



TRANSPORTATION PLANNING ORGANIZATION

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

June 25, 2019
4:00 PM

AGENDA

1. **CALL TO ORDER AND ROLL CALL**
2. **PLEDGE OF ALLEGIANCE**
3. **PROOF OF PUBLICATION**
4. **ACTION ITEMS**
 - A. **List of Priority Projects (LOPP) FY 2025**
Staff will present and is requesting action regarding the List of Priority Projects (LOPP) for FY 2025
 - B. **FY 2019/20 – 2023/24 Transportation Improvement Program**
Staff will present and is requesting action regarding the FY 2019/20 – 2023/24 Transportation Improvement Program (TIP). The TIP is a five-year planning document that tracks the funding and phasing of transportation projects.
 - C. **Office Relocation**
Staff will present and is requesting action/feedback regarding the costs associated with the upcoming office relocation from the City of Ocala to Marion County
 - D. **Travel Policy**
Staff will present and is requesting action regarding changes to the TPO Travel Policy. This is due to the transition from the City of Ocala to Marion County
5. **CONSENT AGENDA**
 - A. **MINUTES – May 28, 2019**

5. **COMMENTS BY FDOT**
6. **COMMENTS BY TPO STAFF**
 - A. **2045 Long Range Transportation Plan (LRTP)**
7. **COMMENTS BY TPO MEMBERS**
8. **PUBLIC COMMENT (Limited to 2 minutes)**
9. **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.

Pursuant to Chapter 286.0105, Florida Statutes, if a person decides to appeal any decision made by the TPO with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The next regular meeting of the Ocala/Marion County Transportation Planning Organization will be held on August 27, 2019.



June 18, 2019

TO: TPO Board Members

FROM: Derrick Harris, Transportation Planner/Fiscal Manager

RE: List of Priority Projects (LOPP) Ranking

At the May TPO Board Meeting, staff received direction regarding how to formally proceed with ranking of the 2019 List of Priority Projects (LOPP). It was determined that an internal interim ranking criteria developed by TPO staff should be used, with staff bringing back recommendations at the June meeting. However, to give better insight on how we got to where we are, the following memo has been drafted.

The ranking criteria developed is grouped into the following six categories:

1. **Multimodal:** The ranking criteria looks at whether a project incorporates different modes of transportation into the project or is multimodal. Therefore, if a project incorporates bike lanes, sidewalks, transit options, or offers a new alternative, such as a trail, it receives one point for being multimodal.
2. **Performance Measure:** Based on the latest federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, which requires MPO/TPOs to measure the performance of projects. This is done by measuring projects on safety, system performance, pavement/bridge condition, and transit asset management. Therefore, the LOPP gives weight to any project that meets one of the performance measures, and an additional point if the project meets two. Please note: most projects could only obtain one point for a performance measure, as most performance measures require a project to either be on or demonstrate how it improves the performance of a corridor on the National Highway System (NHS). Therefore, most projects that obtained two points in this category were a part of the NHS.
3. **Project Development:** This ranking criteria looks at where the projects are in their development. For example, if a project is in the Project Development & Environmental (PD&E) stage it gets one point, and it receives an additional point for each stage the project is in up until construction, which would be four points. Please note: projects can only qualify for one of the phases, with one to four points possible.

4. **Funding Availability:** As we all know, and as the Florida Department of Transportation (FDOT) has mentioned on several occasions, funding is limited. Therefore, if a project has a lower cost associated with it, and/or a lower cost still needed for completion, the project can receive one additional point.
5. **Local Revenue/Funding Source:** An additional category that staff thought was pertinent to the ranking system was local revenue. Therefore, if a project has local revenue being added to the project it receives an additional point.
6. **Local Partnership:** The ranking criteria considers whether a project has a formal partnership between two agencies. For example, a project could be a Local Agency Program (LAP) project, or a project that FDOT manages or helps manage for another jurisdiction. In this case, the project would receive an additional point.

The ranking criteria developed by TPO staff was based on several discussions with FDOT, various staff from local municipalities, and internal discussions. These discussions helped create a ranking criteria that was narrowed down based on the adopted 2040 Long-Range Transportation Plan's (LRTP) Goals and Objectives. The Goals from the 2040 LRTP which was focused on were Multimodal Choices (Goal #1), Economic Development and Growth (Goal #2), Safety and Security (Goal #3), Cooperation (Goal #4), and System Preservation (Goal #6).

TPO staff meet with both the Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) on June 11th, and with TAC again on June 18th.

- The CAC had great discussion regarding the projects and the ranking criteria, and with feedback approved a motion to support the ranking criteria, and the list.
- The TAC made several comments and offered feedback regarding the projects on the list. The discussion ended up leading TPO staff to change the original list, based on the project status updates and comments that were provided by the TAC members. This led TPO staff to arrange another meeting with TAC members to discuss the changes.
- Therefore, TPO staff meet with the TAC again on June 18th. At this meeting TAC members made additional comments regarding the status and ranking of projects on the list. Ultimately, the TAC recommended that the methodology, and ranking was satisfactory. Please note: that at this meeting (June 18th) a quorum wasn't present. However, a consensus was reached, and the TAC members recommended the entire list be submitted to the TPO Board for final discussion/approval.

TPO staff is presenting the entire ranked LOPP and recommending the Top **15** projects from the list be transmitted to FDOT as the current list of the TPO's Top Priorities. Staff is requesting action for the ultimate approval of this list or some modification thereof.

Should you have any questions regarding any of the projects on the list please contact me in our office at (629-8568).

FY 2025 List of Priority Projects (LOPP)

New Rank	Previous Rank	Previous List	FM Number	Project Name	From	To	Description	Phase	Point Total from Staff Ranking
1	1	MAIN	435209-1	NW 49th Street Interchange	-	-	New Interchange	ROW	9
2	2A	OFF - SYSTEM	-	SW 49th Avenue Phase 2 & 3	SW 66th St	SW 95th St	Capacity project	CST	8
3	7	TRAIL	-	Bellevue Greenway Trail	Lake Lillian	Cross Florida Greenway	Heart of Florida	CST	8
4	5	MAIN	433660-1	US 441 Intersection Op Improvement II	SR 464	SR 464	Add dedicated turn lanes and pedestrian improvements	CST	8
5	4	TRAIL	-	CR 484 - Pennsylvania Ave Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	Pedestrian Bridge over Rainbow Springs and Multi-Modal Improvements along CR 484	ROW	8
6	12	MAIN	433651-1, 2, &3	CR 484/I-75 Interchange Operational Improvements	SW 20th Ave	CR 475A	Operations and Capacity Improvements	CST	7
7	4	MAIN	433661-1	SR 40/US 441 Intersection Operational Improvement	NW 2nd St	SW Broadway St	Add Dedicated Turn Lanes, Pedestrian Improvements, & Enhanced Illumination	CST	7
8	11	MAIN	433652-1	SR 40/I-75 Interchange Operational Improvements	SW 40th Ave	SW 27th Ave	Operations Improvement at I-75 Interchange & SW 27th Ave Intersection	CST	7
9	10	MAIN	238651-1	SR 200	CR 484	Citrus County Line	Adding 2 Lanes	CST	7
10	1	TRAIL	435484-1	Pruitt Trail	-	-	Heart of Florida	CST	7
11	9	TRAIL	-	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	Heart of Florida	CST	7
12	5	OFF - SYSTEM	-	Countywide ITS Operations & Maintenance	-	-	Operation & Maintenance	CST	7
13	2B	OFF - SYSTEM	-	SW 49th Avenue Phase 1	SW 66th St	SW 42nd St	Capacity project	ROW	7
14	15	MAIN	-	Emerald Road Extension	SE 92nd Loop	Emerald Road	New 2 Lane Road	ROW	7
15	2B	MAIN	431935-1	SR 40 Downtown Operational Improvement	US 441	NE 8th Ave	Pedestrian and Traffic Operation Improvements	DES	7
16	9	MAIN	238648-1	US 41	SW 111th Pl Ln	SR 40	Add 2 Lanes	CST	6
17	19	MAIN	410674-2	SR 40 - EAST	NE 60th Ct	CR 314	Add 2 Lanes, and 2 Bridge Structures	CST	6
18	2	TRAIL	-	SR 200 Trails/Wildlife Underpass	-	-	Heart of Florida	CST	6
19	5	TRAIL	436755-1	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	Local Trail Project	ROW	6
20	6	MAIN	435208-1	SR 35 Intersection Operational Improvement	SR 25	Foss Rd.; Robinson Rd		ROW	5
21	16	MAIN	238720-1	SR 40 - WEST	CR 328	US 41	Add 2 Lanes	ROW	5
22	3B	OFF - SYSTEM	-	US 301	SE 62nd Ave	SE 115th Ln	Add sidewalks on the north side of the corridor	ROW	5
23	13	OFF - SYSTEM	-	Sunrise/Horizon Schools	Marion Oaks Manor	Marion Golf Way	Sidewalk Project	ROW	5

FY 2025 List of Priority Projects (LOPP)

New Rank	Previous Rank	Previous List	FM Number	Project Name	From	To	Description	Phase	Point Total from Staff Ranking
24	3	TRAIL	436756-1	Ocala to Silver Springs Trail	Osceola Trail	Silver Springs State Park	Local Trail Project	ROW	5
25	8	TRAIL	-	Watula & NE 8th Road Trail	Tusawilla Art Park	CR 200A	Local Trail Project	DES	5
26	13C	MAIN	431798-3	NE 36th Avenue	NE 20th Pl	North of NE 25th St	Construct grade separation (bridge) over the existing CSX Rail Line. Bridge Construction Only	ROW	4
27	13D	MAIN	431798-4	NE 36th Avenue	-	-	Add 2 Lanes	ROW	4
28	28	MAIN	238395-8	US 441	CR 42	Sumter County Line	Add 2 Lanes	ROW	4
29	29	MAIN	411256-4	US 301 South	SE 143rd Pl	CR 42	Add 2 Lanes	ROW	4
30	20	MAIN	410674-3	SR 40 - EAST	CR 314	CR 314A	Add 2 Lanes	DES	4
31	3A	OFF - SYSTEM	-	SE 113th St	Hames Road	SE 56th Ave	Add sidewalks on the north side of the corridor	DES	4
32	6	OFF - SYSTEM	-	NE 19th Avenue	SR 492	NE 28th St	Add sidewalks	DES	4
33	7	OFF - SYSTEM	-	NE 7th Street	NE 36th Ave	NE 44th Ave	Add sidewalks	DES	4
34	11	TRAIL	-	Black Bear Trail	Silver Springs State Park	Wildcat Lake Boat Ramp	Heart of Florida	DES	4
35	12	TRAIL	-	Silver Springs to Hawthorne Trail	Silver Springs State Park	-	Local Trail Project	DES	4
36	18	MAIN	-	NE 8th Avenue	SR 40	SR 492	Remove 2 Lanes & Add Multi-modal Enhancements	DES	4
37	1	OFF - SYSTEM	-	SW 44th Avenue	SR 200	SW 20th Street	New 4 Lane Capacity Project	DES	4
38	13B	MAIN	431798-2	NE 36th Avenue	SR 492	NE 20th Pl	Add 2 Lanes	DES	3
39	23	MAIN	431797-1	NE 25th Avenue	SR 492	NE 35th St	Add 2 Lanes	DES	3
40	8	OFF - SYSTEM	-	Marion Oaks Boulevard	Marion Oaks Boulevard	CR 484	Reconfigure Intersection	DES	3
41	22	MAIN	433680-1	US 27/I-75 Interchange Operational Improvements	NW 44th Ave	NW 35th Ave	Interchange Operational Improvements	PD&E/PL	3
42	25	MAIN	429582-1	SW 95th Street Interchange	-	-	New Interchange	PD&E/PL	3
43	10	TRAIL	-	Nature Coast Trail	Levy County Line	CR 484	Regional Trail Connection that will extend north to Chiefland and to Tallahassee	PD&E/PL	3
44	3	MAIN	435490-1	SR 40 - East Multi-Modal Improvement	NE 49th Terrace	NE 60th Ct	Add Turn-Lanes, Enhanced Illumination, & Pedestrian Safety Measures	-	3
45	8	MAIN	435490-1	SR 40 - West Multi-Modal Improvement	CSX Rail Bridge	I-75	Sidewalk Widening & Reconditioning	-	3
46	14	MAIN	-	Marion Oaks Extension and Flyover	SW 18th Ave	CR 475/I-75	New 2 Lane Road w/New Overpass	PD&E/PL	2
47	27	MAIN	-	SR 40	SW 60th Ave	27th Ave	New 2 Lane Road	PD&E/PL	2
48	17	MAIN	-	NW 37th Avenue	SR 40	US 27	New 2 Lane Road	PD&E/PL	2
49	24	MAIN	-	SW 40th Avenue Realignment	-	-	Add 2 Lanes	PD&E/PL	2
50	7	MAIN	435490-1	SR 40/SR 35 Intersection Improvement	SR 40	SR 35	Intersection reconstruction at SR 35	-	2

FY 2025 List of Priority Projects (LOPP)

New Rank	Previous Rank	Previous List	FM Number	Project Name	From	To	Description	Phase	Point Total from Staff Ranking
51	21	MAIN	410674-4	SR 40 - EAST	CR 314A	Levy Hammock Road	Add 2 Lanes	-	2
52	28	MAIN	-	CR 484	SW 49th Ave	Marion Oaks Pass	Add 2 Lanes	-	1
53	29	MAIN	-	CR 484	CR 475A	SW 49th Ave	Add 2 Lanes	-	1
54	13A	MAIN	431798-1	NE 36th Avenue	SR 492	NE 35th St	Add 2 Lanes	-	1
55	26	MAIN	433633-1	US 27	NW 27th Ave	NW 44th Ave	Add 2 Lanes	-	1
56	32	MAIN	-	SR 326	US 441	CR 200A	Add 2 Lanes	-	1



TO: TPO Members

FROM: Kristen Woodruff, Transportation Planner

SUBJECT: Adoption of the FY 2019/20 – 2023/24 Transportation Improvement Program

At the May board meeting, staff presented the FY 2019/20 – 2023/24 Transportation Improvement Program (TIP) for your review. The listing of scheduled projects in this document are pulled from the Florida Department of Transportation's Tentative Work Program and has not changed since the draft was presented at the previous board meeting. The 30-day public comment period is from June 1 to June 30, 2019.

As a reminder, notable additions to this year's update include:

- 433652-1: SR 40 intersections at SW 40th Avenue and SW 27th Avenue – Add turn lanes (additional \$1.3 million)
- 4261791-1: Silver Springs State Park Pedestrian Bridges – Pedestrian/Wildlife Overpass (additional \$2.6 million)
- 433651-1: CR 484 from SW 20th Avenue to CR 475A – Interchange Improvement (Construction phases and additional ROW funding, \$6.8 million)
- Updated SunTran and Congestion Management Process language in Executive Summary

If you have any questions regarding the TIP or any of the projects included, please feel free to contact the TPO staff at (352) 629-8297.



OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY 2019/20—FY 2023/24

ADOPTED 06/25/2019

RESOLUTION NO.

RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
ENDORING THE TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR FISCAL YEAR 2019/20 – 2023/24.

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 2019/20 – 2023/24.

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 25th day of June 2019.

By: _____
Valerie Hanchar, Chair

Attest: _____
Robert Balmes, TPO Director

OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION

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

BOARD

Valerie Hanchar, **Chair**
Dunnellon City Council

Ron Livsey
Bellevue City Commission

Jeff Gold, **Vice Chair**
Marion County Board of Commissioners

Kathy Bryant
Marion County Board of Commissioners

David Moore
Marion County Board of Commissioners

Michelle Stone
Marion County Board of Commissioners

Carl Zalak
Marion County Board of Commissioners

Kent Guinn
City of Ocala, Mayor

Justin Grabelle
Ocala City Council

Brent Malever
Ocala City Council

Jay Musleh
Ocala City Council

Mary Sue Rich
Ocala City Council

Matthew Wardell
Ocala City Council

STAFF

Robert Balmes
Director

Derrick Harris
Transportation Planner/Fiscal Manager

Kristen Woodruff
Transportation Planner

Elizabeth Mitchell
Grants Manager

Shakayla Pullings
Administrative Assistant

TABLE OF CONTENTS

Glossary of Abbreviations	1
Executive Summary	3
Priority Projects	13
Phase and Funding Code Legends	17
5 Year Summary by Funding Category	23
5 Year Summary of Funding Source	32
Section 1 – Federal /State Projects	1-1
Section 2 – TPO Funding	2-1
Section 3 – Countywide	3-1
Section 4 – Bike/Ped Projects	4-1
Section 5 – Aviation Projects	5-1
Section 6 – Transit Projects	6-1
Project Index	i

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 Transportation Planning Organization's (TPO) 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 (LRTP). 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 2019/2020 - 2023/2024 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 1,410 passengers per weekday and 1,108 passengers per Saturday.

Until 2019, the TPO staff operated as SunTran's administrative staff and the TPO board served as its policy board. On April 23, 2019 the TPO board approved an interlocal agreement that transferred its duties as the SunTran policy board to the Ocala City Council, effective July 1, 2019. The new agreement was subsequently approved by the Marion County Commission and the Ocala City Council on May 7, 2019. SunTran contracts with RATP Development (RATP Dev), which directly operates and

maintains the fixed-route buses. RATPDev 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 30,064 revenue hours and 479,908 revenue miles of service to 416,242 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. 450.322(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 REMOVAL 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

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the

benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System
- Improving Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The Fixing America’s Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule was finalized and published in the *Federal Register*. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in TPO plans. The SHSP guides FDOT, T/MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance measures toward that zero deaths vision. The TPO adopted their own safety targets on February 26, 2019. The safety targets are as follows:

- Number of Fatalities – 80*
- Rate of Fatalities per 100 Million VMT – 1.66*
- Number of Serious Injuries – 405*
- Rate of Serious Injuries per 100 Million VMT – 8.40
- Number of Non-Motorized Fatalities/Serious Injuries – 50*

*the fatality and serious injury target numbers were determined by using historical trend to predict the 2019 Vehicle Miles Traveled (VMT) and multiplying that number by the annual average rate over the previous 5 years.

The TIP considers potential projects that fall into specific investment priorities established by the TPO in the Long-Range Transportation Plan (LRTP). For the Ocala/Marion County TPO this includes safety programs such as collaborative community efforts with the Marion County CTST, Safety Through Engineering, Education and Responsibility (S.T.E.E.R.), the Bike 'Rodeo' program with the Marion County Health Department, CarFit, Walk Your Kids to School Day and the Safe Routes to School (SRTS) program. Other efforts by the TPO include monitoring of crash data and trends through the annual Traffic Counts & Trends Manual, crash mitigation and data collection efforts through Intelligent Transportation Systems deployment, Roadway Safety Audits (RSAs), and operational and safety analysis for any projects that are added to any of the three Priority Project lists that are maintained by the TPO. These analyses allow for TPO staff to predict the potential safety and operational benefits that each project would afford to the each corridor and the overall system as a whole.

The TIP includes specific investment priorities that support all of the TPO's goals including safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The TPO's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The TPO will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.

CONGESTION MANAGEMENT PROCESS

On May 18, 2018, FDOT established statewide performance targets for the system performance measures. On October 23, 2018, the Ocala/Marion County TPO agreed to support FDOT’s statewide system performance targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the statewide targets. Table 5.1 presents the statewide and TPO targets.

Performance Measure	2-year Statewide Target (2019)	4-year Statewide Target (2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	75%	70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required ⁵	50%
Truck travel time reliability (TTTR)	1.75	2.00

For comparative purposes, current statewide conditions are as follows:

- 82 percent of person-miles traveled on the Interstate are reliable;
- 84 percent of person-miles traveled on the non-Interstate are reliable; and

- 1.43 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability; analyzed travel time data from the National Performance Management Research Dataset (NPMRDS) for the years 2014 to 2017, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

The federal travel time reliability measures follow a new methodology that differ from prior Florida efforts. In addition, beginning in 2017, the NPMRDS expanded its coverage of travel segments, and a new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial statewide system performance and freight targets. It is the intent of FDOT to meet or exceed the established performance targets. System performance and freight are addressed through several statewide initiatives:

- Florida’s Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT’s capacity investments and is Florida’s primary network for ensuring a strong link between transportation and economic competitiveness. These

facilities, which span all modes and includes highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).

- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP's Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan.
- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

The Ocala/Marion County TPO TIP reflects investment priorities established in the 2040 LRTP. The focus of the TPO's investments that address system performance and freight include traffic operations improvements along US 441, ITS operational support, and bike and pedestrian projects that promote mode shift such as the Silver Springs State Park Pedestrian Bridges, the Pruitt Trail and the Downtown Ocala Trail.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

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 (l)).

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).

STATE & FEDERAL CONSISTENCY

Ocala/Marion County LRTP

The Long Range Transportation Plan projects included in the TIP are consistent with the Ocala/Marion County TPO's 2040 LRTP adopted on November 24th, 2015.

FDOT Freight Plan

The TIP includes specific investment priorities that support all of the TPO's goals including freight, using a prioritization and project selection process established in the LRTP. The TPO will continue to coordinate with FDOT to take action on the additional targets and other requirements of the federal performance management process.

FDOT Asset Management Plan

The TIP includes specific investment priorities that support all of the TPO's goals including modal options, using a prioritization and project selection process established in the LRTP. The TPO will continue to coordinate with FDOT to take action on the additional targets and other requirements of the federal performance management process.

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 (LRTP). This Plan has two components: the Needs Plan and the Cost Feasible Plan. The first portion of the plan, the Needs Plan, identifies 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 recent years, the TIP has included three separate lists of priority projects: SIS, Off-system and Trail projects. Per FDOT directive, these lists have been consolidated into one list for clarity on relative priority.

As the TPO develops its 2045 LRTP, it is concurrently working to develop a well-defined priority ranking protocol for the future. For the development of this TIP, the TPO used an interim ranking process which incorporates the 2040 LRTP approved and established Goals and Objectives as a baseline for the foundation of the ranking criteria. Then, the projects were given priority according to the following criteria:

1. Multimodality (1 point)
2. Whether they meet national performance measures stated in the 2040 LRTP (up to 2 points)
3. Current work program phase
 - a. PD & E 1 point
 - b. Design 2 points
 - c. ROW 3 points
 - d. Construction 4 points
4. Funding Availability (1 point)
5. Local Revenue/Funding Source (1 point)
6. Local Partnership (1 point)

The consolidation of three lists into one and the implementation of this interim ranking methodology explain any differences in priority from the previous TIP.

After the CAC and TAC have reviewed the priority recommendation developed according to this ranking methodology, the TPO Board was asked to review and adopt the resulting recommendation for the final list of Federal and State Priorities. This recommendation will be transmitted to FDOT for the development of the next FDOT Tentative Work Program for Marion County.

ANNUAL LIST OF OBLIGATED PROJECTS

The FDOT Annual List of Obligated Projects can be found at <https://www.fdot.gov/workprogram/federal/fa-mpo-obligdet.shtm>

INSERT PRIORITY PROJECTS

INSERT PRIORITY PROJECTS

INSERT PRIORITY PROJECTS

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 February 2019. The Department recommended that the urban transportation planning process be certified for fiscal year 2019/2020. The next certification review will be performed in the spring of 2020.

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.

<u>Code</u>	<u>Project Phase Information</u>
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	Routine Maintenance
UTIL	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

<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
<u>NATIONAL HIGHWAY SYSTEM</u>		
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.
<u>SURFACE TRANSPORTATION PROGRAM</u>		
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.
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 plus 15% of this allocation must be spent off the Federal System as required by the 1978 Highway Act.

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 – SAFETEALU 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 <u>Code</u>	<u>Source</u>	<u>Fund Description</u>
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
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.

<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ACFP - AC FREIGHT PROG (NFP)							
4336511	CR 484	0	8,918,881	0	49,995	0	8,968,876
Total		0	8,918,881	0	49,995	0	8,968,876
ACNP - ADVANCE CONSTRUCTION NHPP							
4356602	SR 326	1,484,963	121,550	0	0	0	1,606,513
4431701	SR 93 (I-75) FROM SUMTER COUNTY TO SR 200	1,300,000	0	34,990,930	0	0	36,290,930
Total		2,784,963	121,550	34,990,930	0	0	37,897,443
ACSA - ADVANCE CONSTRUCTION (SA)							
4106742	SR 40	2,717,094	0	0	0	0	2,717,094
Total		2,717,094	0	0	0	0	2,717,094
ACSN - ADVANCE CONSTRUCTION (SN)							
2386481	US 41	500,000	0	0	0	0	500,000
4106742	SR 40	254,019	0	0	0	0	254,019
4336511	CR 484	1,150,000	0	0	0	0	1,150,000
Total		1,904,019	0	0	0	0	1,904,019
ACSS - ADVANCE CONSTRUCTION (SS)							
4348441	CR 42	404,200	0	0	0	0	404,200
4413661	SR 40	0	504,287	0	0	0	504,287
Total		404,200	504,287	0	0	0	908,487
ACTN - ADVANCE CONSTRUCTION TALN							
4261791	SILVER SPRINGS STATE PARK	650,000	0	0	0	0	650,000
Total		650,000	0	0	0	0	650,000
BRRP - STATE BRIDGE REPAIR & REHAB							
4432701	SR 25 / 200 TO ALACH BRIDGE 360025 & 360026	494,318	0	0	0	0	494,318
Total		494,318	0	0	0	0	494,318

5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
D - UNRESTRICTED STATE PRIMARY							
4136153	LIGHTING AGREEMENTS	375,770	387,041	398,649	410,604	422,922	1,994,986
4181071	PRIMARY IN HOUSE	1,767,734	1,831,973	1,831,973	1,831,973	1,781,973	9,045,626
4233912	ASPHALT RESURFACING	229,000	0	0	0	0	229,000
4278392	PERFORMANCE AESTHETICS	740,000	740,000	740,000	740,000	740,000	3,700,000
4291781	UNPAVED SHOULDER REPAIR	581,000	0	0	0	0	581,000
4291821	PAVEMENT MARKINGS -	900,000	0	0	0	0	900,000
4425721	OCALA OPERATIONS COMPLEX CONTRACTED	8,000	0	0	0	0	8,000
Total		4,601,504	2,959,014	2,970,622	2,982,577	2,944,895	16,458,612
DDR - DISTRICT DEDICATED REVENUE							
2386481	US 41	0	0	0	0	41,933,380	41,933,380
4106742	SR 40	68,445	759,363	0	0	0	827,808
4112565	SR 35 (US 301) DALLAS POND REDESIGN	160,000	50,000	171,318	0	0	381,318
4130194	TRAFFIC SIGNALIZATION	351,548	0	0	0	0	351,548
4261791	SILVER SPRINGS STATE PARK	0	0	0	0	723,730	723,730
4336521	SR 40	0	1,671,885	74,618	17,395	0	1,763,898
4336601	US 441	360,000	80,000	30,000	0	0	470,000
4336611	US 441	650,000	1,113,000	39,565	174,230	0	1,976,795
4352081	SR 35	1,000,000	0	0	0	0	1,000,000
4352091	I-75 (AT NW 49TH STREET)	0	0	442,990	0	0	442,990
4356602	SR 326	8,208	0	0	0	0	8,208
4356861	US 441	1,433,128	0	0	0	0	1,433,128
4370171	OCALA INTERNATIONAL AIRPORT	1,000,000	0	0	0	0	1,000,000
4378271	I-75	0	0	570,000	0	0	570,000
4384271	MARION COUNTY AIRPORT	0	0	0	300,000	1,000,000	1,300,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
DDR - DISTRICT DEDICATED REVENUE							
4384301	MARION-DUNNELLON	0	1,000,000	0	0	0	1,000,000
4384351	MARION-DUNNELLON PARALLEL TAXIWAY TO	0	0	1,280,000	0	0	1,280,000
4384761	OCALA INTERNATIONAL AIRPORT	0	140,000	160,000	0	0	300,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	520,000	0	520,000
4385621	I-75 MARION COUNTY REST AREAS	0	0	0	2,847,902	0	2,847,902
4392381	US 441	2,697,544	0	0	0	0	2,697,544
4407801	OCALA INTERNATIONAL	0	0	0	360,000	760,000	1,120,000
4411361	US 441	0	1,367,147	0	0	0	1,367,147
4437031	SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP	0	0	540,500	0	0	540,500
4437301	US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF	0	0	589,145	0	0	589,145
4447671	US 441 SLOPES AT RR OVER PASS B/W SE 3RD	596,061	0	0	0	0	596,061
4448771	MARION-OCALA INTL HANGAR	0	0	0	0	1,000,000	1,000,000
Total		8,324,934	6,181,395	3,898,136	4,219,527	45,417,110	68,041,102
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
2386481	US 41	0	0	0	0	57,200	57,200
4112565	SR 35 (US 301) DALLAS POND REDESIGN	17,000	16,000	5,000	0	0	38,000
4261791	SILVER SPRINGS STATE PARK	0	0	0	0	5,720	5,720
4336521	SR 40	0	42,500	42,500	42,308	0	127,308
4336601	US 441	38,000	34,000	0	0	0	72,000
4336611	US 441	17,200	17,200	17,100	0	0	51,500
4352081	SR 35	5,000	0	0	0	0	5,000
4356861	US 441	64,302	0	0	0	0	64,302
4378261	I-75 MARION COUNTY REST AREAS	0	0	0	0	99,817	99,817
4378271	I-75	0	0	135,248	0	0	135,248

5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4385621	I-75 MARION COUNTY REST AREAS	0	0	0	55,550	0	55,550
4392381	US 441	5,130	0	0	0	0	5,130
4411361	US 441	0	10,530	0	0	0	10,530
4432701	SR 25 / 200 TO ALACH BRIDGE 360025 & 360026	2,052	0	0	0	0	2,052
4437031	SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP	0	0	77,410	0	0	77,410
4437301	US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF	0	0	10,810	0	0	10,810
4447671	US 441 SLOPES AT RR OVER PASS B/W SE 3RD	5,130	0	0	0	0	5,130
Total		153,814	120,230	288,068	97,858	162,737	822,707
DPTO - STATE - PTO							
4314011	TPO PLANNING STUDIES	7,810	8,543	0	0	0	16,353
4333041	SUNTRAN	653,195	685,858	720,151	0	0	2,059,204
4370311	OCALA INTERNATIONAL AIRPORT	275,000	0	0	0	0	275,000
4384171	MARION COUNTY AIRPORT	0	145,600	0	0	0	145,600
4384231	MARION COUNTY AIRPORT	0	38,782	0	0	0	38,782
4384301	MARION-DUNNELLON	360,000	0	0	0	0	360,000
4384331	MARION COUNTY AIRPORT	93,573	0	0	0	0	93,573
4407971	TRANSIT PLANNING STUDIES	0	0	9,299	9,299	9,299	27,897
4424551	SUNTRAN	0	0	0	761,310	793,966	1,555,276
4448761	MARION-OCALA INTL INFRASTRUCTURE	200,000	0	0	0	0	200,000
Total		1,589,578	878,783	729,450	770,609	803,265	4,771,685
DRA - REST AREAS - STATE 100%							
4385621	I-75 MARION COUNTY REST AREAS	0	0	0	23,604,010	0	23,604,010
Total		0	0	0	23,604,010	0	23,604,010
DS - STATE PRIMARY HIGHWAYS & PTO							
4106742	SR 40	0	1,120,508	0	0	0	1,120,508

5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
DS - STATE PRIMARY HIGHWAYS & PTO							
4112565	SR 35 (US 301) DALLAS POND REDESIGN	0	8,000	0	0	0	8,000
4378261	I-75 MARION COUNTY REST AREAS	0	0	0	0	857,999	857,999
4385621	I-75 MARION COUNTY REST AREAS	0	0	0	16,830,226	0	16,830,226
4411361	US 441	0	210,600	0	0	0	210,600
Total		0	1,339,108	0	16,830,226	857,999	19,027,333
DU - STATE PRIMARY/FEDERAL REIMB							
4314011	TPO PLANNING STUDIES	62,478	68,344	0	0	0	130,822
4333121	MARION TRANSIT	843,946	886,143	930,450	0	0	2,660,539
4407971	TRANSIT PLANNING STUDIES	0	0	74,389	74,389	74,389	223,167
4424601	MARION TRANSIT	0	0	0	976,973	1,025,822	2,002,795
Total		906,424	954,487	1,004,839	1,051,362	1,100,211	5,017,323
DWS - WEIGH STATIONS - STATE 100%							
4453211	WILDWOOD MAINLINE WEIGH IN MOTION (WIM)	0	0	2,228,050	0	0	2,228,050
Total		0	0	2,228,050	0	0	2,228,050
FAA - FEDERAL AVIATION ADMIN							
4370311	OCALA INTERNATIONAL AIRPORT	4,950,000	0	0	0	0	4,950,000
4384231	MARION COUNTY AIRPORT	0	436,300	0	0	0	436,300
4384761	OCALA INTERNATIONAL AIRPORT	0	1,575,000	1,800,000	0	0	3,375,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	5,850,000	0	5,850,000
Total		4,950,000	2,011,300	1,800,000	5,850,000	0	14,611,300
FCO - PRIMARY/FIXED CAPITAL OUTLAY							
4425722	OCALA OPERATIONS COMPLEX FCO PROJECTS	250,000	0	0	0	0	250,000
Total		250,000	0	0	0	0	250,000
FTA - FEDERAL TRANSIT ADMINISTRATION							
4271882	SUNTRAN	2,257,820	2,325,554	2,395,321	2,467,181	2,541,196	11,987,072

5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
FTA - FEDERAL TRANSIT ADMINISTRATION							
Total		2,257,820	2,325,554	2,395,321	2,467,181	2,541,196	11,987,072
GFSN - GF STPBG							
4106742	SR 40	125,211	0	0	0	0	125,211
4336511	CR 484	650,000	0	0	0	0	650,000
Total		775,211	0	0	0	0	775,211
LF - LOCAL FUNDS							
4271882	SUNTRAN	564,455	581,389	598,830	616,795	635,299	2,996,768
4314011	TPO PLANNING STUDIES	7,810	8,543	0	0	0	16,353
4333041	SUNTRAN	653,195	685,858	720,151	0	0	2,059,204
4333121	MARION TRANSIT	843,946	886,143	930,450	0	0	2,660,539
4336513	CR 484 INTERCHANGE	0	4,393,910	0	0	0	4,393,910
4336611	US 441	0	0	630,175	0	0	630,175
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	103,226	0	0	0	103,226
4370171	OCALA INTERNATIONAL AIRPORT	250,000	0	0	0	0	250,000
4370311	OCALA INTERNATIONAL AIRPORT	275,000	0	0	0	0	275,000
4384171	MARION COUNTY AIRPORT	0	36,400	0	0	0	36,400
4384231	MARION COUNTY AIRPORT	0	9,696	0	0	0	9,696
4384271	MARION COUNTY AIRPORT	0	0	0	75,000	250,000	325,000
4384301	MARION-DUNNELLON	90,000	250,000	0	0	0	340,000
4384331	MARION COUNTY AIRPORT	23,393	0	0	0	0	23,393
4384351	MARION-DUNNELLON PARALLEL TAXIWAY TO	0	0	320,000	0	0	320,000
4384761	OCALA INTERNATIONAL AIRPORT	0	35,000	40,000	0	0	75,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	130,000	0	130,000
4407801	OCALA INTERNATIONAL	0	0	0	90,000	190,000	280,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
LF - LOCAL FUNDS							
4407971	TRANSIT PLANNING STUDIES	0	0	9,299	9,299	9,299	27,897
4424551	SUNTRAN	0	0	0	761,310	793,966	1,555,276
4424601	MARION TRANSIT	0	0	0	976,973	1,025,822	2,002,795
4448761	MARION-OCALA INTL INFRASTRUCTURE	50,000	0	0	0	0	50,000
4448771	MARION-OCALA INTL HANGAR	0	0	0	0	250,000	250,000
Total		2,757,799	6,990,165	3,248,905	2,659,377	3,154,386	18,810,632
NHRE - NAT HWY PERFORM - RESURFACING							
4392381	US 441	2,705,901	0	0	0	0	2,705,901
Total		2,705,901	0	0	0	0	2,705,901
PL - METRO PLAN (85% FA; 15% OTHER)							
4393312	OCALA/MARION URBAN AREA FY	499,316	0	0	0	0	499,316
4393313	OCALA/MARION URBAN AREA FY	0	499,316	499,316	0	0	998,632
4393314	OCALA/MARION URBAN AREA FY	0	0	0	499,316	0	499,316
Total		499,316	499,316	499,316	499,316	0	1,997,264
RHP - RAIL HIGHWAY X-INGS - PROT DEV							
4443821	CR 484 / PENNSYLVANIA AVE @ CROSSING #	400,058	0	0	0	0	400,058
4443831	SE 36 AVE @ CROSSING # 627220-F	320,189	0	0	0	0	320,189
Total		720,247	0	0	0	0	720,247
SA - STP, ANY AREA							
4106742	SR 40	0	20,693	0	0	0	20,693
4363601	SR 40 (BLACK BEAR TRAIL)	1,100,000	0	0	0	0	1,100,000
4392381	US 441	18,756,088	0	0	0	0	18,756,088
4411361	US 441	0	12,964,993	0	0	0	12,964,993
Total		19,856,088	12,985,686	0	0	0	32,841,774

5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
SL - STP, AREAS <= 200K							
2386481	US 41	0	0	0	0	8,913,430	8,913,430
4106742	SR 40	0	606,093	19,476	0	0	625,569
4336511	CR 484	144,599	645,436	0	0	0	790,035
4336512	CR 484	0	2,063,796	0	0	0	2,063,796
4336521	SR 40	0	168,115	2,095,382	1,542,605	236,915	4,043,017
4336611	US 441	0	0	2,696,349	0	39,870	2,736,219
4352091	I-75 (AT NW 49TH STREET)	0	0	1,661,141	0	0	1,661,141
4363611	ITS OPERATIONAL SUPPORT	0	2,617,154	0	0	0	2,617,154
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	8,353	0	0	0	8,353
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	4,455	0	0	4,455
4364743	LEGACY ELEMENTARY SCHOOL SIDEWALKS	0	0	28,181	0	0	28,181
Total		144,599	6,108,947	6,504,984	1,542,605	9,190,215	23,491,350
SN - STP, MANDATORY NON-URBAN <= 5K							
2386481	US 41	0	0	0	0	2,803,369	2,803,369
4106742	SR 40	164,055	93,343	203,888	0	0	461,286
4336511	CR 484	0	1,000,000	106,000	0	0	1,106,000
4348441	CR 42	3,000	0	0	0	0	3,000
4354841	PRUITT TRAIL	0	0	1,145,710	0	0	1,145,710
Total		167,055	1,093,343	1,455,598	0	2,803,369	5,519,365
TALL - TRANSPORTATION ALTS- <200K							
4354841	PRUITT TRAIL	0	0	292,891	0	0	292,891
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	285,794	0	0	285,794
4367551	INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE	0	0	155,000	0	0	155,000
4367561	DOWNTOWN OCALA TO SILVER SPRINGS TRAIL	253,000	0	0	0	0	253,000

5-Year Summary of Projects by Funding Category

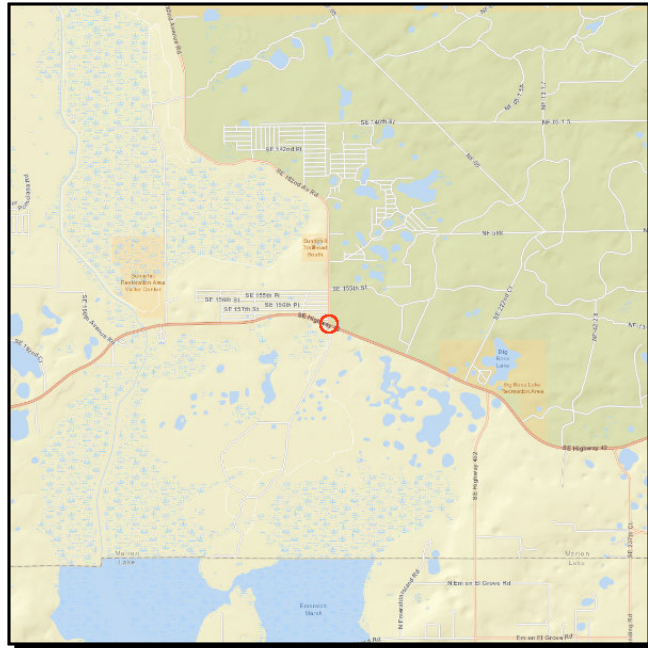
Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
TALL - TRANSPORTATION ALTS- <200K							
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	35,605	0	0	35,605
Total		253,000	0	769,290	0	0	1,022,290
TALN - TRANSPORTATION ALTS- < 5K							
4261791	SILVER SPRINGS STATE PARK	0	0	0	0	251,497	251,497
4354841	PRUITT TRAIL	0	0	251,388	0	0	251,388
Total		0	0	251,388	0	251,497	502,885
TALT - TRANSPORTATION ALTS- ANY AREA							
4261791	SILVER SPRINGS STATE PARK	0	0	0	0	1,713,389	1,713,389
4354841	PRUITT TRAIL	0	0	2,020,011	0	0	2,020,011
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	763,647	0	0	0	763,647
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	26,847	0	0	26,847
4364743	LEGACY ELEMENTARY SCHOOL SIDEWALKS	0	0	1,413,478	0	0	1,413,478
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	605	0	0	605
Total		0	763,647	3,460,941	0	1,713,389	5,937,977
TRIP - TRANS REGIONAL INCENTIVE PROGM							
4317983	NE 36TH AVENUE	3,440,000	347,000	0	0	0	3,787,000
4336513	CR 484 INTERCHANGE	0	1,432,794	0	0	0	1,432,794
Total		3,440,000	1,779,794	0	0	0	5,219,794

5-Year Summary of Funding Source

Funding Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
Federal	41,695,937	36,286,998	53,132,607	11,460,459	17,599,877	160,175,878
Local	2,757,799	6,990,165	3,248,905	2,659,377	3,154,386	18,810,632
State	18,854,148	13,258,324	10,114,326	48,504,807	50,186,006	140,917,611
Total	63,307,884	56,535,487	66,495,838	62,624,643	70,940,269	319,904,121

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	ACSS	54,200	0	0	0	0	54,200
CST	ACSS	350,000	0	0	0	0	350,000
CEI	SN	3,000	0	0	0	0	3,000
Total		407,200	0	0	0	0	407,200

Prior Cost < 2019/20: 25,012
Future Cost > 2023/24: 0
Total Project Cost: 432,212
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

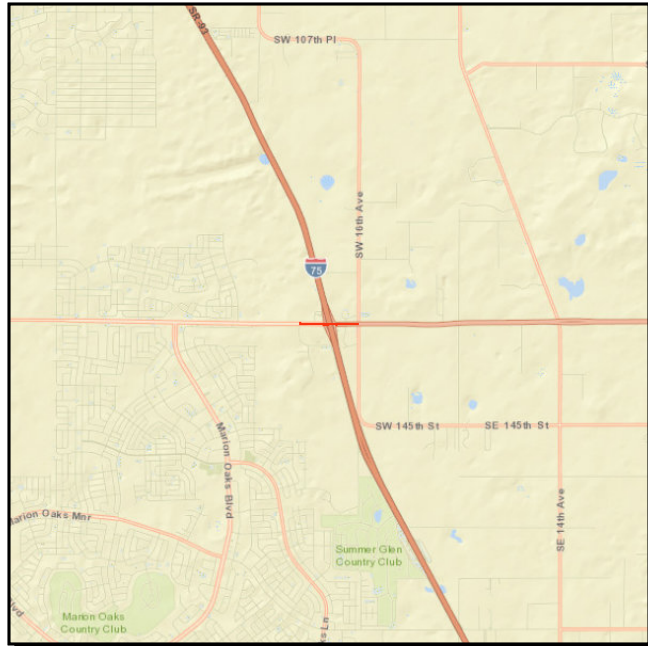
Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	SL	0	2,063,796	0	0	0	2,063,796
Total		0	2,063,796	0	0	0	2,063,796

Prior Cost < 2019/20: 0
Future Cost > 2023/24: 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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	ACSN	1,150,000	0	0	0	0	1,150,000
ROW	GFSN	650,000	0	0	0	0	650,000
ROW	SL	144,599	50,000	0	0	0	194,599
CEI	ACFP	0	746,146	0	49,995	0	796,141
ROW	SN	0	1,000,000	106,000	0	0	1,106,000
CST	SL	0	595,436	0	0	0	595,436
CST	ACFP	0	8,172,735	0	0	0	8,172,735
Total		1,944,599	10,564,317	106,000	49,995	0	12,664,911

Prior Cost < 2019/20: 3,195,898

Future Cost > 2023/24: 0

Total Project Cost: 15,860,809

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

CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D

4443821

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:**
To:
Lead Agency: Managed by FDOT **Length:** .014

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
RRU	RHP	400,058	0	0	0	0	400,058
Total		400,058	0	0	0	0	400,058

Prior Cost < 2019/20: 0
Future Cost > 2023/24: 0
Total Project Cost: 400,058
Project Description:

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	LF	0	4,393,910	0	0	0	4,393,910
ROW	TRIP	0	1,432,794	0	0	0	1,432,794
Total		0	5,826,704	0	0	0	5,826,704

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CST	DIH	0	0	135,248	0	0	135,248
CST	DDR	0	0	570,000	0	0	570,000
Total		0	0	705,248	0	0	705,248

Prior Cost < 2019/20: 0
Future Cost > 2023/24: 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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	DDR	0	0	442,990	0	0	442,990
PE	SL	0	0	1,661,141	0	0	1,661,141
Total		0	0	2,104,131	0	0	2,104,131

Prior Cost < 2019/20: 2,716,535

Future Cost > 2023/24: 0

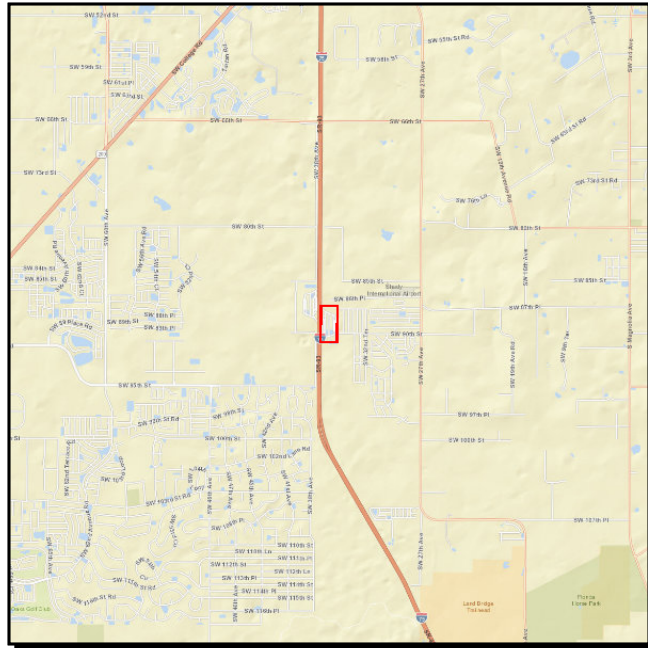
Total Project Cost: 4,820,666

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

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CST	DRA	0	0	0	23,604,010	0	23,604,010
CEI	DIH	0	0	0	55,550	0	55,550
CST	DS	0	0	0	16,830,226	0	16,830,226
CEI	DDR	0	0	0	2,389,588	0	2,389,588
CST	DDR	0	0	0	458,314	0	458,314
Total		0	0	0	43,337,688	0	43,337,688

Prior Cost < 2019/20: 2,775,190

Future Cost > 2023/24: 0

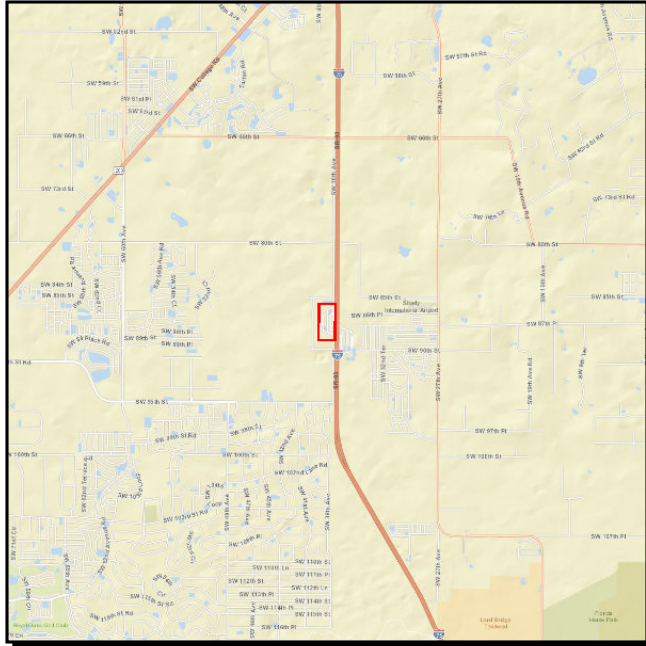
Total Project Cost: 46,112,878

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	DIH	0	0	0	0	99,817	99,817
CST	DS	0	0	0	0	857,999	857,999
Total		0	0	0	0	957,816	957,816

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

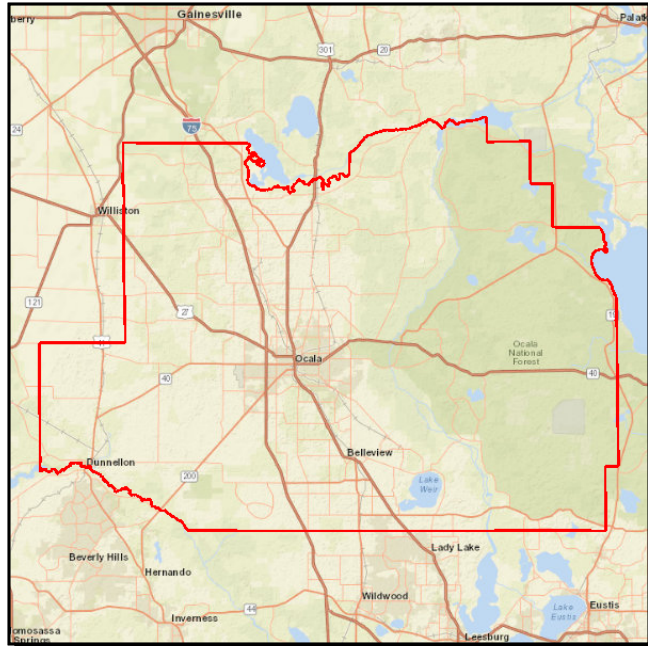
Total Project Cost: 957,816

Project Description: Vegetative installation and maintenance.

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
OPS	SL	0	2,617,154	0	0	0	2,617,154
Total		0	2,617,154	0	0	0	2,617,154

Prior Cost < 2019/20: 0
Future Cost > 2023/24: 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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	TRIP	3,440,000	347,000	0	0	0	3,787,000
Total		3,440,000	347,000	0	0	0	3,787,000

Prior Cost < 2019/20: 37,246,170

Future Cost > 2023/24: 0

Total Project Cost: 41,033,170

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)

SE 36 AVE @ CROSSING # 627220-F

4443831

Non-SIS

Work Summary: RAIL SAFETY PROJECT **From:**
To:
Lead Agency: Managed by FDOT **Length:** .008



Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
RRU	RHP	320,189	0	0	0	0	320,189
Total		320,189	0	0	0	0	320,189

Prior Cost < 2019/20: 0
Future Cost > 2023/24: 0
Total Project Cost: 320,189
Project Description:

SR 25 / 200 TO ALACH BRIDGE 360025 & 360026

4432701

Non-SIS



Work Summary:

From:

To:

Lead Agency:

Managed by FDOT

Length: .790

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	DIH	2,052	0	0	0	0	2,052
CST	BRRP	448,920	0	0	0	0	448,920
CEI	BRRP	45,398	0	0	0	0	45,398
Total		496,370	0	0	0	0	496,370

Prior Cost < 2019/20: 64,469

Future Cost > 2023/24: 0

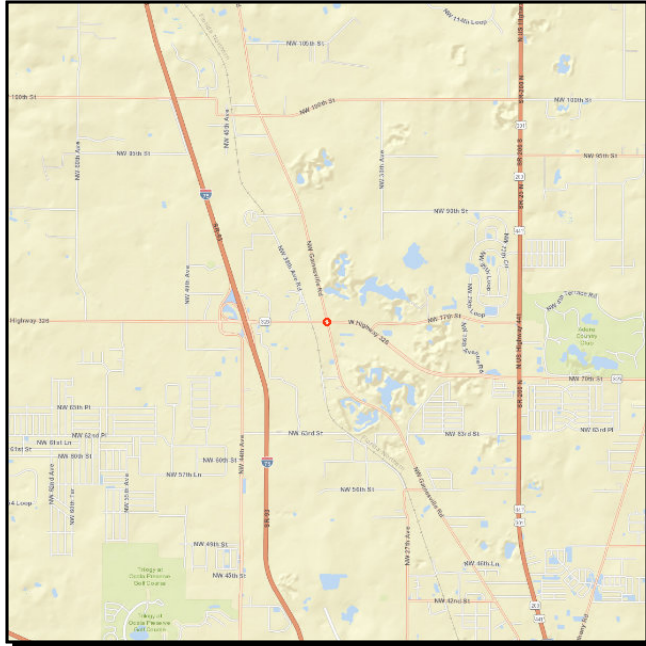
Total Project Cost: 560,839

Project Description:

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	ACNP	201,735	121,550	0	0	0	323,285
CEI	ACNP	135,271	0	0	0	0	135,271
CEI	DDR	8,208	0	0	0	0	8,208
CST	ACNP	1,147,957	0	0	0	0	1,147,957
Total		1,493,171	121,550	0	0	0	1,614,721

Prior Cost < 2019/20: 2,107,388

Future Cost > 2023/24: 0

Total Project Cost: 3,722,109

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	DIH	5,000	0	0	0	0	5,000
PE	DDR	1,000,000	0	0	0	0	1,000,000
Total		1,005,000	0	0	0	0	1,005,000

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

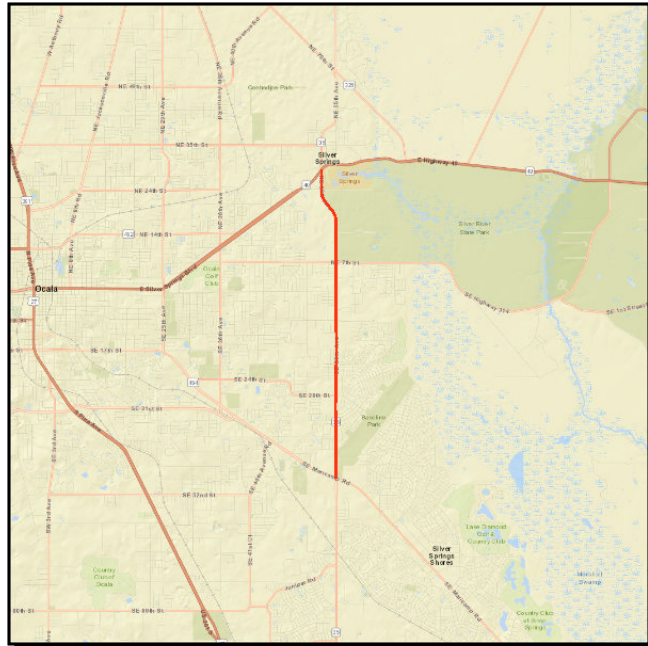
Total Project Cost: 1,005,000

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

SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP RD) TO SR 40

4437031

Non-SIS



Work Summary: LANDSCAPING **From:**
To:
Lead Agency: Managed by FDOT **Length:** 5.393

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	DIH	0	0	77,410	0	0	77,410
CEI	DDR	0	0	54,050	0	0	54,050
CST	DDR	0	0	486,450	0	0	486,450
Total		0	0	617,910	0	0	617,910

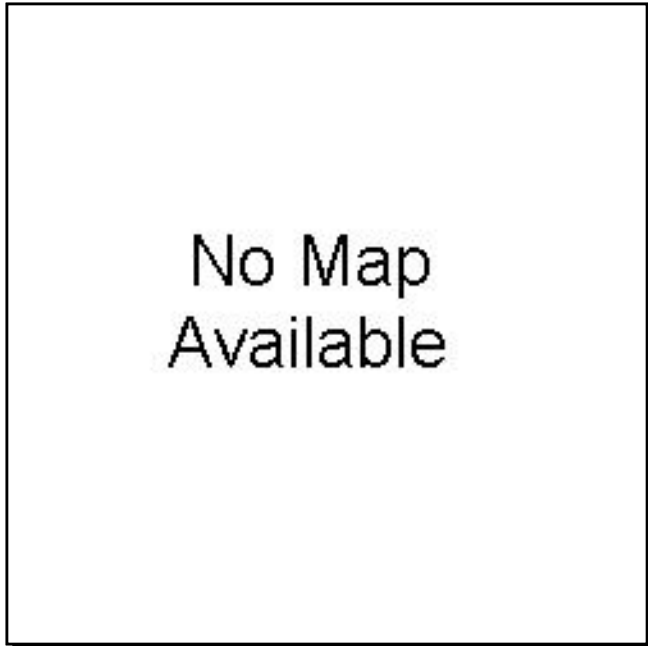
Prior Cost < 2019/20: 0
Future Cost > 2023/24: 0
Total Project Cost: 617,910
Project Description:

SR 35 (US 301) DALLAS POND REDESIGN

4112565

Non-SIS

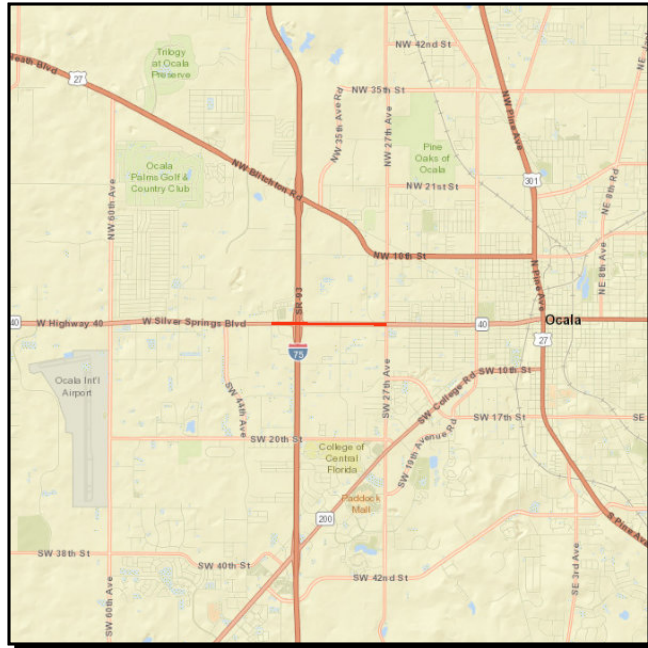
Work Summary: PRELIMINARY ENGINEERING **From:**
Lead Agency: Managed by FDOT **To:**
Length: 1.404



Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	DIH	17,000	16,000	0	0	0	33,000
ROW	DDR	160,000	50,000	18,000	0	0	228,000
ROW	DS	0	8,000	0	0	0	8,000
CEI	DIH	0	0	5,000	0	0	5,000
CST	DDR	0	0	153,318	0	0	153,318
Total		177,000	74,000	176,318	0	0	427,318

Prior Cost < 2019/20: 228,229
Future Cost > 2023/24: 0
Total Project Cost: 655,547
Project Description:

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	DIH	0	42,500	42,500	42,308	0	127,308
ROW	DDR	0	1,671,885	74,618	17,395	0	1,763,898
ROW	SL	0	168,115	2,095,382	1,542,605	236,915	4,043,017
Total		0	1,882,500	2,212,500	1,602,308	236,915	5,934,223

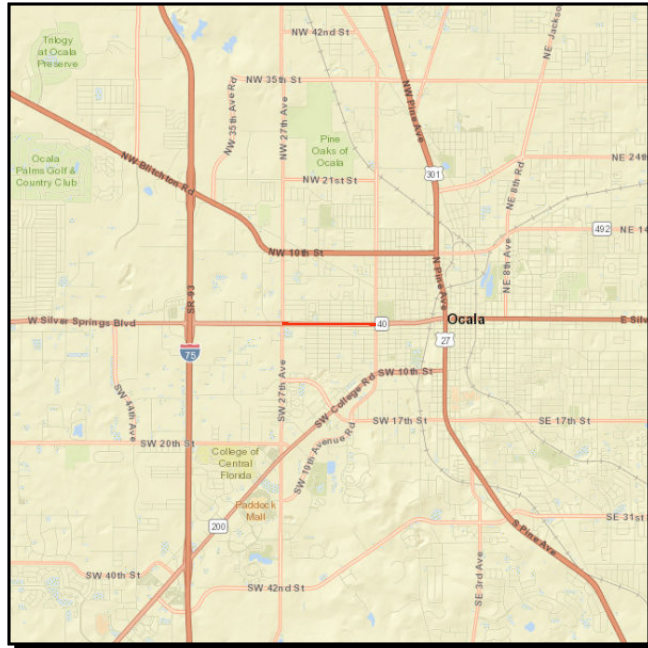
Prior Cost < 2019/20: 1,989,729

Future Cost > 2023/24: 0

Total Project Cost: 7,923,952

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	ACSS	0	82,701	0	0	0	82,701
CST	ACSS	0	421,586	0	0	0	421,586
Total		0	504,287	0	0	0	504,287

Prior Cost < 2019/20: 436,979
Future Cost > 2023/24: 0
Total Project Cost: 941,266
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: 5.327 mi
LRTP #: PAGE 5-2

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	ACSN	254,019	0	0	0	0	254,019
ROW	DDR	68,445	759,363	0	0	0	827,808
ROW	SN	164,055	93,343	203,888	0	0	461,286
ROW	GFSN	125,211	0	0	0	0	125,211
ROW	ACSA	2,717,094	0	0	0	0	2,717,094
ROW	SA	0	20,693	0	0	0	20,693
ROW	DS	0	1,120,508	0	0	0	1,120,508
ROW	SL	0	606,093	19,476	0	0	625,569
Total		3,328,824	2,600,000	223,364	0	0	6,152,188

Prior Cost < 2019/20: 10,740,820

Future Cost > 2023/24: 185,303,402

Total Project Cost: 202,196,410

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

SR 93 (I-75) FROM SUMTER COUNTY TO SR 200

4431701

SIS



Work Summary: RESURFACING **From:**
To:
Lead Agency: Managed by FDOT **Length:** 13.993

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	ACNP	1,300,000	0	0	0	0	1,300,000
CEI	ACNP	0	0	2,324,150	0	0	2,324,150
CST	ACNP	0	0	32,666,780	0	0	32,666,780
Total		1,300,000	0	34,990,930	0	0	36,290,930

Prior Cost < 2019/20: 10,000
Future Cost > 2023/24: 0
Total Project Cost: 36,300,930
Project Description:

US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF SPLIT TO NORTH OF 4437301 SIS

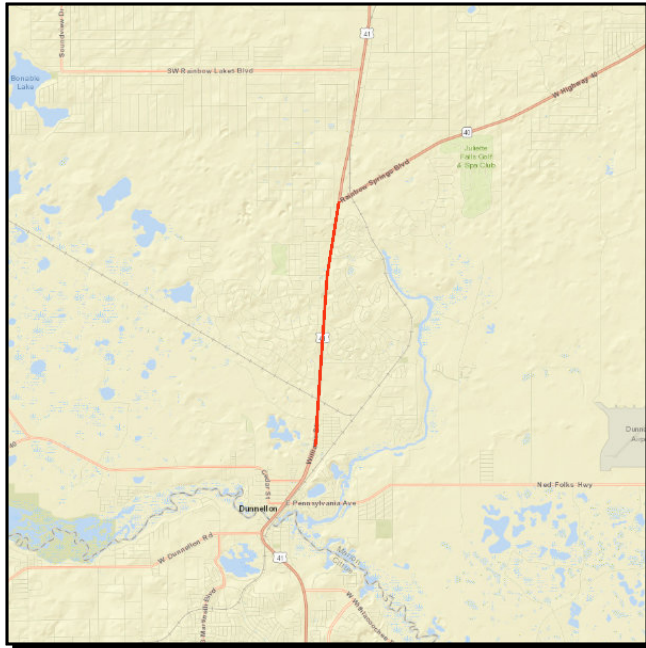


Work Summary: LANDSCAPING **From:**
To:
Lead Agency: Managed by FDOT **Length:** 2.262

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	DIH	0	0	10,810	0	0	10,810
CEI	DDR	0	0	54,050	0	0	54,050
CST	DDR	0	0	535,095	0	0	535,095
Total		0	0	599,955	0	0	599,955

Prior Cost < 2019/20: 0
Future Cost > 2023/24: 0
Total Project Cost: 599,955
Project Description:

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	ACSN	500,000	0	0	0	0	500,000
CEI	DIH	0	0	0	0	57,200	57,200
CST	SL	0	0	0	0	8,913,430	8,913,430
CEI	DDR	0	0	0	0	3,556,492	3,556,492
CST	SN	0	0	0	0	2,803,369	2,803,369
CST	DDR	0	0	0	0	38,376,888	38,376,888
Total		500,000	0	0	0	53,707,379	54,207,379

Prior Cost < 2019/20: 27,533,388

Future Cost > 2023/24: 0

Total Project Cost: 81,740,767

Project Description: Capacity expansion project to widen the US 41 corridor from two to four-lanes. (Priority Project #9)

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

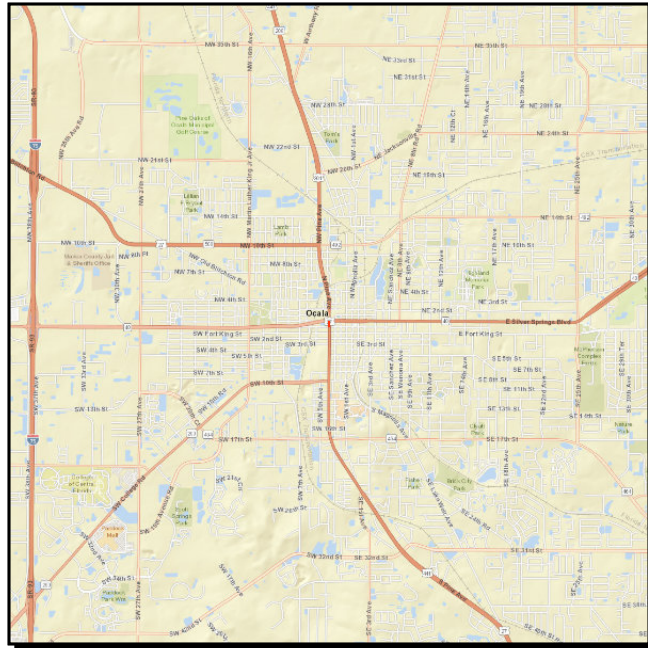


Work Summary: RESURFACING **From:** SR 35
To: SR 200
Lead Agency: Managed by FDOT **Length:** 10.612
LRTP #: Goal 6: Objective 3 - Page 2-11

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	DIH	5,130	0	0	0	0	5,130
CEI	DDR	1,850,534	0	0	0	0	1,850,534
CST	SA	18,756,088	0	0	0	0	18,756,088
CST	DDR	847,010	0	0	0	0	847,010
CST	NHRE	2,705,901	0	0	0	0	2,705,901
Total		24,164,663	0	0	0	0	24,164,663

Prior Cost < 2019/20: 3,178,329
Future Cost > 2023/24: 0
Total Project Cost: 27,342,992
Project Description: Routine resurfacing

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



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

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	DDR	650,000	1,050,000	0	155,010	0	1,855,010
ROW	DIH	17,200	17,200	17,100	0	0	51,500
PE	DDR	0	63,000	0	0	0	63,000
CST	SL	0	0	1,974,146	0	0	1,974,146
CEI	DDR	0	0	39,565	19,220	0	58,785
CEI	SL	0	0	252,203	0	0	252,203
CST	LF	0	0	630,175	0	0	630,175
ROW	SL	0	0	470,000	0	39,870	509,870
Total		667,200	1,130,200	3,383,189	174,230	39,870	5,394,689

Prior Cost < 2019/20: 681,009

Future Cost > 2023/24: 0

Total Project Cost: 6,075,698

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

US 441

4411361

SIS

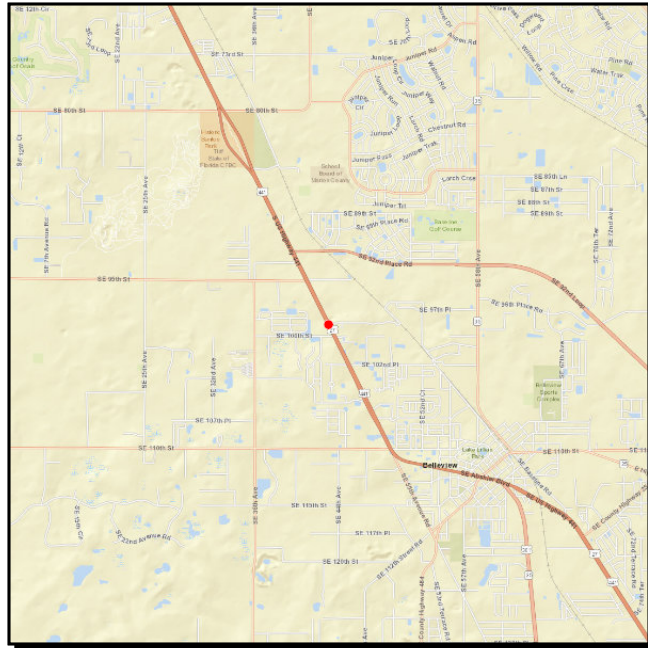


Work Summary: RESURFACING **From:** CR 25A
To: US 301
Lead Agency: Managed by FDOT **Length:** 8.846
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	DIH	0	10,530	0	0	0	10,530
CST	DS	0	210,600	0	0	0	210,600
CEI	DDR	0	1,367,147	0	0	0	1,367,147
CST	SA	0	12,964,993	0	0	0	12,964,993
Total		0	14,553,270	0	0	0	14,553,270

Prior Cost < 2019/20: 1,235,000
Future Cost > 2023/24: 0
Total Project Cost: 15,788,270
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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	DIH	64,302	0	0	0	0	64,302
CEI	DDR	31,806	0	0	0	0	31,806
CST	DDR	1,401,322	0	0	0	0	1,401,322
Total		1,497,430	0	0	0	0	1,497,430

Prior Cost < 2019/20: 259,695

Future Cost > 2023/24: 0

Total Project Cost: 1,757,125

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: 0.433
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	DIH	38,000	34,000	0	0	0	72,000
ROW	DDR	360,000	80,000	30,000	0	0	470,000
Total		398,000	114,000	30,000	0	0	542,000

Prior Cost < 2019/20: 1,193,882

Future Cost > 2023/24: 0

Total Project Cost: 1,735,882

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)

US 441 SLOPES AT RR OVER PASS B/W SE 3RD AVE & SE 30TH ST

4447671

Non-SIS



Work Summary: LANDSCAPING **From:**
To:
Lead Agency: Managed by FDOT **Length:** .318

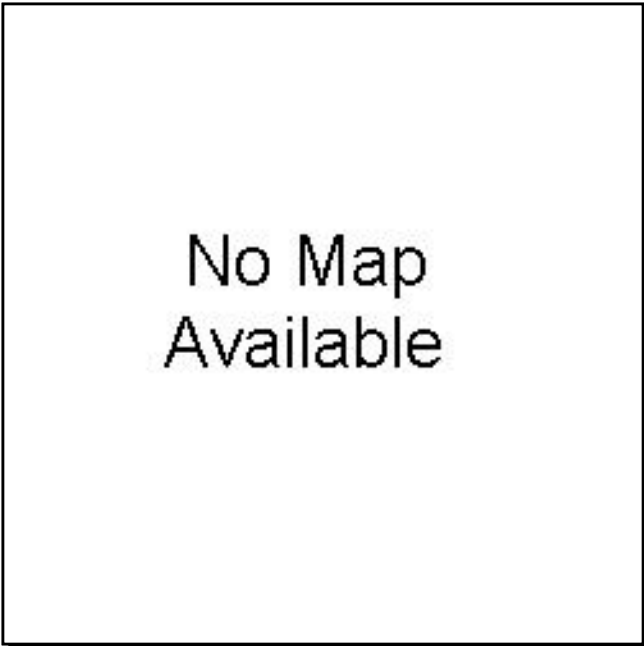
Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	DIH	5,130	0	0	0	0	5,130
CST	DDR	596,061	0	0	0	0	596,061
Total		601,191	0	0	0	0	601,191

Prior Cost < 2019/20: 0
Future Cost > 2023/24: 0
Total Project Cost: 601,191
Project Description:

WILDWOOD MAINLINE WEIGH IN MOTION (WIM) SCREENING

4453211

SIS



Work Summary: MCCO WEIGH STATION From: STATIC/WIM
To:
Lead Agency: Managed by FDOT **Length:** 1.136

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CST	DWS	0	0	2,228,050	0	0	2,228,050
Total		0	0	2,228,050	0	0	2,228,050

Prior Cost < 2019/20: 0
Future Cost > 2023/24: 0
Total Project Cost: 2,228,050
Project Description:

Section 2 - TPO Funding

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	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	499,316	0	0	0	0	499,316
Total		499,316	0	0	0	0	499,316
<i>Prior Cost < 2019/20</i>		<i>807,110</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,306,426</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	499,316	499,316	0	0	998,632
Total		0	499,316	499,316	0	0	998,632
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</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	499,316	0	499,316
Total		0	0	0	499,316	0	499,316
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>499,316</i>

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
TPO PLANNING STUDIES FROM TO SECTION 5303 - 4314011							*Non-SIS*
PTO STUDIES							
Responsible Agency: Ocala/Marion TPO							
PLN	DU	62,478	68,344	0	0	0	130,822
PLN	DPTO	7,810	8,543	0	0	0	16,353
PLN	LF	7,810	8,543	0	0	0	16,353
Total		78,098	85,430	0	0	0	163,528
<i>Prior Cost < 2019/20</i>		<i>299,712</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>463,240</i>

TRANSIT PLANNING STUDIES - 4407971							*Non-SIS*
PTO STUDIES							
Responsible Agency: Ocala/Marion TPO							
Length: .000							
PLN	DU	0	0	74,389	74,389	74,389	223,167
PLN	DPTO	0	0	9,299	9,299	9,299	27,897
PLN	LF	0	0	9,299	9,299	9,299	27,897
Total		0	0	92,987	92,987	92,987	278,961
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>278,961</i>

Section 3 - Countywide

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
-------	-------------	---------	---------	---------	---------	---------	-------

ASPHALT RESURFACING AT VARIOUS LOCATIONS - 4233912 ***Non-SIS***
ROUTINE MAINTENANCE CONTRACTS

Responsible Agency: FDOT

MNT	D	229,000	0	0	0	0	229,000
Total		229,000	0	0	0	0	229,000

<i>Prior Cost < 2019/20</i>	3,080,559	<i>Future Cost > 2023/24</i>	0	<i>Total Project Cost</i>	3,309,559
--------------------------------	-----------	---------------------------------	---	---------------------------	-----------

LIGHTING AGREEMENTS AT DDR FUNDS - 4136153 ***Non-SIS***
LIGHTING

Responsible Agency: FDOT

MNT	D	375,770	387,041	398,649	410,604	422,922	1,994,986
Total		375,770	387,041	398,649	410,604	422,922	1,994,986

<i>Prior Cost < 2019/20</i>	4,228,824	<i>Future Cost > 2023/24</i>	0	<i>Total Project Cost</i>	6,223,810
--------------------------------	-----------	---------------------------------	---	---------------------------	-----------

OCALA OPERATIONS COMPLEX CONTRACTED SERVICES PROJECT - 4425721 ***Non-SIS***
FIXED CAPITAL OUTLAY **Length: .000**

Responsible Agency: Managed by FDOT

MNT	D	8,000	0	0	0	0	8,000
Total		8,000	0	0	0	0	8,000

<i>Prior Cost < 2019/20</i>	25,537	<i>Future Cost > 2023/24</i>	0	<i>Total Project Cost</i>	33,537
--------------------------------	--------	---------------------------------	---	---------------------------	--------

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
OCALA OPERATIONS COMPLEX FCO PROJECTS - 4425722							*Non-SIS*
FIXED CAPITAL OUTLAY							Length: .000
Responsible Agency: Managed by FDOT							
CST	FCO	250,000	0	0	0	0	250,000
Total		250,000	0	0	0	0	250,000
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>250,000</i>
PAVEMENT MARKINGS - AT THERMOPLASTIC AND RPM'S - 4291821							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							Length: .000
Responsible Agency: FDOT							
MNT	D	900,000	0	0	0	0	900,000
Total		900,000	0	0	0	0	900,000
<i>Prior Cost < 2019/20</i>		<i>2,808,904</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,708,904</i>
PERFORMANCE AESTHETICS - 4278392							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							Length: .000
Responsible Agency: FDOT							
MNT	D	740,000	740,000	740,000	740,000	740,000	3,700,000
Total		740,000	740,000	740,000	740,000	740,000	3,700,000
<i>Prior Cost < 2019/20</i>		<i>4,020,641</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>7,720,641</i>

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PRIMARY IN HOUSE AT VARIOUS ROADWAYS - 4181071							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	1,767,734	1,831,973	1,831,973	1,831,973	1,781,973	9,045,626
Total		1,767,734	1,831,973	1,831,973	1,831,973	1,781,973	9,045,626
<i>Prior Cost < 2019/20</i>		<i>33,596,544</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>42,642,170</i>

TRAFFIC SIGNALIZATION AT VARIOUS LOCATIONS - 4130194							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
OPS	DDR	351,548	0	0	0	0	351,548
Total		351,548	0	0	0	0	351,548
<i>Prior Cost < 2019/20</i>		<i>4,546,174</i>	<i>Future Cost > 2023/24</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	581,000	0	0	0	0	581,000
Total		581,000	0	0	0	0	581,000
<i>Prior Cost < 2019/20</i>		<i>1,411,063</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,992,063</i>

Section 4 - Bike / Ped Projects

CITYWIDE SIDEWALK IMPROVEMENTS

4363751

Non-SIS

Work Summary: SIDEWALK

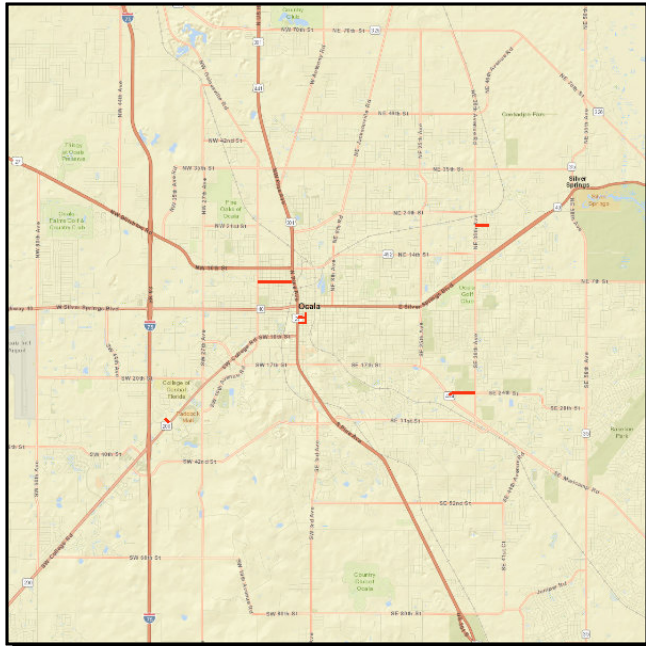
From:

To:

Lead Agency: City of Ocala

Length: .000

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



Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	TALT	0	5,000	0	0	0	5,000
CEI	LF	0	103,226	0	0	0	103,226
CST	TALT	0	758,647	0	0	0	758,647
CST	SL	0	8,353	0	0	0	8,353
Total		0	875,226	0	0	0	875,226

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

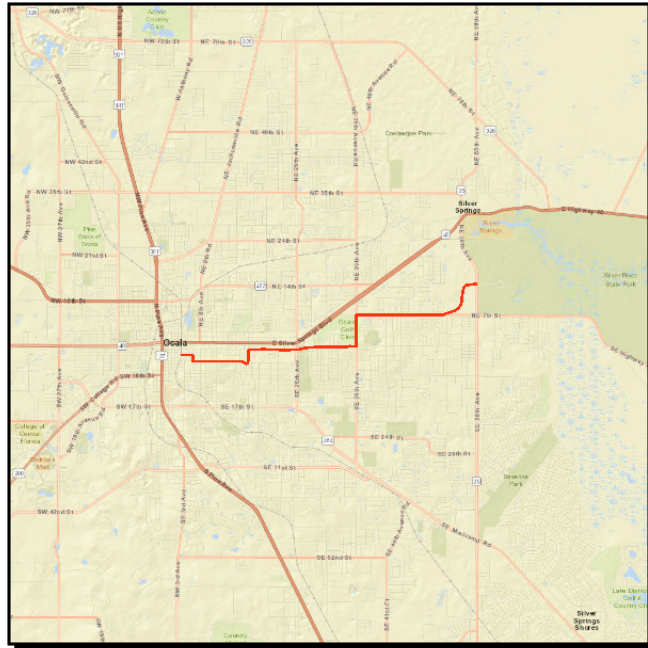
Total Project Cost: 875,226

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	TALL	253,000	0	0	0	0	253,000
Total		253,000	0	0	0	0	253,000

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

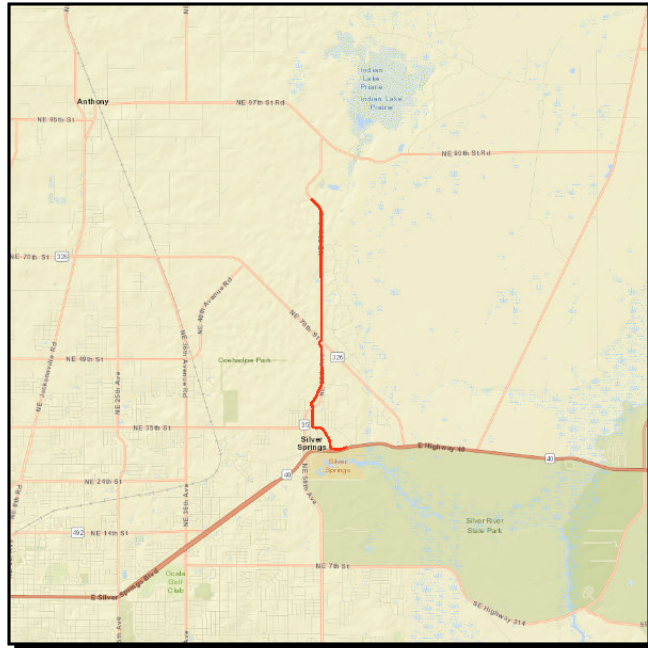
Total Project Cost: 253,000

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	TALL	0	0	155,000	0	0	155,000
Total		0	0	155,000	0	0	155,000

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	TALT	0	0	12,819	0	0	12,819
CST	TALT	0	0	1,400,659	0	0	1,400,659
CEI	SL	0	0	28,181	0	0	28,181
Total		0	0	1,441,659	0	0	1,441,659

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

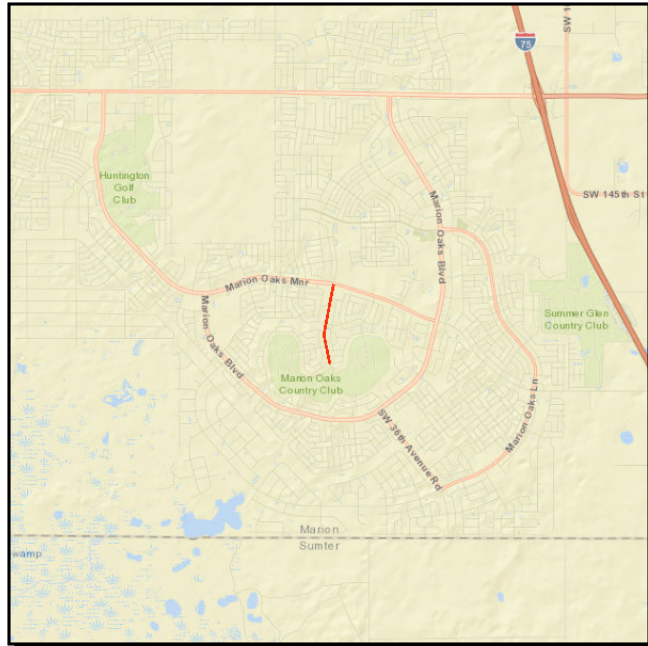
Total Project Cost: 1,441,659

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	TALT	0	0	605	0	0	605
PE	TALL	0	0	35,605	0	0	35,605
Total		0	0	36,210	0	0	36,210

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

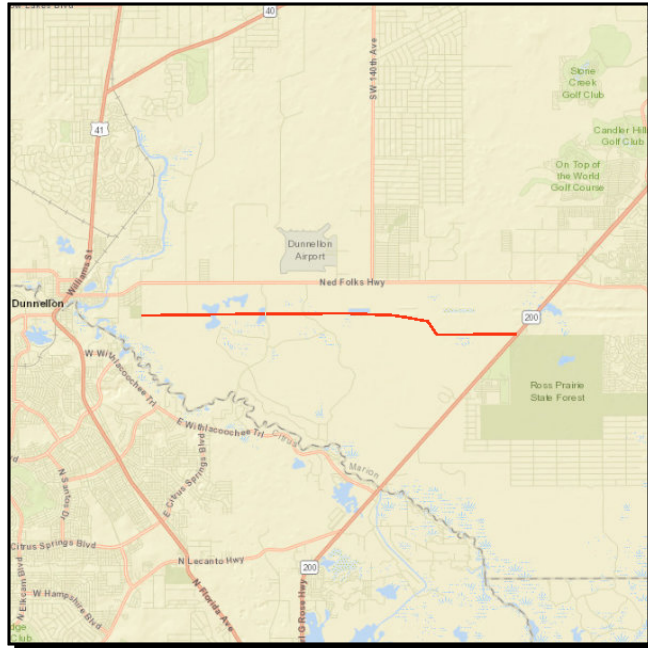
Total Project Cost: 36,210

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: WITHLACOOCHEE 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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	TALT	0	0	260,000	0	0	260,000
CST	TALT	0	0	1,760,011	0	0	1,760,011
CEI	SN	0	0	250,000	0	0	250,000
CST	TALN	0	0	251,388	0	0	251,388
CST	TALL	0	0	292,891	0	0	292,891
CST	SN	0	0	895,710	0	0	895,710
Total		0	0	3,710,000	0	0	3,710,000

Prior Cost < 2019/20: 72,009

Future Cost > 2023/24: 0

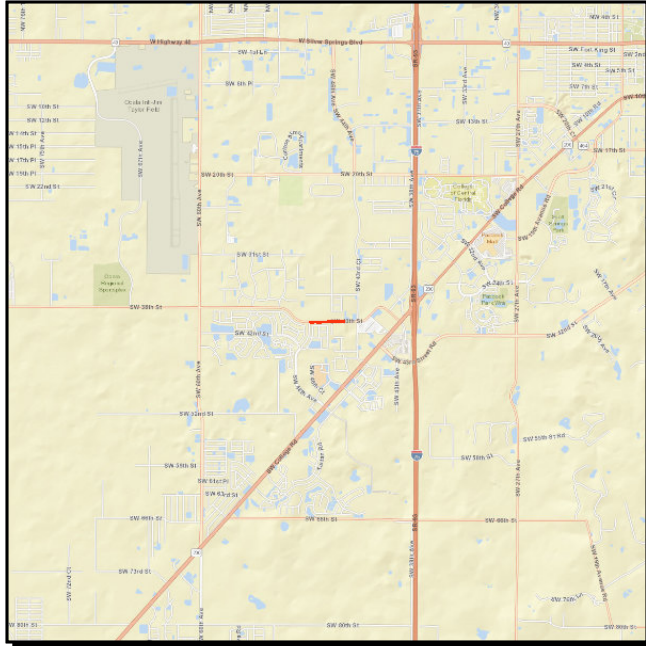
Total Project Cost: 3,782,009

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	TALL	0	0	12,545	0	0	12,545
CST	TALT	0	0	26,847	0	0	26,847
CST	TALL	0	0	273,249	0	0	273,249
CEI	SL	0	0	4,455	0	0	4,455
Total		0	0	317,096	0	0	317,096

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

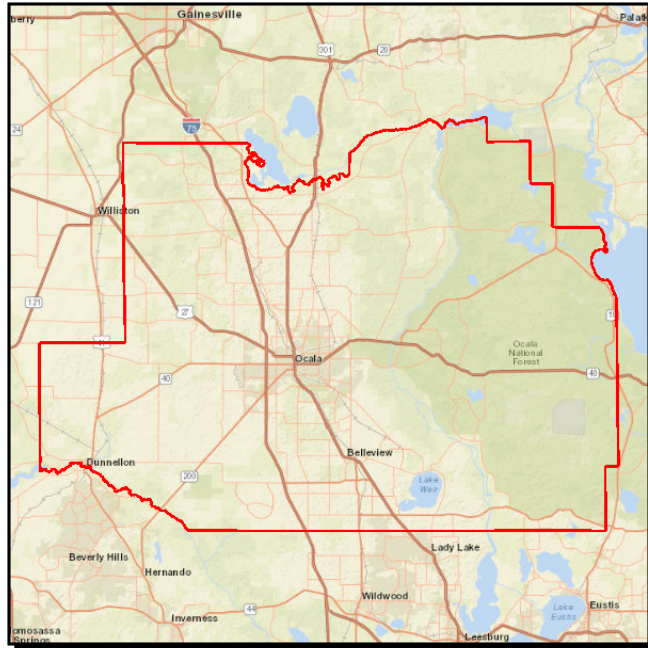
Total Project Cost: 317,096

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

SILVER SPRINGS STATE PARK

4261791

Non-SIS



Work Summary: BRIDGE-NEW STRUCTURE

From: PEDESTRIAN BRIDGES

To:

Lead Agency: Managed by FDOT

LRTP #: Goal 1:Objective2 - Page 2-8

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	ACTN	600,000	0	0	0	0	600,000
ENV	ACTN	50,000	0	0	0	0	50,000
CST	TALT	0	0	0	0	1,713,389	1,713,389
CEI	DIH	0	0	0	0	5,720	5,720
CEI	DDR	0	0	0	0	723,730	723,730
CST	TALN	0	0	0	0	251,497	251,497
Total		650,000	0	0	0	2,694,336	3,344,336

Prior Cost < 2019/20: 90,324

Future Cost > 2023/24: 0

Total Project Cost: 3,434,660

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	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PDE	SA	1,100,000	0	0	0	0	1,100,000
Total		1,100,000	0	0	0	0	1,100,000

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 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	2019/20	2020/21	2021/22	2022/23	2023/24	Total	
MARION COUNTY AIRPORT - 4384231							*Non-SIS*	
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					Length: .000	
Responsible Agency: Marion County								
CAP	DPTO	0	38,782	0	0	0	38,782	
CAP	LF	0	9,696	0	0	0	9,696	
CAP	FAA	0	436,300	0	0	0	436,300	
Total		0	484,778	0	0	0	484,778	
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>	<i>0</i>	<i>Total Project Cost</i>		<i>484,778</i>	

MARION COUNTY AIRPORT FROM LANDSIDE ACCESS & PARKING IMPROVEMENTS TO PHASE II - 4384271							*Non-SIS*
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
Responsible Agency: Marion County							
CAP	DDR	0	0	0	300,000	1,000,000	1,300,000
CAP	LF	0	0	0	75,000	250,000	325,000
Total		0	0	0	375,000	1,250,000	1,625,000
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,625,000</i>

MARION COUNTY AIRPORT AT OVERLAY RUNWAY 9/27 - 4384171							*Non-SIS*
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
Responsible Agency: Marion County							
CAP	DPTO	0	145,600	0	0	0	145,600
CAP	LF	0	36,400	0	0	0	36,400
Total		0	182,000	0	0	0	182,000
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>	<i>0</i>	<i>Total Project Cost</i>		<i>182,000</i>

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
MARION COUNTY AIRPORT AT SECURITY IMPROVEMENTS - 4384331							*Non-SIS*
AVIATION SECURITY PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
Responsible Agency: Marion County							
CAP	DPTO	93,573	0	0	0	0	93,573
CAP	LF	23,393	0	0	0	0	23,393
Total		116,966	0	0	0	0	116,966
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</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		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
Responsible Agency: Marion County							
CAP	DPTO	360,000	0	0	0	0	360,000
CAP	LF	90,000	250,000	0	0	0	340,000
CAP	DDR	0	1,000,000	0	0	0	1,000,000
Total		450,000	1,250,000	0	0	0	1,700,000
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,700,000</i>

MARION-DUNNELLON 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	1,280,000	0	0	1,280,000
CAP	LF	0	0	320,000	0	0	320,000
Total		0	0	1,600,000	0	0	1,600,000
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,600,000</i>

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
MARION-OCALA INTL HANGAR - 4448771							*Non-SIS*
AVIATION REVENUE/OPERATIONAL							Length: .000
Responsible Agency: Responsible							
CAP	DDR	0	0	0	0	1,000,000	1,000,000
CAP	LF	0	0	0	0	250,000	250,000
Total		0	0	0	0	1,250,000	1,250,000
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,250,000</i>

MARION-OCALA INTL INFRASTRUCTURE IMPROVEMENTS - 4448761							*Non-SIS*
AVIATION REVENUE/OPERATIONAL							Length: .000
Responsible Agency: Responsible							
CAP	DPTO	200,000	0	0	0	0	200,000
CAP	LF	50,000	0	0	0	0	50,000
Total		250,000	0	0	0	0	250,000
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>250,000</i>

OCALA INTERNATIONAL AT EXPAND FUEL FARM - 4407801							*Non-SIS*
AVIATION PRESERVATION PROJECT							Length: .000
Responsible Agency: City of Ocala							
LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9							
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 < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,400,000</i>

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total	
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	1,000,000	0	0	0	0	1,000,000	
CAP	LF	250,000	0	0	0	0	250,000	
Total		1,250,000	0	0	0	0	1,250,000	
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,250,000</i>	

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	520,000	0	520,000	
CAP	LF	0	0	0	130,000	0	130,000	
CAP	FAA	0	0	0	5,850,000	0	5,850,000	
Total		0	0	0	6,500,000	0	6,500,000	
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</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	140,000	160,000	0	0	300,000	
CAP	LF	0	35,000	40,000	0	0	75,000	
CAP	FAA	0	1,575,000	1,800,000	0	0	3,375,000	
Total		0	1,750,000	2,000,000	0	0	3,750,000	
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,750,000</i>	

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
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	275,000	0	0	0	0	275,000
CAP	LF	275,000	0	0	0	0	275,000
CAP	FAA	4,950,000	0	0	0	0	4,950,000
Total		5,500,000	0	0	0	0	5,500,000
<i>Prior Cost < 2019/20</i>		<i>417,680</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>5,917,680</i>

Section 6 - Transit Projects

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
MARION TRANSIT FROM RURAL TRANSPORTATION TO SECTION 5311 - 4333121							*Non-SIS*
OPERATING/ADMIN. ASSISTANCE		LRTP No: Goal 1: Page 2-8				Length: .000	
Responsible Agency: Ocala/Marion TPO							
OPS	DU	843,946	886,143	930,450	0	0	2,660,539
OPS	LF	843,946	886,143	930,450	0	0	2,660,539
Total		1,687,892	1,772,286	1,860,900	0	0	5,321,078
<i>Prior Cost < 2019/20</i>		<i>3,082,916</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>8,403,994</i>

MARION TRANSIT FROM RURAL TRANSPORTATION TO SECTION 5311 - 4424601							*Non-SIS*
OPERATING/ADMIN. ASSISTANCE		LRTP No: Goal 1: Page 2-8				Length: .000	
Responsible Agency: Marion County							
OPS	DU	0	0	0	976,973	1,025,822	2,002,795
OPS	LF	0	0	0	976,973	1,025,822	2,002,795
Total		0	0	0	1,953,946	2,051,644	4,005,590
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>4,005,590</i>

SUNTRAN FROM OPERATING FIXED ROUTE TO SECTION 5307 - 4333041							*Non-SIS*
OPERATING FOR FIXED ROUTE		LRTP No: Goal 1: Page 2-8				Length: .000	
Responsible Agency: Ocala/Marion TPO							
OPS	DPTO	653,195	685,858	720,151	0	0	2,059,204
OPS	LF	653,195	685,858	720,151	0	0	2,059,204
Total		1,306,390	1,371,716	1,440,302	0	0	4,118,408
<i>Prior Cost < 2019/20</i>		<i>3,491,669</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>7,610,077</i>

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total	
SUNTRAN FROM URBAN CAPITAL FIXED ROUTE TO FTA SECTION 5307 - 4271882							*Non-SIS*	
CAPITAL FOR FIXED ROUTE		LRTP No: Goal 1: Page 2-8						
Responsible Agency: Ocala/Marion TPO								
CAP	FTA	2,257,820	2,325,554	2,395,321	2,467,181	2,541,196	11,987,072	
CAP	LF	564,455	581,389	598,830	616,795	635,299	2,996,768	
Total		2,822,275	2,906,943	2,994,151	3,083,976	3,176,495	14,983,840	
<i>Prior Cost < 2019/20</i>		<i>11,946,516</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>26,930,356</i>	

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total	
SUNTRAN FROM OPERATING FIXED ROUTE TO SEC 5307 - 4424551							*Non-SIS*	
OPERATING FOR FIXED ROUTE		LRTP No: Goal 1: Page 2-8					Length: .000	
Responsible Agency: Ocala/Marion TPO								
OPS	DPTO	0	0	0	761,310	793,966	1,555,276	
OPS	LF	0	0	0	761,310	793,966	1,555,276	
Total		0	0	0	1,522,620	1,587,932	3,110,552	
<i>Prior Cost < 2019/20</i>		<i>0</i>	<i>Future Cost > 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,110,552</i>	

Project Index

FM #	TIP #	Project Name	Page
2386481		US 41	1-24
4106742		SR 40	1-21
4112565		SR 35 (US 301) DALLAS POND REDESIGN	1-18
4130194		TRAFFIC SIGNALIZATION	3-4
4136153		LIGHTING AGREEMENTS	3-2
4181071		PRIMARY IN HOUSE	3-4
4233912		ASPHALT RESURFACING	3-2
4261791		SILVER SPRINGS STATE PARK	4-9
4271882		SUNTRAN	6-3
4278392		PERFORMANCE AESTHETICS	3-3
4291781		UNPAVED SHOULDER REPAIR	3-4
4291821		PAVEMENT MARKINGS -	3-3
4314011		TPO PLANNING STUDIES	2-3
4317983		NE 36TH AVENUE	1-12
4333041		SUNTRAN	6-2
4333121		MARION TRANSIT	6-2
4336511		CR 484	1-4
4336512		CR 484	1-3
4336513		CR 484 INTERCHANGE	1-6
4336521		SR 40	1-19
4336601		US 441	1-29
4336611		US 441	1-26
4348441		CR 42	1-2
4352081		SR 35	1-16
4352091		I-75 (AT NW 49TH STREET)	1-8
4354841		PRUITT TRAIL	4-7
4356602		SR 326	1-15

Project Index

FM #	TIP #	Project Name	Page
4356861		US 441	1-28
4363601		SR 40 (BLACK BEAR TRAIL)	4-10
4363611		ITS OPERATIONAL SUPPORT	1-11
4363751		CITYWIDE SIDEWALK IMPROVEMENTS	4-2
4364742		SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS	4-8
4364743		LEGACY ELEMENTARY SCHOOL SIDEWALKS	4-5
4367551		INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK	4-4
4367561		DOWNTOWN OCALA TO SILVER SPRINGS TRAIL	4-3
4370171		OCALA INTERNATIONAL AIRPORT	5-5
4370311		OCALA INTERNATIONAL AIRPORT	5-6
4378261		I-75 MARION COUNTY REST AREAS	1-10
4378271		I-75	1-7
4384171		MARION COUNTY AIRPORT	5-2
4384231		MARION COUNTY AIRPORT	5-2
4384271		MARION COUNTY AIRPORT	5-2
4384301		MARION-DUNNELLON	5-3
4384331		MARION COUNTY AIRPORT	5-3
4384351		MARION-DUNNELLON PARALLEL TAXIWAY TO RUNWAY 9-27	5-3
4384761		OCALA INTERNATIONAL AIRPORT	5-5
4384771		OCALA INTERNATIONAL AIRPORT	5-5
4385621		I-75 MARION COUNTY REST AREAS	1-9
4392381		US 441	1-25
4393312		OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP	2-2
4393313		OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP	2-2
4393314		OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP	2-2
4407801		OCALA INTERNATIONAL	5-4
4407971		TRANSIT PLANNING STUDIES	2-3

Project Index

FM #	TIP #	Project Name	Page
4408801		MARION OAKS-SUNRISE/HORIZON SIDEWALKS	4-6
4411361		US 441	1-27
4413661		SR 40	1-20
4424551		SUNTRAN	6-3
4424601		MARION TRANSIT	6-2
4425721		OCALA OPERATIONS COMPLEX CONTRACTED SERVICES PROJECT	3-2
4425722		OCALA OPERATIONS COMPLEX FCO PROJECTS	3-3
4431701		SR 93 (I-75) FROM SUMTER COUNTY TO SR 200	1-22
4432701		SR 25 / 200 TO ALACH BRIDGE 360025 & 360026	1-14
4437031		SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP RD) TO SR 40	1-17
4437301		US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF SPLIT TO NORTH OF SPLIT	1-23
4443821		CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	1-5
4443831		SE 36 AVE @ CROSSING # 627220-F	1-13
4447671		US 441 SLOPES AT RR OVER PASS B/W SE 3RD AVE & SE 30TH ST	1-30
4448761		MARION-OCALA INTL INFRASTRUCTURE IMPROVEMENTS	5-4
4448771		MARION-OCALA INTL HANGAR	5-4
4453211		WILDWOOD MAINLINE WEIGH IN MOTION (WIM) SCREENING	1-31



TO: TPO Board Members
FROM: Rob Balmes, Director
SUBJECT: Approval of Funding Request for TPO Office Space

Per the Staff Services Agreement, the TPO will be located at Marion County effective July 1, 2019. Office space will be provided for the TPO and its staff at the Marion County Growth Services Building. Based on the configuration of the existing space, modifications are necessary to support a functional and professional office environment for staff, partner agencies and our consultants. The current space is not suitable to house 5 full time equivalent staff, accommodations for a conference and meeting room, and space for printing and copying.

The TPO Board is asked to approve the use of TPO funds not to exceed \$50,000 for office cubicle and construction costs at the Marion County Growth Services Building. Upon TPO Board approval, staff will obtain at a minimum three bid estimates from office vendors. The vendor list and selected vendor with a proposed contract purchase will then be provided to the Florida Department of Transportation for their review and approval.

To save on moving costs, the TPO will also transport most of its current inventory of computers, office furniture and supplies to Marion County by July 1, 2019. Additional office supplies and furniture will also be necessary but are not part of this request.

If you have any questions or concerns, please contact me at 629-8595.



TO: TPO Board Members
FROM: Rob Balmes, Director
SUBJECT: Update to the TPO Travel Policy

The TPO Travel Policy establishes the policies and procedures for the payment and/or reimbursement of expenses incurred while traveling on official business. The Policy also references the permitted use of City of Ocala vehicles. Based on the TPO's transition to Marion County, updates to the Travel Policy, effective July 1, 2019, are necessary to ensure references to the use of City of Ocala vehicles are removed. These references were replaced with Marion County and privately-owned vehicles. Changes to the document are highlighted and included in the meeting packet in tracked changes mode for ease of reference. The changes also include reference to the most current U.S. General Services Administration (GSA) incidental allowances.

If you have any questions or concerns, please contact me at 629-8595.

Ocala/Marion County Transportation Planning Organization



Travel Policy

Updated July 1, 2019

Pending TPO Board Approval

TABLE OF CONTENTS

Section 1: General	1
1.1 Purpose	1
1.2 Scope and Applicability	1
1.3 Roles and Responsibility.....	1
1.4 Authorizations	2
1.5 Procurement Card Use	2
1.6 Missing Receipts	2
1.7 Letter of Agreement	2
Section 2: Travel Expense Requirements/Guidelines	3
2.1 General Principles	3
2.2 Registration Fees	4
2.3 Transportation	4
2.4 Meals and Incidentals.....	6
2.5 Lodging	6
2.6 Miscellaneous Expenses.....	7
2.7 Nonrefundable Travel Expenses in Connection with Canceled Travel	7
2.8 Same Day Travel – Out of County.....	7
2.9 Intra-County Travel.....	7

Section 1: General

1.1 Purpose

To establish policies and procedures for the payment and/or reimbursement of expenses incurred while traveling on official TPO business.

1.2 Scope and Applicability

These regulations apply to all travel for TPO employees, elected and appointed officials, advisory board members, volunteers, and all others who are authorized to travel on official TPO business.

1.3 Roles and Responsibility

1) Director

- a) Ensure all travel expenditures have been budgeted.
- b) Ensure that travel is related to TPO business and expenses are reasonable and necessary in accordance with this policy.
- c) Ensure that travelers understand their responsibilities and initiate the appropriate action when procedures are not followed.
- d) Review travel related documentation to ensure that travelers have adhered to the travel policy.
- e) Ensure that accurate and complete Travel Expense Reports are submitted in accordance with the schedule established in this policy.
- f) Authorize travel and approve the Travel Expense Report.
- g) Retain Travel Expense Report and backup information subject to audit.

2) Travelers

- a) Exercise the same care in incurring expenses that a prudent person would exercise if traveling on personal business.
- b) Be knowledgeable of and adhere to the requirements set forth in this policy.
- c) Submit Travel Expense Report within 15 business days after the completion of travel that documents all expenses related to the total cost of travel.

1.4 Authorizations

- 1) Every traveler should seek approval from the Director prior to incurring any expenses.
- 2) Travel must be necessary for the proper execution of official TPO business. Meetings and conferences must be of a professional nature that will increase the attending individual's value to the TPO.
- 3) Upon the completion of travel, a Travel Expense Report will be completed and the following will review the request for compliance with the TPO's travel policy.
 - a) Director will be approved by the TPO Board.
- 4) Travel Advances are considered the exception, not the rule. If a travel advance is necessary, it must be approved by the Director. The traveler is responsible to submit this request the Friday prior to the scheduled payroll run.
- 5) A payroll deduction will automatically be made if a travel advance is outstanding for more than 30 days, and is directly attributed to the traveler's failure to properly file the Travel Expense Report.

1.5 Procurement Card Use

- 1) The procurement card (P-card) shall be used to pay for airline tickets, lodging, car rental, and registration fees whenever possible. If the traveler does not possess a P-card and someone else within their department does, the cardholder may elect to authorize these charges on their P-card.
- 2) The P-card SHALL NOT BE used for expenses that are reimbursed to the traveler at a flat rate, e.g. meals and mileage.
- 3) The P-card may be used to purchase gas when the traveler is using a ~~Department~~ Marion County or rental vehicle for out-of-town travel.
- 4) The traveler is responsible for documenting and submitting copies of these receipts on the Travel Expense Report.

1.6 Missing Receipts

If travel expense receipts are lost or stolen, a reasonable attempt to obtain duplicate receipts must be made. If duplicates cannot be secured, a statement of the facts explaining the incident must accompany the completed Travel Expense Report.

1.7 Letter of Agreement

When an employee attends advanced-level training that exceeds \$1,000 and leaves the TPO before the end of one year after completion of training, the traveler will be required to enter into a contractual agreement to reimburse the TPO on a pro-rated basis for travel expenses as defined in the

Employee Handbook. The reimbursement amount is payable immediately upon separation from employment. No reimbursement will be required should the employee terminate employment with the TPO due to illness or retirement.

Advanced-level training is training that is not required by the Director and will enhance an employee's abilities and/or advance their career.

Section 2: Travel Expense Requirements/Guidelines

2.1 General Principles

- 1) The traveler shall be reimbursed for authorized expenses that are in compliance with the requirements of this policy and are associated with an approved trip.
- 2) Travel arrangements should be made as early as possible to take advantage of early discounts and advance purchase prices.
- 3) When online travel is available, unless otherwise approved by Director, travel will not be permitted. Arrangements associated with the travel shall be the most economical available and result in the shortest "time-away"
- 4) Reimbursement is limited to the traveler only. The TPO will not reimburse any expenses for a traveler's spouse and family.
- 5) The TPO is exempt from the Florida Sales Tax. The traveler must print a copy of the tax exemption certificate prior to traveling in order to obtain the exemption. The traveler is responsible for taxes charged unless there is a written justifiable explanation of the facts.
- 6) Any travel associated with grants or other funding sources must comply with all provisions stipulated by the sponsoring agency or with all provisions of this travel policy if more restrictive. If the sponsoring agency's provisions are more restrictive than this policy, TPO policy will take precedence and the TPO will compensate for the difference.
- 7) Any advance or reimbursement due to the employee will be paid through the employee's payroll direct deposit as a non-taxable reimbursement. Same day travel meals described in Section 2.8.3 will be processed through payroll also, but as a taxable fringe benefit (per IRS regulations). IRS rules will prevail over the taxability of reimbursements.
- 8) Travelers must submit a complete Travel Expense Report that includes all travel related expenses such as, registration, gas, mileage, lodging, meals, tolls, parking fees, or rental car for trips outside of Marion County.

2.2 Registration Fees

- 1) Fees should only be paid after the proper travel authorization is secured.
- 2) Fees for registration, including meals and other programmed affairs sponsored by a conference or convention organization, shall be prepaid whenever possible. The use of the P-card for this expense is the preferred method of payment. A traveler can be reimbursed if a paid receipt is presented.
- 3) Payment for registration fees will be written directly to the sponsoring organization. The traveler is responsible to disburse backup documentation to the organization.
- 4) The TPO will not pay fees associated with entertainment events/dinners that are optional and not included as a part of the registration fee. These fees should not be charged to the P-card.
- 5) For payment to be advanced or reimbursed, a traveler must submit a copy of the agenda, or a certificate of attendance.

2.3 Transportation

- 1) Commercial Air Travel
 - a) Coach fare class shall be taken for all travel by air.
 - b) If air travel is booked via the Internet, the confirmation notice that states the amount shall be submitted to verify the cost.
 - c) Ticket insurance and additional accident or life insurance for persons traveling by commercial air travel will not be reimbursed.
 - d) The actual cost incurred for parking a private vehicle at the airport while the traveler is away shall be reimbursed. A receipt is required.
- 2) TPO Vehicle
 - a) The use of TPO-owned vehicles must be authorized by the Director.
 - b) When transportation is by a TPO-owned vehicle, reimbursable expenses will be limited to actual costs incurred for fuel, oil, and necessary vehicular maintenance and repairs supported by receipt or invoice; however, the P-card is the preferred method of payment for these expenses.
 - c) Parking tickets and moving vehicle citations are the responsibility of the traveler.
- 3) Privately Owned Automobile
 - a) The use of a privately-owned vehicle requires Director approval. Mileage reimbursement for use of a privately-owned vehicle will not be authorized without Director approval.

- b) The traveler is entitled to a mileage allowance not to exceed IRS guidelines.
- c) The individual operating the privately owned vehicle must possess a valid driver's license and the vehicle must be insured with the minimum required insurance for the State of Florida.
- d) The mileage reimbursed shall be reasonable and comparable to other methods of travel. If MapQuest or another similar source is used, a printout substantiating the mileage claim should be attached to the Travel Expense Report.
- e) The mileage allowable will be from the traveler's official headquarters or point of origin, whichever is less, to the destination point. The official headquarters is defined as the traveler's normal work place or if there is no normal work place, the departmental headquarters location.
- f) A reasonable amount of vicinity travel is reimbursable to the traveler. Reasonable vicinity mileage is considered less than 25 miles per travel period. Requests for vicinity mileage exceeding 25 miles should be accompanied by a written explanation from the traveler substantiating the mileage claim.
- g) If there are multiple travelers going to the same destination, carpooling is required unless specifically authorized by the Director. If there are multiple travelers riding in the same privately owned vehicle, only one individual will be reimbursed for mileage.
- h) Employees receiving a vehicle allowance as part of their salary package are entitled to reimbursement for mileage when using their personal vehicle outside of Marion County.
- i) Parking tickets and moving vehicle citations are the responsibility of the traveler.

4) Rental Vehicle

- a) A vehicle may be rented when deemed appropriate by the Director. The use of rental vehicles should be limited to those instances where TPO, Marion County, privately owned vehicles or reasonable public transportation is unavailable.
- b) Whenever possible, the State contract for rental cars should be utilized.
- c) Maximum reimbursement for rental cars will be limited to the mid-size sedan rate or a vehicle with a comparable rate.
- d) Travelers utilizing rental cars will be reimbursed for gasoline if receipts are provided; however, the P-card is the preferred method of payment.
- e) Collision-damage waivers ~~shall not be purchased when obtaining a rental vehicle. The City of Ocala's self-insured program is adequate to cover claims.~~ are recommended to be purchased when obtaining a rental vehicle. Marion County also has a self-insured program to cover claims. Marion County also has a self-insured program to cover claims.
- f) If a rental vehicle is booked via the Internet, the confirmation notice that states the amount shall be submitted to verify the cost. A receipt shall also be submitted upon return.

2.4 Meals and Incidentals

- 1) Employees shall be paid per diem for TPO related travel in accordance with U.S. General Services Administration (GSA) ~~schedule for the TPO, as follows.~~ **The most current meal and incidental allowances for standard and specified rates are provided at: www.GSA.gov/travel-resources.**
 - a) ~~The standard meal allowance including incidentals is currently \$46.00 per day. The meals allowance will be prorated as follows:~~
 - i) ~~Breakfast—When travel begins prior to 6:00 a.m. and extends beyond 8:00 a.m.—\$9.00 (20%).~~
 - ii) ~~Lunch—When travel begins prior to 12 noon and extends beyond 2:00 p.m.—\$12.00 (25%).~~
 - iii) ~~Dinner—When travel begins prior to 6:00 p.m. and extends beyond 8:00 p.m.—\$25.00 (55%).~~
 - b) ~~The Director may allow traveler to use a different GSA meal allowance schedule when traveling to other areas. The amounts will be prorated for breakfast (20%), lunch (25%), and dinner (55%) of the total daily amount allowable.~~
 - c) ~~Any meal (excluding continental breakfast) that is provided as part of the hotel/ conference registration is not eligible to be paid under the per diem rate. Meals not eaten should not be claimed.~~
- 2) No receipts for meals are required.
- 3) Meals for same day travel, which does not require an overnight stay, are allowed as provided in 1.a of this section. Reimbursements granted will be a taxable fringe benefit (per IRS regulations) and will be included in your payroll direct deposit as taxable.

2.5 Lodging

- 1) The use of the P-card for this expense is the preferred method of payment.
- 2) The lodging expense is limited to single occupancy or occupancy shared with another TPO traveler.
- 3) Lodging costs in excess of the single room rate will not be reimbursed except when the additional occupant is an authorized TPO traveler.
- 4) If a hotel is booked via the Internet, the confirmation notice that states the amount shall be submitted to verify the cost.

- 5) Requests for reimbursement for lodging must be accompanied by an itemized paid receipt from the hotel, motel, etc. Extended stays must be paid by the traveler.

2.6 Miscellaneous Expenses

- 1) Communication expenses, including charges for telephone, facsimile, and internet access, to conduct official TPO business with the traveler are reimbursable if a receipt is provided.
- 2) Bridge, road, and tunnel tolls will be reimbursed when receipts are provided.
- 3) Parking charges will be reimbursed. Receipts for all parking charges must be provided. Parking meter charges will be paid without receipts if reasonable and approved by the Director.
- 4) Any other reasonable expense not otherwise provided for but incurred for the benefit of the TPO, will be reimbursed if receipts are provided and approved by the Director.

2.7 Nonrefundable Travel Expenses in Connection with Canceled Travel

- 1) Reimbursement for prepaid travel expenses may be allowed when the travel is canceled for legitimate reasons. Only the portion of the prepaid expenses that is nonrefundable is reimbursable.
- 2) The originating department shall be responsible for requesting a refund (full or partial) of expenses paid in advance by the TPO when the traveler does not attend the function.
- 3) A memo justifying the cancellation of travel, a paid receipt and certification that the expense is nonrefundable should be included with the Travel Expense Report.
- 4) The traveler shall be personally responsible for reimbursement of any expenses paid by the TPO when the traveler does not attend the function due to their own negligence.

2.8 Same Day Travel – Out of County

- 1) If the use of a privately owned vehicle is approved by the Director, mileage will be reimbursed in accordance with IRS guidelines.
- 2) Travelers must submit a Travel Expense Report if there are any travel related expenses such as registration, gas, mileage, lodging, meals, or rental vehicles. One report can be used if several travelers register for the same conference, travel in one vehicle and do not have a reimbursement due.
- 3) For same day travel which does not require an overnight stay, the standard meal allowance will be granted, but it will be a taxable fringe benefit (per IRS regulations) This reimbursement will be included in your payroll direct deposit as taxable.

2.9 Intra-County Travel

- 1) Employees that have a need to travel within the boundaries of Marion County shall use a ~~TPO~~ Marion County vehicle, when possible. The use of a privately-owned vehicle for Intra-County travel must be approved by the Director.
- 2) Employees who utilize their personal vehicle and are not receiving an auto allowance are entitled to a mileage allowance equal to the standard mileage rate established annually by the IRS.
- 3) Employees receiving an auto allowance shall use their personal vehicles and will not be reimbursed for mileage for Intra-County Travel.
- 4) Reimbursement for Intra-County mileage will be submitted on the Intra-County Reimbursement form.
- 5) Parking tickets and moving vehicle citations are the responsibility of the traveler.
- 6) Travel Expense Reports are NOT required for travel within Marion County.



TRANSPORTATION PLANNING ORGANIZATION

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

May 28, 2019

MINUTES

Members Present:

Commissioner Kathy Bryant
Councilman Justin Grabelle
Commissioner Ronald Livsey
Councilman Brent Malever
Councilman Jay Musleh (*arrived at 4:14pm*)
Commissioner Michelle Stone
Commissioner Carl Zalak
Mayor Curtis Burns (*City of Dunnellon appointed alternate for Councilwoman Valerie Hanchar*)

Members Not Present:

Commissioner Jeff Gold
Mayor Kent Guinn
Councilwoman Valerie Hanchar
Commissioner David Moore
Councilwoman Mary Rich

Others Present:

Michael McCammon, FDOT
Tracey Straub, Marion County
Robert Batsel, City of Ocala Attorney's Office

Item 1. Call to Order and Roll Call

Chairwoman Hanchar called the meeting to order at 4:06 PM. Secretary Shakayla Pullings called the roll of members. A quorum was 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 3a. List of Priority Projects (LOPP) Ranking

Derrick Harris presented the List of Priority Projects and said that every year TPO staff would bring a List of Priority Projects (LOPP) before the Board for approval. In years past there had been a total of three lists. However, the Florida Department of Transportation (FDOT) had requested that the MPO/TPOs in District 5 compile their various lists and combine them into one overall list. Therefore, TPO staff had worked alongside various partners (Marion County, City of Ocala, City of Belleview, City of Dunnellon, and FDOT) in order to obtain the top priorities and place into one list for the region. TPO staff took the information available, including FDOT's recommendations, and came up with an Interim Ranking Criteria, that could be used to rank projects. The criteria reflected an integration of performance-based planning, project phase, funding availability and local funding revenue/sources. In years past, the TPO had never used a ranking criterion as the lists didn't change much from year to year. However, with the new changes and the FDOT's LOPP request, TPO staff believed it was prudent to present two potential options, as many changes were likely to occur due to combining three lists into one.

Mr. Harris presented the board with a couple of ranking options:

- Option One: To use the ranking criteria concept presented on an INTERIM period, while an official ranking criterion would be developed as a part of the 2045 Long-Range Transportation Plan (LRTP). The more permanent tool would be available in two years (2021). The INTERIM ranking criteria would be further vetted by the Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) in June, prior to board approval.
- Option Two: To use the committees and professionals in place, which would include the TAC and CAC, and allow them to rank the projects and make a recommendation to the board based on their expertise.

Mr. Harris said that ultimately the decision was the TPO Board's to make, and that staff looked forward to board feedback and an ultimate recommendation.

Ms. Bryant said she was in favor of utilizing staff to bring back recommendations to the board kept things a lot cleaner.

Mr. Zalak said that staff could make the recommendations, take the recommendations to the committees, and then bring the lists back to the board to be vetted.

Item 4a. Unified Planning Work Program (UPWP) Amendment

Derrick Harris presented the UPWP Amendment and said the TPO would like to utilize close-out funds from FY 16/18 to cover a portion of the moving expenses and fees associated with the new office, such as space construction, layout, furniture, and equipment. Therefore, a resolution was enclosed to the board to amend the UPWP budget

Ms. Bryant made a motion to approve the Unified Planning Work Program (UPWP) Amendment. Mr. Grabelle seconded, a roll-call vote was called and the motion passed unanimously.

Item 4b. 5305d Settlement Agreement

Derrick Harris presented the 5305d Settlement Agreement and said that due to a lack of overlap between 5305d grants, there was a period from March 1, 2018 and May 14, 2018 when the TPO didn't have an active 5305d grant. This was due in part by FDOT and TPO staff confusion regarding an extension on the grant that expired on February 28, 2018.

Mr. Harris said due to the confusion between staffs there were active charges in the interim period for a total of \$1, 201.12. Therefore, after various meetings and correspondence between FDOT and the TPO, a settlement agreement had been reached to allow FDOT to reimburse the TPO for those expenses. Approval of the board was sought in order for the TPO to be reimbursed.

Ms. Bryant made a motion to approve the 5305d Settlement Agreement. Mr. Malever seconded, a roll-call vote was called and the motion passed unanimously.

Item 4c. Transportation Improvement Program (TIP) Amendments

Derrick Harris presented the TIP Amendments and per the request of the Florida Department of Transportation (FDOT) the following projects were being amended to the FY 2018/19 -2022/23 TIP:

FM#426179-1 – Silver Springs State Park Pedestrian Bridge – Pedestrian Overpass

• \$50,000.00 is being added for wetland mitigation in FY 2020. Previously there was no money allocated for this phase.

FM#443170-1 – State Road 93 (I-75), from Sumter County Line to State Road 200 – Resurfacing project

• \$1,310,000.00 is being added for Design in FY 2019 & 2020 due to funding availability. Previously there was no money allocated for this phase.

FM#444382-1 – County Road 484/Pennsylvania Avenue at Crossing #622599-D – Rail

Safety Project

- \$400,058.00 is being added for Construction in FY 2020 due to availability of funding. Previously there was no money allocated for this phase.

FM#444383-1 – Southeast 36th Avenue at Crossing #627220-F – Rail Safety Project

- \$320,189.00 is being added for Construction in FY 2020 due to availability of funding. Previously there was no money allocated for this phase.

FM#443623-1 – I-75 (State Road 93), from Turnpike (State Road 91) to State Road 200- PD&E Study

- \$6,310,000.00 is being added for a PD&E in FY 2019 & 2020, due to the availability of Strategic Intermodal System (SIS) funding.

FM#443624-1 – I-75 (State Road 93), from State Road 200 to County Road 234 PD&E Study

- \$7,600,000.00 is being added for a PD&E in FY 2019 & 2020, due to the availability of Strategic Intermodal System (SIS) funding.

FM#445377-1 – Marion-Ocala Section 5339 Small Urban Capital – Capital Transit Project

- The Federal Transit Administration (FTA) is awarding Marion County with \$351,793.00 in FY 2019 for the purchase of a bus and bus facility projects.

Ms. Stone asked if the board would be taking motion on the I-75 Relief projects.

Mr. Harris said that it was to amend the TIP for PD&E studies.

Ms. Wyche with the FDOT addressed the board and said that it was only a study to see what can be done.

Ms. Bryant asked if the I-75 lanes would be expanded or an extension of the turnpike.

Mr. McCammon with the FDOT said that the projects would be evaluating options of widening I-75 and had nothing to do with the Coastal Connector or the Turnpike Extension.

Mr. Zalak made a motion to approve the Transportation Improvement Program (TIP) Amendments. Mr. Musleh seconded, a roll-call vote was called and the motion passed unanimously.

Item 4d. FY 2019/20 – 2023/24 DRAFT Transportation Improvement Program (TIP)

Kristen Woodruff presented the FY 2019/20 – 2023/24 Draft TIP and said the Ocala/Marion County Transportation Planning Organization's (TPO) Transportation Improvement Program (TIP) documented the anticipated timing and cost of regional transportation improvements for a period of five years. It was a program that served as the budget for carrying out the adopted Year 2040 Long Range Transportation Plan. The key components to the TIP were the executive summary, priority projects, and scheduled projects by category.

Ms. Woodruff said language in the TIP was changed to show the Ocala City Council as the policy holder of the SunTran and RATP Dev as the contractor that operated and maintained the fixed route buses.

Amendments to the TIP included the deletion of SR 35 at Foss Road, Robinson Road & SR 25 (added lanes and reconstruction) due to issues with CSX Transportation. Also, CR 484 Interchange Improvements project #4336512 and 4336513 were folded into project #4336511.

The TPO was in the process of working on a finalized TIP to submit to the FDOT July 1, 2019 and would bring draft before board with any edits and priority projects at the next meeting in June 2019.

Mr. Zalak asked why had the Bikeway been removed.
Tracey Straub, Marion County Engineer replied and said that negotiations were still going and by removing the project it kept the County eligible to enter the project at a later date once the issues were resolved.

Ms. Bryant requested 2016, 2017, and 2018 ridership numbers.
Ms. Woodruff said she would send that information to Ms. Bryant.

Mayor Burns asked about the Pruitt Trail.
Ms. Bryant said there was no funding for the trail.

Walk-on Agenda Item: TPO Staff Positions to Marion County Classification

Mr. Balmes said that he had worked with Marion County on the TPO staff positions moving from the City of Ocala to Marion County. A supplemental packet was provided for the TPO board to view.

Mr. Zalak made a motion to consider the walk on agenda item. Ms. Bryant seconded, and the motion passed unanimously.

Ms. Stone asked for any public comment. There was none.

Mr. Zalak made a motion to approve the walk on agenda item. Ms. Bryant seconded, and the motion passed unanimously.

Item 5. Consent Agenda

Mr. Musleh made a motion to approve the consent agenda. Ms. Bryant seconded, and the motion passed unanimously.

Item 6. Comments by FDOT

Vickie Wyche with the FDOT said the construction report had been provided in the meeting packet and did not have additional updates for the TPO board.

Mr. Zalak asked about pavement patching and negotiations and warranties by FDOT.

Mr. McCammon responded that there is usually a three-year warranty.

Item 7. Comments by TPO Staff

Mr. Balmes gave the TPO board an update on the 2045 Long Range Transportation Plan (LRTP) and said that the LRTP served as the vision and planning framework for the multimodal transportation system of Marion County. The Ocala Marion County LRTP had to be updated every five years to meet federal and state regulations, which included a minimum 20-year planning horizon. The previous LRTP (2040) was adopted in December 2015. The plan update process was underway with the first Steering Committee scheduled for May 30. Kittelson and Associates was serving as the consultant supporting the update. TPO Board adoption of the 2045 LRTP was required by November 2020. At the June TPO Board meeting, staff would provide further updates of the plan update process, including a detailed schedule, website information and the public involvement plan.

Mr. Balmes also said that at the CFMPOA meeting a request would be made to receive a letter of support from the TPO/MPO directors to FDOT District 5 for consideration of TRIP funding regarding the NW 49th Street / I-75 interchange.

Mr. Harris presented the monthly financial report.

Item 8. Comments by TPO Members

There were no TPO member comments.

Item 9. Public Comment

There was no public comment.

Item 10. Adjournment

Interim Chairwoman Stone adjourned the meeting at 5:02 PM.

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant



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, 2019

MARION						
SR 200 from east of Southwest 60th Avenue to east of Southwest 38th Court						
FIN #	437344-1-52-01, 435659-2-52-01					
CONTRACT #	T5605					
Lump Sum						
PROJECT DESCRIPTION: Work includes resurfacing of SR 200, and widening and adding turn lanes on SR 200 and I-75 ramps.						
				TIME	COST	
CONTRACTOR:	D.A.B. Constructors Inc.	LET DATE:	3/28/2018	ORIGINAL:	400	\$7,668,888.88
FED. AID #:	N/A	NTP:	6/01/2018	CURRENT:	437	\$7,668,888.88
FUND TYPE	Construction	TIME BEGAN:	8/30/2018	ELAPSED:	284	\$3,130,667.23
		WORK BEGAN:	8/30/2018	% ORIGINAL:	71.00%	40.82%
		EST. COMPLETION:	Spring 2020	% TO DATE:	64.99%	40.82%
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR	John Davis	C: 813-848-4660		jdavis@aeengineeringinc.com		
FDOT PROJECT MANAGER	Denise Larkin	O: 352-620-3007		denise.larkin@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:	Kathy Barnes	C: 813-924-5169		kathrynb@dabcon.com		

MARION						
SR 200 from west of CR 484 to east of SW 60th Avenue						
FIN #	436879-1-52-01					
CONTRACT #	T5624					
Lump Sum						
PROJECT DESCRIPTION: Resurfacing, adding bike lanes, adding a left turn lane on S.R. 200 to northbound SW 60th Avenue, and updating curb, gutter, signage, signalization and various pedestrian improvements to comply with the current Americans with Disabilities Act (ADA) standards.						
				TIME	COST	
CONTRACTOR:	Anderson Columbia Co., Inc.	LET DATE:	7/25/2018	ORIGINAL:	350	\$9,260,071.09
FED. AID #:	D517069B	NTP:	9/25/2018	CURRENT:	388	\$9,260,071.09
FUND TYPE	Construction	TIME BEGAN:	10/25/2018	ELAPSED:	227	\$1,654,533.87
		WORK BEGAN:	10/25/2018	% ORIGINAL:	64.86%	17.87%
		EST. COMPLETION:	Fall 2019	% TO DATE:	58.51%	17.87%
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR	Nicole Aiton	O: 352-620-3012 C: 352-812-5796		nicole.aiton@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:	Austin Miller	C: 386-515-5204		austin.miller@andersoncolumbia.com		

MARION						
Pedestrian Lighting Bundle A						
FIN #	439887-1-52-01					
CONTRACT #	T5646					
Conventional Pay Item						
PROJECT DESCRIPTION: Convert lighting fixtures to LED lights at the S.R. 464 intersections with S.R. 200 (Southwest 10th Street) and U.S. 441 (South Pine Avenue) in Ocala.						
				TIME	COST	
CONTRACTOR:	Contact Network LLC	LET DATE:	1/30/2019	ORIGINAL:	90	\$85,394.12
FED. AID #:	N/A	NTP:	4/01/2019	CURRENT:	90	\$85,394.12
FUND TYPE	Conventional Pay Item	TIME BEGAN:	7/30/2019	ELAPSED:	0	\$0.00
		WORK BEGAN:	TBD	% ORIGINAL:	0.00%	0.00%
		EST. COMPLETION:	Fall 2019	% TO DATE:	0.00%	0.00%
CONTACT		PHONE		EMAIL		
PROJECT ADMINISTRATOR	Denise Larkin	O: 352-620-3007		denise.larkin@dot.state.fl.us		
CONTRACTOR'S PROJECT MANAGER:	Gregg Hutchins	C: 386-365-0822		gregg.hutchins@unifi.com		

Project Status Report as of June 13, 2019

MARION						
SR 500 / US 27 from Levy County Line to CR 326						
FIN #	437339-1-52-01					
CONTRACT #	E5Z45					
Lump Sum						
PROJECT DESCRIPTION: Resurface nearly 7 miles of U.S. 27 from the Levy County line (County Road (C.R.) 316) to C.R. 326. Project also includes adding a turn lane from southbound U.S. 27 to Northwest 160th Avenue and drainage improvements.						
					TIME	COST
CONTRACTOR:	VE Whitehurst & Sons Inc.	LET DATE:	11/06/2018	ORIGINAL:	230	\$6,123,813.56
FED. AID #:	N/A	NTP:	1/23/2019	CURRENT:	243	\$6,123,813.56
FUND TYPE	Construction	TIME BEGAN:	2/22/2019	ELAPSED:	108	\$1,432,146.81
		WORK BEGAN:	2/22/2019	% ORIGINAL:	46.96%	23.39%
		EST. COMPLETION:	Early 2020	% TO DATE:	44.44%	23.39%
CONTACT		PHONE			EMAIL	
PROJECT ADMINISTRATOR	Ronda Daniell	O: 352-620-3005 C: 352-274-8191			ronda.daniell@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:	Kevin Rogers	C: 352-441-5047			kdr@vewwhitehurst.com	

MARION						
Concrete Repairs and Driveway Reconstruction S.R. 326						
FIN #	441934-1-72-01					
CONTRACT #	E5U65					
Conventional Pay Item						
PROJECT DESCRIPTION: Reconstruct the driveways that service the Pilot Travel Center and Mobil Gas Station along eastbound S.R. 326.						
					TIME	COST
CONTRACTOR:	Wrangler Construction Inc.	LET DATE:	2/25/2019	ORIGINAL:	53	\$198,174.00
FED. AID #:	N/A	NTP:	5/20/2019	CURRENT:	56	\$198,174.00
FUND TYPE	Maintenance	TIME BEGAN:	6/3/2019	ELAPSED:	0	\$0.00
		WORK BEGAN:	TBD	% ORIGINAL:	0.00%	0.00%
		EST. COMPLETION:	Summer 2019	% TO DATE:	0.00%	0.00%
CONTACT		PHONE			EMAIL	
PROJECT ADMINISTRATOR	Nicole Aiton	O: 352-620-3012 C: 352-812-5796			nicole.aiton@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:	Rafael Quesada	C: 305-219-5960			rafa@wrangler-construction.com	

MARION						
I-75 WEIGH-IN-MOTION STATION REPAIRS						
FIN #	440311-1-52-01					
CONTRACT #	E5Z67					
Conventional Pay Item						
PROJECT DESCRIPTION: Interstate 75 Weigh-in-Motion Station Repairs between County Road 484 (Exit 341) and the Sumter County Line						
					TIME	COST
CONTRACTOR:	VE Whitehurst & Sons Inc.	LET DATE:	3/05/2019	ORIGINAL:	550	\$11,314,430.29
FED. AID #:	N/A	NTP:	5/02/2019	CURRENT:	550	\$11,314,430.29
FUND TYPE	Construction	TIME BEGAN:	6/3/2019	ELAPSED:	0	\$0.00
		WORK BEGAN:	6/3/2019	% ORIGINAL:	0.00%	0.00%
		EST. COMPLETION:	Early 2021	% TO DATE:	0.00%	0.00%
CONTACT		PHONE			EMAIL	
PROJECT ADMINISTRATOR	Carl Francois	C: 407-421-4489			cfrancois@mehtaeng.com	
FDOT PROJECT MANAGER	Ronda Daniell	O: 352-620-3005 C: 352-274-8191			ronda.daniell@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:	Austin Miller	C: 386-515-5204			austin.millerl@andersoncolumbia.com	



Project Status Report as of June 13, 2019

Landscaping Projects in Establishment Period

MARION			
I-75 Landscaping at SW 20th Street and SW 43rd Street			
FIN #	437828-1-52-01	Contract Days: 820	Days Elapsed: 692
CONTRACT #	E5Y94	Present Amount: \$438,500.00	Paid to Date: \$402,790.00

MARION			
I-75 Landscaping at CR 318			
FIN #	437818-1-52-01	Contract Days: 905	Days Elapsed: 834
CONTRACT #	E5Y29	Present Amount: \$412,920.00	Paid to Date: \$407,920.00

Upcoming Projects

- **440900-1-52-01** — Installing Intelligent Traffic System at multiple locations in Marion and Sumter counties along I-75, U.S. 301, U.S. 441, State Road 40, State Road 200, State Road 464, U.S. 27, and State Road 326.
 - ◇ Contract: T5662
 - ◇ Contractor: Contact Network, LLC.
 - ◇ Cost: \$5 Million
 - ◇ Estimated start: Summer 2019
 - ◇ Estimated completion: Spring 2021
- **431798-3-52-01, 431798-3-56-01** — Widening 36th Avenue from two lanes to four lanes from NE 19th Place to NE 26th Street, including new bridge construction over the CSX railroad.
 - ◇ Contract: E5Z71
 - ◇ Contractor: Sema Construction, Inc.
 - ◇ Cost: \$16.2 Million
 - ◇ Estimated start: Late summer 2019
 - ◇ Estimated completion: Late spring 2021
 - ◇ Construction Open House tentatively July 29.

