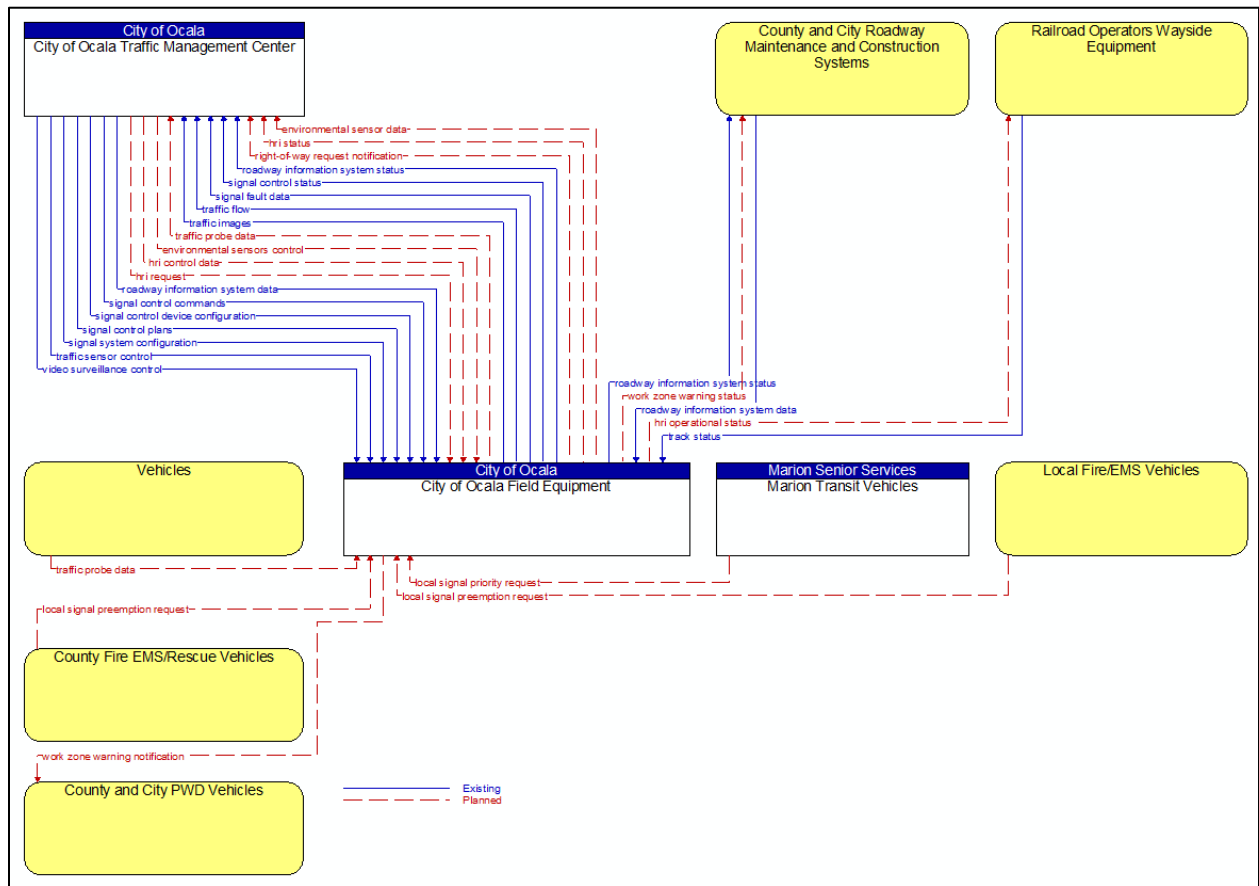
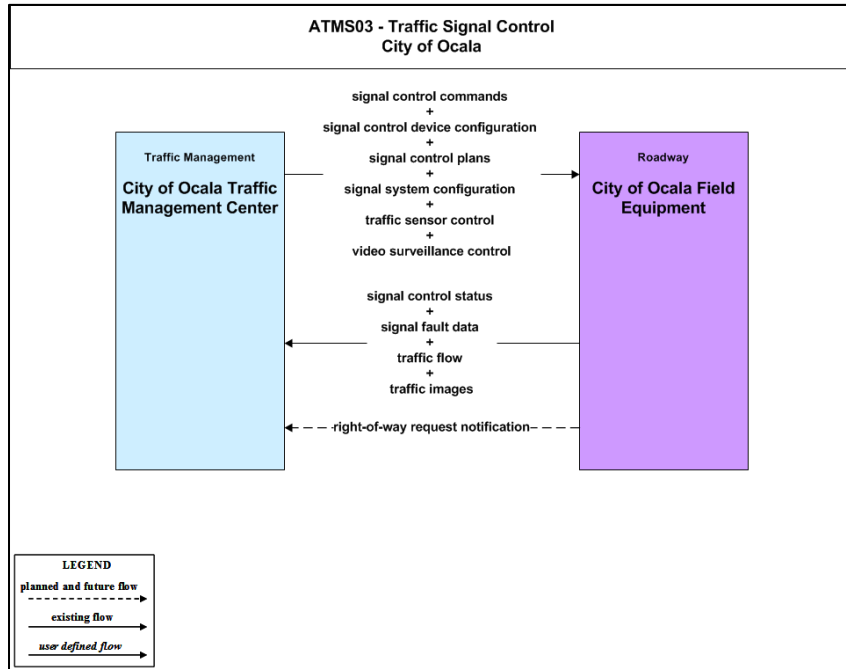


Figure 28 Example of Service Package for Traffic Signal Control, City of Ocala (ATMS03)





July 6, 2018

TO: TPO Board Members
FROM: Michael Daniels, Director
RE: Coastal Connector

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise is in the planning phase of the Coastal Connector, which is a high level study evaluating new transportation corridor alternatives through Citrus and Marion Counties. The proposed alternatives are enclosed. Staff is recommending adoption of the June 5th resolution that was passed by the Marion County Board of County Commission which opposes the development of any of the five proposed alignments of the projects for the reasons stated in the resolution.

On June 29, 2018, FDOT Secretary Mike Dew drafted a letter notifying local governments in Marion County that the Department has postponed the recommendations of the Coastal Connector. As a result, of this letter, staff is requesting direction from the Board as to whether to proceed with the attached resolution or to withdraw it.

The draft resolution and the approved resolutions by Marion County and the City of Dunnellon as the Coastal Connector study postponement notification letter are enclosed.

If you have any questions please contact our office at (352) 629-8297.

Cooperative and comprehensive planning for our transportation needs
Marion County • City of Belleview • City of Dunnellon • City of Ocala

121 S.E. Watula Avenue • Ocala, Florida 34471
Telephone: (352) 629-8297 • Fax: (352) 629-8240 • www.ocalamariontpo.org

RESOLUTION

NO.

A RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION, REQUESTING THE HONORABLE GOVERNOR RICK SCOTT TO DIRECT THE FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA'S TURNPIKE ENTERPRISE, TO REJECT ALTERNATIVE CORRIDORS PROPOSED FOR THE COASTAL CONNECTOR IN WESTERN MARION COUNTY.

WHEREAS the Florida Department of Transportation, Florida's Turnpike Enterprise, is conducting an Alternative Corridor Evaluation (ACE) for the Coastal Connector, a new transportation corridor proposed in Citrus and Marion Counties and five alternative routes have been identified in western Marion County; and

WHEREAS, The Marion County Board of County Commissioners held a public workshop with representatives of the Florida Department of Transportation and the Florida Turnpike Enterprise, regarding the Coastal Connector project, and received public input thereon, on May 18, 2018; and

WHEREAS, additional discussions and deliberations were conducted by the Ocala / Marion County Transportation Planning Organization (TPO) on May 22, 2018; and

WHEREAS, The Ocala / Marion County Transportation Planning Organization recognizes that the growing population of Florida will require additions to critical transportation infrastructure within the State; and

WHEREAS, in furtherance thereof, the Ocala/Marion County Transportation Planning Organization strongly supports the recommendations of the I-75 Relief Task Force, to expand the capacity of that facility, contained in the final Task Force Report, dated October 1, 2016; and

WHEREAS the Florida Department of Transportation's ACE process is to help identify and evaluate corridor alternatives by considering transportation needs and environmental issues early in the project development, encourages the public to be involved, and integrates opportunities for community input into every step of the study to allow for meaningful participation in the process; and

WHEREAS, in consideration of the compelling public testimony received by The Ocala / Marion County Transportation Planning Organization, the TPO concludes that the five alignments proposed through western Marion County must be rejected for a number of reasons, including, but not limited to:

- A. In 2016, the I-75 Relief Task Force considered the suitability of three "Areas of Opportunity" through western Marion County (see Exhibit "A," attached hereto) as part of that analysis, and none of them were adopted by the Task Force. Now, the five proposed alignments would have significant negative impacts within some of the Areas of Opportunity previously rejected, or not recommended by, the Task Force; and
- B. While some have characterized the Coastal Connector as a facility for hurricane evacuation, The Ocala / Marion County Transportation Planning Organization urges that making the improvements to I-75 recommended by the Task Force should be given a much higher priority for hurricane evacuation than the Coastal Connector project; and

- C. Marion County's unique limestone-based soil classified as locally important and prime farmland, provides key natural agronomic benefits to the equine industry and increasingly diverse agricultural industries such as blueberry and vineyard production; and
- D. Marion County is recognized as the Horse Capital of the World, particularly western Marion County, whose equine industry impacts the local economy with a \$1.6 Billion value added contribution to the gross domestic product, \$2.62 Billion added contribution in industry outputs, and 19,209 full and part time jobs, which was more than 15% of Marion County's overall economy in 2012; and
- E. Marion County's unique karst geology provides high recharge to the Floridian Aquifer, the key source of freshwater for central Florida and numerous springs, including Marion County's world class Rainbow Springs and Silver Springs, both first magnitude springs, along with providing a nutrient laden freshwater source which supports and enhances the County's extensive agricultural production; and
- F. It would not be possible to construct any Coastal Connector Turnpike Route from the Suncoast Parkway at State Road 44 to 1-75 without significant adverse impacts to some of the important Conservation Land tracts in Marion County, including Halpata Tastanaki Preserve, Ross Prairie, Rainbow Springs State Park (and its additions), Lake Rousseau, and the Cross Florida Greenway; and
- G. Marion County's adopted Comprehensive Plan includes the Future Land Use and Conservation Elements which recognize the unique environment and economy of Marion County, including classifying locally important and prime farmland and springs as locally significant and environmentally sensitive natural resources deserving of protection as listed in Conservation Element Policies 1.1.1, and 1.1.2; and
- H. Marion County's Comprehensive Plan further recognizes the unique nature, character, and economic impact of the equine and agricultural industries of northwestern Marion County by establishing the Farmland Preservation Area and creating a Transfer of Development Rights Program to preserve and enhance the nature, character, economic impact, and quality of life of the area as listed in Future Land Use Element Goal 9; and
- I. The City of Dunnellon's adopted Comprehensive Plan includes the Future Land Use and Conservation Elements which recognize the unique environment of Dunnellon, regulating the use of natural resources, open space and flood prone areas and protecting wetlands, potable water well fields, natural aquifer recharge areas, endangered species, intact ecological systems, air and water quality consistent with the requirements of the Conservation Element; and
- J. The City of Dunnellon's Conservation Element further recognizes the Rainbow River and Withlacoochee River are irreplaceable recreational and aesthetic resources to the City. This element provides that the City shall ensure existing and future land uses do not contribute to a decrease in surface water quality, including lakes, rivers and wetlands, which shall be designated conservation areas; and

- K. Marion County further recognizes the unique need to preserve important resources such as agriculture, equestrian and rural character with rural neighborhoods along with the scenic context of these areas as listed in Future Land Use Element Policy 3.1.4.1 & 2, and Goal 8; and
- L. It must be recognized that the issue is not simply the payment of "full compensation" to owners of the most valuable equine and agricultural properties in Marion County. Rather, it must be recognized that as a result of any of these corridors, the required right-of-way acquisitions and resulting construction of the proposed facility will not only damage, but may destroy many of these important operations in Marion County, and consequently, negatively impact the economic vitality and long-range growth of Marion County; and
- M. While it is understood that the evaluation and study of major new transportation facilities is a long-term activity that may go on for decades, where, as here, some proposed alignments are manifestly not viable options, they should be affirmatively and unequivocally removed from consideration at the earliest possible date, so as to remove the cloud of economic uncertainty that their very existence leaves on all properties within their footprints.

NOW THEREFORE, BE IT RESOLVED by the Ocala / Marion County TPO:

Section 1. In order to protect our rural lands, our vital equine industry, our precious conservation land tracts, the quality of life of our citizens and the overall objectives of our adopted Comprehensive Plan, the Ocala/Marion County TPO hereby opposes each and every one of the five alternative corridors of the Coastal Connector currently under consideration through western Marion County, as well as any new proposed corridor that would traverse the Farmland Preservation Area of western Marion County, as depicted on Exhibit B, attached hereto; or any new proposed corridor within the City of Dunnellon or rural areas adjacent thereto, conservation lands including Halpata Tastanaki Preserve, Ross Prairie, Rainbow Springs State Park (and its additions), and Lake Rousseau. Furthermore, in addition to the foregoing specifically described areas, the Ocala / Marion County TPO opposes any other corridor for the Coastal Connector that would traverse any other part of Marion County.

Section 2. The Ocala/Marion County TPO respectfully requests the Honorable Governor Rick Scott to intervene in the Coastal Connector project, and to direct the elimination of any of the five currently proposed corridor alignments in western Marion County, as well as any other area referenced in Section 1, above; and that the Governor further direct the Turnpike Enterprise to terminate the current Coastal Connector Study, and direct that in any future planning, the Florida Department of Transportation and Florida Turnpike Enterprise should avoid proposing any new turnpike routes in the areas described in Section 1 above.

Section 3. In consideration of the impacts that major new roadways may have on the communities within a county, and in recognition of the fact that the members of the Ocala / Marion County TPO are the elected representatives of our citizens, we respectfully ask that whenever the FDOT or the FTE are considering new major highway alignments in Marion County, that the County be engaged early on in the planning process, before particular alignment corridors are identified. This cooperation will save time and expense in the overall planning process.

Section 4. The Ocala / Marion County TPO further urges the Honorable Governor Rick Scott to direct that the Florida Department of Transportation and Florida Turnpike Enterprise refocus their efforts upon achieving the primary recommendation of the I-75 Relief Task Force made on October 1, 2016, which provides: *"Transform I-75 from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through potential strategies such as express lanes and truck-only lanes."*

CERTIFICATE

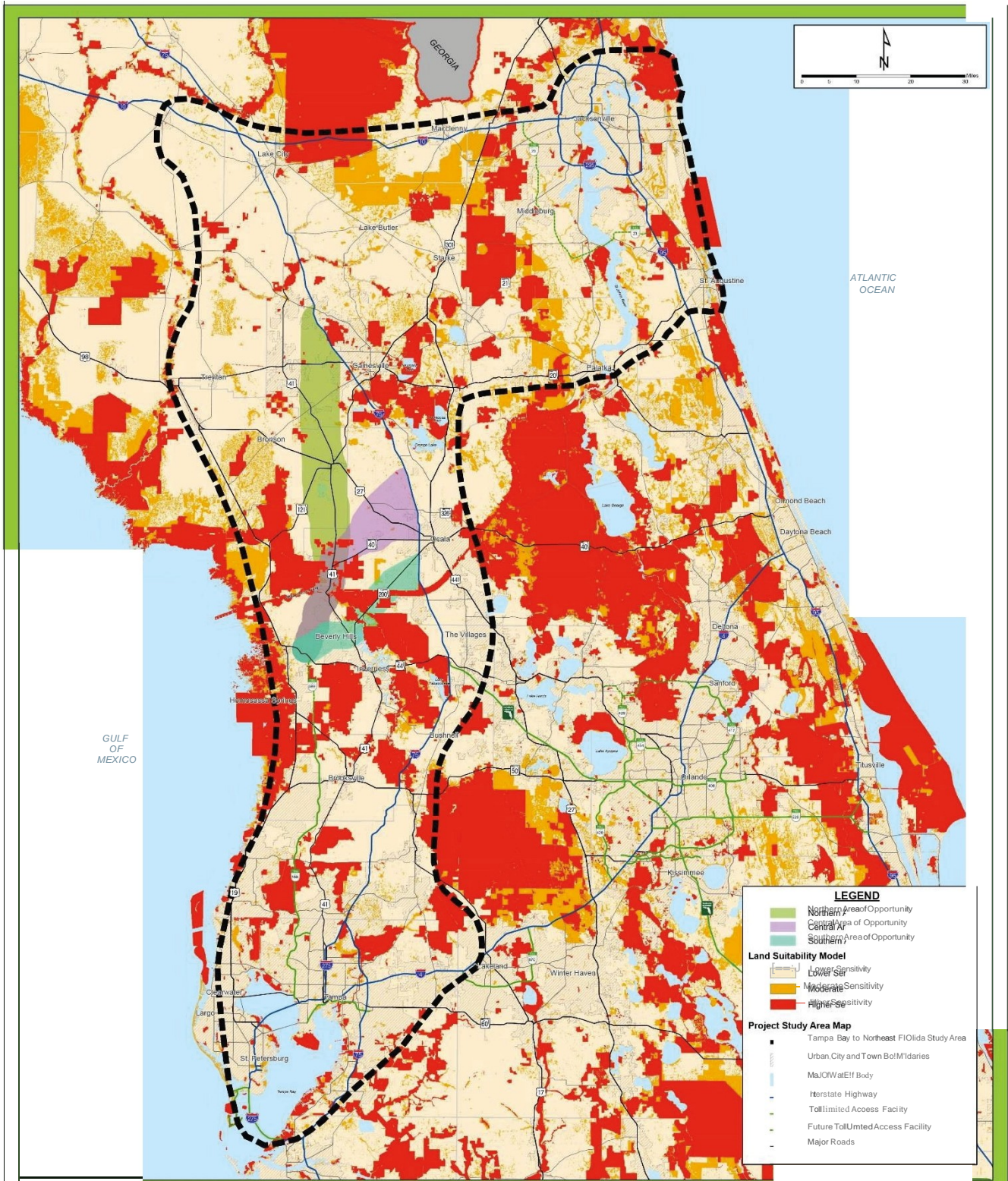
The undersigned duly qualified Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies the foregoing is a true and correct copy of the resolution adopted at a legally convened public meeting of the Ocala/Marion County Transportation Planning Organization held this 11th day of July 2018.

By:

Commissioner David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director

EXHIBIT "A"



**DRAFT Areas of Opportunity, 4/6/2016
Preliminary for Review and Comment**



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MARION COUNTY, FLORIDA

FARMLAND PRESERVATION AREA

EXHIBIT "B"



**FARMLAND
PRESERVATION
AREA**

*Rainbow Springs
10-Yr Primary
Protection Zone*

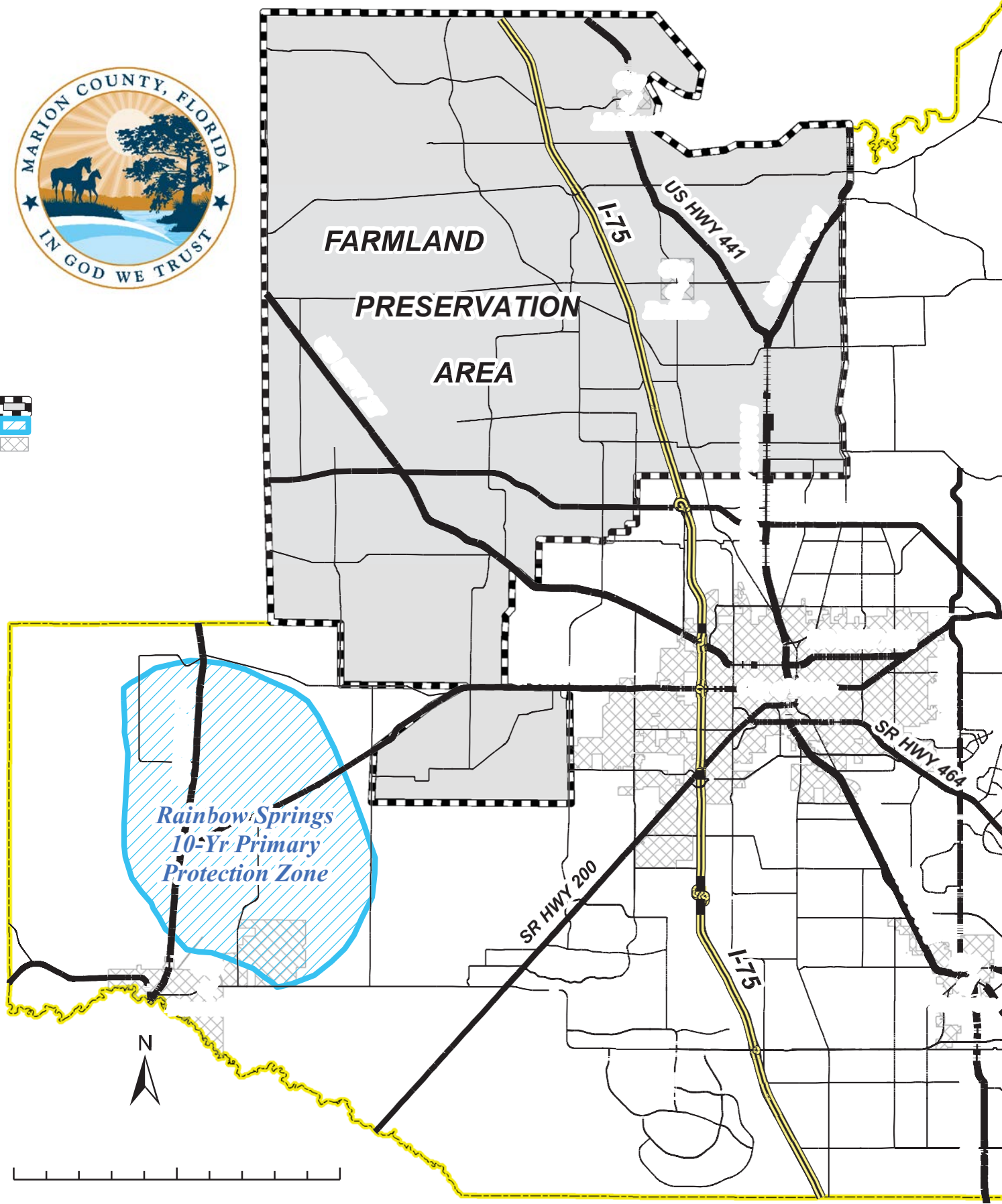
I-75

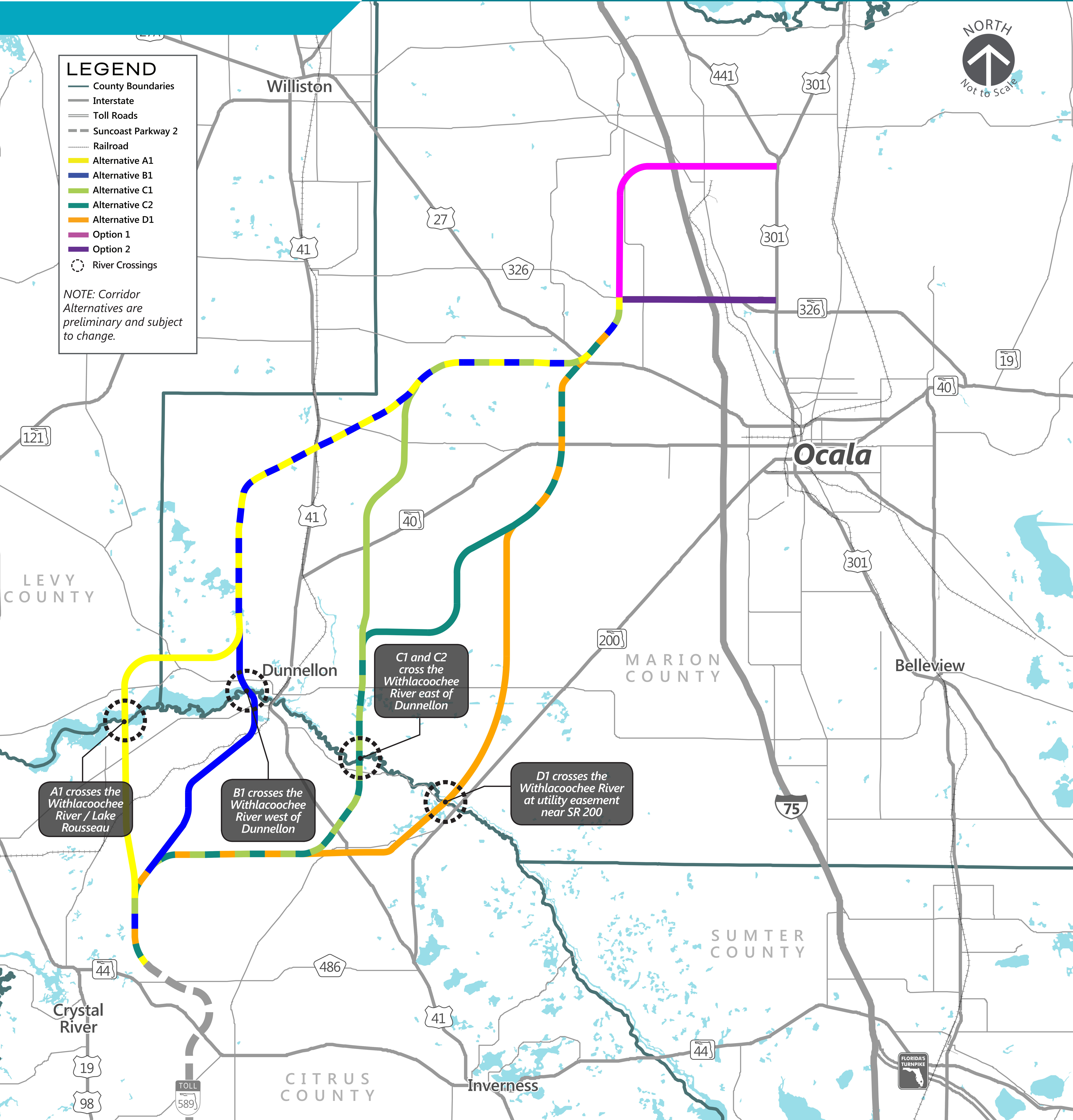
US HWY 441

SR HWY 464

SR HWY 200

I-75





For purposes of this study, a **CORRIDOR WIDTH OF 500 FEET IS BEING USED**. This width gives flexibility to shift the roadway alignment to minimize impacts during potential future phases.



CITRUS COUNTY
Date: Thursday, April 26, 2018
Time: 4:00 p.m. – 7:00 p.m.
Location:
National Guard Armory
8551 W Venable Street
Crystal River, FL 34429

MARION COUNTY
Date: Tuesday, May 1, 2018
Time: 4:00 p.m. – 7:00 p.m.
Location:
Hilton Ocala
3600 SW 36th Avenue
Ocala, FL 34474

RESOLUTION NO. 2018-R-194

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF MARION COUNTY, FLORIDA, REQUESTING THE HONORABLE GOVERNOR RICK SCOTT TO DIRECT THE FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA'S TURNPIKE ENTERPRISE, TO REJECT ALTERNATIVE CORRIDORS PROPOSED FOR THE COASTAL CONNECTOR IN WESTERN MARION COUNTY.

WHEREAS the Florida Department of Transportation, Florida's Turnpike Enterprise, is conducting an Alternative Corridor Evaluation (ACE) for the Coastal Connector, a new transportation corridor proposed in Citrus and Marion Counties and five alternative routes have been identified in western Marion County; and

WHEREAS, the Board of County Commissioners held a public workshop with representatives of the Florida Department of Transportation and the Florida Turnpike Enterprise, regarding the Coastal Connector project, and received public input thereon, on May 18, 2018; and

WHEREAS, additional discussions and deliberations were conducted by the Marion County Transportation Planning Organization on May 22, 2018; and

WHEREAS, the Board of County Commissioners recognizes that the growing population of Florida will require additions to critical transportation infrastructure within the State; and

WHEREAS, in furtherance thereof, the Board strongly supports the recommendations of the I-75 Relief Task Force, to expand the capacity of that facility, contained in the final Task Force Report, dated October 1, 2016; and

WHEREAS the Florida Department of Transportation's ACE process is to help identify and evaluate corridor alternatives by considering transportation needs and environmental issues early in the project development, encourages the public to be involved, and integrates opportunities for community input into every step of the study to allow for meaningful participation in the process; and

WHEREAS, in consideration of the compelling public testimony received by the Board of County Commissioners, the Board concludes that the five alignments proposed through western Marion County must be rejected for a number of reasons, including, but not limited to:

- A. In 2016, the I-75 Relief Task Force considered the suitability of three "Areas of Opportunity" through western Marion County (see Exhibit "A," attached hereto) as part of that analysis, and none of them were adopted by the Task Force. Now, the five proposed alignments would have significant negative impacts within some of the Areas of Opportunity previously rejected, or not recommended by, the Task Force; and

- B. While some have characterized the Coastal Connector as a facility for hurricane evacuation, the Board of County Commissioners urges that making the improvements to I-75 recommended by the Task Force should be given a much higher priority for hurricane evacuation than the Coastal Connector project; and
- C. Marion County's unique limestone-based soil classified as locally important and prime farmland, provides key natural agronomic benefits to the equine industry and increasingly diverse agricultural industries such as blueberry and vineyard production; and
- D. Marion County is recognized as the Horse Capital of the World, particularly western Marion County, whose equine industry impacts the local economy with a \$1.6 Billion value added contribution to the gross domestic product, \$2.62 Billion added contribution in industry outputs, and 19,209 full and part time jobs, which was more than 15% of Marion County's overall economy in 2012; and
- E. Marion County's unique karst geology provides high recharge to the Floridian Aquifer, the key source of freshwater for central Florida and numerous springs, including Marion County's world class Rainbow Springs and Silver Springs, both first magnitude springs, along with providing a nutrient laden freshwater source which supports and enhances the County's extensive agricultural production; and
- F. It would not be possible to construct any Coastal Connector Turnpike Route from the Suncoast Parkway at State Road 44 to I-75 without significant adverse impacts to some of the important Conservation Land tracts in Marion County, including Halpata Tastanaki Preserve, Ross Prairie, Rainbow Springs State Park (and its additions), Lake Rousseau, and the Cross Florida Greenway; and
- G. Marion County's adopted Comprehensive Plan includes the Future Land Use and Conservation Elements which recognize the unique environment and economy of Marion County, including classifying locally important and prime farmland and springs as locally significant and environmentally sensitive natural resources deserving of protection as listed in Conservation Element Policies 1.1.1, and 1.1.2; and
- H. Marion County's Comprehensive Plan further recognizes the unique nature, character, and economic impact of the equine and agricultural industries of northwestern Marion County by establishing the Farmland Preservation Area and creating a Transfer of Development Rights Program to preserve and enhance the nature, character, economic impact, and quality of life of the area as listed in Future Land Use Element Goal 9; and

- I. Marion County further recognizes the unique need to preserve important resources such as agriculture, equestrian and rural character with rural neighborhoods along with the scenic context of these areas as listed in Future Land Use Element Policy 3.1.4.1 & 2, and Goal 8; and

- J. It must be recognized that the issue is not simply the payment of “full compensation” to owners of the most valuable equine and agricultural properties in Marion County. Rather, it must be recognized that as a result of any of these corridors, the required right-of-way acquisitions and resulting construction of the proposed facility will not only damage, but may destroy many of these important operations in Marion County, and consequently, negatively impact the economic vitality and long-range growth of Marion County; and

- K. While it is understood that the evaluation and study of major new transportation facilities is a long term activity that may go on for decades, where, as here, some proposed alignments are manifestly not viable options, they should be affirmatively and unequivocally removed from consideration at the earliest possible date, so as to remove the cloud of economic uncertainty that their very existence leaves on all properties within their footprints.

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Marion County, Florida:

Section 1. In order to protect our rural lands, our vital equine industry, our precious conservation land tracts, the quality of life of our citizens and the overall objectives of our adopted Comprehensive Plan, the Board hereby opposes each and every one of the five alternative corridors of the Coastal Connector currently under consideration through western Marion County, as well as any new proposed corridor that would traverse the Farmland Preservation Area of western Marion County, as depicted on Exhibit B, attached hereto; or any new proposed corridor within the City of Dunnellon or rural areas adjacent thereto, conservation lands including Halpata Tastanaki Preserve, Ross Prairie, Rainbow Springs State Park (and its additions), and Lake Rousseau. Furthermore, in addition to the foregoing specifically described areas, the Board opposes any other corridor for the Coastal Connector that would traverse any other part of Marion County.

Section 2. The Board respectfully requests the Honorable Governor Rick Scott to intervene in the Coastal Connector project, and to direct the elimination of any of the five currently proposed corridor alignments in western Marion County, as well as any other area referenced in Section 1, above; and that the Governor further direct the Turnpike Enterprise to terminate the current Coastal Connector Study, and direct that in any future planning, the Florida Department of Transportation and Florida Turnpike Enterprise should avoid proposing any new turnpike routes in the areas described in Section 1 above.

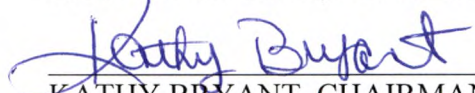
Section 3. In consideration of the impacts that major new roadways may have on the communities within a county, and in recognition of the fact that the members of the Board are the elected representatives of our citizens, we respectfully ask that whenever the FDOT or the FTE are considering new major highway alignments in Marion County, that the County be engaged early on in the planning process, before particular alignment corridors are identified. This cooperation will save time and expense in the overall planning process.

Section 4. The Board of County Commissioners of Marion County further urges the Honorable Governor Rick Scott to direct that the Florida Department of Transportation and Florida Turnpike Enterprise refocus their efforts upon achieving the primary recommendation of the I-75 Relief Task Force made on October 1, 2016, which provides: *“Transform I-75 from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through potential strategies such as express lanes and truck-only lanes.”*

Section 5. EFFECTIVE DATE. This Resolution shall take effect upon adoption by the Board.

DULY ADOPTED this 5th day of June, 2018.

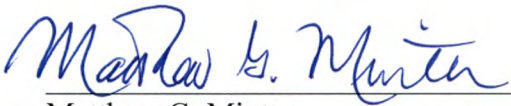
BOARD OF COUNTY COMMISSIONERS
MARION COUNTY, FLORIDA


KATHY BRYANT, CHAIRMAN

ATTEST:


DAVID R. ELLSPERMANN, CLERK

Approved as to form:


Matthew G. Minter
County Attorney




MARION COUNTY, FLORIDA

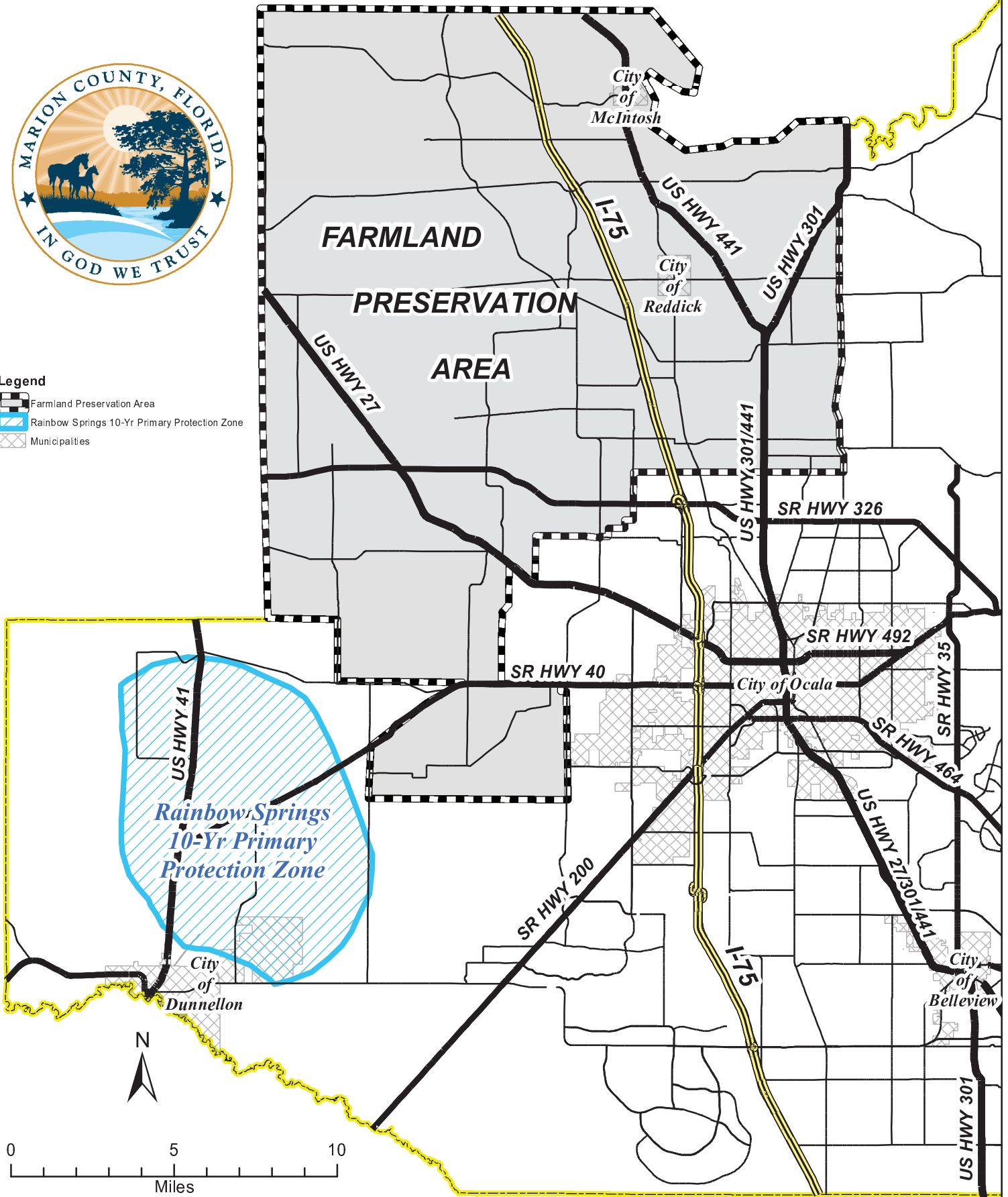
FARMLAND PRESERVATION AREA

EXHIBIT "B"



Legend

-  Farmland Preservation Area
-  Rainbow Springs 10-Yr Primary Protection Zone
-  Municipalities



Map graphic for reference purposes; not for use for survey or land transfer.

RESOLUTION #RES2018-16

A RESOLUTION OF THE CITY OF DUNNELLON CITY COUNCIL REQUESTING THE HONORABLE GOVERNOR RICK SCOTT TO DIRECT THE FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA'S TURNPIKE ENTERPRISE, TO REJECT ALTERNATIVE CORRIDORS PROPOSED FOR THE COASTAL CONNECTOR IN WESTERN MARION COUNTY.

WHEREAS, the Florida Department of Transportation, Florida's Turnpike Enterprise, is conducting an Alternative Corridor Evaluation (ACE) for the Coastal Connector, a new transportation corridor proposed in Citrus and Marion Counties and five alternative routes have been identified in western Marion County; and

WHEREAS, the Dunnellon City Council held a public workshop with representatives of the Florida Department of Transportation and Montgomery Consulting Group, regarding the Coastal Connector project, and received public input from city residents and property owners from the greater Dunnellon area that encompasses properties within Marion and Citrus Counties thereon, on May 9, 2018; and

WHEREAS, additional discussions and deliberations were conducted by the Marion County Board of County Commissioners on May 18, 2018 and the Transportation Planning Organization on May 22, 2018; and

WHEREAS, the City Council recognizes that the growing population of Florida will require additions to critical transportation infrastructure within the State; and

WHEREAS, in furtherance thereof, the City Council strongly supports the recommendations of the I-75 Relief Task Force, to expand the capacity of that facility, contained in the final Task Force Report, dated October 1, 2016; and

WHEREAS, the Florida Department of Transportation's ACE process is to help identify and evaluate corridor alternatives by considering transportation needs and environmental issues early in the project development, encourages the public to be involved, and integrates opportunities for community input into every step of the study to allow for meaningful participation in the process; and

WHEREAS, in consideration of the compelling public testimony received by the Dunnellon City Council, the Council concludes that the five alignments proposed through western Marion County must be rejected for a number of reasons, including, but not limited to:

- A. In 2016, the I-75 Relief Task Force considered the suitability of three "Areas of Opportunity" through western Marion County (see Exhibit "A," attached hereto) as part of that analysis, and none of them were adopted by the Task Force. Now, the five proposed alignments would have significant negative impacts within some of the Areas of Opportunity previously rejected, or not recommended by, the Task Force; and

- B. While some have characterized the Coastal Connector as a facility for hurricane evacuation, the Dunnellon City Council urges that making the improvements to I-75 recommended by the Task Force should be given a much higher priority for hurricane evacuation than the Coastal Connector project; and
- C. Marion County's unique limestone-based soil classified as locally important and prime farmland, provides key natural agronomic benefits to the equine industry and increasingly diverse agricultural industries such as blueberry and vineyard production; and
- D. Marion County is recognized as the Horse Capital of the World, particularly western Marion County, whose equine industry impacts the local economy with a \$1.6 Billion value added contribution to the gross domestic product, \$2.62 Billion added contribution in industry outputs, and 19,209 full and part time jobs, which was more than 15% of Marion County's overall economy in 2012; and
- E. The Greater Dunnellon area's unique karst geology provides high recharge to the Floridian Aquifer, the key source of freshwater for central Florida and numerous springs, including Dunnellon's world class Rainbow Springs and Ocala's Silver Springs, both first magnitude springs within Marion County, along with providing a nutrient laden freshwater source which supports and enhances our extensive agricultural production; and
- F. It would not be possible to construct any Coastal Connector Turnpike Route from the Suncoast Parkway at State Road 44 to I-75 without significant adverse impacts to some of the important Conservation Land tracts in Marion County, including Halpata Tasthanaki Preserve, Ross Prairie, Rainbow Springs State Park (and its additions), Lake Rousseau and the Cross Florida Greenway; and
- G. Dunnellon's adopted Comprehensive Plan includes the Future Land Use and Conservation Elements which recognize the unique environment of Dunnellon, regulating the use of natural resources, open space and flood prone areas and protecting wetlands, potable water well fields, natural aquifer recharge areas, endangered species, intact ecological systems, air and water quality consistent with the requirements of the Conservation Element; and
- H. Dunnellon's Conservation Element further recognizes the Rainbow River and Withlacoochee River are irreplaceable recreational and aesthetic resources to the City. This element provides that the City shall ensure existing and future land uses do not contribute to a decrease in surface water quality, including lakes, rivers and wetlands, which shall be designated conservation areas; and
- I. The City further recognizes the need to protect the natural resources to include the Rainbow and Withlacoochee Rivers as well as the wildlife, flora and fauna pursuant to the City's Land Development Regulations, Article III, Chapter 78 River Corridor Protection; and
- J. It must be recognized that the issue is not simply the payment of "full compensation" to owners of the most valuable equine and agricultural properties in Marion County. Rather,

it must be recognized that as a result of any of these corridors, the required right-of-way acquisitions and resulting construction of the proposed facility will not only damage, but may destroy many of these important operations in the greater Dunnellon area of Marion County, and consequently, negatively impact the economic vitality and long-range growth of Marion County; and

- K. While it is understood that the evaluation and study of major new transportation facilities is a long term activity that may go on for decades, where, as here, some proposed alignments are manifestly not viable options, they should be affirmatively and unequivocally removed from consideration at the earliest possible date, so as to remove the cloud of economic uncertainty that their very existence leaves on all properties within their footprints.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Dunnellon, Florida:

Section 1. In order to protect our rural lands, our vital ecotourism, our precious conservation land tracts, our rivers, springs and the quality of life of our citizens and the overall objectives of our adopted Comprehensive Plan, the City Council hereby opposes each and every one of the five alternative corridors of the Coastal Connector currently under consideration through western Marion County, as well as any new proposed corridor that would traverse the Farmland Preservation Area of western Marion County, or any new proposed corridor within the City of Dunnellon or rural areas adjacent thereto, conservation lands including Halpata Tastanaki Preserve, Ross Prairie, Rainbow Springs state park (and its additions), Lake Rousseau, and the Cross Florida Greenway. Furthermore, in addition to the foregoing specifically described areas, the City Council opposes any other corridor for the Coastal Connector that would traverse any other part of Marion County.

Section 2. The City Council respectfully requests the Honorable Governor Rick Scott to intervene in the Coastal Connector project, and to direct the elimination of all of the five currently proposed corridor alignments in western Marion County, as well as any other area referenced in Section 1, above; and that the Governor further direct the Turnpike Enterprise to terminate the current Coastal Connector Study, and direct that in any future planning, the Florida Department of Transportation and Florida Turnpike Enterprise should avoid proposing any new turnpike routes in the areas described in Section 1 above.

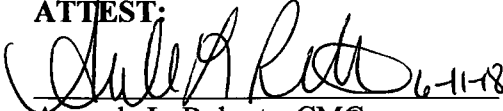
Section 3. In consideration of the impacts that major new roadways may have on the communities within a city or county, and in recognition of the fact that the members of the City Council are the elected representatives of our citizens, we respectfully ask that whenever the FDOT of the FTE are considering new major highway alignments in Marion County, that the City be engaged early on in the planning process, before particular alignment corridors are identified. This cooperation will save time and expense in the overall planning process.

Section 4. The Dunnellon City Council further urges the Honorable Governor Rick Scott to direct that the Florida Department of Transportation and Florida Turnpike Enterprise refocus their efforts upon achieving the primary recommendation of the I-75 Relief Task Force made on October 1, 2016, which provides: *“Transform I-75 from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through potential strategies such as express lanes and truck-only lanes.”*

Section 5. EFFECTIVE DATE. This Resolution shall take effect upon its adoption.

DULY ADOPTED this 11th day of June 2018.

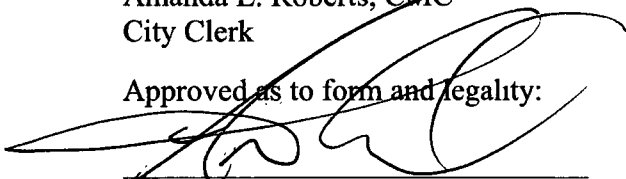
ATTEST:

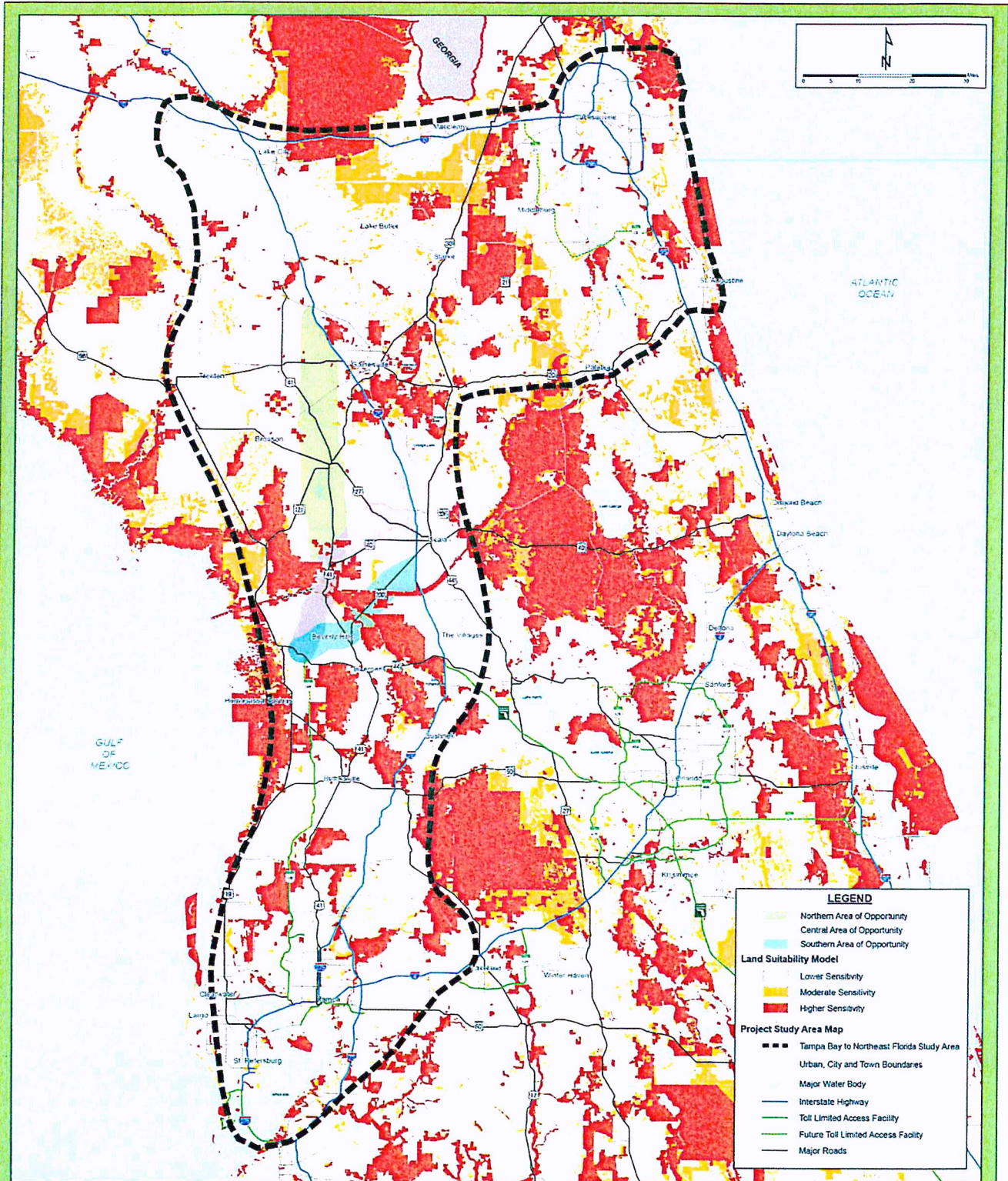

Amanda L. Roberts, CMC
City Clerk

CITY OF DUNNELLON


Walter Green, Mayor

Approved as to form and legality:


Andrew J. Hand, City Attorney



**DRAFT Areas of Opportunity, 4/6/2016
Preliminary for Review and Comment**





Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

June 29, 2018

Mayor Guinn
110 S.E. Watula Avenue
Ocala, FL 34471

Dear Mayor Guinn:

I wanted to take this opportunity to give you an update on the recent discussions regarding the Coastal Connector planning study and the impact to Marion County. This study was designed to produce ideas and discuss potential solutions for long term infrastructure improvements to ensure Florida continues to have a world class transportation system.

The Department has heard from many of the constituents in Marion County and the surrounding area about the concerns the planning study has created in your community. We have met with many local representatives and look forward to continuing the dialogue with these interest groups. The Department appreciates the rich history of the Marion County equine industry and the important economic engine it provides to the region. Their concerns will continue to be paramount in our long-term planning. **At this time, the Department will postpone the recommendations from the Coastal Connector planning study and increase our resolve to implement the I-75 task force recommendations aimed to provide relief to existing traffic on I-75 and to enhance the interregional connectivity between West Central and Northeast Florida.**

Interstate 75 is a critical freight and evacuation corridor that serves our residents, visitors, and businesses daily. As recommended in the report, the Department is researching and programming options that address the capacity needs of I-75. Currently, the Department is programming Project Development and Environmental (PD&E) studies which will incorporate additional capacity on two segments of I-75 from the Turnpike to County Road 234 in Micanopy. The first PD&E study will begin in Fiscal Year 2019/2020 and is estimated to cost \$6.3 million, while the subsequent segment is planned to begin in Fiscal Year 2020/2021 at an estimated cost \$6.6 million. Construction on these critical capacity projects is anticipated to begin 2025. The Department has also implemented additional traffic incident management tools, including the instillation of additional DMS signs and deployment of Road Ranger service patrols, to assist with traffic efficiency.

Mayor Guinn
Correspondence
June 29, 2018

We remain committed to continuing our conversations with the region's local governments and stakeholders to develop other corridor alternatives that help meet the future transportation needs while providing solutions that may be more acceptable to the members of the community.

I look forward to working with you and your constituents as we continue to provide for safe transportation improvements for the future generations of Florida.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Dew". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mike Dew
Secretary

MD/bl



CITIZEN'S ADVISORY COMMITTEE

MEMBERSHIP APPLICATION

- 1. Name: TRAVIS MAGAMORE
2. Home Address: 1109 SE 10th ST Ocala FL 34471
3. Business Address: 2601 SE MARICAMP ROAD Ocala, FL
4. Home Phone Number: 352-425-5365 Business Phone Number: 352-629-3853 34471
5. Occupation: COMMERCIAL BANKER
6. Brief Resume of Education and Experience: 14 YEARS AS COMMERCIAL BANKER IN OCALA. BA IN BUSINESS ADMIN FROM UNIVERSITY OF FLORIDA. STONIER GRADUATE BANKING SCHOOL. WHARTON BUSINESS SCHOOL LEADERSHIP PROGRAM GRADUATE.
7. Are you a resident of Ocala/Marion County? Yes [checked] No
8. Are you a registered voter? Yes [checked] No
9. Do you hold a public office? Yes No [checked]
10. At the present time, do you serve on a City/County Board, Commission, Authority, and/or Committee? Yes No [checked]
11. Are you familiar with the Transportation Planning Organization and its function? Yes [checked] No
12. Are you familiar with current transportation needs of the Marion County transportation disadvantaged? Yes [checked] No
13. Why are you interested in serving on this Board? I feel it is a way to give back to my community by helping address transportation needs & issues.

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.

[Handwritten Signature]
(Signature)

5/14/18
(Date)



TRANSPORTATION PLANNING ORGANIZATION

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

May 22, 2018

MINUTES

Members Present:

Commissioner Kathy Bryant (*arrived at 5:07pm*)
Mayor Kent Guinn
Commissioner Ron Livsey
Councilman Brent Malever
Commissioner David Moore
Councilman Jay Musleh (*arrived at 4:20pm*)
Councilwoman Mary Rich (*arrived at 4:06pm*)
Commissioner Michelle Stone
Commissioner Carl Zalak (*arrived at 4:26pm*)

Members Not Present:

Commissioner Jeff Gold
Councilwoman Valerie Hanchar
Councilman Justin Grabelle

Others Present:

Sign In Sheet Attached

Connie Bryant
Annette Stutzman
Stephen Nelson
Elaine Vinson
CHRIS HEWSCRT
Melanie Newbert
CATHY TRICKEL
MICHAEL TRICKEL
Marilyn Atwell
Susan Snow
Karen Eagle
Kelli Smith
ANITA NEWTON
Derek Stanley
Chris Neihoff
Carla Pasteur
TOMMY PASTEUR
Lori Lewis
Cheryl Holekamp
Chris Penski
ANTHONY BARELFORD
Laverna Penski
Blake Hunter
Marco Bravo
Jeanne M. Ritt
Jim Martin
JUDY ETZEN
Monica Schneider
LAURA VENOSA DELMONTE
Oliver Crowell
Bonnie Shannon
Helen Jozzkawski
Ann CARL
PAT HARRISON
Kathrin Dancer
Daren Park
JOHN HARRICK
Honey Cheever
Robert Davis
Polly Benson & Richard OLSEN
Travis Darratt
WALTER GREEN
MARY ENGSTROM
Ann Kern
Ed McManara
Karen + Ray Richard

Kimie Carp
Matt Verney
Sam Kneller
TRACEY COREY
Don Burbank
Van Garvin
Martha Steward
Charlie Butler
Derek Strine
Nancy Roswell
DIZANA Foley
Don Atwell
IRA STERN
BRANDON KELCOY
MICHELLE SHEARER
MARTINE BRITELL
Ken Hoffman
Kimberly Kajina
Therese Vetter
Christina Krock
Diane Mulhern
HILARY MCNAMARA
Christi Israel
Darian Guthrie

Item 1. Call to Order and Roll Call

Chairman Moore called the meeting to order at 4:01 PM. Secretary Shakayla Pullings called the roll of members. A quorum was not present at the time. At 4:20pm there was a quorum present.

Item 2. Proof of Publication

Secretary Shakayla Pullings stated that the meeting had been published online on the TPO website and on the City of Ocala, Marion County, Belleview, and Dunnellon websites.

Item 3. Public Comment

Chairman Moore asked the audience who was there in opposition to the Coastal Connector and unanimously everyone in the audience raised their hand. He then asked that as public comment was called that there was no repetition in comments and if anyone wanted to waive when called in opposition that they could do that. Each person signed up for public comment was given two minutes to speak.

Connie Bryant, 18507 SW 31st Street, Dunnellon, FL 34432 referenced number seven on the Coastal Connector's website in the previous year and read it for the board "Florida's Turnpike has never built an interchange or roadway that was not approved by local officials and the public support" Ms. Bryant said that the Coastal Connector "had none of that" and was opposed to the Coastal Connector.

Elaine Vinson, 6500 West Hwy 326, Ocala, FL 34482 said that her property was two miles from the intersection of I-75 and that she owned a 62-acre farm and that her neighbors found an old book that had an Indian Trail that went across the top of her property and she also talked about a sinkhole problem and gumbo clay in the area that the Coastal Connector would run through. Ms. Vinson was opposed to the Coastal Connector.

Thomas Cooper, 4719 NW 35th Lane Road, Ocala, FL 34482 said he moved to Ocala from Naples to assist citizens with farm legacy and talked about the value and income to Marion County through the horse industry and said he could not imagine the "buzz" of an interstate 2 ½ miles from the Ocala Preserve community. Mr. Cooper was opposed to the Coastal Connector.

Annette, Stutzman, 204 SW 192nd Court, Dunnellon, FL 34431 referenced the recommendations of the 2016 Relief Task Force and said that study and progression of the Coastal Connector needed to be halted and that there had been a lot of miscommunications during the process with talk about hurricane evacuation routes. Ms. Stutzman was opposed to the Coastal Connector.

Chairman Moore quoted Mr. Green, Mayor of the City of Dunnellon saying "You don't evacuate from Tampa to Jacksonville and you don't go coast to coast in an evacuation".

Kimberly Carp, 5400 NW 110th Avenue, Ocala, FL 34482 said that County Commission was preparing a resolution to opposed the Coastal Connector and hoped that the TPO would follow the wisdom of that rather than ignoring the I-75 Relief Taskforce recommendations which had been released even though the Coastal Connector was a separate project because some of the same studies were being used. Ms. Carp was opposed to the Coastal Connector.

Michael Trickel, 4060 NW 110th Avenue, Ocala, FL 34482 referenced the Board of County Commission last meeting and talked about some questions that was asked and said that Florida Turnpike said they were “going back to the drawing board”. Mr. Trickel wanted to know if a different plan would be put together by Florida Turnpike. He also wanted to know if a single other route had been suggested or looked and if so why hadn’t it been published to the public.

Mary Atwell, 2662 NW 134th Street, Citra, FL 32113 said that the 329 route would go within 1500ft of her farm and said that even with the proposed Costal Connector property values had been effected. Ms. Atwell wanted to know “Why we are still here” when nobody agrees with the plan in Marion County. She said she grew up in Marion County and that the NW needed to be protected and kept rural. Ms. Atwell was opposed to the Coastal Connector.

Susan Snow, 8070 West Highway 326, Ocala, FL 34482 said that regardless of which of the routes were selected they would all affect her farm and that plan would place real estate in a state of stagnation. She asked the following questions: Who was the engineering firm that drew the lines? Had all the DOT and Turnpike staff taken time to drive the corridor? How much did it cost to do the study? Ms. Snow was opposed to the Coastal Connector.

Anita Newton, 1859 NW 165th Court Road, Dunnellon, FL 34432 said that the “blue lines and yellow lines” were in her front yard and received a notice saying that she was within 300ft and that the “dark green line or light green line” was in her backyard. She said she had only a few years left on her mortgage and had planned to retire with no mortgage payments but with the Coastal Connector plan she would have to move. She also said she was a Real Estate Broker in Dunnellon and that since the proposed plans would take away a lot of residential property. Ms. Newton was opposed to the Coastal Connector.

Charles Lee, 1101 Audubon Way, Maitland, FL 32751 said that he was a member of the 21-member Taskforce appointed by the Governor September of 2015 that deliberated until September of 2016 on the issue and that concept of a road coming north from the end of Suncoast connecting to I-75 and that many of the same routes being shown were routes that the Taskforce looked at and rejected. Mr. Lee said there was no consensus by the Taskforce to do the Coastal Connector. He said that there was a recommendation to improve I-75 and should not be looking at other plans as a diversion to I-75 improvements. Mr. Lee was opposed to the Coastal Connector.

Mayor Kent Guinn asked the name of the study. Mr. Lee responded, the I-75 Relief Task Force.

Lori Lewis, 15801 NW 112th Place Road, Murrinston, FL 32668 read a letter to the board that she wrote opposing the Coastal Connector.

Anthony Beresford, 7015 NW 90th Avenue, Ocala, FL 34482 referenced the objectives in the Coastal Connector and said that Coastal Connector solution was in SR 44 and said that it went east west to I-75 and another road was not needed. Mr. Beresford was opposed to the Coastal Connector.

Chris Penski, 12575 SW 61st Place Road, Ocala, FL 34481 said that C2 would go over his house and D1 would go to the east of his house. He referenced other toll roads that were built that had went bankrupt within three years and said that with the Coastal Connector it would eliminate other improvements to existing roads.

Polly Benson, 2381 NW 100th Avenue, Ocala, FL 34482 said that she had worked hard with friends and neighbors to make sure everyone knew of the Coastal Connector and said she learned that everyone she spoke with was united and a political force “strong” who would not back down from a fight. She said that she wanted the FDOT and FTE to understand who they decided to take on and said as a group they would be hiring the best attorneys, best environmentalists, the best lobbyists, and best transportation engineers. Ms. Benson said they would not let the turnpike ruin their lives.

Judy Etzler, 5251 NW 219th Street Road, Micanopy, FL 32667 read a letter to the board that she wrote opposing the Coastal Connector.

Janet Barrow, 11791 SW 164th Avenue Road, Dunnellon, FL said that the Coastal Connector would cause transportation issues and chip away at agriculture. She said C1 and C2 would cut through farmland. Ms. Barrow was opposed to the Coastal Connector.

Kathrin Dancer, 8991 NW 80th Avenue, Ocala, FL 34482 talked about the Trucking Association and said that they were opposed to the Coastal Connector. Ms. Dancer was opposed to the Coastal Connector but would “Vote Yes” to I-75 improvements.

Brian Donnelly, 7337 West Anthony Road, Ocala, FL 34479 said he was curious what would happen since everyone had said no to the Coastal Connector. He asked if the State could still put the road up anyway.

Doug Shearer, 2301 SE 85th Street, Ocala, FL 34480 said the purpose of the road was to get more traffic on a road that did not pay for itself and said that it was not a good purpose. He said that the State Officials wanted the road to go somewhere and they were the ones that needed to be talked to. Mr. Shearer was opposed to the Coastal Connector.

Pam Kern, 11809 Camp Drive, Dunnellon, FL 34432 said that I-75 is the problem and said that if that could be addressed the Coastal Connector discussion could be eliminated.

Susan Scott, 10624 NW Highway 225A, Ocala, FL 34482 said her farm was located at the address she provided and that she had been in Ocala since 1971 and said Ocala had

great soil. She said that putting a road through the farmland would be destroying everything that Ocala was about. Ms. Scott was opposed to the Coastal Connector.

Susan Edwards, 9760 West Highway 316, Reddick, FL 32686 she would like to see all of the horse county protected and said that other options should be examined instead of the Coastal Connector. Ms. Edwards was opposed to the Coastal Connector.

Michelle Shearer, 2301 SE 85th Street, Ocala, FL 34480 talked about the value of the land in Marion County and how a road through the land would affect the land poorly. She agreed on improving I-75. Ms. Shearer was opposed to the Coastal Connector.

Derek Strine, 13885 North US Highway 27, Ocala, FL 34482 said he would like to see the previous study on the I-75 Relief Project provided to the public.

Commissioner Stone said that the I-75 Relief Project was published online and could be found by doing a Google search.

Ira Stern, 7000 NW Highway 225A, Ocala, FL 34482 he said that the project should not go further and that there were things to do to prevent the Coastal Connector and that should have been the focus. Mr. Stern was opposed to the Coastal Connector.

Damian Guthrie, 17000 NW Highway 225, Reddick, FL 32686 asked the TPO to take a strong position against the Coastal Connector and talked about the poor economic effect on the community if the project went through.

Item 4a. Coastal Connector

Chairman Moore moved the Coastal Connector Presentation prior to Item 3 Public Comment.

Mr. Daniels presented the Coastal Connector to the board and said that the Florida Department of Transportation, Florida's Turnpike Enterprise was in the planning phase of the Coastal Connector, which was a high-level study evaluating new transportation corridor alternatives through Citrus and Marion Counties.

Mr. Daniels gave a brief update to the board on the proposed Coastal Connector and showed the board a slideshow presentation that displayed the alternative routes.

Mr. Daniels asked for direction from the board on if the TPO should prepare a resolution in response to the Coastal Connector.

Chairman Moore said that Marion County would be preparing a resolution in opposition to the Coastal Connector.

Mayor Walter Green with the City of Dunnellon said that the issue of the Coastal Connector was extremely important to the City of Dunnellon as well as surrounding areas and had generated a lot of talk in the community and said he had no one contact him in favor of the Coastal Connector. He said he had also made a comment at the Citrus County meeting opposing the project. He said that it would be devastating to the community and wanted to make it clear that the City of Dunnellon had voted unanimously to go forward with a resolution in opposition to the entire Coastal Connector.

Mayor Kent Guinn said that the City of Ocala spoke about the Coastal Connector at the Council Meeting and had not decided on going forward with a resolution of opposition at that time. However, Mayor Guinn said that there would be a Proclamation from the Mayor's office in opposition to the Coastal Connector. He said that was completely against the Coastal Connector and hoped the Florida Turnpike would come up with another option that would please everyone but anywhere in Marion County would not be good.

The TPO Board asked for Mr. Daniels to bring back a resolution to the next TPO Board meeting.

Item 5a. FY 2024 Priority Project List

Mr. Odom presented the FY 2024 Priority Project List and said that there had been the usual changes in the programmed funding as the projects progressed toward final construction. Additionally, there were a number of changes to all the lists this year. The changes were as followed:

2024 Priority Projects

- **#2: SR 40 Downtown Operational Improvement** – The project had been split into two phases and moved from five to two;
- **#3 & 7: SR 40 East Multi-Modal Improvement** – The project had been split into two separate priorities to expedite tasks not associated with reconstruction of the intersection at SR 40 & SR 35;
- **#8: US 41 from SW 111th Place Lane to SR 40** – Project had been added back to the list because of deferred construction funding;
- **#21: SW 40th Avenue Realignment**- New project

2018 Trail Projects

- **#8: Watula Trail and NE 8th Road Trail** – Projects had been combined into one.
- **#10: Nature Coast Trail** – New Project

2018 Off-System Priorities

- **#1: SW 44th Avenue from SR 200 to SW 32nd Street** – Project had been added back to the list because of deferred construction funding.
- **#10: Lake Tusawilla Flood Relief** – New Project

Ms. Bryant made a motion to table the FY 2024 Priority Project List until the May 22nd TPO Board Meeting. Mr. Malever seconded and the motion passed unanimously.

Item 5b. NE 25th Avenue, From NE 14th Street to NE 24th Street Transportation Improvement Program (TIP) Amendment

Mr. Odom said that FDOT was requesting the TIP be amended to reflect the additional funding allocation for the following project:

- **431797-2:** NE 25th Avenue from SR 492 to NE 35th Street: Widen to four lanes. Add \$10k for PE in 2018.

Mr. Musleh made a motion to approve the NE 25th Avenue, from NE 14th Street to NE 24th Street Transportation Improvement Program (TIP) Amendment. Ms. Bryant seconded and the motion passed unanimously.

Item 5c. NE 25th Avenue, From NE 24th Street to NE 35th Street Transportation Improvement Program (TIP) Amendment

Mr. Odom said that FDOT was requesting the TIP be amended to reflect the additional funding allocation for the following project:

- **431797-3:** NE 25th Avenue from SR 492 to NE 35th St.: Widen to four lanes. Add \$10k for PE in 2018.

Mr. Musleh made a motion to approve the NE 25th Avenue, from NE 24th Street to NE 35th Street Transportation Improvement Program (TIP) Amendment. Ms. Bryant seconded and the motion passed unanimously.

Item 5d. DRAFT FY 2018/2019-2022/2023 Transportation Improvement Program (TIP)

Mr. Odom presented the ‘Draft’ 2018/2019-2022/2023 Transportation Improvement Program (TIP) and said that the document had been prepared from the latest draft of the Florida Department of Transportation’s Tentative Work Program.

Mr. Odom talked about the notable changes to the TIP:

- **435057-1:** I-75 at CR 484, SR 326 & CR 318 – Enhance illumination (Add \$ 2.0 Million CST (FY 2016/2017))
- **435209-1:** I-75 Interchange at NW 49th St – Add \$3.5 Million PE (FY2020/2021)
- **435659-2:** I-75 Interchange at SR 200 – Add ramp turn lanes (Project advanced two years to 2017/2018)
- **435547-1:** SW 44th Ave from SR 200 to SW 32nd St – New 4-lane (Add \$4.4 Million)

CST (FY 2018/2019))

- **4437339-1:** US 27 from CR 326 to Levy CL – Resurfacing (Add \$7.6 Million CST (FY 2018/2019))
- **436755-1:** Indian Lakes State Trail – Add \$155K PE (FY 2018/2019)
- **436474-3:** Legacy Elementary Sidewalks – Add \$1.4 Million CST (FY 2017/2018)
- **436474-2:** Saddlewood Elementary Sidewalks – Add \$317K CST (FY 2017/2018)

Ms. Bryant made a motion to approve the DRAFT FY 2018/2019-2022/2023 Transportation Improvement Program (TIP). Ms. Stone seconded and the motion passed unanimously.

Item 5e. FINAL Unified Planning Work Program (UPWP) 2018-2019 to 2019-2020

Mr. Daniels presented the FINAL Unified Planning Work Program (UPWP) 2018-2019 to 2019-2020 and said that is served as the TPO staff’s two-year work outline and budget and would be effective on July 1. He mentioned the following allocations for each of the funding sources in the UPWP:

	<u>FY 2018/19</u>	<u>FY 2019/20</u>
PL	\$807,110	\$499,316
Section 5305(d)	\$74,876	\$78,097
TD	\$26,821	\$26,821

Mr. Daniels said the FY 2018/19 PL allocation included a \$310,000 carryforward from the previous UPWP. The FY 2019/2020 allocation was an initial estimate and would be updated early next year when the actual allocations were made available.

Mr. Daniels said the UPWP covered routine activities such as traffic counts, TIP development, and public involvement as well as various studies. For the next two years, staff would be working on several plans including an update to the 2045 Long Range Transportation Plan (LRTP), an update to the Pennsylvania Avenue study, the NE 8th Avenue Road Diet, Corridor Assessments for CR 484 and US 27, Trail Safety and Supporting Facilities Study and the Nature Coast Trail Feasibility Study.

Ms. Bryant made a motion to approve the FINAL Unified Planning Work Program (UPWP) 2018-2019 to 2019-2020. Ms. Stone seconded and the motion passed unanimously.

Item 6. Consent Agenda

Mr. Musleh made a motion to approve the Consent Agenda. Ms. Bryant seconded and the motion passed unanimously.

Item 7. Comments by FDOT

Ms. Kellie Smith with the Florida Department of Transportation (FDOT) told the board that provided to them was an updated construction report.

The board had no questions for Ms. Smith.

Item 8. Comments by TPO Staff

There were no comments by TPO Staff.

Item 9. Comments by TPO Members

There were no comments by TPO members.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Chairman Moore adjourned the meeting at 5:48 PM.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant



June 21, 2018

TO: TPO Board Members
FROM: Michael Daniels, Director
RE: Transportation Disadvantaged Planning Grant FY 18/19

The Transportation Disadvantaged Grant is intended to provide financial assistance to carry out the responsibilities of the Commission for Transportation Disadvantaged which includes local programs administrative support functions and other responsibility identified in Chapter 427, Florida Statutes.

The grant allocation to be allocated in the 2018-2019 fiscal year is in the amount of \$26,790.00.

If you have any questions prior to the upcoming meeting, please contact our office at 629-8297.

Cooperative and comprehensive planning for our transportation needs
Marion County • City of Belleview • City of Dunnellon • City of Ocala

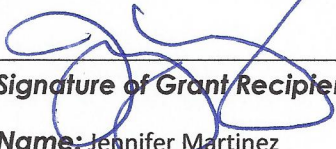
121 S.E. Watula Avenue • Ocala, Florida 34471
Telephone: (352) 629-8297 • Fax: (352) 629-8240 • www.ocalamariontpo.org



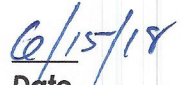
Transportation Disadvantaged Local Program Administrative Support Grant Application Form

Legal Name	Marion Senior Services, Inc. d/b/a Marion Transit		
Federal Employer Identification Number	23-7362750		
Registered Address	1101 SW 20 th Court		
City and State	Ocala, Florida	Zip Code	34471
Contact Person for this Grant	Tom Wilder, Transportation Director	Phone Number Format 111-111-1111	352-620-3519
E-Mail Address [Required]	twilder@marionseniorservices.org		
Project Location [County(ies)]	Marion County	Proposed Project Start Date	July 1, 2018
Budget Allocation			
		Grant Amount Requested	\$26,790.00
		Total Project Amount	\$26,790.00

I, the authorized Grant Recipient Representative, hereby certify that the information contained in this form is true and accurate and is submitted in accordance with the 2018-19 Grant Manual and Application for the Local Program Administrative Support Grant.



Signature of Grant Recipient Representative
Name: Jennifer Martinez
Title Executive Director:


Date

LOCAL PROGRAM ADMINISTRATIVE SUPPORT GRANT

AUTHORIZING RESOLUTION

A RESOLUTION of the **MARION SENIOR SERVICES, INC. BOARD OF DIRECTORS** hereinafter **BOARD**, hereby authorizes the filing and execution of a Transportation Disadvantaged Trip & Equipment Grant Agreement with the Florida Commission for the Transportation Disadvantaged.

WHEREAS, this **BOARD** is eligible to receive a Transportation Disadvantaged Trip & Equipment Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD THAT:

1. The **BOARD** has the authority to enter into this grant agreement.
2. The **BOARD** authorizes **Jennifer Martinez, Executive Director** to execute the grant agreement, amendments, warranties, certifications and any other documents which may be required in connection with the agreement with the Florida Commission for the Transportation Disadvantaged.

DULY PASSED AND ADOPTED THIS 15 DAY OF JUNE, 2018.

Marion Senior Services, Inc., Board of Directors

Bekki Koppenhafer

Bekki Koppenhafer, Vice-Chairperson

ATTEST:

Signature: Tom Wilder

Tom Wilder, Transportation Director

MARIONTRANSIT

**Local Transportation Disadvantaged Program
Administrative Support Agreement**

This Agreement, effective as of July 1, 2018, (the "Effective Date"), by and between **Marion Senior Services, Inc. d/b/a Marion Transit**, the Commission for the Transportation Disadvantaged Community Transportation Coordinator (hereinafter "Coordinator") and **Ocala/Marion Transportation Planning Organization**, the Commission for the Transportation Disadvantaged Designated Official Planning Agency (hereinafter "Planning Agency").

WHEREAS, the Planning Agency has the authority to enter into this agreement and to undertake the Project hereinafter described, and the Coordinator has been granted the authority to carry out responsibility of the Commission for the Transportation Disadvantaged (CTD) which includes local program administrative support functions and other responsibility identified in Chapter 427, Florida Statutes, or rules therefore;

NOW, THEREFORE, in consideration of the mutual covenant, promises and representations herein, the parties agree as follows:

Purpose of Agreement

This Agreement is to provide financial assistance to accomplish local program administrative support duties and responsibilities as required by the Commission for the Transportation Disadvantaged Local Program Administrative Assistance Grant, and as further described in Exhibit(s) A and B attached and incorporated into this Agreement ("Project"), and, to state the terms and conditions upon which such assistance will be provided and the understandings as to the manner in which the Project will be undertaken and completed.

Terms

The term of this Agreement shall be for a period of one (1) year, effective July 1, 2018, through June 30, 2019. Expiration of this Agreement will be considered termination of the Project. Any work performed after the expiration date of this Agreement will not be compensated for by the Coordinator.

Amendments and Extensions

This Agreement may be amended upon mutual written agreement of the both parties. This Agreement shall not be extended or renewed.

Assignments

This Agreement shall not be assigned or sublet as a whole or in part without the written consent of the Coordinator.

Termination or Suspension of Project

The Coordinator may, by written notice to the Planning Agency, suspend any and all of the Coordinator's obligations under this Agreement for the Planning Agency's failure to comply with applicable laws or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected. The Coordinator will provide written notice outlining the particulars of such suspension.

The Coordinator may terminate this Agreement at any time before the date of completion if the Planning Agency is dissolved or if state funds cease to be available. In addition, the Coordinator or the Planning Agency may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Coordinator or the Planning Agency shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.

If this Agreement is terminated before performance is completed, the Planning Agency shall be paid only for eligible tasks and deliverables satisfactorily performed during the effective Project period.

Remedies and Disputes

This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party.

Project Costs

The estimated total cost of the Project is **\$26,790.00**. This amount is based upon the budget summarized in Exhibit B attached to this Agreement. Project funds may only be used by the Planning Agency to undertake local Transportation Disadvantaged program administrative support activities as further described in this Agreement. This is a lump sum – percent complete grant to accomplish the tasks identified in the Agreement. It is not subject to adjustment due to the actual cost experience of the Planning Agency in the performance of the Agreement. The amount paid is based on the weighted value of the tasks and deliverables listed in Exhibits A and B that have been accomplished for the invoiced period. Prior to payment, the tasks performed and deliverables are subject to review and acceptance by the Commission for the Transportation Disadvantaged. The criteria for acceptance of completed tasks and deliverables are based on the most recent regulations, guidelines or directives related to the particular task and deliverable.

Compensation and Payment

The Coordinator shall pay the Planning Agency for the satisfactory performance of each task as outlined in Exhibit A on a quarterly basis. The amount of compensation for each completed task/deliverable is further described on Exhibit B, attached to this Agreement.

The Planning Agency shall submit invoices on a quarterly basis. Invoices and deliverables shall be submitted to:

Tom Wilder, Transportation Director / Community Transportation Coordinator
1101 SW 20th Court, Ocala, Florida 34471
twilder@marionseniorservices.org

When the Coordinator receives from a state agency any payment for contractual services, commodities, supplies, or construction contracts, except those construction contracts subject to the provisions of chapter 339, the contractor shall pay such moneys received to each subcontractor and supplier in

proportion to the percentage of work completed by each subcontractor and supplier at the time of receipt of the payment. If the Coordinator receives less than full payment, then the Coordinator shall be required to disburse only the funds received on a pro rata basis with the contractor, subcontractors, and suppliers, each receiving a prorated portion based on the amount due on the payment. If the Coordinator without reasonable cause fails to make payments required by this section to subcontractors and suppliers within 7 working days after the receipt by the Coordinator of full or partial payment, the Coordinator shall pay to the subcontractors and suppliers a penalty in the amount of one-half of 1 percent of the amount due, per day, from the expiration of the period allowed herein for payment. Such penalty shall be in addition to actual payments owed and shall not exceed 15 percent of the outstanding balance due. In addition to other fines or penalties, a person found not in compliance with any provision of this subsection may be ordered by the court to make restitution for attorney's fees and all related costs to the aggrieved party or the Department of Legal Affairs when it provides legal assistance pursuant to this section. The Department of Legal Affairs may provide legal assistance to subcontractors or vendors in proceedings brought against contractors under the provisions of this section.

Inspections

The Planning Agency shall permit, and shall require its contractors to permit, the Coordinator's authorized representatives to inspect all work, materials, deliverables, records; and to audit the books, records and accounts pertaining to the financing and development of the Project at all reasonable times including upon completion of the Project, and without notice.

Project Records, Documentation and Records Retention

The Planning Agency shall provide and maintain sufficient detailed documentation for each deliverable to allow an audit trail to ensure that the tasks accomplished or deliverables completed in acceptable form to the Coordinator were those which were promised. Such documentation and records should be maintained for five years from the ending date of the Agreement unless extended by the Coordinator.

The Coordinator reserves the right to unilaterally cancel this Agreement for failure by the Planning Agency to comply with the Public Records provisions of Chapter 119, Florida Statutes.

Indemnification and Insurance Requirements

To the fullest extent permitted by law, the Planning Agency's contractor/consultant shall indemnify, and hold harmless the Coordinator, including the Coordinator's officers and employees, from liabilities, damages, losses, and costs, including but not limited to, reasonable attorney's fees, to the extent caused by negligence, recklessness, or intentional wrongful misconduct of the Contractor/consultant and persons employed or utilized by the contractor/consultant in the performance of this Agreement. This indemnification shall survive the termination of this agreement.

Non-discrimination of Persons With Disabilities

The Planning Agency and any of its contractors or their sub-contractors shall not discriminate against anyone on the basis of a disability (physical, mental or emotional impairment). The Planning Agency agrees that no funds shall be used to rent, lease or barter any real property that is not accessible to persons with disabilities nor shall any meeting be held in any facility unless the facility is accessible to persons with disabilities. The Planning Agency shall also assure compliance with The Americans with Disabilities Act, as it may be amended from time to time.

Lobbying Prohibition

No Planning Agency may use any funds received pursuant to this Agreement for the purpose of lobbying the Legislature, the judicial branch, or a state agency. No Planning Agency may employ any

person or organization with funds received pursuant to this Agreement for the purpose of lobbying the Legislature, the judicial branch, or a state agency. The "purpose of lobbying" includes, but is not limited to, salaries, travel expenses and per diem, the cost for publication and distribution of each publication used in lobbying; other printing; media; advertising, including production costs; postage; entertainment; telephone; and association dues. The provisions of this paragraph supplement the provisions of Section 11.062, Florida Statutes, which is incorporated by reference into this Agreement.

Public Entity Crimes

No Planning Agency shall accept any bid from, award any contract to, or transact any business with any person or affiliate on the convicted vendor list for a period of 36 months from the date that person or affiliate was placed on the convicted vendor list unless that person or affiliate has been removed from the list pursuant to Section 287.133, Florida Statutes. The Planning Agency may not allow such a person or affiliate to perform work as a contractor, supplier, subcontractor, or consultant under a contract with the Planning Agency. If the Planning Agency was transacting business with a person at the time of the commission of a public entity crime which resulted in that person being placed on the convicted vendor list, the Planning Agency may also not accept any bid from, award any contract to, or transact any business with any other person who is under the same, or substantially the same, control as the person whose name appears on the convicted vendor list so long as that person's name appears on the convicted vendor list.

Homeland Security

Planning Agency shall utilize the U.S. Department of Homeland Security's E-Verify system, in accordance with the terms governing use of the system, to confirm the employment eligibility of 1) all new persons employed by the Planning Agency during the term of the grant agreement to perform employment duties within Florida; and 2) all new persons, including subcontractors, assigned by the Planning Agency to perform work pursuant to the contract with the Coordinator.

The Coordinator shall consider the employment by any vendor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the vendor knowingly employs unauthorized aliens, such violation shall be cause for unilateral cancellation of this agreement. Refer to the U.S. Department of Homeland Security's website at www.dhs.gov to learn more about E-Verify.

Coordinator Not Obligated to Third Parties

The Coordinator shall not be obligated or liable hereunder to any party other than the Planning Agency.

How Contract Affected by Provisions Being Held Invalid

If any provision of this Agreement is held invalid, the provision shall be severable and the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.

Venue

This agreement shall be governed by and construed in accordance with the law of the State of Florida. In the event of a conflict between any portion of the Agreement and the Florida law, the laws of Florida shall prevail. The Planning Agency agrees to waive forum and venue and that the Coordinator shall determine the forum and venue in which any dispute under this Agreement is decided.

IN WITNESS WHEREOF, the Parties executed this agreement effective as of, though not necessarily executed on, the Effective Date.

Planning Agency:

Community Transportation Coordinator

BY: Michael P. [Signature]

BY: [Signature]
Jennifer Martinez

TITLE: Director

TITLE: Executive Director

EXHIBIT A
PROJECT DESCRIPTION AND RESPONSIBILITIES

This exhibit forms an integral part of the Agreement, between Marion Senior Services, Inc. d/b/a Marion Transit, the Community Transportation Coordinator and Ocala/Marion County Transportation Planning Organization, the Planning Agency.

I. PROJECT LOCATION: Marion County, Florida.

II. PROJECT DESCRIPTION: This project provides for the accomplishment of the local program administrative support duties and responsibilities as set forth in Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code. The Coordinator shall accomplish such duties and responsibilities through an agreement with the Commission for the Transportation Disadvantaged's approved Designated Official Planning Agency for its respective service area. The project period will begin on the date of this agreement and will end on June 30, 2019. Specific required tasks are as follows:

TASK 1: **Weighted value = 17%**
Jointly develop and annually update the Transportation Disadvantaged Service Plan (TDSP) with the community transportation coordinator (CTC) and the Local Coordinating Board (LCB).

Deliverable: Complete initial TDSP or annual updates. Must be approved by the LCB no later than June 30th of the current grant cycle.

TASK 2: **Weighted value = 48%**
Organize and provide staff support and related resources for at least four (4) LCB meetings per year, holding one meeting during each quarter. Exceptions to reschedule meeting(s) outside of a quarter due to the imminent threat of a natural disaster may be granted by the Commission for the Transportation Disadvantaged.

Provide staff support for committees of the LCB.

Provide program orientation and training for newly appointed LCB members.

Provide public notice of LCB meetings in accordance with the most recent LCB and Planning Agency Operating Guidelines.

LCB meetings will be held in accordance with the CTD's most recent LCB and Planning Agency Operating Guidelines and will include at least the following:

1. Agendas for LCB meetings. Agenda should include action items, informational items and an opportunity for public comment.
2. Official minutes of LCB meetings and committee meetings (regardless of a quorum). A copy will be submitted along with the quarterly report. Minutes will at least be in the form of a brief summary of basic points, discussions, decisions, and recommendations. Records of all meetings shall be kept for at least five years.

3. A current full and active membership of voting and non-voting members to the LCB. Any time there is a change in the membership, provide a current membership roster and mailing list of LCB members.
4. A report of the LCB membership's attendance at the LCB meeting held during this grant period. This would not include committee meetings.

Deliverable: LCB Meeting agendas; minutes; membership roster; attendance report; training notification.

TASK 3:

Weighted value = 5%

Provide at least one public workshop annually by each LCB, and assist the CTD, as requested, in co-sponsoring public workshops. This public workshop must be held separately from the LCB meeting. It may, however, be held on the same day as the scheduled LCB meeting. It could be held immediately following or prior to the LCB meeting.

Deliverable: Public workshop agenda and minutes of related workshop only. The agenda and minutes must be separate documents and cannot be included in the LCB meeting agenda and minutes, if held on the same day. Minutes may reflect "no comments received" if none were made.

TASK 4:

Weighted value = 5%

Develop and annually update by-laws for LCB approval.

Deliverable: Copy of LCB approved by-laws with date of update noted on cover page and signature of LCB Chair or designee.

TASK 5:

Weighted value = 5%

Develop, annually update, and implement LCB grievance procedures in accordance with the CTD's most recent LCB and Planning Agency Operating Guidelines. Procedures shall include a step within the local complaint and/or grievance procedure that advises a dissatisfied person about the CTD's Ombudsman Program.

Deliverable: Copy of LCB approved Grievance Procedures with date of update noted on cover page.

TASK 6:

Weighted value = 5%

Review and comment on the Annual Operating Report (AOR) for submittal to the LCB, and forward comments/concerns to the CTD.

Deliverable: Cover Page of AOR, signed by CTC representative and LCB Chair.

TASK 7:

Weighted value = 5%

Research and complete the Actual Expenditures Report (AER) for direct federal and local government transportation funds to the CTD no later than September 15th. Complete the AER, using the CTD approved form.

Deliverable: Completed AER in accordance with the most recent CTD's AER instructions.

TASK 8:

Weighted value = 5%

Complete quarterly progress reports addressing local program administrative support accomplishments for the local transportation disadvantaged program as well as grant deliverables; including but not limited to, consultant contracts, special studies, and marketing efforts.

Deliverable: Complete Quarterly Progress Reports submitted with invoices. Quarterly Report must be signed by Planning Agency representative. Electronic signatures are acceptable.

TASK 9:

Weighted value = 5%

Planning Agency staff shall attend at least one CTD sponsored training, including but not limited to, the CTD's regional meetings or annual training workshop.

Deliverable: Documentation related to attendance at such event(s); including but not limited to sign in sheets.

**EXHIBIT B
PROJECT BUDGET**

This exhibit forms an integral part of the Agreement, between **Marion Senior Services, Inc. d/b/a Marion Transit**, the Community Transportation Coordinator and **Ocala/Marion Transportation Planning Organization, the Planning Agency**.

I. PROJECT COST:

Estimated Project Cost shall conform to those eligible deliverables as indicated by Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code. For the required deliverable, compensation shall be the total maximum limiting amount of **\$26,790.00** for related program administrative support services in **Marion County**. This is a lump sum – percent complete grant to accomplish the tasks identified in the Agreement. It is not subject to adjustment due to the actual cost experience of the Planning Agency in the performance of the Agreement. The amount paid is based on the weighted value of the tasks and deliverables listed in Exhibits A and B that have been accomplished for the invoiced period. Prior to payment, the tasks performed and deliverables are subject to review and acceptance by the Commission for the Transportation Disadvantaged. The criteria for acceptance of completed tasks and deliverables are based on the most recent regulations, guidelines or directives related to the particular task and deliverable.

Task 1	17%	\$
Task 2	48%	\$
Task 3	5%	\$
Task 4	5%	\$
Task 5	5%	\$
Task 6	5%	\$
Task 7	5%	\$
Task 8	5%	\$
Task 9	5%	\$
TOTAL:	100%	\$

RESOLUTION

NO.

A RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION AUTHORIZING
THE DIRECTOR TO EXECUTE THE FY 2018/2019
TRANSPORTATION DISADVANTAGED PLANNING GRANT

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO) is responsible for the coordinated, comprehensive and continuing transportation planning process for Marion County, and

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO) is responsible for transportation planning and programming activities for Ocala/Marion County, as set forth in Chapter 339.175, Florida Statutes; and

WHEREAS, as per Chapter 427.015, Florida Statutes, the TPO is the designated official planning agency for the administration of the Transportation Disadvantaged program; and

WHEREAS, the Commission for the Transportation Disadvantaged provides planning funds on an annual basis; and

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization that:

The TPO authorizes the TPO Director to execute the FY 2018/19 CTD planning grant in the amount of \$26, 90.00.

CERTIFICATE

The undersigned duly qualified Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies the foregoing is a true and correct copy of the resolution adopted at a legally convened public meeting of the Ocala/Marion County Transportation Planning Organization held this 11th day of July 2018.

By:

Commissioner David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director

**OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION**

2018/2019 – 2022/2023

**TRANSPORTATION IMPROVEMENT
PROGRAM**

DRAFT - VERSION



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- Section 6 - Transit Projects

Ocala/Marion County Transportation Planning Organization

201 SE 3rd Street
- 2nd Floor -
Ocala, Florida 34471
(352) 629-8297

David Moore, **Chairman**
Marion County Commission

Brent Malever
Ocala City Council

Kent Guinn
City of Ocala, Mayor

Kathy Bryant
Marion County Commission

Jay Musleh
Ocala City Council

Mary Sue Rich
Ocala City Council

Jeff Gold
Marion County Commission

Michelle Stone
Marion County Commission

Ron Livsey
Bellevue City Commission

Matthew Wardell
Ocala City Council

Justin Grabelle
Ocala City Council

Valerie Hanchar, **Vice -Chair**
Dunnellon City Council

Carl Zalak
Marion County Commission

STAFF

Michael Daniels
Director

Kenneth Odom
Transportation Planner/Project Manager

Derrick Harris
Transportation Planner

Anne McGaffie
GIS Analyst

Desi Leibfried, Grants Manager

Shakayla Jacobs, Administrative Assistant

Administrative Assistant

GLOSSARY OF ABBREVIATIONS

CAC	-	Citizen's Advisory Committee
CFR	-	Code of Federal Regulations
CTD	-	Commission for the Transportation Disadvantaged
DCA	-	Department of Community Affairs
DEP	-	Department of Environmental Protection
EPA	-	Environmental Protection Agency
FAA	-	Federal Aviation Administration
FDOT	-	Florida Department of Transportation
FHWA	-	Federal Highway Administration
FTA	-	Federal Transit Administration
FSUTMS	-	Florida Standard Urban Transportation Modeling Structure
ISTEA	-	Intermodal Surface Transportation Efficiency Act of 1991
JPA	-	Joint Participation Agreement
TPO	-	Metropolitan Planning Organization
NHS	-	National Highway System

PL	-	Planning-federal funds provided for the administration of the TPO
RPC	-	Regional Planning Council
STP	-	Surface Transportation Program
TAC	-	Technical Advisory Committee
TDLCB	-	Transportation Disadvantaged Local Coordinating Board
TDP	-	Transit Development Plan
TDTF	-	Transportation Disadvantaged Trust Funds
FAST	-	Fixing America's Surface Transportation
TIP	-	Transportation Improvement Program
TMA	-	Transportation Management Area (TPO's with a population >200,000)
UPWP	-	Unified Planning Work Program
USC	-	United States Code

EXECUTIVE SUMMARY

PURPOSE

The Ocala/Marion County TPO's Transportation Improvement Program (TIP) documents the anticipated timing and cost of regional transportation improvements for a period of five years. It is a program that serves as the budget for carrying out the adopted Year 2040 Long Range Transportation Plan. In July 1989, the Florida Legislature passed Senate Bill 1474 which revamped the TIP process in order to provide a more responsive and comprehensive method of developing the annual Florida Department of Transportation (FDOT) budget. This TIP represents the federal *Fixing America's Surface Transportation (FAST) Act* requirements according to (23 USC 134 (j)) and the state requirement of Florida Statute 339.175 (7). All sections and elements of this document are financially feasible as demonstrated through the TIP implementation schedule with corresponding committed public resources expected to carry out the plan pursuant to (23 USC 135 (g)(4)(D)(ii) and Title 49 CFR, Part 316. The TIP must include federal and state funded projects as well as turnpike, airport, and transit work items.

Federal and State Funded Highway Projects

This chapter contains project descriptions for the FDOT District Five 2018/2019 - 2022/2023 Tentative Work Program for federal and state road, enhancement, intersection, and railroad improvement projects. These projects are funded with National Highway System funds, Surface Transportation Program funds, or

State Trust funds and are developed by the FDOT based on TPO recommended priorities. Under state law the annually updated TIP shall consist of the state's first year funded improvements and the recommended subsequent four state fiscal years for advancement. This five-year schedule of federal and state projects begins on page 1-1. It is inclusive of the federally funded first three years and consistent with the Department's Tentative Work Program.

Public Transportation Element

On April 15, 1997, the City of Ocala and Marion County signed an inter-local agreement for the development of a fixed route transit system in Ocala, named SunTran. By December 1998, SunTran had purchased vehicles, established a route network, and contracted with a management company to establish a fixed route transit system and complementary paratransit system in Ocala and Marion County. On December 15, 1998 SunTran began service to the community. Within weeks SunTran had surpassed its six-month ridership goals. SunTran currently operates a fleet of nine vehicles on six routes. Daily ridership currently averages 1,353 passengers per weekday.

The City and County have an agreement with the TPO to oversee the transit service and to serve as the policy board for SunTran. The TPO staff operates as SunTran's administrative staff and includes a Senior Planner whose responsibilities include overseeing the contracted transit services and managing the FTA grant process. The TPO contracts with McDonald Transit Associates, Incorporated (MTA), which directly operates and maintains the fixed-route buses. MTA subcontracts for ADA

paratransit services with Marion Transit Services, the local Community Transportation Coordinator under the Florida Transportation Disadvantaged Program. This arrangement has proved to provide a complete, comprehensive and cost effective transportation system for the citizens of Ocala and Marion County.

The SunTran service consists of six routes. In downtown Ocala, five of the six routes meet at the Central Transfer Station and provide service to Ocala. The Central Transfer Station is a multi-modal terminal providing connections to Greyhound services and formerly to AMTRAK. The sixth route operates from southeast Ocala to the community of Silver Springs Shores. A transfer station located at the Marion County Public Health Unit provides access to the downtown routes from this route. SunTran's routes were developed to provide the greatest access for passengers to local hospitals, major employers, shopping sites, medical offices, schools and housing opportunities. Service operates from approximately 5:00 a.m. to 10:00 p.m. Monday through Saturday.

The basic adult fare for SunTran is \$1.50. A reduced fare of \$0.75 is offered throughout the day for seniors, persons with disabilities, and persons with Medicare cards as well as retired and active duty military. Youth and students pay \$1.10. Children five years of age or lower ride free. SunTran also has discounted monthly passes for all categories of passengers. Fares for Marion Transit Service paratransit services are \$2.00. (OIT)

The National Transit Database Report for FY 2018 showed that SunTran provided 30,943 revenue hours and 483,342 revenue miles of service to 409,623 unlinked passengers. Total annual operating expenses for the period were \$1.82 million.

Also included in this Element are funds provided to Marion Transit Services for the provision of transportation services under the Transportation Disadvantaged Program. The State of Florida Commission for the Transportation Disadvantaged provides grants to the TPO and to Marion Transit Services, as the CTC. Marion Transit Services was selected as the CTC for Marion County by the Ocala/Marion County Transportation Disadvantaged Local Coordinating Board and the TPO. The funds provided to the TPO are earmarked for planning functions. The funds provided to Marion Transit Services are earmarked for the purchase of non-sponsored trips and equipment. Non-sponsored trips are for any transportation disadvantaged individual that are not covered in whole or part by any other social service agency. Services provided under this program are coordinated by the CTC to increase efficiency as well as to reduce duplication of services.

Aviation Element

The TIP's Aviation Element addresses the next five years of scheduled FDOT programmed improvements to the Ocala Regional Airport and the Dunnellon/Marion County Airport. The FAA and FDOT are currently involved in numerous planned improvements for both of these regionally significant airports. The FAA general aviation terminal study forecasts that Marion County will experience rapid aviation growth over the next several years.

FINANCIAL PLAN

The Ocala/Marion County TIP is financially constrained each fiscal year. All federal and state funded projects can be implemented using current or projected revenue sources. The summary tables on pages 1-1 through 6-2 identify, by funding source, the projects scheduled by fiscal year. These tables correspond to funding available in the FDOT Tentative Five-Year Work Program, demonstrating the document's financial feasibility.

PROJECT SELECTION PROCESS

The project selection process is carried out annually by the TPO in accordance with federal requirements (23 C.F.R. 450.324(c)). This requires the Ocala/Marion County TPO to complete its project selection with the support and cooperation of the FDOT District Planning Office in conformance with the TIP process. When a project in the TPO planning area has been identified as a potential project, the TPO requests that FDOT and the FHWA actively pursue the appropriate funding.

The FDOT shall give priority to those projects that are:

1. Designed to maximize safe and efficient travel;
2. Identified in approved local government comprehensive plans to receive local matching funds in accordance with the provisions of Section 335.20 or to be funded pursuant to the provisions

of Section 339.12;

3. Within transportation corridors protected by local government action;
4. Used in the operation of or in conjunction with public transportation facilities; and
5. Located within the boundaries of a local government which has made a responsible effort to fund improvements needed to accommodate local traffic.

This document translates the local elected government officials' priorities for transportation improvements from the planning level to the actual project development level. The TIP is updated annually to ensure that these priorities are always current with the desires of the members of the local governments.

Amendments to or Removals from Transportation Improvement Program

The existing federally approved TIP can be modified at any time when there is a joint agreement between the TPO and FDOT. Modification of a current TIP may require amendment to the FDOT Adopted Work Program. The district may amend the Adopted Work Program based on projects that require mid-year rescheduling, however; any project change requires joint action by the TPO and the FDOT.

Therefore, the TPO may not remove or reschedule any local City,

County, or City/County funded level of service project from the current TIP to a subsequent TIP without an amendment. However, if a locally funded project is a non-level of service requirement, the TPO may unilaterally add, remove, or reschedule any project to the TIP.

Action by the District Secretary is required for all joint TIP amendments that involves the FDOT Adopted Work Program that is to be advanced, deleted, or rescheduled pursuant to the following provisions of paragraph 339.135(7) (c), F.S.:

- (a) The change adds new individual projects;
- (b) The change adversely impacts financial constraint;
- (c) The change results in major scope changes;
- (d) The change deletes and individually listed project from the TIP/STIP; or
- (e) The change results in a cost increase greater than 20% AND \$2 million.

SAFETY/PERFORMANCE MANAGEMENT MEASURES

Safety is the first National Goal identified in MAP-21 and maintained in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) Final Rule and National Performance Management Measures: Highway Safety Improvement

Program Final Rule (known as the Safety Performance Management Measures (Safety PM) Final Rule) were published in the Federal Register [23 CFR 924, 23 CFR 490]. The HSIP Final Rule was established to clarify requirements under the HSIP and address MAP-21 and the FAST Act for consistency. The objective of the HSIP is to “significantly reduce fatalities and serious injuries resulting from crashes on all public roads,” [23 CFR 924].

Performance Measures

The Safety PM Final Rule was developed to support the HSIP and requires State DOTs and MPOs to set targets for the following Safety National Performance Management Measures (which apply to all public roads) and to report on progress toward achieving those targets to the State DOT.

- Number of Fatalities
- Fatality Rate per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Serious Injury Rate per 100 million VMT
- Number of Combined Non-Motorized Fatalities and Serious Injuries

Performance Targets

FDOT’s 2017 Highway Safety Improvement Program (HSIP) report includes a Target of zero for each of the five federal Safety Performance Measures. The Ocala/Marion TPO coordinated with FDOT through the statewide Metropolitan Planning Organization

Advisory Council (MPOAC) and is supporting the same targets. The Ocala/Marion TPO adopted the FDOT'S target of zero traffic fatalities and serious injuries for Calendar Year 2018 (Per Resolution 18-01 on February 27th, 2018 which establishes the relationship between performance, plans, and programs, and provides the basis and foundation for this performance framework.

CONSISTENCY WITH OTHER PLANS

The TIP shall be consistent, to the maximum extent possible, with the approved local government comprehensive plans of the governments within the TPO area. The TPO must indicate any state and federal projects that are not consistent with the comprehensive plans to ensure the TIP's consistency with all applicable federal laws, rules, regulations and guidance available pursuant to (23 USC 134 (h) and (I)).

After the TPO adopts the TIP, it transmits copies to the FDOT District, FAA, EPA, DEO, RPC, State Clearinghouse, Regional Clearinghouse, FTA, Florida Energy Office, and to each Marion County Legislator for review prior to the final submission date. The FDOT District staff sends copies of TIP to FHWA and FDOT Central Office for review of the TIP against the Tentative Work Program and notes any discrepancies for use in preparing the next district work program. The DCA shall notify the TPO of any transportation projects in the TIP that are inconsistent with approved local comprehensive plans per Florida Statute 339.175 (10).

Administrative Amendments

In the event a TIP amendment is needed prior to a regularly scheduled TPO meeting, the TPO Director is authorized, per the TIP adoption resolution, to perform an administrative TIP amendment. Any administrative amendment is placed on the next TPO agenda for ratification at that meeting.

PROJECT PRIORITY SELECTION PROCESS

In November of 2015 the TPO adopted the Year 2040 Long-Range Transportation Plan. This Plan has two components, the Needs Plan and the Cost Feasible Plan. The first portion of the plan, the Needs Plan, identified the deficient roadway corridors based upon population, employment and land use projections. The Cost Feasible Plan was developed by prioritizing these deficient corridors based upon the improvement's overall benefit to the highway network as well as available revenues.

The TPO staff evaluates all eligible priority projects based on FDOT and TPO policies. This evaluation includes an objective and technical review of each priority based on the road's level of service, physical condition, facility type, benefit to highway network, construction cost, and scheduled work program phase.

In addition to the process above, the TPO's advisory committees will consider the following factors in the final determination:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

After the CAC and TAC have prepared their priority recommendation, the TPO Board will review the committee's recommendations for the final TPO adopted Federal and State Priorities. This recommendation will be transmitted to FDOT for the development of the next FDOT Tentative Work Program for Marion County.

OCALA/MARION COUNTY TPO
DRAFT FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS	
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS				
1	NW 49th Street Interchange (FDOT FM# 435209-1)	-	-	-	-	-	-	-	-	Yes	New Interchange	ROW/CST	Project Manager: Heather Grubert
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		PD&E	\$21,649										
		PE					\$1,661,140						
2	SR 40 Downtown Operational Improvement												
A	SR 40 at NE 1st Avenue (EB Left-Turn) (FDOT FM# 431935-1) - Phase I	0.63	4	D	32,400	34,700	107%		F	No	Traffic Ops Improvement	CST	Project Manager: Matt Hassan
B	US 441 to NE 8th Avenue (FDOT FM# 431935-1) - Phase II	0.63	4	D	32,400	34,700	107%		F	No	Pedestrian and Traffic Ops	CST	Project Manager: Matt Hassan
	Phase II	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
		PE	\$91,230										
3	SR 40 East Multi-Modal Improvement												
	NE 49th Terrace to NE 60th Court (FDOT FM# 435490-1)	1.5	4	D	32,400	20,900	65%		C	No	Add turn-lanes, enhanced illumination, pedestrian safety measures.	PE	
4	SR 40/US 441 Intersection Op. Improvement I												
	NW 2nd St to SW Broadway Street (FDOT FM# 433661-1)	0.16	6	D	50,000	34,900	70%		C	No	Add Dedicated Turn Lanes, Pedestrian Improvements & Enhanced Illumination	FULLY FUNDED	Project Manager: Todd Alexander Plans Complete:12/2016 <i>Fully funded.</i>
	Phase	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23						
	ROW			\$697,200	\$667,200		\$240,000						
	CST						\$2,796,481						
5	US 441 Intersection Op. Improvement II												
	at SR 464 (FDOT FM# 433660-1)	NA	6	D	50,000	25,300	51%		C	No	Add Dedicated Turn Lanes and Pedestrian	CST	Project Manager: Todd Alexander Plans Complete:7/2016 <i>\$2,100,603 LRE</i>
	Phase	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23						
	ROW		\$175,000	\$340,000	\$213,300	\$120,000	\$43,680						
6	SR 35 Intersection Op. Improvement												
	at SR 25, Foss Rd., & Robinson Rd. (FDOT FM# 435208-1)	NA	2	D	14,800	16,500	111%		F	No	Add SB Right-Turn Lanes	ROW/CST	Project Manager: Amir Asgarinik Wait for finalized scope to determine if ROW is necessary.
	Phase	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23						
	PE				\$1,005,000								
7	SR 40/SR 35 Intersection Improvement												
	(FDOT FM# 435490-1)	0.1	4	D	32,400	20,900	65%		C	No	Intersection reconstruction at SR 35.	PE	
8	SR 40 West Multi-Modal Improvement												
	CSX Rail Bridge to I-75	2.8	4	D	32,400	33,000	102%		F	No	Sidewalk Widening & Reconditioning	PE	
9	US 41												
	SW 111TH PL LN to SR 40 (FDOT FM# 238648-1)	3.6	2	D	18,600	23,000	124%		D	No	Add 2 Lanes	FULLY FUNDED	Project Manager: Kathy Enot Plans Complete: 9/2013, Update: 4/2017
	Phase	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23						
	ROW		\$4,210,727										
	CST						\$42,827,665						

OCALA/MARION COUNTY TPO
DRAFT FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS			
10	SR 200											
	CR 484 to Citrus County Line (FDOT FM# 238651-1)	3.2	2	C	8,400	15,100	180%	F	No	Add 2 Lanes	CST	Project Manager: Naziru Isaac Plans Complete: 1/2017 Right of way complete <i>Estimate: \$34,465,223 (LRE 8/11/2015)</i>
11	SR 401-75 Interchange Operational Improvements											
	SW 40 th Avenue to SW 27 th Avenue (FDOT FM# 433652-1)	-	4	D	32,400	28,500	88%	D	Yes	Operations Improvements at I-75 interchange and at SW 27 th Ave intersection.	CST	Project Manager: Taleb Shams Plans complete: 5/2017 Right of way: FY 2018-2019
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		ROW				\$1,220,000	\$2,170,000	\$1,412,409				
12	CR 4841-75 Interchange Operational Improvements											
	SW 20 th Avenue Road to CR 475A (FDOT FM# 433651-1 & -2 & -3)	-	4	D	32,400	28,100	87%	D	Yes	Operational/Capacity Improvements	ROW	Project Manager: Sarah Van Gundy Plans complete: 7/2017 <i>LF: \$4,393,910 (2nd ROW)</i>
	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23					
	PE		\$105,000									
	ROW		\$1,340,000	\$1,110,000	\$250,000	\$138,000						
	CST				\$7,934,381							
13	NE 36 th Avenue											
	SR 492 to NE 35 th Street (FDOT FM# 431798-1) PD&E Underway	1.6	2	D	14,040	11,700	83%	D	No	Add 2 Lanes	N/A	Project Manager: Jazlyn Heywood LDCA Scheduled Approval: 12/2015 Segment only for PD&E
	Implementation Phases:	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
	SR 492 to NE 20 th Place (.4 miles) (FDOT FM# 431798-2)									Add 2 Lanes	ROW	Project Manager: Heather Grubert Plans complete: 5/2017
	(.4 miles) (FDOT FM# 431798-3) Project includes grade separation over CSX S line	PE	\$123,833							Add 2 Lanes & Bridge over CSX rail line	FULLY FUNDED	Project Manager: Heather Grubert Plans complete: 5/2017
	ROW	\$4,251,558	\$4,285,000	\$1,615,550	\$257,840							
	RRU		\$650,000									
	CST		\$14,840,792									
	(.8 miles) (FDOT FM# 431798-4)									Add 2 Lanes	ROW	Project Manager: Heather Grubert Plans complete: 5/2017
14	Marion Oaks Extension and Flyover											
	SW 18th Ave Rd to CR 475/w I-75 Flyover	2.4	2	-	-	-	-	-	No	New 2 Lane Road/w New Overpass	PD&E	New Project
15	Emerald Road Extension											
	SE 92nd Loop to Emerald Road	0.5	2	-	-	-	-	-	No	New 2 Lane Road	PD&E	New Project
16	SR 40											
	CR 328 to US 41 (FDOT FM# 238720-1)	9.8	2	C	16,400	8,200	50%	C	No	Add 2 Lanes	ROW	Project Manager: Kathy Enot Plans complete: 3/2010 <i>Next phase right of way</i>
17	NW 37th Avenue											
	SR 40 to US 27	1.63	2	-	-	-	-	-	No	New 2 Lane Road	PE	New Project
18	NE 8th Avenue											
	SR 40 to SR 492	0.65	4	E	28,900	8,600	30%	C	No	Remove 2 Lanes/ Multi-modal enhancements	PE	New Project

OCALA/MARION COUNTY TPO
DRAFT FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS	
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS				
19	SR 40 - East												
	NE 60th Court to CR 314 (FDOT FM# 410674-2)	10.0	2	C	12,400	13,600	110%		E	Yes	Add 2 Lanes 2 bridge structures, from CR 326 to CR 314 concrete, wildlife crossings	FULLY FUNDED	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 3/2017 LRE being updated
	<i>Funding Status</i>												
	<i>PHASE</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>	<i>FY 22/23</i>						
	<i>ROW</i>		\$5,240,000	\$1,690,000	\$388,100								
	CR 314 to CR 314A (FDOT FM# 410674-3)	5.8	2	C	8,400	11,400	136%			Yes	Add 2 Lanes	ROW	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 2/2017 <i>New phase start of survey</i>
	CR 314A to Levy Hammock Road (FDOT FM# 410674-4)	2.6	2	C	8,400	7,200	86%			Yes	Add 2 Lanes	PE	Includes Black Bear Scenic Trail <i>Next phase design</i>
20	US 27 I-75 Interchange Operational Improvements												
	NW 44th Avenue to NW 35th Avenue (FDOT FM# 433680-1)	-	4	D	39,800	21,600	54%		C	Yes	Improvements	PD&E	New Project
	<i>Funding Status</i>												
21	NE 25th Avenue												
	SR 492 to NE 35th Street (FDOT FM# 431797-1)	1.6	2	D	14,040	9,100	65%		D	No	Add 2 Lanes	ROW	Project Manager: Naziru Isaac Plans complete: 10/2018
22	SW 40th Avenue Realignment												
		0.15	2	D	14,040	3,500	25%		C	No	Add 2 Lanes	PE	New Project
23	SW 95th Street Interchange (FDOT FM# 429582-1)	-	-	-	-	-	-	-	-	Yes	New Interchange	PD&E	New Project
24	US 27												
	NW 27th Ave. to NW 44th Ave. (FDOT FM# 433633-1)	1.8	4	D	37,900	20,600	54%		C	Yes	Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												
25	SR 40												
	SW 60th Ave. to SW 27th Ave.	3.0	4	D	39,800	28,500	72%		C	No	Add 2 Lanes	PD&E	New Project
26	CR 484												
	SW 49th Avenue to Marion Oaks Pass	1.3	2	E	15,930	8,100	51%		C	No	Add 2 Lanes	PD&E	New Project
27	CR 484												
	CR 475A to SW 49th Ave	4.2	4	D	29,160	28,100	96%		D	No	Add 2 Lanes	PE	New Project
28	US 441												
	CR 42 to Sumter County Line (FDOT FM# 238395-8)	2.0	4	D	39,800	34,600	87%		C	No	Add 2 Lanes	ROW	Project Manager: Ashraf Elmaghraby
29	US 301 - South												
	SE 143rd Place to CR 42 (FDOT FM# 411256-4)	2.00	2	D	24,200	16,700	69%		C	No	Add 2 Lanes	ROW	Project Manager: Marcus Lisicki 10/30/09 Plans complete
30	SR 326												
	US 441 to CR 200A (FIHS Facility)	2.3	2	D	16,800	11,500	68%		C	Yes	Add 2 Lanes	PE	New Project

Off-System Priorities

2024 OFF-SYSTEM PRIORITIES

Priority	Project	From	To	Length (mi)	Agency	Project Type	Phase	Phase Estimate	Notes
1	SW 44 th Avenue	SR 200	SW 20th Street	1.7	Ocala	Capacity	CST	\$ 4,600,000	New 4-lane.
2A	SW 49 th Avenue	Osceola Boulevard	SW 95th Street	4.1	MC	Capacity	CST	\$ 16,290,000	<u>Funded in FY 2019.</u> \$9.0M local funds, \$7.3 FDOT funds.
2B	SW 49 th Avenue	Marion Oaks Trail	Marion Oaks Manor	3.0	MC	Capacity	PE	\$ 1,340,000	Widen existing two-lane corridor to four-lanes and construct new four-lane road. (PE -
3A	SE 113th St	Hames Road	SE 56th Avenue	0.14	City of Belleview	Sidewalk	DES	TBD	Add sidewalks on the north side of the corridor.
3B	US 301	320' N of SE 62nd Ave Rd	SE 115th Lane	0.22	City of Belleview	Sidewalk	DES/BLD	\$ 110,000	Add sidewalks on the west side of the corridor. (PE_\$ 15K, CST-\$ 95K)
4	East Pennsylvania Avenue (CR 484) Bicycle	Rainbow River Bridge	US 41	0.8	City of Dunnellon	Bike Path	DES	\$ 242,167	Project to add bicycle path facilities and improved access to Blue Run Park.
5	Countywide ITS Operations & Maintenance	-	-	-	Ocala & MC	O/M	-	\$ 500,000	Annual allocation (\$250K each agency) for ITS Ops & Maintenance.
6	NE 19th Avenue	SR 492	NE 28th St	0.99	City of Ocala	Sidewalk	DES	TBD	Add Sidewalks
7	NE 7th Street	NE 36th Ave	NE 44th Ave	0.75	City of Ocala	Sidewalk	DES	TBD	Add Sidewalks
8	Marion Oaks Boulevard	at CR 484	-	-	MC	Reconfigure Intersection	DES	TBD	Study to reconfigure intersection and signalization.
9	CR 315 Resurfacing	CR 316	CR 318	9.9	MC	Resurfacing	CST	\$ 6,700,000	Reclaim, resurface, widen and add shoulders.
10	Lake Tusawilla Flood Relief	NE Watula Avenue	-	-	City of Ocala	Flood Mitigation	DES	\$ 5,000,000	Expand Lake Tusawilla mitigate flooding on NE Watula Ave and the CSX rail line.
2024 OFF-SYSTEM PRIORITIES (FULLY FUNDED)									
(1)	Osceola Linear Park	SE 3rd Street	NE 5th Street	0.52	Ocala	Linear Park	CST	\$ 700,000	<u>Funded in FY 2018.</u> Full remodel of the corridor to include multi-modal facilities.
(2)	SunTran Replacement Buses	-	-	-	SunTran	Transit	-	\$ 3,600,000	<u>Funded in FY 2019.</u> Replacement of seven transit buses. Two have been ordered.
(3)	Sunrise/Horizon Schools	Marion Oaks Manor	Marion Golf Way	0.83	MC	Sidewalks	DES	\$ 325,000	<u>PE funded in FY 2019.</u> <u>CST funded in FY 2021.</u>
(4)	NW 110th Ave	N of SR 40	NW 21st Street	1.51	MC	Widen Shoulders	CST	\$ 336,952	Widen shoulders to mitigate roadway departure crashes.

Ocala/Marion County TPO
Regional Trail Priorities
FY 2018

Priority	Project	From	To	Length (mi)	Regional Trail	Phase	Phase Estimate	Notes
1	Pruitt Trail	Bridges Road	SR 200	9.5	HOF	CST	\$ 3,325,000	CST FY 2021 (Delayed). Project will be divided into two separate segments because of ROW negotiation delays.
2	SR 200 Trails/Wildlife Underpass	at SR 200		TBD	HOF	CST	TBD	
3	Ocala to Silver Springs Trail	Osceola Trail	Silver Springs State Park	6	-	CST	\$ 1,800,000	DES FY 2020. (\$253,000)
4	CR 484 - Pennsylvania Ave. Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	0.8	-	DES	\$ 75,000	Total project cost estimated at \$4 Million. Will include significant utilities infrastructure update.
5	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	5	-	DES	\$ 155,000	Design funded in FY 2019.
6	Silver Springs Bikeway Phase II	Baseline Paved Trail - North Trailhead	CR 42	18.5	HOF	DES	\$ 555,000	
7	Belleview Greenway Trail	Lake Lillian Park	Cross Florida Greenway	5.3	-	DES	\$ 159,000	Feasibility study underway.
8	Watula & NE 8th Road Trail	Tusawilla Art Park	CR 200A	1.5	-	CST	TBD	Design FY 2019
9	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	4.5	HOF	CST	\$ 1,500,000	The DEP is applying for a SUN Trails grant to expedite the completion of PE and begin CST. (PE - 60%)
10	Nature Coast Trail	Levy County Line	CR 484	7.5	-	PD&E	-	Regional trail connection that will extend north to Chiefland and to Tallahassee.
11	Black Bear Trail	Silver Springs State Park	Wildcat Lake Boat Ramp (1 mi. east of SR 19)	27	HOF	PD&E	\$ 750,000	PD&E FY 2020.
12	Silver Springs to Hawthorne Trail	Silver Springs State Park		Approx. 30	-	PD&E	\$ 750,000	

DEP - Department of Environmental Protection

DES - Design

HOF - Heart of Florida Loop

ROW - Right-of-way

PD&E - Preliminary Design & Environmental

STJMMD - St. Johns Water Management District

PUBLIC INVOLVEMENT

The Ocala/Marion County TPO strives to involve the public in all phases of the planning process, from the development of the long-range plans to the review of PD&E documents. Public information meetings and hearings are conducted for all FDOT projects throughout the PD&E process to enhance public awareness. Notices of the public information meetings and hearings are mailed to all affected property owners and published in local newspapers. The TIP is also reviewed and approved through a two-stage process wherein the TPO Citizen and Technical Advisory Committees comprise the first stage and the TPO Board offers reviews and offers final approval in the second stage. The draft document is made available to the public through the committee and board meeting notifications posted on the TPO website prior to the committee review and through the TPO Board review. Once the document is approved by the TPO Board, it is posted on the TPO website. A physical copy of the document is

also available to any citizen who requests one. In addition, all meetings of the TPO, CAC and TAC are conducted in accordance with the Sunshine Law, Chapter 286, Florida Statute. The TPO updates and adopts a formal Public Involvement Plan in accordance with 23 USC 450.316(b)(1) of March 28, 1995.

CERTIFICATION

The most recent certification review was conducted by the Florida Department of Transportation in March 2018. The Department recommended that the urban transportation planning process be certified for fiscal year 2018/2019. The next certification review will be performed in the spring of 2019.

LEGENDS

This section contains an explanation of legends, abbreviations, funding and phase codes, acronyms and environmental codes used within the text.

Phase Codes - Abbreviations used for project phase information for the appropriate transportation project are given in the following table.

Code	Project Phase Information
ADM	Administration
CEI	Construction Engineering Inspection
CRT MNT	Contract Routine Maintenance
CST	Construction
CAP	Capital
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
UTIL

Routine Maintenance
Utilities Construction

Funding Source Codes - Abbreviations used for each funding source within the project chart section are given in the following table.

~~**FEDERAL FUNDING TYPES**~~

Funding Code	Source	Fund Description
NATIONAL HIGHWAY SYSTEM		
ACNH, NH	75% Federal	On any eligible National Highway System Project.
I	85% Federal	Interstate Resurfacing, Rehabilitating, & Reconstruction on the approved Federal Interstate System.
IM	85% Federal	Interstate Maintenance.
SURFACE TRANSPORTATION PROGRAM		
SU	75% Federal	Urban Area Funds. These funds must be used in areas with a population of over 200,000. Consists of Surface Transportation Program (STP) funds, Minimum Allocation Funds, and Donor Bonus Funds.
SL	75% Federal	Non-Urban Area Funds. These funds must be used in areas with a population of 200,000 or less. Consists of STP funds, Minimum Allocation Funds, and Donor Bonus Funds.
SA	75% Federal	Any Area Funds. These funds may be used in any area of the State on Federal-Aid Roads. There are no restrictions as to population area. Consists of STP funds, Minimum Allocation Funds, and Donor Bonus Funds.

Funding Code	Source	Fund Description
SN	100% Federal	Mandatory Rural Funds. This fund must be used exclusively in rural areas with populations of 5,000 or less. Consists of STP funds.
SE	100% Federal	Transportation Enhancements. 10% set aside of STP funds for Transportation Enhancement activities. There are no geographic location restrictions.
MG	75% Federal	Minimum Guarantee – ensures each state will be guaranteed a percent of apportionment, which is at least 90.5% of the state percent contributions to the Highway Trust Fund in the previous year.
PLH	100% Federal	Available for projects on unappropriated or unreserved public land.

~~SAFETY CONSTRUCTION ACTIVITIES~~

SH	85% Federal	High Hazard Elimination.
SS	85% Federal	Any Safety Improvement, Railroad-Highway Crossings, & Hazard Elimination Program.
SR	85% Federal	Railroad Hazard Elimination.
SP	85% Federal	Railroad Protection Devices.

~~BRIDGE REPLACEMENT PROGRAM~~

BRT	73% Federal	Bridge Replacement and Rehabilitation on the Federal System
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plus 15% of this allocation must be spent off the Federal System as required by the 1978 Highway Act.

Funding Code	Source	Fund Description
BRTZ	73% Federal	Bridge Replacement and Rehabilitation off the Federal System.
BRTD	73% Federal	Discretionary Bridge Replacement and Rehabilitation on the Federal System with construction cost in excess of 10 million.

~~OTHER FEDERAL ACTIVITIES~~

ARRA	100% Federal	American Recovery & Reinvestment Act
CM	75% Federal	Congestion Mitigation
HP	80% Federal	Highway Planning
HR	75% Federal	Highway Research
PL	100% Federal	Metropolitan Planning
HPP	100% Federal	High-Priority Project – SAFETELU Appropriation
SR2S	100% Federal	Safe Route to School (ROW acquisition funding under this program)

On non-state facilities, local government will 50/50 split with FDOT on the remaining 25% balance.

STATE OF FLORIDA FUNDING

Funding Code	Source	Fund Description
BNDS	Bonds	
BRRP	100% State	Bridge Repair and Rehabilitation Program.
BRP	100% State	Bridge Replacement
CIGP	50% State	County Incentive Grant Program offers 50/50 county/state match.
D	100% State	
DDR	100% State	District Dedicated Revenue
DIH	100% State	District In-House
DPE	100% State	For Preliminary Engineering (PE) and Construction Engineering Inspection (CEI) on all state funded projects and certain federal-aid projects which qualify.
DPTO	100% State	Aviation, Transit, and Rail
DS	100% State	Primary funds for use on the state highway system for new construction, preservation, traffic operations type projects, and right-of-way acquisitions.
DSB	100% State	Primary - Reimbursed by bonds

Funding Code	Source	Fund Description
DSL	100% State	Local Government Cooperative Assistance Program for transportation projects which meet both local and state transportation needs that call for construction, reconstruction, or expansion of any state, county, or city road which would improve traffic flow and reduce congestion on the state system.
DU	100% Federal	Pass-thru funds administered by FDOT.
FCO	100% State	Fixed Capital Outlay for purchase, construction or improvement to FDOT real property.
FTA	100% Federal	Federal Transit Administration
LF	100% Local	Funds from sources other than state or federal.
TDTF	90% State	Transportation Disadvantaged Trust Fund
PKYI	100% State	Parkway Improvement Funds for roadway construction, building construction, and other necessary improvements.
PKYF	100% Tnpk	For use on feeder roads to the turnpike.
PKYR	100% State	Parkway Maintenance Funds for roadway maintenance, building and other necessary maintenance.
TRIP	50% State	Transportation Regional Incentive Program (Requires a 50/50 match with local funds)

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ACFP - AC FREIGHT PROG (NFP)							
4336511	CR 484	0	0	7,934,381	0	0	7,934,381
4409001	I-75 FRAME ON SYSTEM	5,266,276	0	0	0	0	6,125,408
4409002	I-75 FRAME OFF SYSTEM	2,050,085	0	0	0	0	2,412,056
Total		7,316,361	0	7,934,381	0	0	16,471,845
ACNP - ADVANCE CONSTRUCTION NHPP							
4106742	SR 40	0	83,411,817	0	0	0	83,411,817
4356602	SR 326	500,000	1,214,559	45,000	0	0	1,885,043
Total		500,000	84,626,376	45,000	0	0	85,296,860
ACSA - ADVANCE CONSTRUCTION (SA)							
2386481	US 41	4,000,000	0	0	0	0	4,000,000
4106742	SR 40	2,717,094	0	0	0	0	3,417,094
4356602	SR 326	0	0	0	0	0	2,252
Total		6,717,094	0	0	0	0	7,419,346
ACSN - ADVANCE CONSTRUCTION (SN)							
4106742	SR 40	1,396,295	0	0	0	0	3,196,295
4336511	CR 484	743,142	0	0	0	0	1,560,619
Total		2,139,437	0	0	0	0	4,756,914
ACTN - ADVANCE CONSTRUCTION TALN							
4106742	SR 40	0	0	0	0	0	163,794
Total		0	0	0	0	0	163,794
BNIR - INTRASTATE R/W & BRIDGE BONDS							
4356602	SR 326	0	0	0	29,000	0	29,000
Total		0	0	0	29,000	0	29,000
CIGP - COUNTY INCENTIVE GRANT PROGRAM							
4355491	SW 49TH AVENUE	7,841,066	0	0	0	0	7,841,066

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CIGP - COUNTY INCENTIVE GRANT PROGRAM							
Total		7,841,066	0	0	0	0	7,841,066
CM - CONGESTION MITIGATION - AQ							
2386481	US 41	0	0	0	188,131	0	188,131
Total		0	0	0	188,131	0	188,131
D - UNRESTRICTED STATE PRIMARY							
4136153	LIGHTING AGREEMENTS	363,801	374,721	385,961	397,536	409,458	2,627,109
4181071	PRIMARY IN HOUSE	1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	39,586,366
4233912	ASPHALT RESURFACING	200,000	0	0	0	0	3,061,105
4278392	PERFORMANCE AESTHETICS	758,500	740,000	740,000	740,000	740,000	7,030,000
4291781	UNPAVED SHOULDER REPAIR	600,000	0	0	0	0	1,732,550
4419341	CONCRETE REPAIRS	73,830	0	0	0	0	73,830
4425721	OCALA OPERATIONS COMPLEX CONTRACTED	64,500	0	0	0	0	64,500
Total		3,828,365	2,882,455	2,957,934	2,969,509	2,981,431	54,175,460
DC - STATE PRIMARY PE CONSULTANTS							
4368791	SR 200	0	0	0	0	0	2,720
4373391	US 27	0	0	0	0	0	1,609
Total		0	0	0	0	0	4,329
DDR - DISTRICT DEDICATED REVENUE							
2386481	US 41	210,727	0	0	41,916,383	0	53,264,890
4106742	SR 40	0	0	0	0	0	496,206
4130194	TRAFFIC SIGNALIZATION	351,548	351,548	0	0	0	4,202,710
4136153	LIGHTING AGREEMENTS	0	0	0	0	0	3,169,391
4336521	SR 40	0	0	0	0	0	107,031
4336601	US 441	135,000	300,000	180,000	120,000	43,680	778,680

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DDR - DISTRICT DEDICATED REVENUE							
4336611	US 441	0	680,000	650,000	0	240,000	1,570,000
4352081	SR 35	0	1,000,000	0	0	0	1,000,000
4352091	I-75 (AT NW 49TH STREET)	0	0	0	0	0	2,483,984
4356602	SR 326	0	8,440	0	0	0	23,309
4356861	US 441	0	582,556	0	0	0	582,556
4363611	ITS OPERATIONAL SUPPORT	0	0	2,480,581	0	0	2,480,581
4368791	SR 200	1,630,347	0	0	0	0	2,476,328
4370171	OCALA INTERNATIONAL AIRPORT	0	1,000,000	0	0	0	1,000,000
4373391	US 27	8,888,652	0	0	0	0	9,439,422
4378261	I-75 MARION COUNTY REST AREAS	0	0	0	832,499	0	832,499
4378271	I-75	0	0	0	570,000	0	570,000
4384271	MARION COUNTY AIRPORT	0	0	0	0	600,000	600,000
4384351	MARION-DUNNELLON PARALLEL TAXIWAY TO	0	0	0	1,280,000	0	1,280,000
4384761	OCALA INTERNATIONAL AIRPORT	0	0	104,000	160,000	0	264,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	520,000	520,000
4385621	I-75 MARION COUNTY REST AREAS	400,000	0	0	0	3,924,180	4,324,180
4392381	US 441	30,000	1,674,760	0	0	0	4,004,760
4407801	OCALA INTERNATIONAL	0	0	0	360,000	760,000	1,120,000
4411361	US 441	1,200,000	0	1,403,500	0	0	2,603,500
Total		12,846,274	5,597,304	4,818,081	45,238,882	6,087,860	99,194,027
DI - ST. - S/W INTER/INTRASTATE HWY							
4106742	SR 40	0	26,375,000	0	0	0	26,375,000
4356602	SR 326	0	0	0	0	0	5,033
Total		0	26,375,000	0	0	0	26,380,033

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
2386481	US 41	0	0	0	55,500	0	1,557,602
4106742	SR 40	0	0	0	0	0	278,986
4317983	NE 36TH AVENUE	0	0	0	0	0	14,412
4336521	SR 40	0	0	40,000	40,000	36,699	253,730
4336601	US 441	40,000	40,000	33,300	0	0	229,025
4336611	US 441	0	17,200	17,200	17,100	0	107,774
4352081	SR 35	0	5,000	0	0	0	5,000
4352091	I-75 (AT NW 49TH STREET)	0	0	0	0	0	58,647
4356861	US 441	0	66,120	0	0	0	87,120
4368791	SR 200	41,120	0	0	0	0	83,447
4373391	US 27	0	0	0	0	0	45,632
4378261	I-75 MARION COUNTY REST AREAS	0	0	0	0	0	87,253
4378271	I-75	0	0	0	135,248	0	135,248
4385621	I-75 MARION COUNTY REST AREAS	30,000	0	0	0	57,050	92,050
4392381	US 441	0	5,275	0	0	0	45,318
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	0	0	0	0	0	5,000
4411361	US 441	10,000	0	10,810	0	0	20,810
Total		121,120	133,595	101,310	247,848	93,749	3,107,054
DITS - STATEWIDE ITS - STATE 100%.							
4130194	TRAFFIC SIGNALIZATION	0	0	0	0	0	695,012
Total		0	0	0	0	0	695,012
DPTO - STATE - PTO							
4314011	TPO PLANNING STUDIES	7,487	8,199	8,932	0	0	44,456
4317983	NE 36TH AVENUE	0	0	0	0	0	2,779,746

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DPTO - STATE - PTO							
4333041	SUNTRAN	634,679	660,281	693,295	727,960	0	3,323,652
4370241	MARION COUNTY AIRPORT	185,190	0	0	0	0	198,790
4370311	OCALA INTERNATIONAL AIRPORT	0	275,000	0	0	0	308,520
4384171	MARION COUNTY AIRPORT	0	0	145,600	0	0	145,600
4384231	MARION COUNTY AIRPORT	0	0	38,782	0	0	38,782
4384301	MARION-DUNNELLON	0	200,000	0	0	0	200,000
4384331	MARION COUNTY AIRPORT	0	93,573	0	0	0	93,573
4407971	TRANSIT PLANNING STUDIES	0	0	0	9,688	26,717	36,405
4424551	SUNTRAN	0	0	0	0	764,358	764,358
Total		827,356	1,237,053	886,609	737,648	791,075	7,933,882
DRA - REST AREAS - STATE 100%							
4385621	I-75 MARION COUNTY REST AREAS	1,800,000	0	0	0	24,241,382	26,041,382
Total		1,800,000	0	0	0	24,241,382	26,041,382
DS - STATE PRIMARY HIGHWAYS & PTO							
2386481	US 41	0	0	0	667,651	0	3,887,983
4106742	SR 40	0	0	0	0	0	4,191
4317983	NE 36TH AVENUE	0	0	0	0	0	10,000
4336521	SR 40	0	0	0	0	0	1,726,995
4336601	US 441	0	0	0	0	0	675,454
4336611	US 441	0	0	0	0	0	624,735
4356602	SR 326	100,000	0	0	0	0	100,000
4356861	US 441	0	0	0	0	0	430,000
4368791	SR 200	9,607,372	0	0	0	0	9,629,839
4373391	US 27	34,952	0	0	0	0	52,609

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DS - STATE PRIMARY HIGHWAYS & PTO							
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	0	0	0	0	0	14,485
4411361	US 441	0	0	37,245	0	0	37,245
Total		9,742,324	0	37,245	667,651	0	17,193,536
DU - STATE PRIMARY/FEDERAL REIMB							
4314011	TPO PLANNING STUDIES	59,902	61,699	67,566	0	0	347,886
4333121	MARION TRANSIT	813,390	854,060	896,764	941,602	0	4,280,474
4407971	TRANSIT PLANNING STUDIES	0	0	0	73,610	213,734	287,344
4424601	MARION TRANSIT	0	0	0	0	988,681	988,681
Total		873,292	915,759	964,330	1,015,212	1,202,415	5,904,385
DWS - WEIGH STATIONS - STATE 100%							
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	7,074,315	0	0	0	0	7,074,315
Total		7,074,315	0	0	0	0	7,074,315
EB - EQUITY BONUS							
2386481	US 41	0	0	0	0	0	6,851
4106742	SR 40	0	0	0	0	0	139,975
4354841	PRUITT TRAIL	0	0	0	0	0	10,000
Total		0	0	0	0	0	156,826
FAA - FEDERAL AVIATION ADMIN							
4370241	MARION COUNTY AIRPORT	2,083,385	0	0	0	0	2,236,385
4370311	OCALA INTERNATIONAL AIRPORT	0	4,950,000	0	0	0	5,327,098
4384231	MARION COUNTY AIRPORT	0	0	436,300	0	0	436,300
4384761	OCALA INTERNATIONAL AIRPORT	0	0	1,170,000	1,800,000	0	2,970,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	5,850,000	5,850,000
Total		2,083,385	4,950,000	1,606,300	1,800,000	5,850,000	16,819,783

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
FTA - FEDERAL TRANSIT ADMINISTRATION							
4271882	SUNTRAN	2,192,058	2,257,820	2,325,554	2,395,321	2,467,181	19,040,093
4333041	SUNTRAN	400,000	400,000	0	0	0	1,200,000
4424551	SUNTRAN	0	0	0	0	400,000	400,000
Total		2,592,058	2,657,820	2,325,554	2,395,321	2,867,181	20,640,093
HPP - HIGH PRIORITY PROJECTS							
2386481	US 41	0	0	0	0	0	692,422
Total		0	0	0	0	0	692,422
HSP - SAFETY (HIWAY SAFETY PROGRAM)							
4348441	CR 42	0	404,200	0	0	0	464,689
4398871	PEDESTRIAN LIGHTING BUNDLE	163,475	0	0	0	0	233,475
4398872	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE	150,000	0	0	0	0	150,000
Total		313,475	404,200	0	0	0	848,164
LF - LOCAL FUNDS							
4271882	SUNTRAN	548,015	564,455	581,389	598,830	616,795	4,760,024
4314011	TPO PLANNING STUDIES	7,487	8,199	8,932	0	0	44,456
4333041	SUNTRAN	634,679	660,281	693,295	727,960	0	3,323,652
4333121	MARION TRANSIT	813,390	854,060	896,764	941,602	0	4,280,474
4336513	CR 484 INTERCHANGE	0	0	4,393,910	0	0	4,393,910
4355171	SUNTRAN	900,000	0	0	0	0	900,000
4355471	SW 44TH AVENUE	1,553,699	0	0	0	0	1,553,699
4355491	SW 49TH AVENUE	8,448,934	0	0	0	0	8,448,934
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	103,226	0	0	103,226
4370171	OCALA INTERNATIONAL AIRPORT	0	250,000	0	0	0	250,000
4370241	MARION COUNTY AIRPORT	46,297	0	0	0	0	49,697

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
LF - LOCAL FUNDS							
4370311	OCALA INTERNATIONAL AIRPORT	0	275,000	0	0	0	283,380
4384171	MARION COUNTY AIRPORT	0	0	36,400	0	0	36,400
4384231	MARION COUNTY AIRPORT	0	0	9,696	0	0	9,696
4384271	MARION COUNTY AIRPORT	0	0	0	0	150,000	150,000
4384301	MARION-DUNNELLON	0	50,000	0	0	0	50,000
4384331	MARION COUNTY AIRPORT	0	23,393	0	0	0	23,393
4384351	MARION-DUNNELLON PARALLEL TAXIWAY TO	0	0	0	320,000	0	320,000
4384761	OCALA INTERNATIONAL AIRPORT	0	0	26,000	40,000	0	66,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	130,000	130,000
4407801	OCALA INTERNATIONAL	0	0	0	90,000	190,000	280,000
4407971	TRANSIT PLANNING STUDIES	0	0	0	9,688	26,717	36,405
4424551	SUNTRAN	0	0	0	0	764,358	764,358
4424601	MARION TRANSIT	0	0	0	0	988,681	988,681
Total		12,952,501	2,685,388	6,749,612	2,728,080	2,866,551	31,246,385
NHPP - IM, BRDG REPL, NATNL HWY-MAP21							
4356602	SR 326	0	0	0	0	0	393,270
Total		0	0	0	0	0	393,270
NHRE - NAT HWY PERFORM - RESURFACING							
4368791	SR 200	1,731,375	0	0	0	0	1,731,375
Total		1,731,375	0	0	0	0	1,731,375
PL - METRO PLAN (85% FA; 15% OTHER)							
4393312	OCALA/MARION URBAN AREA FY	493,145	499,316	0	0	0	992,461
4393313	OCALA/MARION URBAN AREA FY	0	0	499,316	499,316	0	998,632
4393314	OCALA/MARION URBAN AREA FY	0	0	0	0	499,316	499,316

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PL - METRO PLAN (85% FA; 15% OTHER)							
Total		493,145	499,316	499,316	499,316	499,316	2,490,409
SA - STP, ANY AREA							
2386481	US 41	0	0	0	0	0	987,634
4106742	SR 40	527,425	678,057	0	0	0	1,205,482
4354861	SILVER SPRINGS BIKEWAY	0	8,911	0	0	0	8,911
4356602	SR 326	0	0	0	0	0	76,171
4363601	SR 40 (BLACK BEAR TRAIL)	0	1,100,000	0	0	0	1,100,000
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	8,353	0	0	8,353
4392381	US 441	0	18,308,264	0	0	0	18,308,264
4409002	I-75 FRAME OFF SYSTEM	0	0	0	0	0	10,000
4411361	US 441	0	0	13,764,750	0	0	13,764,750
Total		527,425	20,095,232	13,773,103	0	0	35,469,565
SIWR - 2015 SB2514A-STRATEGIC INT SYS							
4106742	SR 40	0	19,322,956	0	0	0	19,322,956
Total		0	19,322,956	0	0	0	19,322,956
SL - STP, AREAS <= 200K							
2386481	US 41	0	0	0	0	0	5,924,676
4106742	SR 40	359,186	0	338,100	0	0	6,357,539
4336511	CR 484	90,000	110,000	50,000	35,000	0	471,178
4336512	CR 484	0	0	2,063,796	0	0	2,063,796
4336521	SR 40	0	0	1,180,000	2,130,000	1,375,710	4,685,710
4336611	US 441	0	0	0	2,779,381	0	2,779,381
4352091	I-75 (AT NW 49TH STREET)	0	0	0	1,661,141	0	1,661,141
4354841	PRUITT TRAIL	0	0	0	1,850,000	0	2,007,500

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SL - STP, AREAS <= 200K							
4354861	SILVER SPRINGS BIKEWAY	0	1,515,573	0	0	0	1,515,573
4355171	SUNTRAN	3,600,000	0	0	0	0	3,600,000
4355471	SW 44TH AVENUE	2,874,301	0	0	0	0	2,874,301
4363611	ITS OPERATIONAL SUPPORT	0	0	136,573	0	0	136,573
Total		6,923,487	1,625,573	3,768,469	8,455,522	1,375,710	34,077,368
SN - STP, MANDATORY NON-URBAN <= 5K							
2386481	US 41	0	0	0	0	0	2,171,796
4106742	SR 40	240,000	1,539,443	50,000	0	0	2,385,741
4261791	SILVER SPRINGS STATE PARK	0	0	8,099	0	0	8,099
4336511	CR 484	611,858	1,000,000	200,000	103,000	0	3,375,729
4348441	CR 42	0	3,000	0	0	0	3,000
4354841	PRUITT TRAIL	0	0	0	1,850,000	0	1,850,000
Total		851,858	2,542,443	258,099	1,953,000	0	9,794,365
TALL - TRANSPORTATION ALTS- <200K							
4354861	SILVER SPRINGS BIKEWAY	0	518,153	0	0	0	518,153
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	0	290,249	0	290,249
4367551	INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE	0	0	0	155,000	0	155,000
4367561	DOWNTOWN OCALA TO SILVER SPRINGS TRAIL	0	253,000	0	0	0	253,000
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	0	35,605	0	35,605
Total		0	771,153	0	480,854	0	1,252,007
TALN - TRANSPORTATION ALTS- < 5K							
4261791	SILVER SPRINGS STATE PARK	0	0	252,844	0	0	252,844
Total		0	0	252,844	0	0	252,844
TALT - TRANSPORTATION ALTS- ANY AREA							
4261791	SILVER SPRINGS STATE PARK	0	0	0	0	0	385,058

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
TALT - TRANSPORTATION ALTS- ANY AREA							
4354841	PRUITT TRAIL	0	0	0	10,000	0	10,000
4354861	SILVER SPRINGS BIKEWAY	0	2,437,407	0	0	0	2,962,407
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	763,647	0	0	763,647
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	0	26,847	0	26,847
4364743	LEGACY ELEMENTARY SCHOOL SIDEWALKS	0	0	0	1,441,659	0	1,441,659
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	0	605	0	605
Total		0	2,437,407	763,647	1,479,111	0	5,590,223
TRIP - TRANS REGIONAL INCENTIVE PROGM							
4317983	NE 36TH AVENUE	24,450,645	690,000	347,000	0	0	34,167,645
4336513	CR 484 INTERCHANGE	0	0	1,432,794	0	0	1,432,794
Total		24,450,645	690,000	1,779,794	0	0	35,600,439

5-Year Summary of Funding Source

Funding Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
Federal	33,062,392	121,525,279	32,191,043	18,266,467	11,794,622	216,839,803
Local	12,952,501	2,685,388	6,749,612	2,728,080	2,866,551	27,982,132
State	68,531,465	36,915,407	10,580,973	49,890,538	34,195,497	200,113,880
State 100%	0	19,322,956	0	0	0	19,322,956
Total	114,546,358	180,449,030	49,521,628	70,885,085	48,856,670	464,258,771

Section 1 - Federal / State Projects

CR 42 **4348441** **Non-SIS**



Work Summary: ADD LEFT TURN LANE(S) **From:** AT SE 182ND AVE RD
To:
Lead Agency: Marion County **Length:** .307
LRTP #: Goal 6: Objective 1 - Page 2-11

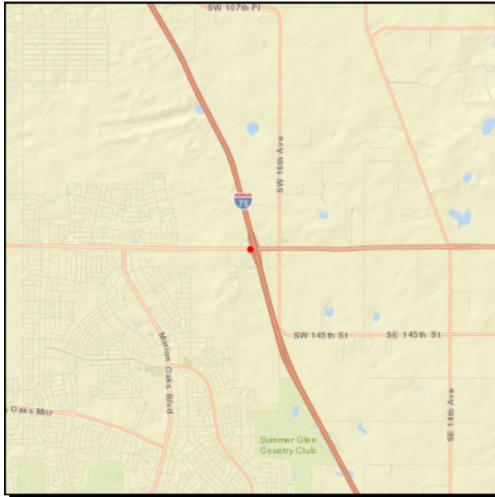
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SN	0	3,000	0	0	0	3,000
CST	HSP	0	404,200	0	0	0	404,200
Total		0	407,200	0	0	0	407,200

Prior Cost < 2018/19: 25,014
Future Cost > 2022/23: 0
Total Project Cost: 432,214
Project Description: Add eastbound turn lane on CR 42.

CR 484

4336512

Non-SIS



Work Summary: INTERCHANGE IMPROVEMENT
From: SW 20TH AVE
To: CR 475A
Lead Agency: Marion County
Length: .161
LRTP #: Goal 3: Page 2-9

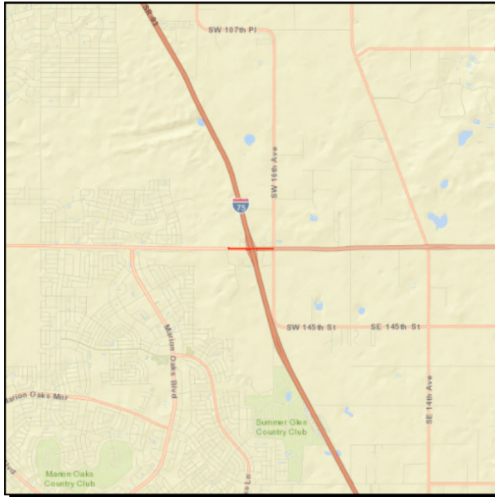
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	SL	0	0	2,063,796	0	0	2,063,796
Total		0	0	2,063,796	0	0	2,063,796

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 2,063,796
Project Description: Upgrade existing interchange. (Priority Project #12)

CR 484

4336511

Non-SIS



Work Summary: INTERCHANGE IMPROVEMENT
From: SW 20TH AVENUE
To: CR 475A
Lead Agency: Managed by FDOT
Length: .414
LRTP #: Page 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SN	105,000	0	0	0	0	105,000
ROW	SN	506,858	1,000,000	200,000	103,000	0	1,809,858
ROW	ACSN	743,142	0	0	0	0	743,142
ROW	SL	90,000	110,000	50,000	35,000	0	285,000
CST	ACFP	0	0	7,934,381	0	0	7,934,381
Total		1,445,000	1,110,000	8,184,381	138,000	0	10,877,381

Prior Cost < 2018/19: 2,464,526

Future Cost > 2022/23: 0

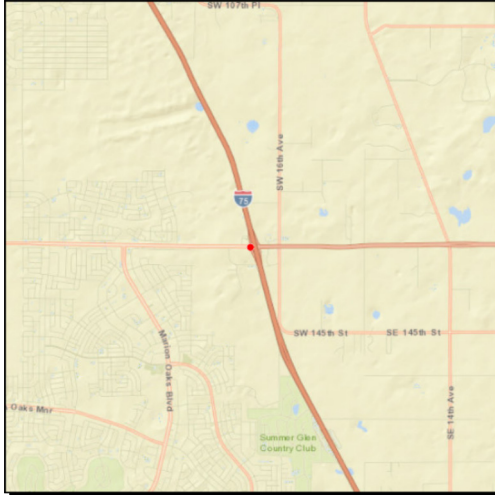
Total Project Cost: 13,341,907

Project Description: Interchange improvements to lengthen turn bays, widen interchange on CR 484 and improve ramp access. (Priority Project #12)

CR 484 INTERCHANGE

4336513

Non-SIS



Work Summary: INTERCHANGE IMPROVEMENT
From: SW 20TH AVE
To: CR475A
Lead Agency: Marion County
Length: .161
LRTP #: Page 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	LF	0	0	4,393,910	0	0	4,393,910
ROW	TRIP	0	0	1,432,794	0	0	1,432,794
Total		0	0	5,826,704	0	0	5,826,704

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

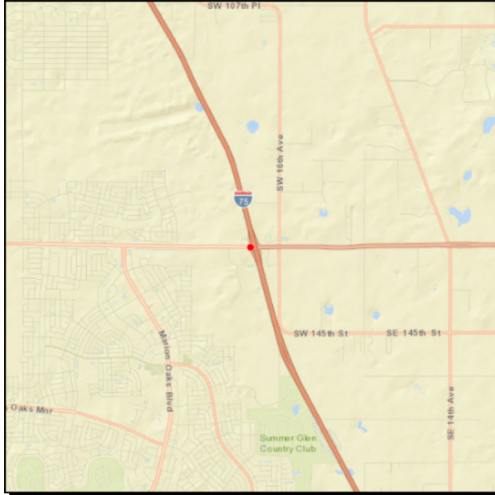
Total Project Cost: 5,826,704

Project Description: Interchange improvements to lengthen turn bays, widen interchange and improve ramp access. (Priority Project #12)

I-75

4378271

SIS



Work Summary: LANDSCAPING **From:** AT CR 484
To:
Lead Agency: FDOT **Length:** .407
LRTP #: Goal 5: Page 2-10

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	0	0	0	135,248	0	135,248
CST	DDR	0	0	0	570,000	0	570,000
Total		0	0	0	705,248	0	705,248

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 705,248
Project Description: Landscaping and aesthetic improvements at the CR 484 interchange.

I-75 (AT NW 49TH STREET)

4352091

SIS



Work Summary: INTERCHANGE (NEW) **From:** NW 49TH ST
To: NW 35TH ST
Lead Agency: FDOT **Length:** .001
LRTP #: Goal 3: Objective 3 - Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SL	0	0	0	1,661,141	0	1,661,141
Total		0	0	0	1,661,141	0	1,661,141

Prior Cost < 2018/19: 2,542,631

Future Cost > 2022/23: 0

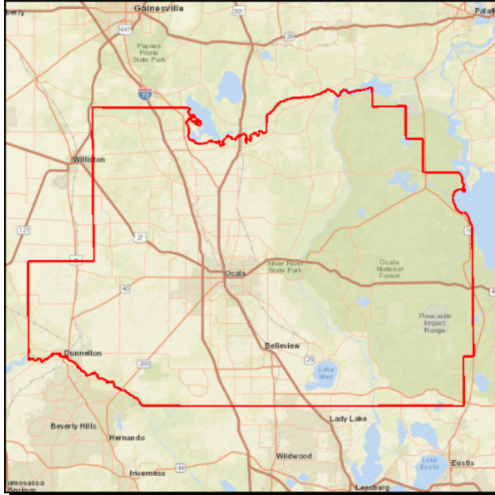
Total Project Cost: 4,203,772

Project Description: Construct new interchange at NW 49th Street and I-75 to facilitate projected increases in freight traffic. (Priority Project #1)

I-75 FRAME OFF SYSTEM

4409002

Non-SIS



Work Summary: ITS COMMUNICATION SYSTEM

From:

To:

Lead Agency: Managed by FDOT

Length: .000

LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACFP	2,050,085	0	0	0	0	2,050,085
Total		2,050,085	0	0	0	0	2,050,085

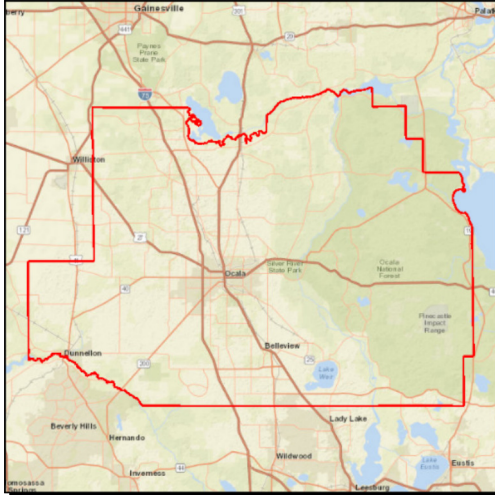
Prior Cost < 2018/19: 371,971
Future Cost > 2022/23: 0
Total Project Cost: 2,422,056

Project Description: Florida's Regional Advanced Mobility Elements (FRAME) is a technologically advanced contingency system that deploys multiple Intelligent Transportation System (ITS) elements to mitigate special/emergency events of US 301, I-75 and to integrate with local ITS systems

I-75 FRAME ON SYSTEM

4409001

Non-SIS



Work Summary: ITS FREEWAY MANAGEMENT

From:

To:

Lead Agency: FDOT

LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACFP	5,266,276	0	0	0	0	5,266,276
Total		5,266,276	0	0	0	0	5,266,276

Prior Cost < 2018/19: 859,132

Future Cost > 2022/23: 0

Total Project Cost: 6,125,408

Project Description: Florida's Regional Advanced Mobility Elements (FRAME) is a technologically advanced contingency system that deploys multiple Intelligent Transportation System (ITS) elements to mitigate special/emergency events of US 301, I-75 and to integrate with local ITS systems.

I-75 MARION COUNTY REST AREAS

4385621

SIS



Work Summary: REST AREA **From:** N OF CR 484
To: S OF SR 200
Lead Agency: FDOT **Length:** .547
LRTP #: Goal 3: Page 2-9

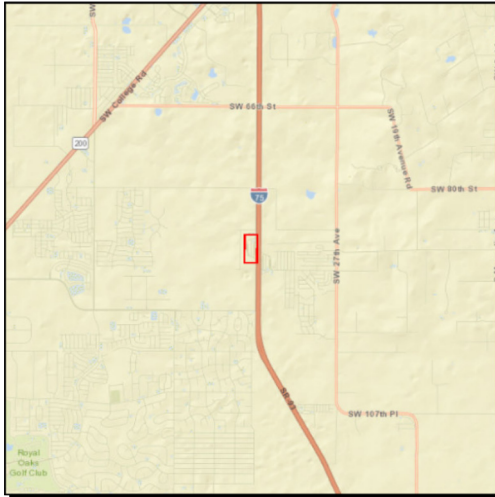
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	30,000	0	0	0	0	30,000
PE	DDR	400,000	0	0	0	0	400,000
PE	DRA	1,800,000	0	0	0	0	1,800,000
CST	DRA	0	0	0	0	24,241,382	24,241,382
CST	DIH	0	0	0	0	57,050	57,050
CST	DDR	0	0	0	0	3,924,180	3,924,180
Total		2,230,000	0	0	0	28,222,612	30,452,612

Prior Cost < 2018/19: 5,000
Future Cost > 2022/23: 0
Total Project Cost: 30,457,612
Project Description: Design funding to expand services at the I-75 rest area in Marion County.

I-75 MARION COUNTY REST AREAS

4378261

SIS



Work Summary: LANDSCAPING

From:

To:

Lead Agency: FDOT

Length: .542

LRTP #: Goal 5: Page 2-10

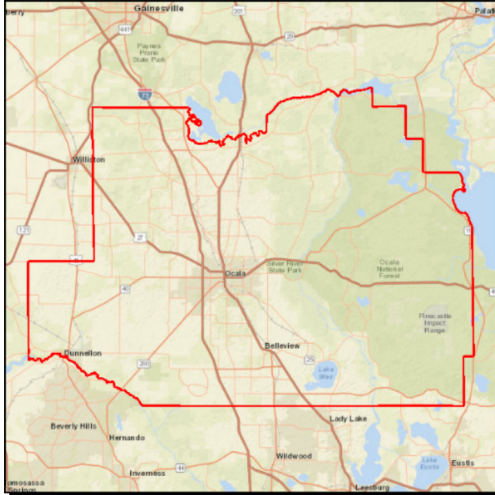
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DDR	0	0	0	832,499	0	832,499
Total		0	0	0	832,499	0	832,499

Prior Cost < 2018/19: 87,253
Future Cost > 2022/23: 0
Total Project Cost: 919,752
Project Description: Vegetative installation and maintenance.

I-75 WILDWOOD WEIGH STATION REPAIRS

4403111

SIS



Work Summary: MCCO WEIGH STATION STATIC/WIM

From:
To:

Lead Agency: Managed by FDOT

Length: 1.136

LRTP #: Goal 6: Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DWS	7,074,315	0	0	0	0	7,074,315
Total		7,074,315	0	0	0	0	7,074,315

Prior Cost < 2018/19: 19,485

Future Cost > 2022/23: 0

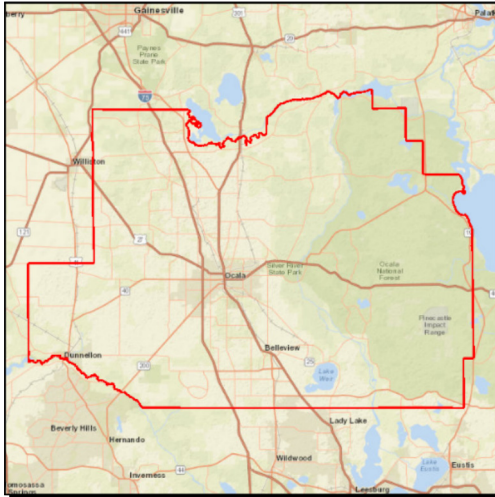
Total Project Cost: 7,093,800

Project Description: Repair concrete aprons around the vehicle scales.

ITS OPERATIONAL SUPPORT

4363611

Non-SIS



Work Summary: ITS COMMUNICATION SYSTEM
From: MARION COUNTY/CITY OF OCALA
To:
Lead Agency: City of Ocala/Marion County
Length: .000
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	SL	0	0	136,573	0	0	136,573
OPS	DDR	0	0	2,480,581	0	0	2,480,581
Total		0	0	2,617,154	0	0	2,617,154

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

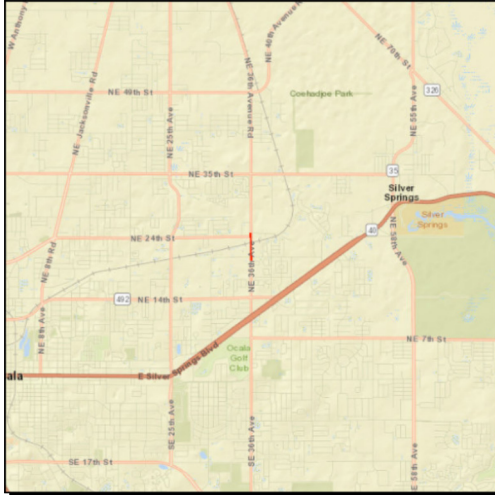
Total Project Cost: 2,617,154

Project Description: ITS capital and operations support for City of Ocala and Marion County.

NE 36TH AVENUE

4317983

SIS



Work Summary: RAIL CAPACITY PROJECT
From: NE 20TH PL
To: NORTH OF NE 25TH ST
Lead Agency: FDOT
Length: .350
LRTP #: 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TRIP	20,400,645	0	0	0	0	20,400,645
RRU	TRIP	650,000	0	0	0	0	650,000
ROW	TRIP	3,400,000	690,000	347,000	0	0	4,437,000
Total		24,450,645	690,000	347,000	0	0	25,487,645

Prior Cost < 2018/19: 11,484,158

Future Cost > 2022/23: 0

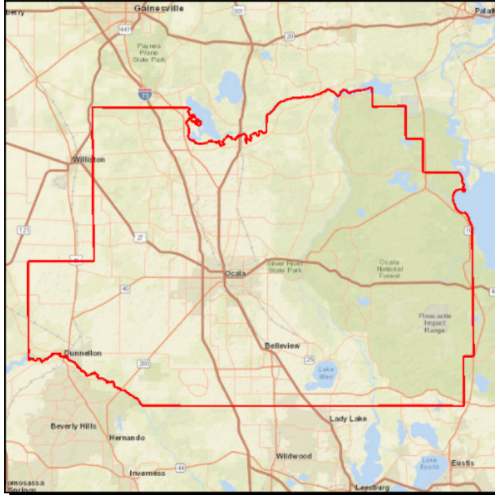
Total Project Cost: 36,971,803

Project Description: Construct grade separation (bridge) over the existing CSX 'S'-line. This project is for the construction of the bridge only. Other sections will address the widening of the corridor. (Priority Project #13)

PEDESTRIAN LIGHTING BUNDLE

4398871

SIS



Work Summary: LIGHTING

From:

To:

Lead Agency: FDOT

LRTP #: Goal 1: Objective 2 - Pg. 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	HSP	163,475	0	0	0	0	163,475
Total		163,475	0	0	0	0	163,475

Prior Cost < 2018/19: 70,000

Future Cost > 2022/23: 0

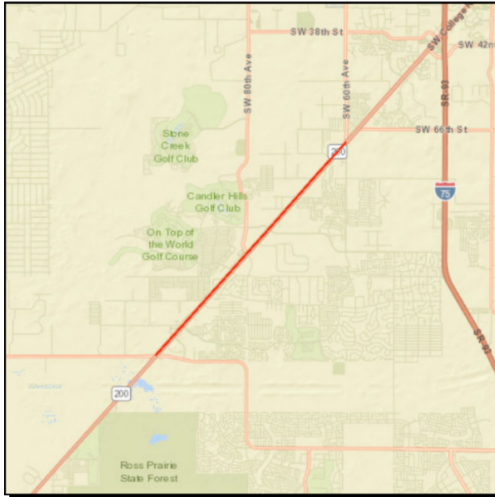
Total Project Cost: 233,475

Project Description: Will enhance illumination at four intersections. The locations are CR 329 and US 441 and on SR 464 at SR 35, SW 3rd Avenue and SR 200.

SR 200

4368791

Non-SIS



Work Summary: RESURFACING **From:** CR 484
To: SW 60TH AVE
Lead Agency: FDOT **Length:** 6.168
LRTP #: Goal 6: Objective 3 - Page 2-11

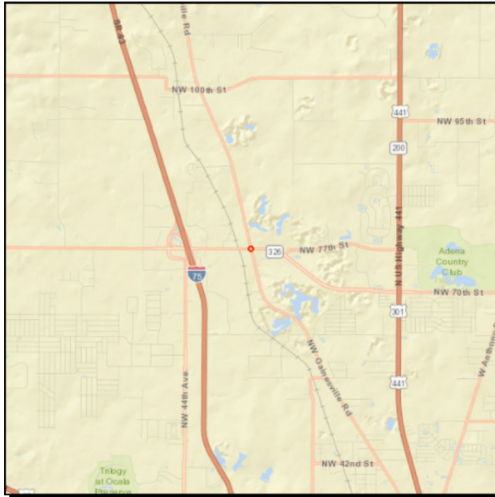
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DS	9,607,372	0	0	0	0	9,607,372
CST	DIH	41,120	0	0	0	0	41,120
CST	DDR	1,630,347	0	0	0	0	1,630,347
CST	NHRE	1,731,375	0	0	0	0	1,731,375
Total		13,010,214	0	0	0	0	13,010,214

Prior Cost < 2018/19: 913,495
Future Cost > 2022/23: 0
Total Project Cost: 13,923,709
Project Description: Routine resurfacing.

SR 326

4356602

SIS



Work Summary: ADD TURN LANE(S) **From:** AT CR 25A

To:

Lead Agency: FDOT

Length: 0.034

LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	ACNP	500,000	90,000	45,000	0	0	635,000
PE	DS	100,000	0	0	0	0	100,000
CST	DDR	0	8,440	0	0	0	8,440
CST	ACNP	0	1,124,559	0	0	0	1,124,559
ROW	BNIR	0	0	0	29,000	0	29,000
Total		600,000	1,222,999	45,000	29,000	0	1,896,999

Prior Cost < 2018/19: 617,079

Future Cost > 2022/23: 0

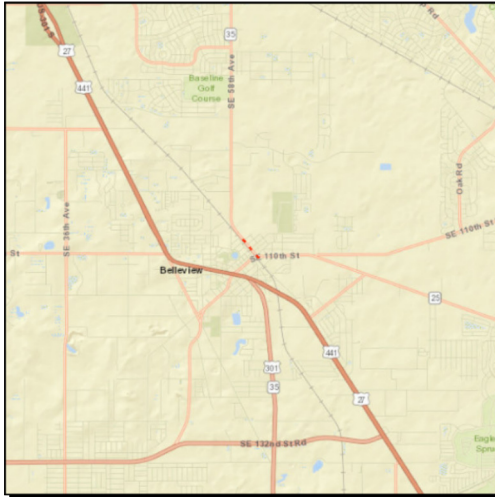
Total Project Cost: 2,514,078

Project Description: Add right turn lanes on southbound CR 25A and westbound SR 326 and restripe the eastbound SR 326 center lane to increase storage for turns onto CR 25A.

SR 35

4352081

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: AT FOSS ROAD, ROBINSON ROAD & SR 25
To:
Lead Agency: FDOT
Length: .250 MI
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	0	5,000	0	0	0	5,000
PE	DDR	0	1,000,000	0	0	0	1,000,000
Total		0	1,005,000	0	0	0	1,005,000

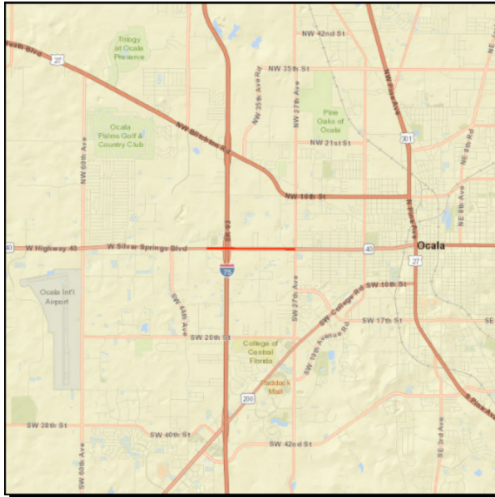
Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 1,005,000

Project Description: Add turn lanes at all three intersections to increase operational efficiency of the SR 35 corridor in Belleview. (Priority Project #6)

SR 40 **4336521** **Non-SIS**



Work Summary: ADD TURN LANE(S) **From:** SW 40TH AVENUE
To: SW 27TH AVENUE
Lead Agency: FDOT **Length:** 1.337 MI
LRTP #: PAGE 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	DIH	0	0	40,000	40,000	36,699	116,699
ROW	SL	0	0	1,180,000	2,130,000	1,375,710	4,685,710
Total		0	0	1,220,000	2,170,000	1,412,409	4,802,409

Prior Cost < 2018/19: 1,971,057
Future Cost > 2022/23: 0
Total Project Cost: 6,773,466
Project Description: Upgrade existing interchange including additional turn-lanes. (Priority Project #11)

SR 40 **4413661** **Non-SIS**



Work Summary: SAFETY PROJECT **From:** SW 27TH AVE
To: MLK JR AVE
Lead Agency: Managed by FDOT **Length:** .981
LRTP #: Goal 6: Objective 1 & 2 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE		300,000	0	0	0	0	300,000
Total		300,000	0	0	0	0	300,000

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 300,000
Project Description: Access management project to modify median openings.

SR 40 **4106742** **SIS**



Work Summary: ADD LANES & RECONSTRUCT
From: END OF 4 LANES
To: TO CR 314
Lead Agency: FDOT
Length: 4.803 mi
LRTP #: PAGE 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	ACSN	1,396,295	0	0	0	0	1,396,295
ROW	SA	527,425	150,557	0	0	0	677,982
ROW	SN	240,000	1,539,443	50,000	0	0	1,829,443
ROW	ACSA	2,717,094	0	0	0	0	2,717,094
ROW	SL	359,186	0	338,100	0	0	697,286
CST	DI	0	26,375,000	0	0	0	26,375,000
CST	SIWR	0	19,322,956	0	0	0	19,322,956
CST	SA	0	527,500	0	0	0	527,500
CST	ACNP	0	83,411,817	0	0	0	83,411,817
Total		5,240,000	131,327,273	388,100	0	0	136,955,373

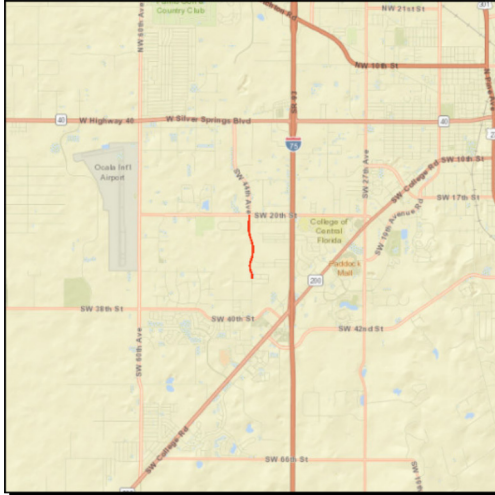
Prior Cost < 2018/19: 9,799,703
Future Cost > 2022/23: 0
Total Project Cost: 146,755,076

Project Description: Capacity expansion project to widen SR 40 from two to four lanes. (Priority Project #19)

SW 44TH AVENUE

4355471

Non-SIS



Work Summary: NEW ROAD CONSTRUCTION
From: SR 200
To: SW 32ND ST
Lead Agency: City of Ocala
Length: .000
LRTP #: Goal 2: Page 2-9

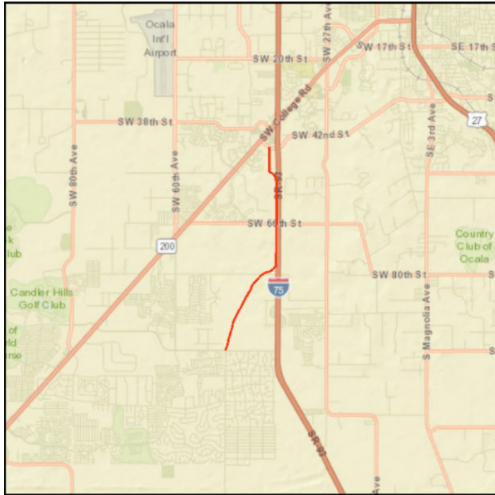
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	LF	1,553,699	0	0	0	0	1,553,699
CST	SL	2,874,301	0	0	0	0	2,874,301
Total		4,428,000	0	0	0	0	4,428,000

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 4,428,000
Project Description: Construct new 4-lane corridor with bicycle lanes and sidewalks.

SW 49TH AVENUE

4355491

Non-SIS



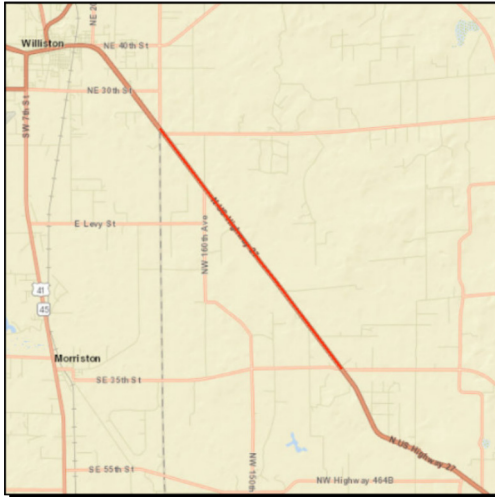
Work Summary: NEW ROAD CONSTRUCTION
From: SW 95TH ST
To: SW 42ND ST
Lead Agency: Marion County
Length: .000
LRTP #: PAGE 3-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	LF	8,448,934	0	0	0	0	8,448,934
CST	CIGP	7,841,066	0	0	0	0	7,841,066
Total		16,290,000	0	0	0	0	16,290,000

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 16,290,000

Project Description: Construct a new four-lane, divided roadway with sidewalks and bicycle lanes.

US 27 **4373391** **SIS**

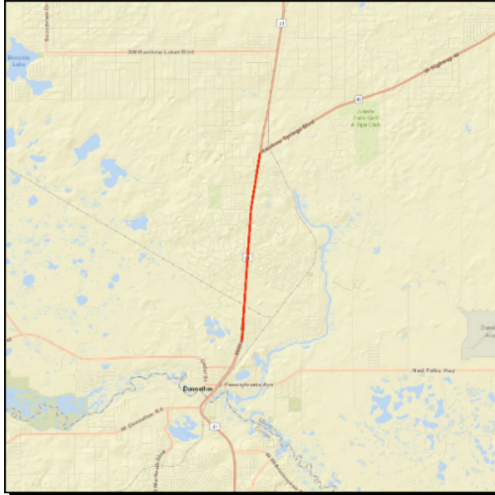


Work Summary: RESURFACING **From:** LEVY COUNTY LINE
To: CR 326
Lead Agency: FDOT **Length:** 6.683
LRTP #: Goal 6: Objective - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DS	34,952	0	0	0	0	34,952
CST	DDR	8,888,652	0	0	0	0	8,888,652
Total		8,923,604	0	0	0	0	8,923,604

Prior Cost < 2018/19: 615,668
Future Cost > 2022/23: 0
Total Project Cost: 9,539,272
Project Description: Routine resurfacing.

US 41 **2386481** **Non-SIS**



Work Summary: ADD LANES & RECONSTRUCT
From: SW 111TH PLACE LANE
To: SR 40
Lead Agency: FDOT
Length: 3.585 mi
LRTP #: PAGE 3-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	DDR	210,727	0	0	0	0	210,727
ROW	ACSA	4,000,000	0	0	0	0	4,000,000
CST	DS	0	0	0	667,651	0	667,651
CST	DIH	0	0	0	55,500	0	55,500
CST	CM	0	0	0	188,131	0	188,131
CST	DDR	0	0	0	41,916,383	0	41,916,383
Total		4,210,727	0	0	42,827,665	0	47,038,392

Prior Cost < 2018/19: 25,643,593
Future Cost > 2022/23: 0
Total Project Cost: 72,681,985
Project Description: Capacity expansion project to widen the US 41 corridor from two to four-lanes. (Priority Project #9)

US 441 **4392381** **Non-SIS**

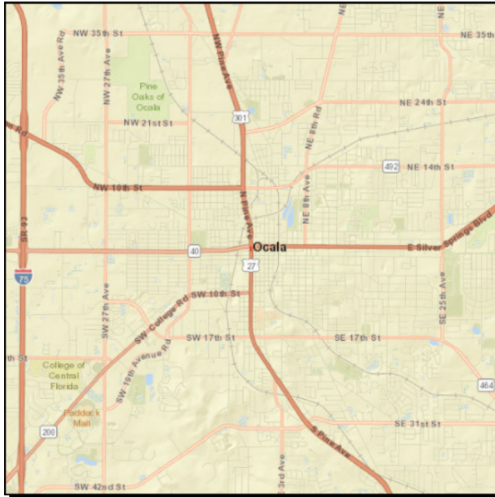
No Map Available

Work Summary: RESURFACING **From:** SR 35
To: SR 200
Lead Agency: Managed by FDOT **Length:** 10.612
LRTP #: Goal 6: Objective 3 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
RRU	DDR	30,000	0	0	0	0	30,000
CST	DIH	0	5,275	0	0	0	5,275
CST	SA	0	18,308,264	0	0	0	18,308,264
CST	DDR	0	1,674,760	0	0	0	1,674,760
Total		30,000	19,988,299	0	0	0	20,018,299

Prior Cost < 2018/19: 2,340,043
Future Cost > 2022/23: 0
Total Project Cost: 22,358,342
Project Description: Routine resurfacing

US 441 **4336611** **Non-SIS**



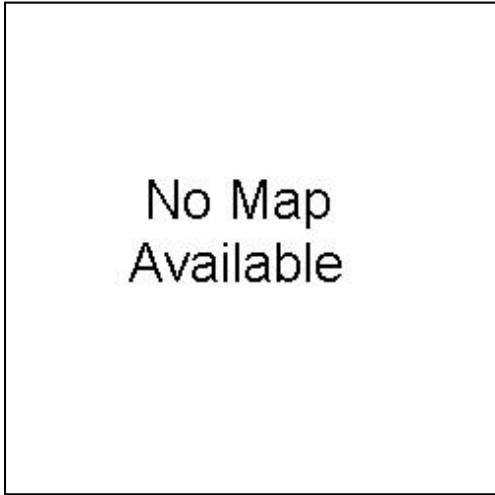
Work Summary: TRAFFIC OPS IMPROVEMENT
From: SR 40
To: SR 40A
Lead Agency: FDOT
Length: .055 MI
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	DIH	0	17,200	17,200	17,100	0	51,500
ROW	DDR	0	680,000	650,000	0	240,000	1,570,000
CST	SL	0	0	0	2,329,381	0	2,329,381
ROW	SL	0	0	0	450,000	0	450,000
Total		0	697,200	667,200	2,796,481	240,000	4,400,881

Prior Cost < 2018/19: 681,009
Future Cost > 2022/23: 0
Total Project Cost: 5,081,890

Project Description: Extend NB left-turn queue south Broadway Street to increase storage capacity. (Priority Project #4)

US 441 **4411361** **SIS**

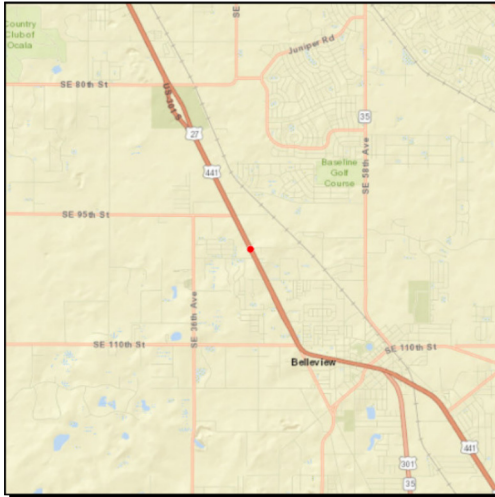


Work Summary: RESURFACING **From:** CR 25A
To: US 301
Lead Agency: Managed by FDOT **Length:** 8.846
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	10,000	0	0	0	0	10,000
PE	DDR	1,200,000	0	0	0	0	1,200,000
CST	DS	0	0	37,245	0	0	37,245
CST	DIH	0	0	10,810	0	0	10,810
CST	SA	0	0	13,764,750	0	0	13,764,750
CST	DDR	0	0	1,403,500	0	0	1,403,500
Total		1,210,000	0	15,216,305	0	0	16,426,305

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 16,426,305
Project Description: Routine resurfacing.

US 441 **4356861** **Non-SIS**



Work Summary: ADD LEFT TURN LANE(S) **From:** SE 98TH LANE

To:

Lead Agency: Managed by FDOT

Length: .189

LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	0	66,120	0	0	0	66,120
CST	DDR	0	582,556	0	0	0	582,556
Total		0	648,676	0	0	0	648,676

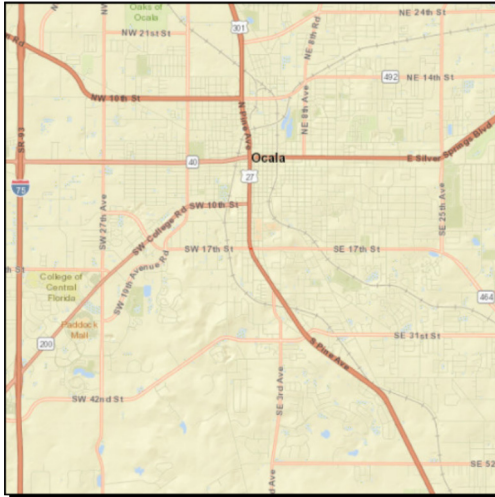
Prior Cost < 2018/19: 451,000

Future Cost > 2022/23: 0

Total Project Cost: 1,099,676

Project Description: Add northbound and southbound left-turn lanes on US 441 at SE 98th Lane.

US 441 **4336601** **Non-SIS**



Work Summary: TRAFFIC OPS IMPROVEMENT
From: AT SR 464
To:
Lead Agency: FDOT
Length: .001 MI
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	DIH	40,000	40,000	33,300	0	0	113,300
ROW	DDR	135,000	300,000	180,000	120,000	43,680	778,680
Total		175,000	340,000	213,300	120,000	43,680	891,980

Prior Cost < 2018/19: 791,179
Future Cost > 2022/23: 0
Total Project Cost: 1,683,159

Project Description: Operational improvements to include the addition of an added NB left-turn lane and a modified NB right-turn lane. (Priority Project #5)

Section 2 - TPO Funding

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP - 4393312							*Non-SIS*
TRANSPORTATION PLANNING							Length: .000
Responsible Agency: Ocala/Marion TPO							
PLN	PL	493,145	499,316	0	0	0	992,461
Total		493,145	499,316	0	0	0	992,461
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>992,461</i>
OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP - 4393313							*Non-SIS*
TRANSPORTATION PLANNING							Length: .000
Responsible Agency: Ocala/Marion TPO							
PLN	PL	0	0	499,316	499,316	0	998,632
Total		0	0	499,316	499,316	0	998,632
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>998,632</i>
OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP - 4393314							*Non-SIS*
TRANSPORTATION PLANNING							Length: .000
Responsible Agency: Ocala/Marion TPO							
PLN	PL	0	0	0	0	499,316	499,316
Total		0	0	0	0	499,316	499,316
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>499,316</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
TPO PLANNING STUDIES FROM TO SECTION 5303 - 4314011							*Non-SIS*
PTO STUDIES							
Responsible Agency: Ocala/Marion TPO							
PLN	DU	59,902	61,699	67,566	0	0	189,167
PLN	DPTO	7,487	8,199	8,932	0	0	24,618
PLN	LF	7,487	8,199	8,932	0	0	24,618
Total		74,876	78,097	85,430	0	0	238,403
<i>Prior Cost < 2018/19</i>		<i>198,395</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>436,798</i>

TRANSIT PLANNING STUDIES - 4407971							*Non-SIS*
PTO STUDIES							
Responsible Agency: Ocala/Marion TPO							
Length: .000							
PLN	DU	0	0	0	73,610	213,734	287,344
PLN	DPTO	0	0	0	9,688	26,717	36,405
PLN	LF	0	0	0	9,688	26,717	36,405
Total		0	0	0	92,986	267,168	360,154
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>360,154</i>

Section 3 - Countywide

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ASPHALT RESURFACING AT VARIOUS LOCATIONS - 4233912							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	200,000	0	0	0	0	200,000
Total		200,000	0	0	0	0	200,000
<i>Prior Cost < 2018/19</i>		<i>2,861,105</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,061,105</i>
CONCRETE REPAIRS - 4419341							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
				LRTP No: Objective 1.53 - Page 2-6		Length: .000	
MNT	D	73,830	0	0	0	0	73,830
Total		73,830	0	0	0	0	73,830
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>73,830</i>
LIGHTING AGREEMENTS AT DDR FUNDS - 4136153							*Non-SIS*
LIGHTING							
Responsible Agency: FDOT							
MNT	D	363,801	374,721	385,961	397,536	409,458	1,931,477
Total		363,801	374,721	385,961	397,536	409,458	1,931,477
<i>Prior Cost < 2018/19</i>		<i>3,865,023</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>5,796,500</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION COUNTY PEDESTRIAN LIGHTING BUNDLE - 4398872							*SIS*
LIGHTING							Length: 1.234
Responsible Agency: FDOT							
CST	HSP	150,000	0	0	0	0	150,000
Total		150,000	0	0	0	0	150,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>150,000</i>
OCALA OPERATIONS COMPLEX CONTRACTED SERVICES PROJECT - 4425721							*Non-SIS*
FIXED CAPITAL OUTLAY							Length: .000
Responsible Agency: Managed by FDOT							
MNT	D	64,500	0	0	0	0	64,500
Total		64,500	0	0	0	0	64,500
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>64,500</i>
PERFORMANCE AESTHETICS - 4278392							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							Length: .000
Responsible Agency: FDOT							
MNT	D	758,500	740,000	740,000	740,000	740,000	3,718,500
Total		758,500	740,000	740,000	740,000	740,000	3,718,500
<i>Prior Cost < 2018/19</i>		<i>3,311,500</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>7,030,000</i>

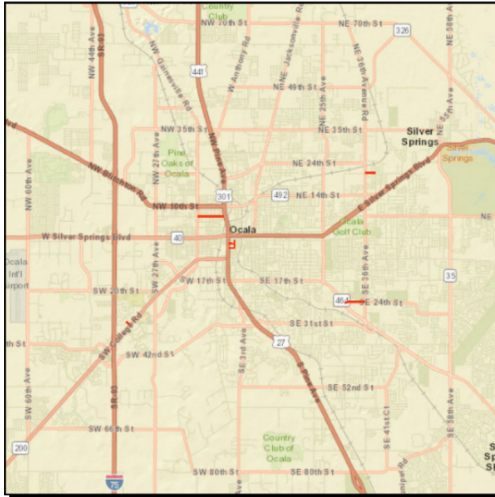
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PRIMARY IN HOUSE AT VARIOUS ROADWAYS - 4181071							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	9,031,387
Total		1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	9,031,387
<i>Prior Cost < 2018/19</i>		<i>30,554,979</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>39,586,366</i>
TRAFFIC SIGNALIZATION AT VARIOUS LOCATIONS - 4130194							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
OPS	DDR	351,548	351,548	0	0	0	703,096
Total		351,548	351,548	0	0	0	703,096
<i>Prior Cost < 2018/19</i>		<i>4,194,626</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>4,897,722</i>
UNPAVED SHOULDER REPAIR - 4291781							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
LRTP No: Objective 1.53 - Pg 2-6							
MNT	D	600,000	0	0	0	0	600,000
Total		600,000	0	0	0	0	600,000
<i>Prior Cost < 2018/19</i>		<i>1,132,550</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,732,550</i>

Section 4 - Bike / Ped Projects

CITYWIDE SIDEWALK IMPROVEMENTS

4363751

Non-SIS



Work Summary: SIDEWALK

From:

To:

Lead Agency: City of Ocala

Length: .000

LRTP #: GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	763,647	0	0	763,647
CST	LF	0	0	103,226	0	0	103,226
CST	SA	0	0	8,353	0	0	8,353
Total		0	0	875,226	0	0	875,226

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

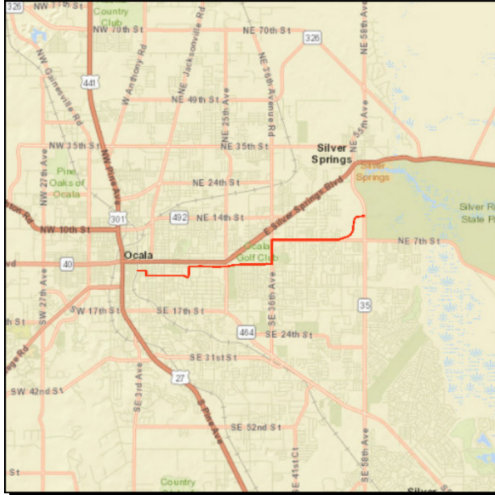
Total Project Cost: 875,226

Project Description: Downtown sidewalk construction (Various locations).

DOWNTOWN OCALA TO SILVER SPRINGS TRAIL

4367561

Non-SIS



Work Summary: BIKE PATH
From: OSCEOLA AVE
To: SILVER SPRINGS STATE PARK
Lead Agency: City of Ocala
Length: .000
LRTP #: GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALL	0	253,000	0	0	0	253,000
Total		0	253,000	0	0	0	253,000

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

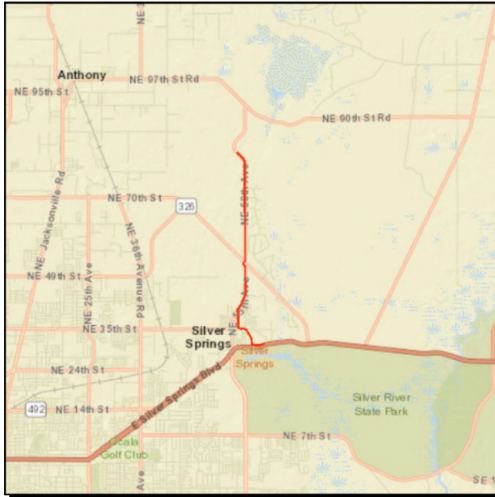
Total Project Cost: 253,000

Project Description: Construct/designate an eight to twelve-foot multi-use path from Osceola Avenue to Silver Springs State Park.

INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO

4367551

Non-SIS



Work Summary: BIKE PATH **From:** SILVER SPRINGS PARK

To: INDIAN LAKE PARK

Lead Agency: Marion County

Length: .000

LRTP #: GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALL	0	0	0	155,000	0	155,000
Total		0	0	0	155,000	0	155,000

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

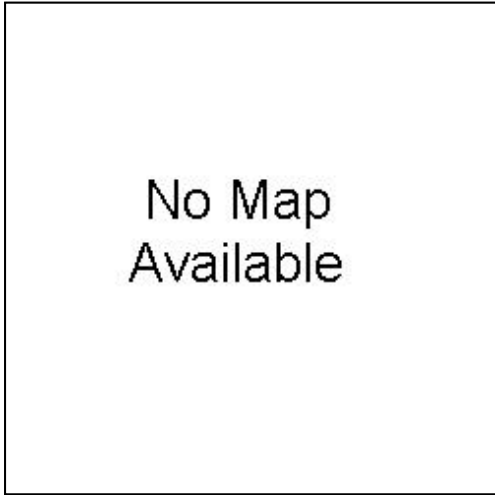
Total Project Cost: 155,000

Project Description: Construct approximately five miles of twelve-foot wide multi-use path from Silver Springs State Park north to Indian Lakes Park.

LEGACY ELEMENTARY SCHOOL SIDEWALKS

4364743

Non-SIS



Work Summary: SIDEWALK
From: CHESTNUT RD, LARCH RD, JUNIPER RD & SE 79TH ST
To:
Lead Agency: Managed by MARION COUNTY
Length: .000
LRTP #: Goal 1 & 3: Page 2-8 & 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	0	1,441,659	0	1,441,659
Total		0	0	0	1,441,659	0	1,441,659

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

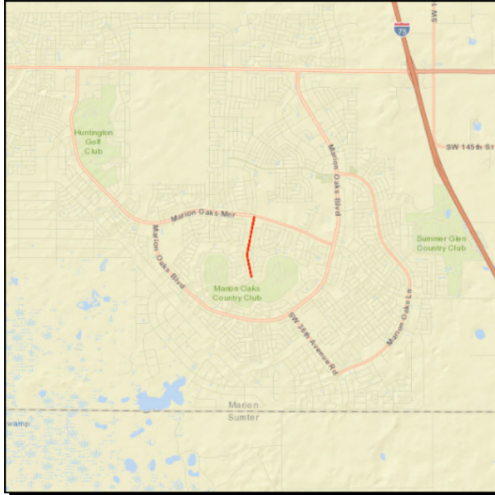
Total Project Cost: 1,441,659

Project Description: Construct sidewalks Larch Road and SE 79th Street. Complete construction on sidewalks on Chestnut Road and Juniper Road.

MARION OAKS-SUNRISE/HORIZON SIDEWALKS

4408801

Non-SIS



Work Summary: SIDEWALK
From: MARION OAKS GOLF WAY
To: MARION OAKS MANOR

Lead Agency: Managed by MARION COUNTY
Length: .840
LRTP #: GOAL 1: Objective 2 - Page 2-8

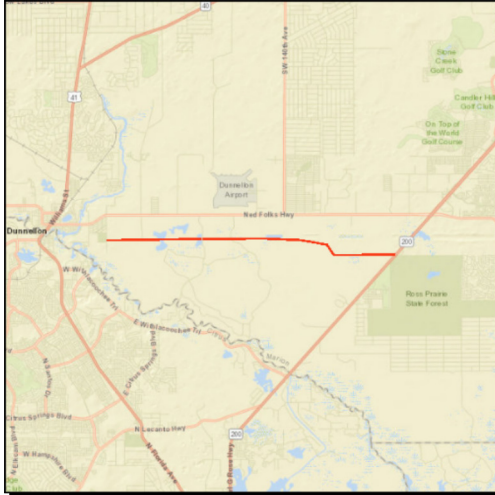
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALT	0	0	0	605	0	605
PE	TALL	0	0	0	35,605	0	35,605
Total		0	0	0	36,210	0	36,210

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 36,210
Project Description: Construct 0.84 miles of five-foot sidewalks from Marion Oaks Country Club to Marion Oaks Manor.

PRUITT TRAIL

4354841

Non-SIS



Work Summary: BIKE PATH
From: WITHLACOCHEE BRIDGE TRAIL AT BRIDGES ROAD
To: SR 200
Lead Agency: Marion County
Length: .000
LRTP #: GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	0	10,000	0	10,000
CST	SL	0	0	0	1,850,000	0	1,850,000
CST	SN	0	0	0	1,850,000	0	1,850,000
Total		0	0	0	3,710,000	0	3,710,000

Prior Cost < 2018/19: 167,500
Future Cost > 2022/23: 0
Total Project Cost: 3,877,500
Project Description: Construct a twelve-foot wide paved multi-use path from SR 200 to the Bridges Road Trailhead.

SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS

4364742

Non-SIS



Work Summary: SIDEWALK
From: SW 43RD CT
To: SW 44TH AVE
Lead Agency: Managed by MARION COUNTY
Length: .000
LRTP #: Goal 1 & 3: Page 2-8 & 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	0	26,847	0	26,847
CST	TALL	0	0	0	290,249	0	290,249
Total		0	0	0	317,096	0	317,096

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 317,096

Project Description: Construct five-foot wide sidewalks from the Fore Ranch Community to Saddlewood Elementary School.

SILVER SPRINGS BIKEWAY

4354861

Non-SIS



Work Summary: BIKE PATH
From: SE 64TH AVE RD
To: SILVER SPRINGS STATE PARK
Lead Agency: Marion County
Length: .000
LRTP #: GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	2,437,407	0	0	0	2,437,407
CST	SL	0	1,515,573	0	0	0	1,515,573
CST	TALL	0	518,153	0	0	0	518,153
CST	SA	0	8,911	0	0	0	8,911
Total		0	4,480,044	0	0	0	4,480,044

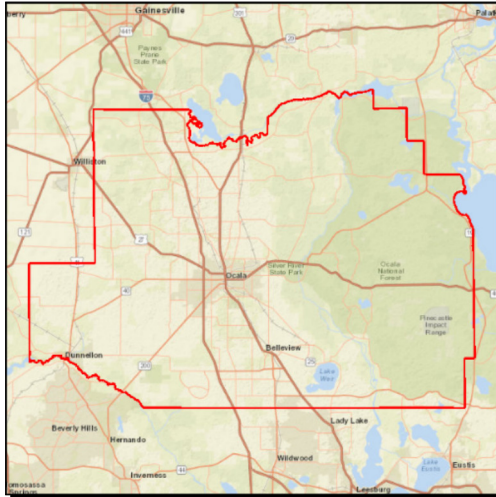
Prior Cost < 2018/19: 525,000
Future Cost > 2022/23: 0
Total Project Cost: 5,005,044

Project Description: Construct a twelve-foot paved multi-use path from Silver Springs State Park to CR 42 along the Ocklawaha River, primarily along the existing levy system.

SILVER SPRINGS STATE PARK

4261791

Non-SIS



Work Summary: BRIDGE-NEW STRUCTURE

From: PEDESTRIAN BRIDGES

To:

Lead Agency: Managed by FDOT

LRTP #: Goal 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SN	0	0	8,099	0	0	8,099
PE	TALN	0	0	252,844	0	0	252,844
Total		0	0	260,943	0	0	260,943

Prior Cost < 2018/19: 65,058

Future Cost > 2022/23: 0

Total Project Cost: 326,001

Project Description: Two pedestrian bridges to be constructed within Silver Springs State Park as part of a mitigation package due to the impacts of widening SR 40.

SR 40 (BLACK BEAR TRAIL)

4363601

Non-SIS



Work Summary: BIKE PATH **From:** SE 183RD AVENUE ROAD
To: US 17 (VOLUSIA COUNTY)
Lead Agency: FDOT **Length:** Approx. 27 Miles
LRTP #: GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	SA	0	1,100,000	0	0	0	1,100,000
Total		0	1,100,000	0	0	0	1,100,000

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 1,100,000

Project Description: The Black Bear Trail will be a twelve foot wide multi-use path that generally parallels SR 40 from SE 183rd Avenue Road (Levy Hammock Road) in Marion County, through Lake County, to US 17 in Volusia County.

Section 5 - Aviation Projects

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION COUNTY AIRPORT - 4384231							*Non-SIS*
AVIATION PRESERVATION PROJECT							L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9 Length: .000
Responsible Agency: Marion County							
CAP	DPTO	0	0	38,782	0	0	38,782
CAP	LF	0	0	9,696	0	0	9,696
CAP	FAA	0	0	436,300	0	0	436,300
Total		0	0	484,778	0	0	484,778
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>484,778</i>

MARION COUNTY AIRPORT AT PARALLEL TAXIWAY TO RUNWAY 5-23 - 4370241							*Non-SIS*
AVIATION SAFETY PROJECT							L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9
Responsible Agency: Marion County							
CAP	DPTO	185,190	0	0	0	0	185,190
CAP	LF	46,297	0	0	0	0	46,297
CAP	FAA	2,083,385	0	0	0	0	2,083,385
Total		2,314,872	0	0	0	0	2,314,872
<i>Prior Cost < 2018/19</i>		<i>170,000</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>2,484,872</i>

MARION COUNTY AIRPORT FROM LANDSIDE ACCESS & PARKING IMPROVEMENTS TO PHASE II - 4384271							*Non-SIS*
AVIATION REVENUE/OPERATIONAL							L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9
Responsible Agency: Marion County							
CAP	DDR	0	0	0	0	600,000	600,000
CAP	LF	0	0	0	0	150,000	150,000
Total		0	0	0	0	750,000	750,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>750,000</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
MARION COUNTY AIRPORT AT OVERLAY RUNWAY 9/27 - 4384171							*Non-SIS*	
AVIATION PRESERVATION PROJECT		L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DPTO	0	0	145,600	0	0	145,600	
CAP	LF	0	0	36,400	0	0	36,400	
Total		0	0	182,000	0	0	182,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>182,000</i>	
MARION COUNTY AIRPORT AT SECURITY IMPROVEMENTS - 4384331							*Non-SIS*	
AVIATION SECURITY PROJECT		L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DPTO	0	93,573	0	0	0	93,573	
CAP	LF	0	23,393	0	0	0	23,393	
Total		0	116,966	0	0	0	116,966	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>116,966</i>	
MARION-DUNNELLON AT LANDSIDE ACCESS & PARKING IMPROVEMENTS - 4384301							*Non-SIS*	
AVIATION REVENUE/OPERATIONAL		L RTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DPTO	0	200,000	0	0	0	200,000	
CAP	LF	0	50,000	0	0	0	50,000	
Total		0	250,000	0	0	0	250,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>250,000</i>	

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
MARION-DUNNELON PARALLEL TAXIWAY TO RUNWAY 9-27 AT PARALLEL TAXIWAY TO RUNWAY 9-27 - 4384351							*Non-SIS*	
AVIATION CAPACITY PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: Marion County								
CAP	DDR	0	0	0	1,280,000	0	1,280,000	
CAP	LF	0	0	0	320,000	0	320,000	
Total		0	0	0	1,600,000	0	1,600,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,600,000</i>	
OCALA INTERNATIONAL AT EXPAND FUEL FARM - 4407801							*Non-SIS*	
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					Length: .000	
Responsible Agency: City of Ocala								
CAP	DDR	0	0	0	360,000	760,000	1,120,000	
CAP	LF	0	0	0	90,000	190,000	280,000	
Total		0	0	0	450,000	950,000	1,400,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,400,000</i>	
OCALA INTERNATIONAL AIRPORT AT LAND ACQUISITION - 4370171							*Non-SIS*	
AVIATION ENVIRONMENTAL PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: City of Ocala								
CAP	DDR	0	1,000,000	0	0	0	1,000,000	
CAP	LF	0	250,000	0	0	0	250,000	
Total		0	1,250,000	0	0	0	1,250,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,250,000</i>	

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
OCALA INTERNATIONAL AIRPORT AT NORTH INDUSTRIAL PARK ACCESS ROAD - 4384771							*Non-SIS*	
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: City of Ocala								
CAP	DDR	0	0	0	0	520,000	520,000	
CAP	LF	0	0	0	0	130,000	130,000	
CAP	FAA	0	0	0	0	5,850,000	5,850,000	
Total		0	0	0	0	6,500,000	6,500,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>6,500,000</i>	

OCALA INTERNATIONAL AIRPORT AT WEST INDUSTRIAL PARK ACCESS ROAD - 4384761							*Non-SIS*	
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: City of Ocala								
CAP	DDR	0	0	104,000	160,000	0	264,000	
CAP	LF	0	0	26,000	40,000	0	66,000	
CAP	FAA	0	0	1,170,000	1,800,000	0	2,970,000	
Total		0	0	1,300,000	2,000,000	0	3,300,000	
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,300,000</i>	

OCALA INTERNATIONAL AIRPORT AT TAXIWAY "A" REHABILITATION - 4370311							*Non-SIS*	
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9						
Responsible Agency: City of Ocala								
CAP	DPTO	0	275,000	0	0	0	275,000	
CAP	LF	0	275,000	0	0	0	275,000	
CAP	FAA	0	4,950,000	0	0	0	4,950,000	
Total		0	5,500,000	0	0	0	5,500,000	
<i>Prior Cost < 2018/19</i>		<i>418,998</i>	<i>Future Cost > 2022/23</i>		<i>0</i>	<i>Total Project Cost</i>	<i>5,918,998</i>	

Section 6 - Transit Projects

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION TRANSIT FROM RURAL TRANSPORTATION TO SECTION 5311 - 4333121							*Non-SIS*
OPERATING/ADMIN. ASSISTANCE							Length: .000
Responsible Agency: Ocala/Marion TPO							
OPS	DU	813,390	854,060	896,764	941,602	0	3,505,816
OPS	LF	813,390	854,060	896,764	941,602	0	3,505,816
Total		1,626,780	1,708,120	1,793,528	1,883,204	0	7,011,632
<i>Prior Cost < 2018/19</i>		<i>1,549,316</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>8,560,948</i>

MARION TRANSIT FROM RURAL TRANSPORTATION TO SECTION 5311 - 4424601							*Non-SIS*
OPERATING/ADMIN. ASSISTANCE							Length: .000
Responsible Agency: Marion County							
OPS	DU	0	0	0	0	988,681	988,681
OPS	LF	0	0	0	0	988,681	988,681
Total		0	0	0	0	1,977,362	1,977,362
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,977,362</i>

SUNTRAN - 4355171							*Non-SIS*
CAPITAL FOR FIXED ROUTE							Length: .000
Responsible Agency: Ocala/Marion TPO							
CAP	SL	3,600,000	0	0	0	0	3,600,000
CAP	LF	900,000	0	0	0	0	900,000
Total		4,500,000	0	0	0	0	4,500,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>4,500,000</i>

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SUNTRAN FROM OPERATING FIXED ROUTE TO SECTION 5307 - 4333041							*Non-SIS*
OPERATING FOR FIXED ROUTE							Length: .000
Responsible Agency: Ocala/Marion TPO							
OPS	DPTO	634,679	660,281	693,295	727,960	0	2,716,215
OPS	LF	634,679	660,281	693,295	727,960	0	2,716,215
OPS	FTA	400,000	400,000	0	0	0	800,000
Total		1,669,358	1,720,562	1,386,590	1,455,920	0	6,232,430
<i>Prior Cost < 2018/19</i>		<i>1,614,874</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>7,847,304</i>

SUNTRAN FROM URBAN CAPITAL FIXED ROUTE TO FTA SECTION 5307 - 4271882							*Non-SIS*
CAPITAL FOR FIXED ROUTE							Length: .000
Responsible Agency: Ocala/Marion TPO							
CAP	FTA	2,192,058	2,257,820	2,325,554	2,395,321	2,467,181	11,637,934
CAP	LF	548,015	564,455	581,389	598,830	616,795	2,909,484
Total		2,740,073	2,822,275	2,906,943	2,994,151	3,083,976	14,547,418
<i>Prior Cost < 2018/19</i>		<i>9,252,699</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>23,800,117</i>

SUNTRAN FROM OPERATING FIXED ROUTE TO SEC 5307 - 4424551							*Non-SIS*
OPERATING FOR FIXED ROUTE							Length: .000
Responsible Agency: Ocala/Marion TPO							
OPS	DPTO	0	0	0	0	764,358	764,358
OPS	LF	0	0	0	0	764,358	764,358
OPS	FTA	0	0	0	0	400,000	400,000
Total		0	0	0	0	1,928,716	1,928,716
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,928,716</i>

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RESOLUTION

NO.

RESOLUTION OF THE OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO) ENDORING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FISCAL YEAR 2018/19 – 2022/23.

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

WHEREAS, Title 23 U.S.C 134(h), 23 CFR Section 450 and Florida Statute 339.175(7) require each Metropolitan/Transportation Planning Organization to annually submit a Transportation Improvement Program; and

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

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

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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the ‘Roll-Forward’ Transportation Improvement Program for FY 2018/19 – 2022/23.

CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 11th day of July 2018.

By: _____
David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director



June 21, 2018

TO: TPO Board Members

FROM: Derrick Harris, Transportation Planner

RE: Public Involvement Plan (PIP) DRAFT

Attached is the DRAFT 2018 Public Involvement Plan (PIP) for your review. This document has been updated from the previously approved PIP in 2014. Therefore, this document is an update to a currently existing plan rather than a new plan altogether. Some of the key updates are as follows:

- Committee Representation from various organizations
- Methods for evaluating the TPO's effectiveness in involving the public
- Tables that clearly depict committee's roles within the TPO, and timelines for plan updates and public comments

TPO staff will present this document to committee members at the June 12th meeting. Staff is requesting approval of this document.

If you have any questions regarding the Public Involvement Plan, please feel free to contact the TPO staff at (352)-629-8297.



**OCALA / MARION COUNTY
TRANSPORTATION PLANNING
ORGANIZATION (TPO)**

**PUBLIC INVOLVEMENT PLAN
(PIP)**

**ADOPTED
00/00/2018**

PUBLIC INVOLVEMENT PLAN (PIP)

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PUBLIC INVOLVEMENT PLAN (PIP)

PURPOSE

Public Involvement is at the center of the transportation planning process, as transportation networks affect the public in a variety of ways. Therefore, the voice of the public is essential in ensuring that the transportation decisions that are made, are efficient, and effective at serving the residents they impact. The Ocala/Marion Transportation Planning Organization's (TPO) Public Involvement Plan (PIP) documents the goals, objectives, and strategies for ensuring that all individuals have every opportunity to be involved in transportation planning decisions. As the transportation network effects economic vitality, personal and freight mobility, and local/regional priorities it is critical for the voices of everyone to be heard and documented.

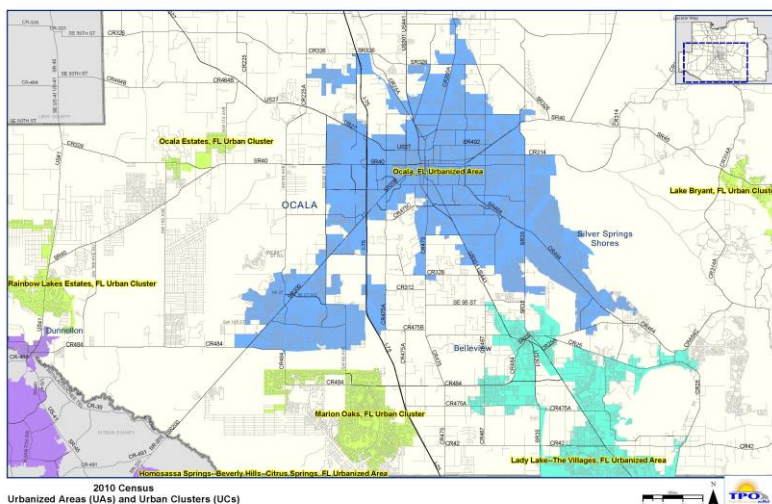
It is the primary goal of this document to increase awareness on the various opportunities that are available to the public, and the measurements used by the TPO to determine our effectiveness with advertising and promoting those opportunities. The TPO is committed to ensuring that all individuals can be involved, especially those communities who have been traditionally under-served and under-represented.

1.0 TPO HISTORY AND STRUCTURE

History

The Federal Highway Act of 1962 established legislation that mandated that any urbanized area with a population of 50,000 or more that plans to expend United States Department of Transportation funding must subscribe to a continuing, cooperative and comprehensive ('The 3-C') planning process.

The Ocala/Marion County TPO was established to provide a forum for the development of transportation policy and transportation planning services for the Ocala/Marion County area. The TPO was established in 1981 after the US Census Bureau determined that the urbanized population of Marion County had surpassed the threshold of 50,000 people. The Ocala/Marion County urbanized area includes the Cities of Ocala, Belleview and Dunnellon and their surrounding areas, and the adjoining areas between Ocala and Belleview. Also included are the



areas of Silver Springs Shores and Marion Oaks, the SR 200 corridor to CR 484 and the US 441 corridor from Belleview to the Lake County line east of US 301 and west of CR 25. Additional Urban Clusters have been identified at Lake Bryant, Ocala Estates and Rainbow Lakes Estates (See Figure 1). The planning boundaries for the TPO include all of Marion County.

PUBLIC INVOLVEMENT PLAN (PIP)

Committees/Board Structure

The Ocala/Marion TPO is supported by a diverse subcommittee structure that provides input from a variety of sources. A description of each of the elements of this structure and the TPO Board is listed below.

Citizens Advisory Committee (CAC)

The Citizens Advisory Committee (CAC) is comprised of up to 16 Marion County residents who provide input to the TPO from a citizen's point of view. Appointments to this committee are made through an application process where the candidates are interviewed by TPO staff and are then recommended to the TPO board for membership. The TPO board then votes on approval of each candidate's appointment. Considerations for appointment are based on the geographic location, interviews and overall background of each candidate. The Ocala/Marion County TPO strives to maintain a cross-section of Marion County citizens in order to provide a well-rounded review of transportation issues both geographically and professionally.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) membership is comprised of twelve members who are planners, engineers, technicians and other professionals representing local and state government agencies and local transit providers. The TAC recommendations are based on the professional experience of the committee members.

The TAC is comprised of the representatives from the following organizations:

- *The City of Belleview: Development Services*
- *The City of Dunnellon: Community Development*
- *The City of Ocala: Traffic Engineering*
- *The City of Ocala: Growth Management*
- *Marion County Board of County Commissioners: Traffic Engineering*
- *Marion County Board of County Commissioners: Growth Services*
- *Marion County Public Schools*
- *The Florida Department of Environmental Protection: Office of Greenways & Trails*
- *The Florida Department of Transportation*
- *SunTran*

Both the CAC and TAC offer input from their varying perspectives, whether that be in a professional sense (planners, engineers, etc.) or from a citizen perspective (local residents). These committees both garner feedback, input, advice, and recommendations for staff to present to the TPO Board.



The TPO Board

The TPO board is the final level of review and decision-making body in the TPO organizational structure. Recommendations from TPO staff and the committee substructure are reviewed, discussed and then either approved or rejected through a one member-one vote process.

PUBLIC INVOLVEMENT PLAN (PIP)

The TPO Board voting membership is comprised of one representative from the City of Belleview City Commission and the City of Dunnellon City Council, five members from the city council of the City of Ocala and the five county commissioners from the Marion County Board of County Commissioners. The FDOT-District Five Secretary is also a non-voting member of the TPO Board

Regular Meetings

Regular meetings of the TPO Board shall be held at least quarterly. At the last regular meeting of each year, the TPO will approve the following year's meeting schedule. Regular meeting dates and times may be changed by the chairman or vice-chairman to accommodate special circumstances such as holidays.

Special Meetings

A special meeting of the TPO Board may be called by the Chairman. Each member of the TPO and local media services will receive a notification of such special meeting stating the date, hour and place of the meeting and the purpose for which such meeting is called, and no other business shall be transacted at that meeting.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

The Transportation Disadvantaged Local Coordinating Board (TDLCB) is comprised of up to sixteen members and is charged with oversight of the Community Transportation Coordinator (CTC). The membership is comprised of one representative each from the City of Ocala, Marion County Public School board, the FDOT, and various health and labor not-for-profit organizations. The Commission for the Transportation Disadvantaged provides funding to the CTC to provide transportation to local residents. The TDLCB is responsible for reviewing the performance of the CTC and establishing trip priorities.

The TDLCB is comprised of representatives from the following organizations:

- *Marion County Board of County Commissioners*
- *Marion County Department of Veteran Affairs*
- *Marion County Public Schools*
- *The City of Ocala*
- *Ocala Housing Authority*
- *Centers for Independent Living*
- *CLM Workforce*
- *Florida Center for the Blind*
- *The Agency for Health Care Administration*
- *The Agency for Persons with Disabilities*
- *The Florida Department of Education*
- *The Florida Department of Elder Affairs*
- *The Florida Department of Health – Marion County*
- *The Florida Department of Transportation*

The public is encouraged to attend all TPO committee and board meetings. Meetings are advertised on the websites of the TPO, Marion County and the cities of Belleview, Dunnellon and

PUBLIC INVOLVEMENT PLAN (PIP)

Ocala as well as the TPO's most current social media site in accordance with the notification requirements of **Florida Statute s.286.011, F.S.**

PUBLIC INVOLVEMENT PLAN (PIP)

2.0 PUBLIC INVOLVEMENT GOALS, POLICIES & OBJECTIVES

Goal: The public involvement process is intended to provide accurate and timely information about ongoing or upcoming transportation planning projects.

Objective #1: *The TPO shall encourage participation by all Marion County citizens in the transportation planning process.*

The TPO shall:

- Policy 1.1: Strive to include those citizens that are among the traditionally underserved and under-represented, including business owners and residents who are a part of but not limited to, low-income and minority households.
- Policy 1.2: Whenever possible, hold public meetings at locations that are easily accessible to potentially affected residents and business owners.
- Policy 1.3: Schedule public involvement activities, to the maximum extent possible, at key decision-making points, during the development of TPO projects.
- Policy 1.4: Assist in making arrangements, with reasonable notice of at least 48 hours, for any citizen who requires special accommodations while attending any TPO related events.
- Policy 1.5: Provide timely and comprehensive information that is easily understandable to the average citizen.
- Policy 1.6: Strive to continuously enhance the public awareness and knowledge of transportation related issues in an effort to foster increased trust and to maintain and continually increase credibility with the public.
- Policy 1.7: Ensure that all TPO sponsored meetings, where two or more elected officials are present, will be subject to the rules of Florida's Government-in-the-Sunshine Law.

Measurement

- Hold meetings in various locations, and times to ensure a large part of the populace has the opportunity to voice any questions, concerns, or support. Keep an updated log of all events, activities, and locations.
- Keep a log of any accommodations that were provided to individuals upon request, such as translation of materials or a translator for any Limited English Proficient (LEP) persons.

Objective #2: *The TPO shall continually notify and provide updates to the public of all upcoming and ongoing TPO transportation related activities.*

The TPO shall:

- Policy 2.1: Continually update the TPO website in order to ensure that the most current versions of all TPO publications are readily available to the public.

PUBLIC INVOLVEMENT PLAN (PIP)

- Policy 2.2: Post notices of all upcoming meetings and hearings on the TPO website.
- Policy 2.3: Post updates on the status of upcoming and ongoing roadway projects.
- Policy 2.4: Post agendas and meeting packets of all upcoming CAC, TAC, TDLCB and TPO board meetings on the TPO website.
- Policy 2.5: Maintain a contact database for mailing and electronic notification of all interested residents and organizations of upcoming meetings, hearings or projects.
- Policy 2.6: Create and distribute flyers and newsletters to inform the public of upcoming projects and the status of ongoing projects.
- Policy 2.7: Have staff available to address private and public organizations, as requested and with reasonable notice, about TPO or other transportation related activities.
- Policy 2.8: Have staff available at the TPO office during normal business hours to provide project specific and/or general information about TPO or other transportation related activities.
- Policy 2.9: Make all documentation and data available, with reasonable notice, upon public request.

Measurement

- Continual update of the TPO website, and plans.
- Continually advertise for upcoming events, plan updates, and scheduled TPO activities.
- Look for new ways to promote and advertise to increase awareness of events, and activities.

Objective #3: *The TPO shall continually identify, and where applicable, implement new methods to improve the overall public involvement process.*

The TPO shall:

- Policy 3.1: Utilize continuing education and training courses to increase the communication, written and presentation skills of TPO staff.
- Policy 3.2: Continually seek increasingly effective methods to enhance public involvement and community outreach activities.
- Policy 3.3: Review all public involvement activities for continued viability.
- Policy 3.4: Ensure that the most effective public outreach techniques are utilized for the appropriate tasks.
- Policy 3.5: Communicate with other Metropolitan Planning Organizations (MPO) to stay informed about the status of other public involvement programs.

Measurement

PUBLIC INVOLVEMENT PLAN (PIP)

- TPO staff will keep records of any continuing education/seminars/webinars taken throughout the year.
- Will seek out new training opportunities throughout the year.
- Actively recruit a diverse group of new members for committees through our local partners and connections.

PUBLIC INVOLVEMENT PLAN (PIP)

3.0 PRINCIPAL RESPONSIBILITIES

3.1 LONG RANGE ACTIVITIES

Public participation is especially crucial in the development of any long-term plan or program. The activities listed below shape the development and implementation of the transportation system over the course of several years. To obtain the highest level of public participation, individual participation plans are developed for each activity. The tools utilized can include large public meetings, small community or civic group meetings, interactive sessions, or displays at public events.

3.1.1 Long Range Transportation Plan

The Long-Range Transportation Plan (LRTP) is the cornerstone of the transportation planning process for the Ocala/Marion County area. The LRTP serves as a twenty-five-year blueprint for transportation improvements for the entire county. The plan projects future population and employment and analyzes their impact on the anticipated transportation system. In addition, it includes goals, objectives and financial projections as well as estimates of future traffic.

Long Range Transportation Plan (LRTP)
Cornerstone of the transportation planning process
Serves as a 20 to 25-year blueprint for transportation improvements & projects
Analyzes future population, employment, and economic growth
Includes financial projections
A 30-Day Public Comment Period
Updated every 5 years

3.1.2 Transit Development Plan

The Transit Development Plan (TDP) serves as the five-year plan for public transportation services for the area. The TPO's first TDP, adopted in March 1996, laid the foundation for the development and startup of SunTran, the area's first fixed-route, urban bus service. The TDP also reviews the paratransit system administered by Marion Transit Services (MTS). An update of the TDP was completed in August 2012 and included analysis of expansion of SunTran through additional routes and expanded hours as well as potential increases of service levels for MTS.

3.1.3 Bicycle/Pedestrian Master Plan Update

The Bicycle/Pedestrian Master Plan provides the framework for a ten-year planning horizon that identifies key bicycling and pedestrian facilities, projects and policy direction. This program is the first step in establishing a contiguous system of bicycle and pedestrian pathways throughout Marion County. The first master plan was adopted in 1997. An update to the initial document was completed in September of 2014 by identifying new facilities and deficiencies, adding an extensive trails component and updating policies.

3.1.4 Title VI Nondiscrimination Plan

The Ocala/Marion TPO is committed to ensuring that no person is excluded or discriminated against because of their race, color, or national origin as identified as part of Title VI of the Civil

PUBLIC INVOLVEMENT PLAN (PIP)

Rights Act of 1964 and related statutes. Therefore, through the planning process of plan updates, committee meetings, and associated TPO activities, staff has used and will continue to use a variety of outreach strategies to incorporate all individuals throughout the community. These include stakeholder interviews, community meetings, project specific website like www.planocalamarion.com which was used for the Long-Range Transportation Plan (LRTP) update, and in-person meetings. In addition, any board meeting is open to the public and there is opportunity for public comment.

Strategies for outreach include holding public activities, and community meetings in locations that are accessible to all individuals. Therefore, meetings are held in Silver Springs Shores, Marion Oaks Civic Association, City of Dunnellon, City of Belleview, as well as throughout the City of Ocala. This ensures that all communities have the chance to be involved without having to travel long distances in order for their voices to be heard. Also, it is defined by Executive Order 12898 Environmental Justice, that communities that have been traditionally underserved were involved throughout the transportation planning process.

Please see **APPENDIX C** for the TPOs Title VI Policy and complaint procedure. For information on instructions on how to file a complaint, a complaint form, a list of Title VI investigations, complaints, or lawsuits, please see the TPOs Title VI Plan at the following website <http://www.ocalamariontpo.org/what-we-do/plans-and-programs>.

3.1.5 Limited English Proficiency (LEP)

The purpose of the LEP is to increase awareness and provide meaningful access to all TPO plans, programs, meetings, and events to individuals with limited to no ability to speak, read, or write English. The TPO is committed to increasing awareness to all individuals, including those that have been traditionally underserved, such as those with Limited English Proficiency (LEP). Both the TPO and SunTran websites can be translated into more than 100 languages so that access is available to all citizens. For more information regarding the TPO's LEP plan, please see the appendix section of the Title VI Plan on the TPOs website <http://www.ocalamariontpo.org/what-we-do/plans-and-programs>.

3.2 ANNUAL ACTIVITIES

Throughout the course of any given year, the TPO is required to produce or update a varied number of documents that detail various aspects of the transportation planning process. A majority of these documents are reviewed by both the CAC and TAC for recommendation and then forwarded to the TPO for final approval. While the TPO strives to keep annual activities on a consistent schedule, the timeframes listed may shift slightly from year to year. Please check the TPO website at www.ocalamariontpo.org for the most up-to-date information regarding any activities. The following chart is a summary of the schedule, and public comment/notice periods for the governing board, committees, and required plans of the TPO:

PUBLIC INVOLVEMENT PLAN (PIP)

Opportunities for Public Participation		Schedule	Public Comment Period	Public Notice
Meetings				
Governing Board	Ocala/Marion TPO	Meets 4th Tuesday of Every Month	Every Meeting	7 days
Committees	TAC, CAC	Meets Monthly	Every Meeting	7 days
	TDLCB*	Meets Quarterly	Every Meeting	7 days
Program Adoption				
Long Range Transportation Plan	L RTP	Every Five Years	30 Days*	30 Days
Transportation Improvement Program	TIP	Every Year (May & October)	30 Days	30 Days
Unified Planning Work Program	UPWP	Every Two Years (July 1 st)	30 Days	30 Days
Public Involvement Plan	PIP	Every Three Years	45 Days	45 Days
Transit Development Plan	TDP	Every Five Years	30 Days	30 Days
Program Amendments				
Long Range Transportation Plan	L RTP	As Needed	30 Days	30 days
Transportation Improvement Program	TIP	As Needed	7 Days	7 days
Unified Planning Work Program	UPWP	As Needed	7 Days	7 days
Public Involvement Plan	PIP	As Needed	7 Days	7 days
Transit Development Plan	TDP	As Needed	7 Days	7 days

* The Long-Range Transportation Plan (LRTP) requires a public hearing. Public Hearings satisfy specific regulatory requirements. Whereas, Public meetings are held throughout the planning process to gather citizen input, and feedback. In addition, the Transportation Disadvantaged Local Coordinating Board (TDLCB) Committee holds an annual public hearing. For more information about Public hearings see section 4.0.2 regarding Legal Advertisements.

3.2.1 Unified Planning Work Program

The Unified Planning Work Program (UPWP) is produced on a biennial basis and serves as the TPO’s work plan for a given fiscal year. The UPWP outlines various tasks and programs for which the TPO is responsible and lists projected expenditures. It also identifies funding sources

PUBLIC INVOLVEMENT PLAN (PIP)

(federal, state and local) and their contribution. The UPWP is developed over a four-month period beginning in February. The initial draft is developed by staff and reviewed by the CAC and TAC then the TPO board reviews and approves or recommends modifications to the draft version of the document. The draft is then transmitted to the FDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for review. These agencies provide comments back to TPO staff prior to final adoption. If there are substantial revisions required as a result of multi-agency comments, the final draft is again reviewed by the CAC and TAC prior to submittal to the TPO for final approval. Otherwise, the final draft is submitted directly to the TPO board in May.

Unified Planning Work Program (UPWP)
Outlines various tasks the TPO is responsible for
Identifies funding sources and their contributions from our local partners
Developed every 2 years (Must be adopted by July 1 st when developed)
A 30-Day Public Comment Period

3.2.2 Priority Project Review

Each year the TPO is required to review its Project Priorities listing. The Project Priority process is used to rank the significance of future transportation projects which establishes a preferred hierarchy for funding eligibility that is used as a guideline by the FDOT. Beginning in May, TPO staff makes recommendations to both the CAC and TAC for the current year priorities. After a 30-day review, the CAC and TAC make a final recommendation to the TPO board in June. The TPO board then reviews the listing and approves a final list for submittal to the FDOT in August.

3.2.3 Transportation Improvement Program

The Transportation Improvement Program (TIP) serves as the TPO's five-year transportation budget. It lists all transportation projects and their costs for a five-year period. The TIP includes projects from all modes of transportation (highway, transit, aviation, bicycle and pedestrian) as well as maintenance and resurfacing. By federal law, the TIP must be financially feasible based on available revenues. Since the State of Florida operates on a different fiscal year than local governments (July 1 – June 30 vs. October 1 – September 30), the TIP is updated twice each year in June and October to maintain consistency with the FDOT. The June update includes federal and state projects included in FDOT Five-Year Work Program. The October "Roll-Forward" update also includes local projects adopted as part of each municipality's respective budget process.

Transportation Improvement Program (TIP)
A 5-year transportation budget
Lists all projects upcoming within a 5-year period
Includes all modes of transportation
Includes projects from the Long-Range Transportation Plan (LRTP)
A 30-Day Public Comment Period
Updated every year (Usually May & October)

Amendments to or Removals from Transportation Improvement Program

PUBLIC INVOLVEMENT PLAN (PIP)

The existing federally approved TIP can be modified at any time when there is a joint agreement between the TPO and FDOT. Modification of a current TIP may require amendment to the FDOT Adopted Work Program. The district may amend the Adopted Work Program based on projects that require mid-year rescheduling, however; any project change requires joint action by the TPO and the FDOT.

Upon TPO endorsement of the TIP modification, a copy of the modification is sent to the district and DCA for consistency review purposes. Therefore, the TPO may not remove or reschedule any local City, County, or City/County funded level of service project from the current TIP to a subsequent TIP without an amendment. However, if a locally funded project is a non-level of service requirement, the TPO may unilaterally add, remove, or reschedule any project to the TIP.

Action by the District Secretary is required for all joint TIP amendments that involves the FDOT Adopted Work Program that is to be advanced, deleted, or rescheduled pursuant to the following provisions of paragraph 339.135(7) (c), F.S.:

- (a) Any amendment that deletes any projects or project phase;
- (b) Any amendment which adds a project estimated to cost over \$150,000;
- (c) Any amendment which advances or defers to another fiscal year, a right of way phase, a construction phase, or a public transportation project phase estimated to cost over \$500,000, except an amendment advancing or deferring a phase for a period of 90 days or less; or
- (d) Any amendment which advances or defers to another fiscal year, any preliminary engineering phase or design phase estimated to cost over \$150,000, except an amendment advancing or deferring a phase for a period of 90 days or less.

PUBLIC INVOLVEMENT PLAN (PIP)

4.0 PUBLIC INVOLVEMENT TECHNIQUES

This section defines the strategies and tools that are currently utilized to facilitate the public involvement process.

4.0.0 Public Notice

A Public Notice is a form of advertisement for any TPO meetings, events, workshops, plans or plan updates. The TPO advertises in multiple jurisdictions across Marion County, which include the Cities of Dunnellon, Belleview, Ocala, and Marion County. In addition, advertisements will be sent to the local newspaper, The Ocala Star Banner. Please refer to the following sections for specific strategies and tools utilized by the TPO for public outreach and involvement.

4.0.1 TPO Website

The TPO website features information on current and upcoming construction projects, priority projects, committee descriptions, meeting schedules and times, TPO staff contact information and sections that allow for the download of most TPO documents such as the Traffic Count book, the Bicycle/Pedestrian Master Plan and the current version of the Interactive TIP. The website is continually updated and maintained by TPO staff. The TPO website is the primary location of the most up-to-date information regarding all TPO activities.



4.0.2 Legal Advertisements

Formal notifications are distributed to the print media for publication in the legal section of local newspapers, at least two weeks in advance, to notify the public about upcoming TPO hearings. The Long-Range Transportation Plan requires a Public Hearing as it contains federal and state funded major transportation improvements. The Florida Department of Transportation defines a major transportation improvement in accordance with state law (Chapter 339.155, F.S.) as a project that increases capacity, builds new facilities, or provides new access to limited-access facilities. In addition, the Transportation Disadvantaged Local Coordinating Board (TDLCB) requires an annual public hearing.

4.0.3 Press Releases

General or official notifications are distributed to different media sources to inform the public of upcoming and ongoing transportation projects or other TPO related activities.

PUBLIC INVOLVEMENT PLAN (PIP)

4.0.4 Project Update Meetings

Project Update Meetings are held to keep the public informed on the progress of specific projects, plans or studies. These meetings typically begin approximately midway through a project, plan or study analysis period and additional meetings are conducted until the requisite action is completed.

4.0.5 Community Meetings

Community Meetings are held to solicit public opinion as related to a wide range of TPO sponsored activities. They are utilized in a variety of different planning activities from the development of individual projects all the way up to area-wide activities such as development of the LRTP. These meetings can be designed as broadly as to implore area wide attendance or specifically targeted towards individual groups such as civic organizations, homeowner's associations, special-interest groups, municipalities and local-elected officials.

4.0.6 Civic Groups

Civic Groups are specifically engaged in order to assemble diverse perspectives from groups that are organized around a common interest or in pursuit of a common cause. These groups can be composed of, but not limited to minorities, low-income citizens, the physically challenged and/or the elderly.

4.0.7 Newsletters

Newsletters are used to inform the public about the activities of the TPO or provide status updates on current or upcoming projects. They can be general in nature by providing quarterly or yearly synopses of TPO activities or more project-specific by focusing on individual phases of ongoing projects, plans or studies.

4.0.8 Maps

Printed maps are used in every type of TPO public involvement activity to provide a visible reference so participants are able to more effectively relate to the data that is being presented. Maps can be as small as a sheet of paper for inclusions in hand-outs or packets, or as large or larger than 'poster-size' to be openly displayed during meetings.

4.0.9 Surveys

Surveys are a standardized and structured method of soliciting input about specific topics, plans, or projects from the public. Surveys can also be used to collect technical or quantifiable data such as travel pattern information, number of miles driven to work or average number of trips driven per day.

4.0.10 Comment Forms

Comment forms are used to solicit public input about specific topics or presentations at public workshops or meetings. They are also used to allow the public to gauge different elements of those workshops and meetings, such as the quality of the presentation, clarity of the topic, staff knowledge and professionalism.

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To whom it may concern:

The TPO staff welcomes and encourages public comment and participation at all TPO related meetings. If you wish to have a staff member contact you to discuss concerns in greater detail, or if you would just like to formally make a comment regarding any TPO matter, please fill out the following comment form.

We thank you in advance for contributing to the transportation planning process in Marion County.

Name _____

Address _____

Contact Information _____

Comments: (please use back of page, if needed)

4.0.11 Posted Mail & E-Mail/Automated E-Mail Systems

Traditional and digital mailings are utilized to notify individuals and/or organizations about upcoming meetings, hearings or the status of a specific project and to transmit agendas. Posted mail can be postcards, flyers, agendas, newsletters or letters.

4.0.12 Sign-In Sheets & Contact Database

All TPO sponsored events utilize sign-in sheets to record citizen participation and to use as a basis for the construction of a contact database that is maintained by TPO staff or contracted consultants. Contact databases are used to notify all previous participants about significant upcoming events and to distribute newsletters either by e-mail or posted mail.

4.0.13 TPO Logo

The TPO logo is included on all TPO publications to signify the origin of the document or product. Any documents produced by the TPO, or by a consultant for the TPO, will feature the TPO logo. The TPO logo was updated in 2010.



APPENDIX

APPENDIX A

A.1 STATUTORY REQUIREMENTS

Federal and State Law require all MPOs/TPOs to provide consideration for projects that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized uses;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration of connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

A.2 Federal Requirements

- **The Intermodal Surface Transportation Efficiency Act (ISTEA)** of 1991 was landmark legislation for the future of transportation in the United States. ISTEA was unprecedented in its requirement that the “planning processes consider such factors as land-use and the overall social, economic, energy, and environmental effects of transportation decisions.” Additionally, ISTEA recognized that:
 - The inclusion of public outreach practices in the planning process is of critical importance as it allows the citizens and organizations to voice concerns and recommendations for individual plans or projects;
 - the Interstate Highway System is nearly complete and preservation rather than expansion is the higher priority;
 - a well integrated multi-modal transportation network is more efficient at moving freight and passengers than an independent, loosely connected series of transportation modes;
 - protection of the natural and human environments is important to the overall welfare of the population;
 - there should be accessibility to and equity in the provision of transportation services;
 - development patterns are rapidly changing, and the need to provide metropolitan planning areas with more control over their jurisdictions is paramount;
- On June 9, 1998, the President signed into law **PL 105-178 Transportation Equity Act for the 21st Century (TEA-21)**. **TEA-21** continues to build on the emphasis placed on transportation by **ISTEA**. **TEA-21** can be viewed at www.fhwa.dot.gov/tea21.
- On August 10, 2005 the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU)**. With guaranteed funding for highways, highway safety, and public transportation totaling \$286.4 billion, SAFETEA-LU represents the largest surface transportation investment in our nation's history. The two landmark bills that brought surface transportation into the 21st century—the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)** and the **Transportation Equity Act for the 21st Century (TEA-21)**—shaped the highway program

PUBLIC INVOLVEMENT PLAN (PIP)

to meet the nation's changing transportation needs. **SAFETEA-LU** continues to build on that firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

- SAFETEA-LU can be viewed at www.fhwa.dot.gov/safetealu.
- “In October 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration jointly issued regulations found in **23 Code of Federal Regulations (CFR), Part 450** to guide the development of statewide, local and metropolitan plans and programs.” These regulations include the following:
 - Early and continuous public involvement opportunities throughout the planning and programming process;
 - Timely information to citizens, affected public agencies, representatives of transportation agencies, private sector transportation entities and other interested parties, including segments of the community affected by transportation plans, programs, and projects;
 - Reasonable access to information;
 - Adequate public notice of public involvement activities and ample time for public review and comment at key decision points;
 - Explicit consideration and response to public comment;
 - Consideration of the needs of the traditionally underserved, including low-income and minority citizens;
 - Periodic review of the public involvement efforts by the MPO/TPO to ensure full open access to all;
 - Review of public involvement procedures by the FHWA and FTA when necessary; and
 - Coordination of the MPO/TPO public involvement processes with statewide efforts whenever possible.

This code, in its entirety, can be accessed at www.access.gpo.gov/uscode.

- In January of 2003, **23 USC 135** was enacted. It provides for the reasonable access to comment on proposed plans. This code, in its entirety, can be accessed at www.access.gpo.gov/uscode.
- **Title VI of the Civil Rights Act of 1964** - This title declares it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving Federal financial assistance and authorizes and directs the appropriate Federal departments and agencies to take action to carry out this policy. This title is not intended to apply to foreign assistance programs. **Title VI of the Civil Rights Act of 1964** can be accessed, in its entirety, at www.fhwa.dot.gov/environment/title_vi.htm.
- **28 CFR 36 – The Americans with Disabilities Act** was signed into legislation in July of 1990. It requires all government programs to be accessible to people with disabilities. In addition, the Americans with Disabilities Act (ADA) requires that reasonable efforts be made to accommodate citizens with disabilities who wish to attend public meetings. **28 CFR 36** can be accessed at www.usdoj.gov/crt/ada/adahom1.htm.

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- In February of 1994, **Executive Order 12898 on Environmental Justice** was signed into legislation. This order addresses avoidance of actions that can cause disproportionately high and adverse impacts on minority and low-income populations. **Executive Order 12898 on Environmental Justice** can be accessed at www.fhwa.dot.gov/environment/ejustice/facts/index.htm.

A.3 State Requirements

- **s.339.155, F.S.**, provides for public involvement in transportation planning. It states that citizens, public agencies, and other known interested parties be given sufficient opportunity to comment on the long-range component of the Florida Transportation Plan. It also states that hearings are a required element during the development of major transportation improvements. This statute can be viewed at www.dep.state.fl.us/cmp/federal/files/339ana01.pdf.
- **s.339.175, F.S.**, requires public involvement in the development of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). This statute can be viewed at www.dep.state.fl.us/cmp/federal/files/339ana01.pdf.

s.286.011, F.S. – “**The Sunshine Law**” – Founded in 1967, the Sunshine Law “establishes a basic right of access to most meetings of boards, commissions and other governing bodies of state and local governmental agencies or authorities. The Sunshine Law requires that meetings of boards or commissions be open to the public, reasonable notice of such meetings be given, and minutes taken and made available to the public in a timely manner.” The Sunshine Law can be viewed, in its entirety, at www.myfloridalegal.com/sunshine.

APPENDIX C

Title VI Policy & Complaint Procedure

Title VI Policy

The Ocala/Marion County Transportation Planning Organization is committed to ensuring that no person is excluded from the transportation planning process on because of their race, color, or national origin as identified as part of Title VI of the Civil Rights Act of 1964.

Title VI Complaint Procedure

Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation by the Ocala/Marion County Transportation Planning Organization may file a verbal or written complaint as such actions are prohibited by Title VI of the Civil Rights Act of 1964.

Verbal and non-written complaints received by the TPO shall be resolved by the Director. The Director will acknowledge receipt of the complaint(s) and within ten (10) calendar days inform the Complainant in writing of any action taken or proposed action to address the complaint(s). If actions that have been taken or are proposed to be taken to resolve the situation are not satisfactory to the Complainant, the Director will advise the Complainant to file a written complaint in the manner outlined in the Written Complaint Section.

The staff of the Ocala/Marion TPO will maintain a log of all verbal and non-written complaints received by the agency. The log will include all of the following information:

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

Written Complaints

If the Complainant does not feel that verbal or non-written procedures have satisfactorily resolved the complaint, or if any time the person(s) request(s) to file a written complaint, the Director shall refer the Complainant to the Florida Department of Transportation (FDOT) District Five Title VI Coordinator for processing in accordance with approved State procedures. Additionally, the Director shall advise the Complainant of other avenues of redress that are available, such as the Florida Department of Transportation’s Equal Opportunity Office (EOO). Additionally, if the Director has previously investigated the complaint, he or she will provide a copy of the reported finding and proposed disposition to the FDOT District Five Title VI Coordinator.

All written complainants received by the Ocala/Marion County TPO shall be immediately referred by the Director to the FDOT District Five Title VI Coordinator. The Director will

PUBLIC INVOLVEMENT PLAN (PIP)

advise the FDOT District Five Title VI Coordinator within five (5) calendar days of the receipt of the complaint. The following information will be included in every notification to the FDOT District Five Title VI Coordinator:

- Name, address, and phone number of the Complainant;
- Name(s) and address(es) of the Respondent;
- Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status, or retaliation);
- Date of alleged discriminatory act(s);
- Date of complaint received by the Ocala/Marion County TPO;
- A statement of the complaint;
- Other agencies (state, local, or federal) where the complaint has been filed;
- An explanation of the actions the Director has taken to or proposed to resolve the complaint(s).

RESOLUTION
NO.

A RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION ADOPTING A
REVISED PUBLIC INVOLVEMENT PLAN

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

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO) is responsible for transportation planning and programming activities for Ocala/Marion County, as set forth in Chapter 339.175, Florida Statutes; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization strives to maintain a continuing, comprehensive, and coordinated planning process; and

WHEREAS, the revised Public Involvement Plan highlights strategies and techniques, to increase participation among citizens, and to provide informative information about the Ocala/Marion County Transportation Planning Organization's goals, objectives, and responsibilities.

WHEREAS, the Transportation Planning Organization recognizes the importance of public participation in the transportation planning process; and

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization that:

The Ocala/Marion County Transportation Planning Organization hereby adopts the revised Public Involvement Plan as attached

Certificate

The undersigned duly qualified Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies the foregoing is a true and correct copy of the resolution adopted at a legally convened public meeting of the Ocala/Marion County Transportation Planning Organization held this 11th day of July 2018.

By: _____
David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director



June 21, 2018

TO: TPO Board Members
FROM: Derrick Harris, Transportation Planner
RE: Title VI Plan/Nondiscrimination Plan DRAFT

Attached is the DRAFT 2018 Title VI Plan or Nondiscrimination Plan for your review. This document has been created to ensure the TPO's commitment to comply with Title VI of the 1964 Civil Rights Act.

TPO staff will present this document to committee members at the June 12th meeting. Staff is requesting approval of this document.

If you have any questions regarding the Title VI/Nondiscrimination Plan, please feel free to contact the TPO staff at (352)-629-8297.

TITLE VI PLAN

Prepared by

Ocala/Marion Transportation Planning Organization

In cooperation with

Cities of Ocala, Dunnellon, Belleview,

Marion County, & SunTran

Florida Department of Transportation (FDOT)

Federal Highway Administration (FHWA)

Federal Transit Administration (FTA)



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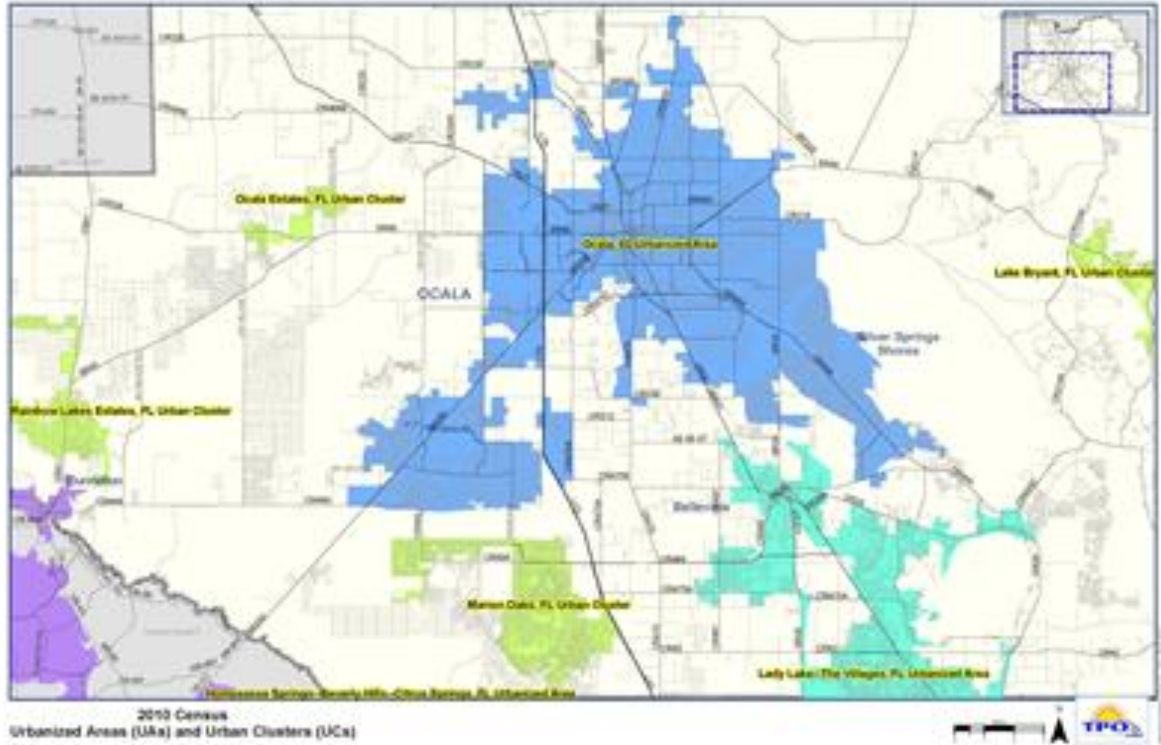
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STUDY AREA MAP



TITLE VI STATEMENT

OCALA/MARION TRANSPORTATION PLANNING ORGANIZATION

The Ocala Marion Transportation Planning Organization (TPO) complies with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, Title VI of the Civil Rights Act of 1964 and other federal equal opportunity laws and therefore does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in TPO programs and activities, as well as the TPO's hiring or employment practices. Title VI complaints related to TPO programs may be directed to Derrick Harris, Title VI Coordinator, Ocala/Marion TPO, 201 SE 3rd Street, 2nd Floor Ocala, Florida 34471. Mr. Harris can also be reached at the following email address: dharris@ocalafl.org or by calling (352) 629-8297. Free language assistance for Limited English Proficiency individuals is available upon request.

INTRODUCTION

The Federal Highway Act of 1962 established legislation that mandated that any urbanized area with a population of 50,000 or more that plans to expend United States Department of Transportation funding must subscribe to a continuing, cooperative and comprehensive ('The 3-C') planning process.

The Ocala/Marion County TPO was established to provide a forum for the development of transportation policy and transportation planning services for the Ocala/Marion County area. The TPO was established in 1981 after the US Census Bureau determined that the urbanized population of Marion County had surpassed the threshold of 50,000 people. The Ocala/Marion County urbanized area includes the Cities of Ocala, Belleview and Dunnellon and their surrounding areas, and the adjoining areas between Ocala and Belleview. Also included are the areas of Silver Springs Shores and Marion Oaks, the SR 200 corridor to CR 484 and the US 441 corridor from Belleview to the Lake County line east of US 301 and west of CR 25. Additional Urban Clusters have been identified at Lake Bryant, Ocala Estates and Rainbow Lakes Estates. The planning boundaries for the TPO include all of Marion County.

COMMITTEES

The Ocala/Marion TPO has a variety of committees that work together to increase public involvement, transparency, awareness, economic vitality, and mobility. These committees are made up of an array of individuals with varying levels of expertise and backgrounds. This type of diversity helps garner greater efficiency, and effectiveness for accomplishing the transportation goals of the TPO planning area. In addition, having so many varying individuals throughout the community involved within these committees helps to increase communication and awareness throughout the community, which is vital for success as it relates to the transportation planning process.

Citizens Advisory Committee (CAC)

The Citizens Advisory Committee (CAC) is comprised of up to 16 Marion County residents who provide input to the TPO from a citizen's point of view. Appointments to this committee are made through an application process where the candidates are interviewed by TPO staff and are then recommended to the TPO board for membership. The TPO board then votes on approval of each candidate's appointment. Considerations for appointment are based on the geographic location, interviews and overall background of each candidate. The Ocala/Marion

County TPO strives to maintain a cross-section of Marion County citizens in order to provide a well-rounded review of transportation issues both geographically and professionally.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) membership is comprised of twelve members who are planners, engineers, technicians and other professionals representing local and state government agencies and local transit providers. The TAC recommendations are based on the professional experience of the committee members.

The TAC is comprised of the representatives from the following organizations:

- *The City of Belleview: Development Services*
- *The City of Dunnellon: Community Development*
- *The City of Ocala: Traffic Engineering*
- *The City of Ocala: Growth Management*
- *Marion County Board of County Commissioners: Traffic Engineering*
- *Marion County Board of County Commissioners: Growth Services*
- *Marion County Public Schools*
- *The Florida Department of Environmental Protection: Office of Greenways & Trails*
- *The Florida Department of Transportation*
- *SunTran*

Transportation Disadvantaged Local Coordinating Board (TDLCB)

The Transportation Disadvantaged Local Coordinating Board (TDLCB) is comprised of up to sixteen members and is charged with oversight of the Community Transportation Coordinator (CTC). The membership is comprised of one representative each from the City of Ocala, Marion County Public School board, the FDOT, and various health and labor not-for-profit organizations. The Commission for the Transportation Disadvantaged provides funding to the CTC to provide transportation to local residents. The TDLCB is responsible for reviewing the performance of the CTC and establishing trip priorities.

The TDLCB is comprised of representatives from the following organizations:

- *Marion County Board of County Commissioners*
- *Marion County Department of Veteran Affairs*
- *Marion County Public Schools*
- *The City of Ocala*
- *Ocala Housing Authority*

- *Centers for Independent Living*
- *CLM Workforce*
- *Florida Center for the Blind*
- *The Agency for Health Care Administration*
- *The Agency for Persons with Disabilities*
- *The Florida Department of Education*
- *The Florida Department of Elder Affairs*
- *The Florida Department of Health – Marion County*
- *The Florida Department of Transportation*

The TPO Board

The TPO board is the final level of review and decision-making body in the TPO organizational structure. Recommendations from TPO staff and the committee substructure are reviewed, discussed and then either approved or rejected through a one member-one vote process.

The TPO Board voting membership is comprised of one representative from the City of Belleview City Commission and the City of Dunnellon City Council, five members from the city council of the City of Ocala and the five county commissioners from the Marion County Board of County Commissioners. The FDOT-District Five Secretary is also a non-voting member of the TPO Board

The public is encouraged to attend all TPO committee and board meetings. Meetings are advertised on the websites of the TPO, Marion County and the cities of Belleview, Dunnellon and Ocala as well as the TPO's most current social media site in accordance with the notification requirements of **Florida Statute s.286.011, F.S.**

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

BODY	CAUCASIAN	LATINO	AFRICAN AMERICAN	ASIAN AMERICAN	NATIVE AMERICAN	OTHER
TAC	91%	0%	0%	0%	0%	9%
CAC	100%	0%	0%	0%	0%	0%
TDLCB	47%	13%	20%	0%	0%	0%

NOTICES PROVIDED

The Ocala/Marion TPO provides a Title VI page on its website, as well as this plan to inform individuals regarding the Title VI policies, and procedures. The Ocala/Marion TPO provides the following notice of nondiscrimination on all its plans, documents, studies, and websites.

TITLE VI STATEMENT

OCALA/MARION TRANSPORTATION PLANNING ORGANIZATION

The Ocala Marion Transportation Planning Organization (TPO) complies with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, Title VI of the Civil Rights Act of 1964 and other federal equal opportunity laws and therefore does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in TPO programs and activities, as well as the TPO's hiring or employment practices. Title VI complaints related to TPO programs may be directed to Derrick Harris, Title VI Coordinator, Ocala/Marion TPO, 201 SE 3rd Street, 2nd Floor Ocala, Florida 34471. Mr. Harris can also be reached at the following email address: dharris@ocalafl.org or by calling (352) 629-8297. Free language assistance for Limited English Proficiency individuals is available upon request.

In addition, Title VI information (posters, flyers, etc.) will be displayed in the SunTran administration facilities, as the Ocala/Marion TPO administers SunTran services.

PUBLIC INVOLVEMENT

The Ocala/Marion TPO works toward incorporating a vast and diverse array of public participation throughout the planning process. This includes engaging our minority and Limited English Proficiency (LEP) populations to receive input, and working diligently to increase awareness of the planning process for all our residents throughout the planning area.

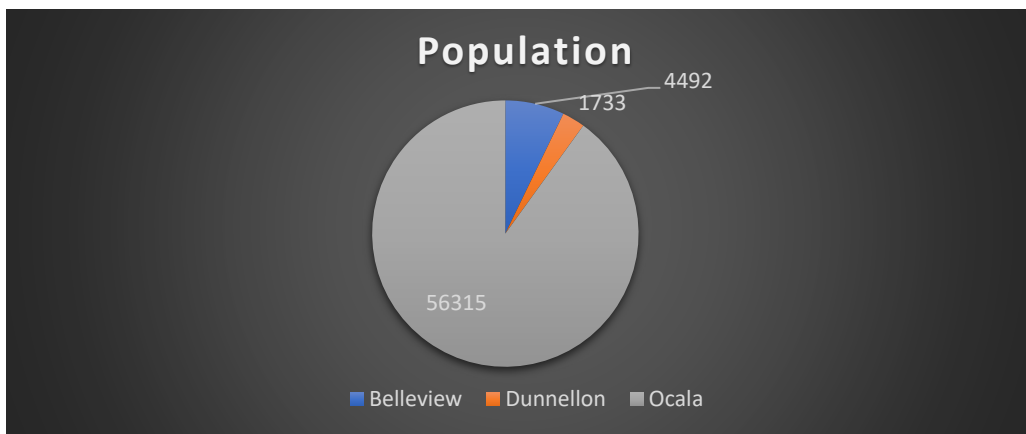
The Public Involvement Plan (PIP) for the TPO includes various goals, and objectives to increase public involvement with the transportation planning process. This includes various outreach strategies such as, public forums, community meetings, project specific websites, and updating the TPOs website. The strategies include holding these outreach events, activities, and meetings in locations that are accessible to all individuals. Therefore, meetings are held in Silver Springs Shores, Marion Oaks, City of Dunnellon, City of Belleview, as well as throughout the City of Ocala. This ensures that all communities have the chance to be involved in the transportation planning process, regardless of location. Public Involvement is highly encouraged and sought out to get a well-rounded view of the publics thoughts and concerns.

The Ocala/Marion TPO's PIP was approved in 2014, but is currently being updated. The update will include ways of measuring the TPOs effectiveness in public involvement, various public

involvement opportunities, and strategies to increase our awareness to the citizens of Marion County. For more information regarding the PIP visit <http://www.ocalamariontpo.org/what-we-do/plans-and-programs>.

DEMOGRAPHICS FOR THE OCALA/MARION TPO AREA

The Ocala/Marion TPO contains the incorporated cities of Belleview, Dunnellon, and Ocala, as well as Marion County in its entirety. Marion County has a population of 340,341, based on the American Community Survey (ACS) 5-year estimates (2012-2016). The following chart is a breakdown of population by incorporated areas within the TPO planning area, from the Census 10 year, 2010.



**Data from Census 2010*

The Ocala/Marion TPO planning area (Marion County) has experienced a higher percentage increase in its total population and in its aging population (65 & older), than the State of Florida. The TPO has had an increase in total population of 22%, and an increase of 26% for its aging population from 2000 to 2010 (Census 10-Year). Whereas, the State of Florida, has had a total population increase of 15%, and an increase of 14% for its aging population from 2000 to 2010 (Census 10-Year). The following chart highlights the population percentage increases mentioned above:

Marion County	65 & Older	Total Population	State of Florida	65 & Older	Total Population
2000	63,488	258,916	2000	2,807,597	15,982,378
2010	85,318	331,298	2010	3,259,602	18,801,310

Percent Increase %	26%	22%	Percent Increase %	14%	15%
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Census 2000 & Census 2010

The TPO has experienced a higher percentage of growth with our total population since the year 2000, compared to the State of Florida as mentioned earlier. However, when examining the growth in greater detail, the percentage of growth is most concentrated with traditionally underserved and minority populations. Therefore, this makes the need to increase the TPOs public involvement and awareness within these communities that much greater. The following chart highlights the percentage of growth mentioned earlier:

Demographics Marion County								
	White	Black	Hispanic or Latino	American Indian & Alaska Native	Asian	Native Hawaiian & Other Pacific Islander	Some other race (as identified by Census)	Total Population
2000	217,909	29,900	15,616	1,158	1,806	57	4,363	258,916
2010	268,284	40,828	36,137	1,309	4,407	144	9,512	331,298
Percent Increase %	19%	27%	57%	12%	59%	60%	54%	22%

Census 2000 & Census 2010

Demographics State of Florida								
	White	Black	Hispanic or Latino	American Indian & Alaska Native	Asian	Native Hawaiian & Other Pacific Islander	Some other race (as identified by Census)	Total Population
2000	12,465,029	2,335,505	2,682,715	53,541	266,256	8,625	477,107	15,982,378
2010	14,109,162	2,999,862	4,223,806	71,458	454,821	12,286	681,144	18,801,310
Percent Increase %	12%	22%	36%	25%	41%	30%	30%	15%

Census 2000 & Census 2010

The TPO is dedicated to increasing public involvement and awareness with all our communities throughout the planning area. Staff will focus on advertising, continually updating the TPO website, and actively recruit members from these communities to be a part

of our committees, meetings, and any TPO associated activities to better serve the community.

For more information regarding goals, objectives, and strategies as it relates to public involvement please see the TPOs Public Involvement Plan (PIP). The following plan can be found on the TPOs website <http://www.ocalamariontpo.org/what-we-do/plans-and-programs>. Feel free to reach out to TPO staff for any additional questions or concerns at (352) 629-8297.

ENVIRONMENTAL JUSTICE (EJ)

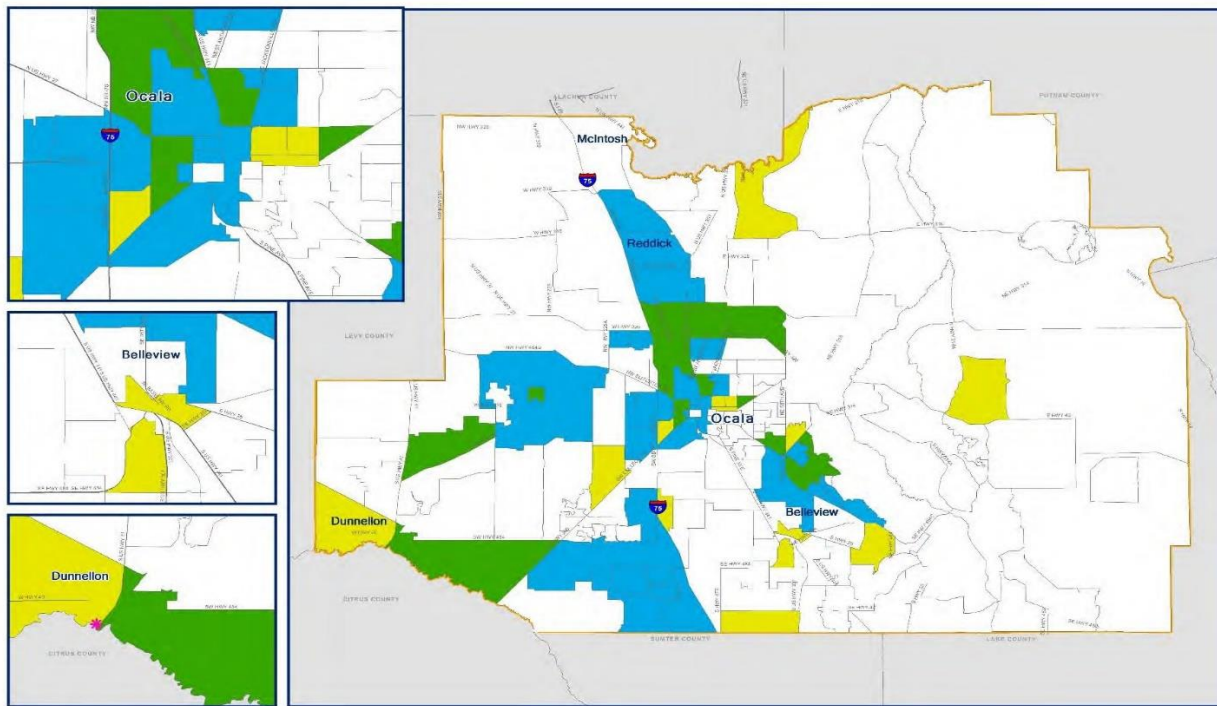
The TPO performs Environmental Justice (EJ) Analysis when developing long range plans that consider the impacts of projects over at least a 20-year horizon, to compare how those projects adversely affect high concentration of minority, low-income, and other traditionally under-served communities. Therefore,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

For the 2040 Long Range Transportation Plan, an EJ analysis was performed. To determine the EJ areas, block group data on income levels and on people who identify themselves as “minorities” from the 2013 American Community Survey (ACS) five-year estimates were used. Then, the needs plan projects were overlaid with the EJ areas to determine the proportion of projects located within or outside of the defined EJ areas. Lastly, an analysis was done to ensure that the projects didn’t disproportionately affect the identified EJ areas. The following chart and map highlights the analysis that was performed:

	EJ Areas	Non-EJ Areas	Total
Population	140,848	192,655	333,503
Percent of Population	40.4%	59.6%	100%
Cost Feasible Roadway Projects	\$142,975,000	\$278,445,000	\$421,420,000
Per Capita	\$1,015	\$1,445	\$1,264
Mileage	22.2	21.4	43.6
Interchanges/Overpasses	\$84,838,000	\$38,000,000	\$122,834,000
Unfunded Needs Roadways	\$426,760,000	\$388,311,000	\$815,082,000
Per Capita	\$3,030	\$2,016	\$2,444
Mileage	38.9	36.2	75.1

Transit Plan (All Capital and Operating Costs 2020–2040)	\$114,534,000	\$38,766,000	\$153,300,000
Per Capita	\$813	\$201	\$460
Mileage	52.0	17.6	69.6
Cost Feasible Trails (2020–2040)	\$3,406,000	\$24,693,000	\$28,100,000
Per Capita	\$24	\$128	\$84
New Trails Mileage	8	58	66
Existing Mileage, All Trails	19	19	38

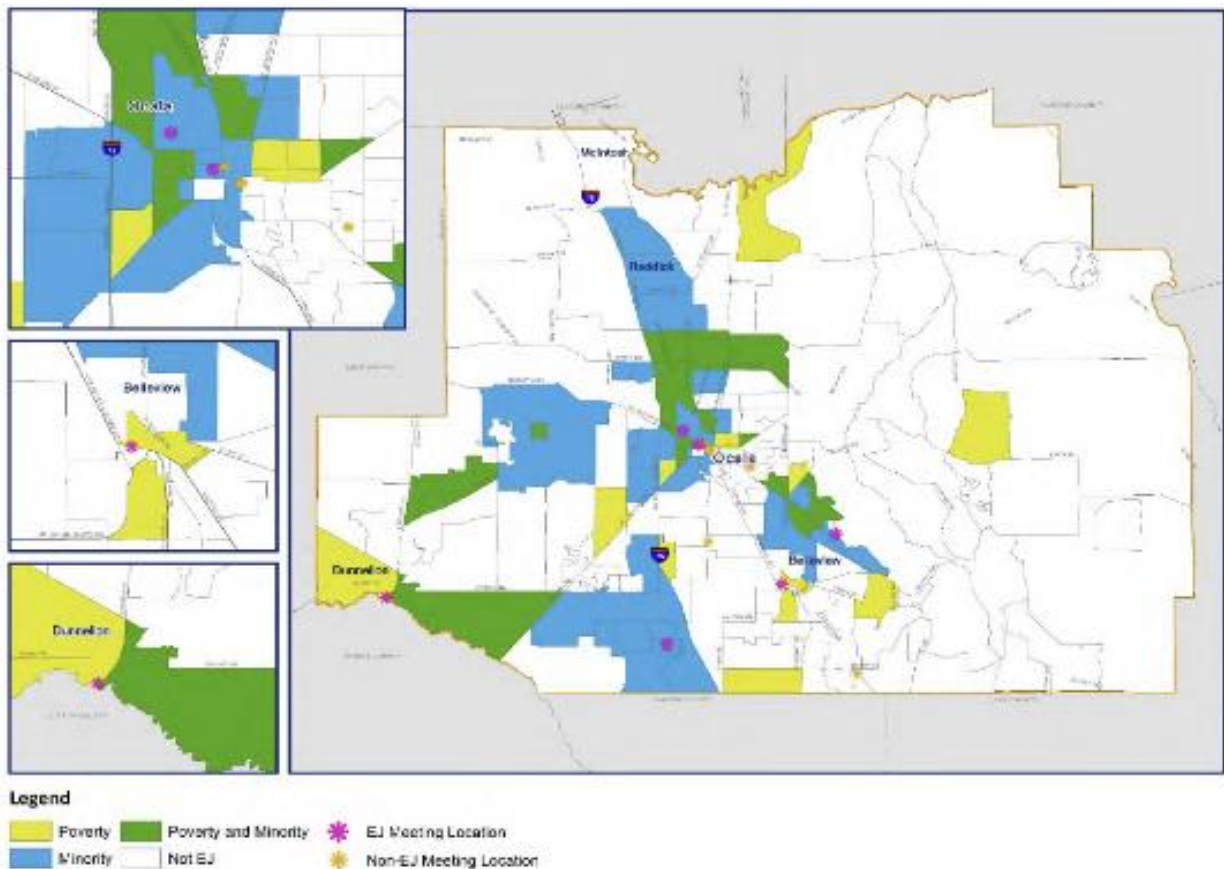
2040 Long Range Transportation Plan (EJ Assessment of Transportation Projects)



Legend
 Yellow: Poverty
 Green: Poverty and Minority
 Blue: Minority
 White: Not EJ

Poverty status and minority data from 2013 American Community Survey 5-year estimates.

2040 Long Range Transportation Plan (Environmental Justice Areas)



2040 Long Range Transportation Plan (Community Meetings in Environmental Justice Areas)

LIMITED ENGLISH PROFICIENCY (LEP)

The Ocala/Marion Transportation Planning Organization (TPO) is committed to increasing awareness and involvement with all individuals throughout the planning area, including those communities that have been traditionally underserved, such as those individuals that have Limited English Proficiency (LEP).

Both the TPO and SunTran websites allow translation of the site to over 100 languages to significantly remove language as a barrier to access, and to help accommodate the navigation, and awareness of TPO related events, activities, and meetings. Also, the Title VI Statement and complaint procedure for filing a Title VI related complaint have been translated into Spanish and placed on revenue buses. This allows for those individuals who are Limited English Proficient to be aware of their rights as it relates to Title VI and LEP. For more information

including demographics, outreach efforts, staff training, and overall procedures please see the TPOs LEP Plan in **APPENDIX D**.

COMPLAINT PROCEDURE

Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation by the Ocala/Marion County Transportation Planning Organization may file a verbal or written complaint as such actions are prohibited by Title VI of the Civil Rights Act of 1964. The following must be included to be considered an official written complaint:

- Complainant's name, and contact information
- When/where the alleged discrimination occurred.
- Any additional information that the complainant wants or thinks necessary to include regarding the alleged offense.

Verbal and non-written complaints received by the TPO shall be resolved by the Director. The Director will acknowledge receipt of the complaint(s) and within ten (10) calendar days inform the Complainant in writing of any action taken or proposed action to address the complaint(s). If actions that have been taken or are proposed to be taken to resolve the situation are not satisfactory to the Complainant, the Director will advise the Complainant to file a written complaint in the manner outlined in the Written Complaint Section. Please find a complaint form in **APPENDIX B**. The official complaint will need to be submitted to either a TPO staff member, or our Title VI Coordinator/Executive Director. The complaint can be submitted at the following location:

Ocala/Marion TPO Office
Title VI Coordinator
201 SE 3rd Street, 2nd Floor
Ocala, Florida 34471

The staff of the Ocala/Marion TPO will maintain a log of all verbal and non-written complaints received by the agency. The log will include all the following information:

- Name of Complainant;
- Name of Respondent;
- Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status, or retaliation);
- Date complaint received;

- Explanation of the complaint and the actions that have been taken or are proposed to resolve the issue raised in the complaint.

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

Written Complaints

If the Complainant does not feel that verbal or non-written procedures have satisfactorily resolved the complaint, or if any time the person(s) request(s) to file a written complaint, the Director shall refer the Complainant to the Florida Department of Transportation (FDOT) District Five Title VI Coordinator for processing in accordance with approved State procedures. Additionally, the Director shall advise the Complainant of other avenues of redress that are available, such as the Florida Department of Transportation's Equal Opportunity Office (EEO). Additionally, if the Director has previously investigated the complaint, he or she will provide a copy of the reported finding and proposed disposition to the FDOT District Five Title VI Coordinator.

All written complainants received by the Ocala/Marion County TPO shall be immediately referred by the Director to the FDOT District Five Title VI Coordinator. The Director will advise the FDOT District Five Title VI Coordinator within five (5) calendar days of the receipt of the complaint. The following information will be included in every notification to the FDOT District Five Title VI Coordinator:

- Name, address, and phone number of the Complainant;
- Name(s) and address(es) of the Respondent;
- Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status, or retaliation);
- Date of alleged discriminatory act(s);
- Date of complaint received by the Ocala/Marion County TPO;
- A statement of the complaint;
- Other agencies (state, local, or federal) where the complaint has been filed;
- An explanation of the actions the Director has taken to or proposed to resolve the complaint(s).

APPENDIX A

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

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

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

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

and if there are alternatives that could be employed that would have a less discriminatory impact.

APPENDIX B

Title VI Complaint Form

Complainant's Name: _____

Address: _____ City _____

State: _____ Zip Code: _____

Telephone (Work): _____ Telephone (Cell): _____

Email Address(es): _____

Agency complaint is against: _____

Date of discrimination: _____

Location of offense: _____

Please provide any witnesses (names, addresses, and phone numbers) that can attest to the offense:

Provide any comments or details regarding the offense (use back of page if needed):

Signature

Date

Signature required for complaint

Please submit all comments to TPO staff or the TPO Title VI Coordinator Derrick Harris, at 201 SE 3rd Street 2nd Floor, Ocala, Florida 34471. If you have any questions feel free to contact the TPO at (352) 629-2897.



APPENDIX C

Complaints and Investigations Log

Date	Investigations	Summary	Status
Date	Lawsuits	Summary	Status
Date	Complaints	Summary	Status



APPENDIX D

LIMITED ENGLISH PROFICIENCY (LEP) PLAN

A Limited English Proficiency (LEP) analysis was completed by the Ocala/Marion Transportation Planning Organization (TPO) for the Ocala/Marion TPO Metropolitan Planning Area (MPA). To complete this analysis the TPO conducted a “four-factor analysis” utilizing the U.S. Department of Transportation LEP guidance. The results are as follows:

Factor 1: According to Census data, only 3.3% or 10,777 individuals respectively, of the population 5 years and over, speak English less than “very well.” Therefore, due to this limited number of individuals who speak English less than “very well” there has been little to no contact with LEP individuals over the years.

Language Spoken at Home	Number	Speak English very well	Percent	Speak English less than very well	Percent
Population 5 years and older	323,363	312,586	96.67%	10,777	3.33%
Only English	286,699	N/A	N/A	N/A	N/A
Spanish or Spanish Creole	28,920	20,417	70.60%	8,503	29.40%
Other Indo-European language	4,985	3,645	73.12%	1,340	26.88%
Asian and Pacific Island languages	2,289	1,401	61.21%	888	38.79%
All Other Languages	470	424	90.21%	46	9.79%

*Data provided by American Community Survey (ACS) 5-Year Estimates 2012-2016

Factor 2: Considering the small amounts of individuals that live in the planning area who have Limited English Proficiency, the probability of interaction with LEP individuals is very low. However, the SunTran transit service who the TPO administers does have the Title VI Statements translated into Spanish on the revenue vehicles. Also, the Title VI Complaint procedures/forms can be translated into Spanish upon request. In addition, both the TPO website

www.ocalamariontpo.org, and the SunTran website www.suntran.org, can be translated into 100 different languages.

Factor 3: Transportation is a vital part of people's everyday lives. It affects the roads they drive on, congestion, development, and their safety on the roadways.

Therefore, increasing awareness with all individuals regarding the transportation planning process is an objective of the TPO.

Factor 4: With such a limited number of individuals (< 5%) contained within the Metropolitan Planning Area (MPA), it would not be cost effective to translate all documents into Spanish. However, the SunTran does have Title VI Statements, and complaint procedures translated into Spanish on the revenue buses. In addition, both the SunTran and TPO websites can be translated into a wide array of languages.

Staff will use the following tools to monitor if such a need ever presents itself:

- Keep an updated monitoring system of any requests for translations. Those include for plans, documents, and public meetings.
- Continual updates throughout the SunTran administration facilities, including SunTran buses to keep all individuals informed on the policies for Title VI, and ways to submit a complaint. All surveys and postings on the vehicles will be translated into Spanish utilizing Google Translate.

Translation

When and if an interpreter is needed, first a determination of what language is needed. Then, depending on the language needed the TPO will utilize all available resources, including an interpreter to ensure that the needs of that individual or individuals are met. However, as

there are no translation services within the Ocala area, further assistance would be sought out from the Ocala Police Department, and the University of Florida language department.

Training

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

Training topics include:

- Understanding the Title VI LEP program responsibilities;
- What language assistance is available;
- Documentation of language assistance requests;
- How to handle a complaint

Please note: that as the TPO is the administration organization for SunTran services, that SunTran has their own Title VI and LEP plan that can be found at the following website:

<http://www.suntran.org/about-us/title-vi>.

RESOLUTION

NO.

A RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION ADOPTING
THE NONDISCRIMINATION PLAN AS IT RELATES TO
TITLE VI OF THE 1964 CIVIL RIGHTS ACT

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

WHEREAS, the Ocala/Marion County Transportation Planning Organization (TPO) is responsible for transportation planning and programming activities for Ocala/Marion County, as set forth in Chapter 339.175, Florida Statutes; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization strives to maintain a continuing, comprehensive, and coordinated planning process; and

WHEREAS, any program receiving federal funds is subject to the provisions of Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color or national origin; and

WHEREAS, it is the policy of the Ocala/Marion County Transportation Planning Organization that all persons have an equal opportunity to participate in public involvement activities.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization that:

The Ocala/Marion County Transportation Planning Organization hereby adopts the Title VI plan as attached.

Certificate

The undersigned duly qualified Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies the foregoing is a true and correct copy of the resolution adopted at a legally convened public meeting of the Ocala/Marion County Transportation Planning Organization held this 11th day of July 2018.

By: _____
David Moore, Chairman

Attest: _____
Michael Daniels, TPO Director



FDOT District Five - Ocala Operations
627 Northwest 30th Avenue
Ocala, Florida 34475
352-732-1338

Outside Consultant
In-House Construction
Maintenance

Project Status Report as of June 13, 2018

MARION						
SR 35 (Baseline Road) from SE 96th Place Road to SR 464 (SE Maricamp Road)						
FIN #	238693-1-52-01					
CONTRACT #	E5W78					
Design-Build						
PROJECT DESCRIPTION: Widening and resurfacing SR 35 (Baseline Road) from Southeast 96th Place Road to south of S.R. 464 (Southeast Maricamp Road) from a two-lane to a four-lane roadway.						
					TIME	COST
CONTRACTOR:	D.A.B. Constructors, Inc.	LET DATE:	6/17/2015	ORIGINAL:	850	\$17,605,644.44
FED. AID #:	N/A	NTP:	8/28/2015	CURRENT:	1,200	\$20,490,568.60
FUND TYPE	Design-Build	TIME BEGAN:	8/28/2015	ELAPSED:	1,013	\$17,800,787.68
		WORK BEGAN:	8/28/2015	% ORIGINAL:	119.18%	101.11%
		EST. COMPLETION:	Late 2018	% TO DATE:	84.42%	86.87%
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR		Harry Wood		C: 850-596-7392		harry.wood@atkinglobal.com
FDOT PROJECT MANAGER		Nicole Aiton		O: 352-620-3012 C: 352-812-5796		nicole.aiton@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:		Lysle Tower		C: 352-436-2994		lyslet@dabcon.com

MARION						
Interstate Lighting I-75 (SR 93) at CR 484, SR 326, and CR 318						
FIN #	435057-1-52-01					
CONTRACT #	T5575					
Conventional Construction						
PROJECT DESCRIPTION: Installation of new lighting along I-75 at the interchanges with CR 484, SR 326 and CR 318.						
					TIME	COST
CONTRACTOR:	United Signs & Signals, Inc.	LET DATE:	6/14/2017	ORIGINAL:	290	\$3,075,596.26
FED. AID #:	N/A	NTP:	8/16/2017	CURRENT:	320	\$3,075,596.26
FUND TYPE	Conventional	TIME BEGAN:	11/27/2017	ELAPSED:	209	\$2,203,638.49
		WORK BEGAN:	11/27/2017	% ORIGINAL:	72.07%	71.65%
		EST. COMPLETION:	Late 2018	% TO DATE:	65.31%	71.65%
CONTACT		PHONE		EMAIL		
FDOT PROJECT ADMINISTRATOR		Nicole Aiton		O: 352-620-3012 C: 352-812-5796		nicole.aiton@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:		Justin Adams		O: 352-742-1904 C: 352-434-7814		jadams@ussf.com

Marion and Sumter County						
I-75 Truck Parking Availability System						
FIN #	440222-1-52-01					
CONTRACT #	E5Z15					
Construction Design Build						
PROJECT DESCRIPTION: Truck Parking Availability System installation in six locations along I-75 in Marion and Sumter counties						
					TIME	COST
CONTRACTOR:	Traffic Control Devices, Inc.	LET DATE:	9/25/2017	ORIGINAL:	220	\$1,614,614.00
FED. AID #:	D517059B	NTP:	11/29/2017	CURRENT:	259	\$1,614,614.00
FUND TYPE	Design Build	TIME BEGAN:	11/29/2017	ELAPSED:	194	\$979,448.37
		WORK BEG:	11/29/2017	% ORIGINAL:	88.18%	60.66%
		EST. COMPLETION:	Summer 2018	% TO DATE:	74.90%	60.66%
CONTACT		PHONE		EMAIL		
FDOT PROJECT ADMINISTRATOR		Steven Fisher		O: 352-620-3019 C: 352-812-6990		steven.fisher@dot.state.fl.us
CONTRACTOR'S PROJECT MANAGER:		Chris Gallagher		C: 321-229-0956		c.gallagher@tcd-usa.com

Project Status Report as of June 13, 2018

MARION						
SR 500/US 441/S Pine Avenue Drainage Improvements from SE 10th Ave to SE 31st Street						
FIN #	435666-1-52-01					
CONTRACT #	E5Z05					
Conventional Construction						
PROJECT DESCRIPTION: Replace the storm sewer pipe and drainage structures to alleviate flooding along U.S. 441.						
					TIME	COST
CONTRACTOR:	Commercial Industrial Corp.	LET DATE:	12/05/2017	ORIGINAL:	240	\$1,687,882.86
FED. AID #:	N/A	NTP:	2/08/2018	CURRENT:	253	\$1,687,882.86
FUND TYPE	Conventional	TIME BEGAN:	3/12/2018	ELAPSED:	92	\$519,899.13
		WORK BEGAN:	3/12/2018	% ORIGINAL:	38.33%	30.80%
		EST. COMPLETION:	Late 2018	% TO DATE:	36.36%	30.80%
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Steven Fisher	O: 352-620-3019 C: 352-812-6990		steven.fisher@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Jay Blankenfeld	O: 352-840-0161 C: 352-494-9021		jay@cicfl.com	

MARION						
SR 492/NE 14th Street from US 441 to SR 40						
FIN #	430655-1-52-01					
CONTRACT #	T5616					
Lump Sum						
PROJECT DESCRIPTION: Mill and resurface SR 429/NE 14th Street between US 441 and SR 40. Project also includes ADA pedestrian signal, sidewalk and curb ramp upgrades.						
					TIME	COST
CONTRACTOR:	Anderson Columbia Co. Inc.	LET DATE:	3/28/2018	ORIGINAL:	260	\$4,231,482.75
FED. AID #:	D517067B	NTP:	5/25/2018	CURRENT:	260	\$4,231,482.75
FUND TYPE	Construction Lump Sum	TIME BEGAN:	6/24/2018	ELAPSED:	0	\$0.00
		WORK BEGAN:		% ORIGINAL:	0.00%	0.00%
		EST. COMPLETION:	Spring 2019	% TO DATE:	0.00%	0.00%
Work to begin in June						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Steven Fisher	O: 352-620-3019 C: 352-812-6990		steven.fisher@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Doug Booth			doug.booth@andersoncolumbia.com	

MARION						
I-75 Landscaping at SW 20th Street and SW 43rd Street						
FIN #	437828-1-52-01	Contract Days: 820		Days Elapsed: 349		
CONTRACT #	E5Y94	Present Amount: \$438,500.00		Paid to Date: \$355,655.00		

MARION						
I-75 Landscaping at CR 318						
FIN #	437818-1-52-01	Contract Days: 833		Days Elapsed: 527		
CONTRACT #	E5Y29	Present Amount: \$412,920.00		Paid to Date: \$367,247.30		

Roadway Impacts:

- ◆ S.R. 492/14th Street
Monday, June 18, the contractor will start sidewalk, ramps and curb and gutter work. This will be on-going for about one month. If lane closures are needed, they are restricted to 7 p.m. – 7 a.m.

- ◆ U.S. 441 drainage project
Motorists can expect daytime construction work and periodic nighttime lane closures. Some work will take place behind barrier wall. Left turns at Southeast 10th Avenue and at the SSV Professional Center will also be periodic. When it is closed, motorists will be directed to make a U-turn at the Southeast 31st Street intersection.



Outside Consultant
In-House Construction
Maintenance