



TPO Board Meeting

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

May 24, 2022

4:00 PM

AGENDA

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. CONSENT AGENDA**
 - A. TPO Meeting Minutes – April 26, 2022** (Page 3)
 - B. TPO Director Travel** (Page 22)
- 5. ACTION ITEMS**
 - A. Marion County Classification and Compensation Study** (Page 53)
Amanda Tart, Marion County Administration, will provide information on the study related to TPO staff.
 - B. Approval of Fiscal Years (FY) 2022/2023 to 2023/2024 Metropolitan Planning Organization Grant Agreement** (Page 56)
Staff is seeking approval of the planning grant agreement.
 - C. Citizens Advisory Committee (CAC) Application** (Page 73)
Staff is seeking approval of an applicant for the CAC.
- 6. PRESENTATIONS**
 - A. SunTran Performance Initiative and Transit Development Plan Update** (Page 75)
Steven Neal, Transportation Manager of SunTran, will provide a presentation.
 - B. Draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP)** (Page 86)
Staff will present the draft FY 23 to FY 27 Transportation Improvement Program (TIP).
 - C. Draft Annual Lists of Priority Projects (LOPP)** (Page 307)
Staff will present the 2022 draft Lists of Priorities Projects.

7. **COMMENTS BY FDOT**
 - D. **[Construction Report](#)** (Page 339)
8. **COMMENTS BY TPO STAFF**
 - A. **[Commitment to Zero Update](#)** (Page 340)
 - B. **[Florida Metropolitan Planning Organization Advisory Council \(MPOAC\) Meetings Update](#)** (Page 341)
9. **COMMENTS BY TPO MEMBERS**
10. **PUBLIC COMMENT (Limited to 2 minutes)**
11. **ADJOURNMENT**

All meetings are open to the public, the TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or liz.mitchell@marioncountyfl.org forty-eight (48) hours in advance, so proper accommodations can be made.

Pursuant to Chapter 286.0105, Florida Statutes, please be advised that if any person wishes to appeal any decision made by the Board with respect to any matter considered at the above meeting, they will need a record of the proceedings, and that, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The next regular meeting of the Ocala Marion Transportation Planning Organization will be held on June 28, 2022.



TPO Board Meeting

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

April 26, 2022

4:00 PM

MINUTES

Members Present:

Councilman Ire Bethea
Commissioner Kathy Bryant
Councilmember Kristen Dryer
Mayor Kent Guinn
Councilman James Hilty
Commissioner Ronald Livsey
Commissioner Michelle Stone
Mayor Bill White (*arrived at 4:05pm*)
Commissioner Carl Zalak (*arrived at 4:03pm*)

Members Not Present:

Commissioner Craig Curry
Commissioner Jeff Gold
Councilmember Barry Mansfield

Others Present:

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Jim Wood, Kimley- Horn
Amber Gartner, Kimley- Horn
Rakinya Hinson, FDOT
Noel Cooper, City of Ocala
Roger Henderson
Stephen Alianiello
Other members of the public not signed in.

Item 1. Call to Order and Pledge of Allegiance

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

Item 2. Roll Call

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

Item 3. Proof of Publication

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview and Dunnellon and Marion County meeting calendars on April 19, 2022. The meeting was also published to the TPO's Facebook and Twitter pages.

Item 4A. Consent Agenda

Mr. Hilty made a motion to approve the Consent Agenda. Ms. Dreyer seconded, and the motion passed unanimously.

Item 5A. Approval of Fiscal Years (FY) 2022/2023 Commission for Transportation Disadvantaged Grant Agreement

Mr. Balmes presented and said the Transportation Disadvantaged Trust Fund was administered by the Florida Commission for Transportation Disadvantaged (CTD) per Florida Statutes (427.0159). The purpose of the CTD as it pertained to Metropolitan Planning Organizations (MPO/TPOs) was to ensure dedicated funding for carrying out responsibilities in support of the Local Coordinating Boards for Transportation Disadvantaged.

On an annual basis, the TPO entered into a grant agreement with the CTD to perform specific tasks and responsibilities as a condition of being reimbursed for a planning grant. In Fiscal Year (FY) 2022/2023 (July 1, 2022), the TPO would be eligible to be reimbursed for a total of \$27,551 in grant funding in support of the Transportation Disadvantaged Local Coordinating Board (TDLCB). The amount reflected a net increase of \$28 from FY 2021/2022.

Ms. Stone made a motion to approve the FY 2022/2023 Commission for Transportation Disadvantaged Grant Agreement. Ms. Dreyer seconded, and the motion passed unanimously.

Item 5B. TPO Travel Policy Resolution

Mr. Balmes presented and said the TPO maintained a Travel Policy to establish formal procedures for the reimbursement or payment of expenses incurred when staff and board members were on official TPO business.

The most recent updates to the Travel Policy were approved by the Board on February 22, 2022.

As part of a review of the draft Fiscal Years 2023 to 2024 Unified Planning Work Program, the Florida Department of Transportation (FDOT) District 5 Liaison staff recommended the addition of a specific resolution to the TPO's Travel Policy. A resolution was established for a more formal documentation of official updates by the TPO Board.

Mr. Balmes clarified to board members that nothing had been changed in the Travel Policy the resolution had just been included based on the recommendation of the FDOT.

Mr. Zalak made a motion to approve the TPO Travel Policy Resolution. Ms. Stone seconded, and the motion passed unanimously.

Item C. FY 2022/23 to 2023/24 Draft Unified Planning Work Program (UPWP)

Mr. Balmes presented and said the Draft Fiscal Years 2022/23 to 2023/24 Unified Planning Work Program (UPWP) covered the next two-year period from July 1, 2022 to June 30, 2024. Based upon a 30-day public and partner review process, the TPO received comments from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Florida Department of Transportation.

The board was presented with the comments received from partner agencies, accompanied by TPO responses.

Mr. Balmes provided a presentation of the changes made to the Draft UPWP.

Comments and responses to the Draft UPWP are provided on pages of this set of minutes for reference.

Ms. Stone mentioned a section under the TPO Agreements section of the Draft UPWP on page 5 that stated, "The Agreement establishes the TPO as the official planning agency for the Ocala urbanized area and other urbanized areas and clusters within Marion County as shown in Figure 1." Ms. Stone said it appeared that the TPO was only the planning agency for the shaded areas on the map in Figure 1 when really the TPO was the planning agency for all of Marion County.

Mr. Balmes said the particular map depicted how the TPO was identified federally and all MPOs and TPOs were designated based upon having an urbanized area of 50,000 and above. The map was tied to the census designated urbanized areas.

Ms. Stone said that the wording should be changed to "all of Marion County" specifying urbanized areas were identified in Figure 1 however, the TPO covered all of Marion County as the official planning agency for "Marion County and the Ocala Urbanized Area and other Urbanized Areas."

Mr. Balmes said that the TPO could use the language in the Transportation Improvement Program (TIP) document that read, "The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County." Also the section that read, "Figure 1 illustrates TPO planning area which includes all of Marion County and the cities of Belleview, Dunnellon and Ocala."

Mr. Balmes said the Figure 1 map could be replaced in the UPWP with the Figure 1 map in the TIP.

Mr. Balmes also said the map could be included in the appendix as well.

Ms. Stone made a motion to amend the FY 2022/23 to 2023/24 Draft UPWP with the information that had been reviewed and approve the FY 2022/23 to 2023/24 Draft UPWP with the amendment. Mr. Hilty seconded, and the motion passed unanimously.

5D. List of Priority Projects (LOPP) Guidance Document

The List of Priority Projects (LOPP) was a process undertaken every year to identify the highest priority projects in Marion County to receive consideration for federal and state funding through the Florida Department of Transportation (FDOT) Five-Year Work Program.

Kimley-Horn was working with the TPO on the development of a revised LOPP process, including a policy and procedures document, ranking methodology and project lists.

At the meeting, Jim Wood with Kimley Horn presented the set of deliverables for review and approval, which included the LOPP Policy and Procedures Guidance, LOPP Ranking Methodology, and LOPP Project List Templates.

The LOPP Policies and Procedures Guidance is attached to pages 7-19 of this set of minutes for reference.

Mr. Wood said there were keys to successful projects:

- Complete and Accurate Information
- Local Prioritization
- Planning Alignment
- Local Support
- Other Funding Opportunities
- Responsiveness and Communication

Organization of the LOPP included:

- Top Priorities (combined list of highest priority projects from applicable categories below)
- Strategic Intermodal System (SIS)
- Non-SIS Capacity
- Safety and Operations
- Complete Streets
- Trails
- Bicycle/Pedestrian
- Transit
- Planning Studies

The updated ranking methodology of the LOPP would consist of:

- Prior Year Rank
- Project Cycle
- Local Funding Commitment
- Regional Connectivity and Partnerships

Approved –

- Safety
- Congestion Management
- Multimodal
- Transportation Resilience
- Economic Development and Logistics
- Equity

Ms. Stone asked if the list of priority projects would be in separate lists accompanied by a master list of priorities.

Mr. Wood responded that the master list would have a consolidation of top priorities from sub-lists.

Mr. Zalak asked if the list prioritized traffic congestion projects.

Mr. Wood said the information from the congestion management process was used to determine the higher priority projects.

The board discussed congestion management in the LOPP guidance process.

Mr. Balmes mentioned that congested corridors had been identified in the congestion management plan.

Ms. Stone talked about the level of service being added into the criteria scoring.

Mr. Zalak said he would like to see the top ten congested areas on a future agenda.

The board continued discussion about congestion management and how it tied into the LOPP guidance process.

Ms. Stone made a motion to approve the LOPP Guidance Document as presented. Ms. Dreyer seconded, and the motion passed unanimously.

Item 6. Comments by FDOT

Ms. Rakinya Hinson with FDOT gave the following updates to the board:

- Dallas Pond Redesign on U.S. 301 Drainage Construction (FDOT Financial Information Number 411256-5) - Final walk through and acceptance was on March 30, 2022.
- Work Zone Awareness Week April 11-15, 2022. FDOT conducted educational traffic stops in the construction area of US 441 from SR 35 to SR 200.
- District Secretary, Jared Perdue had been appointed as State Secretary.

Item 7. Comments by TPO Staff

Mr. Balmes provided the following comments to the board:

- The TPO held a Commitment to Zero Community Workshop- April 14, 2022 with around 45 people in attendance.
- Commitment to Zero Stakeholder meeting to be held May 14, 2022.
- The adopted 2045 Long Range Transportation Plan (LRTP) could be amended during the five year cycle in order to add, remove or modify a transportation project in the Cost Feasible and Needs Plan elements. The TPO conducted a call for 2045 LRTP Amendments on April 18, 2022 to local jurisdictions and Florida Department of Transportation (FDOT). Any proposed LRTP amendments would be due to the TPO by May 20, 2022. The process involved an email notification to all four jurisdictions and FDOT.
- The Federal Highway Administration (FHWA) Florida Division had conducted a Program Accountability Results (PAR) reviews of the TPO and two other non-Transportation Management Area (TMA) Metropolitan Planning Organizations (MPO) in Florida (Indian River, Lake~Sumter) regarding federal compliance with long range transportation plans (LRTP). The purpose of the PAR review was to assess LRTP compliance and fiscal constraint in order to meet federal requirements. The TPO was selected in 2021 to be part of the initial round statewide PAR reviews in both Fiscal Years (FY) 2021 (2040 LRTP) and 2022 (2045 LRTP). Based upon the completion of the PAR for the three MPO's, the Ocala Marion TPO was recognized for full consistency with all fiscal constraint requirements. The TPO had met all requirements and was in compliance with U.S. Code of Federal Regulations.

Item 8. Comments by TPO Board Members

There were no comments.

Item 9. Public Comment

There were no public comments.

Item 10. Adjournment

The meeting was adjourned by Chairman Bethea at 4:59pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



List of Priority Projects (LOPP)

Policies and Procedures Guidance

DRAFT – April 13, 2022

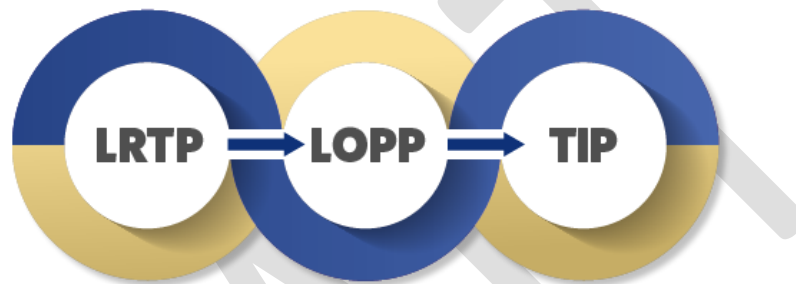
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The annual List of Priority Projects (LOPP) process is one of the most significant activities undertaken by the Ocala Marion Transportation Planning Organization (TPO). The LOPP represents the highest priority unfunded transportation needs in the TPO's planning area. **A well-organized LOPP process is critical to obtaining federal and state funding.** This *LOPP Policy and Procedures Guide* is intended to provide the TPO and partner local governments with guidance to implement a successful process that is predictable and consistent from year-to-year.

Purpose of the LOPP

The LOPP serves as the bridge between the TPO's Long Range Transportation Plan (LRTP) and the annual selection of projects by FDOT for inclusion in the Five-Year Work Program which the TPO's Transportation Improvement Program (TIP) will align with.



STATUTORY REQUIREMENTS

Per Section 339.175(8), Florida Statutes, all Florida MPOs/TPOs are required to annually develop and submit a list of priority projects to FDOT. The prevailing principles to be considered by MPOs/TPOs when developing a list of project priorities are:

- Preserving existing transportation infrastructure
- Enhancing Florida's economic competitiveness
- Improving travel choices to ensure mobility

The LOPP must be based upon project selection criteria that, at a minimum, consider the following:

1. The approved MPO/TPO long-range transportation plan
2. The Strategic Intermodal System Plan [s. 339.64]
3. The priorities developed pursuant to the Transportation Regional Incentive Program (TRIP) [s. 339.2819(4)]
4. The results of the transportation management systems
5. The MPO's/TPO's public-involvement procedures

ALIGNMENT WITH OTHER PLANS

As noted above, it is critical for projects submitted within the LOPP to be aligned with the TPO's LRTP. Similarly, the projects that are being advanced should be consistent with the respective local government's Comprehensive Plan. A key concept for transportation projects being prioritized and programmed for funding is *planning consistency*.

It is important for projects to be described consistently as they proceed from the LRTP Cost Feasible Plan to the LOPP, the TIP, and ultimately into project development. This is a requirement for federally funded projects so changes to a project beyond certain thresholds will require amendments of the LRTP and TIP to ensure planning consistency is maintained.

LOPP Process

The LOPP process is continuous and dynamic, with the highest priority projects advancing each year as funding is programmed and the project phases move forward. The highest priority projects in the LOPP will typically remain at the top of a given list from year-to-year until they move forward to be programmed for funding in the FDOT Work Program and TIP. Reaffirming priorities annually provides greater predictability for local sponsors, improves coordination with FDOT, and improves prospects for project funding. Once a project has been fully funded through construction in the FDOT Work Program/TIP [and is completed], it will no longer remain on the LOPP. Projects will typically advance more quickly or be ranked higher on a list based on prioritization factors such as the amount of local funding available (*see LOPP Prioritization and Ranking section*).

SCHEDULE AND KEY MILESTONES

The success of each year's LOPP in paving the way for project funding depends on a schedule that facilitates effective coordination, communication, and prioritization. It is critical for the approved annual LOPP with associated documentation for all priority projects to be ready for submission to FDOT by the annual deadline which is typically July 1. The annual Ocala Marion TPO LOPP process will follow the Typical LOPP Schedule in the table below. Specific deadlines and meeting dates (e.g., Call for Projects and Technical Assistance Meetings) will be communicated by the TPO to partner local governments during the Call for Projects period.

TYPICAL LOPP SCHEDULE	
Key LOPP Activity	General Milestone Dates
Call for Projects	November – January
Compilation of Initial Project Lists (unranked)	January - February
Technical Assistance Meetings with Project Sponsors	February
Project Ranking and Prioritization	March
Coordination with FDOT to Identify Project Information Application Needs	March - April
Presentation of Draft LOPP to TPO Board/Committees	April
Presentation of Revised Draft LOPP to TPO Board/Committees (as needed)	May
Finalization of FDOT Project Information Applications for Applicable Projects	May – June
Presentation of Final LOPP to TPO Board/Committees	June
Adoption of Final LOPP by TPO Board	June
Submission of the Final LOPP and Project Information Applications to FDOT	No later than June 30

AGENCY ROLES AND EXPECTATIONS

The LOPP is a collaborative process between the TPO, Marion County, the cities of Belleview, Dunnellon, Ocala, and the Florida Department of Transportation. The following represents the general roles of each agency in the development of each year's LOPP.

Ocala Marion TPO

The TPO serves as the facilitator of the LOPP process and is responsible for the following activities:

- Support jurisdictions in the identification of projects eligible for consideration in the LOPP
- Provide information and guidance related to available project funding sources and applicable processes
- Leads project scoring and ranking process in collaboration with project sponsors
- As-needed support for the development of FDOT Project Information Application
- Submission of each year's required LOPP documentation to FDOT

Local Jurisdictions

During each year's LOPP process, Marion County, Belleview, Dunnellon, and Ocala are expected to provide and/or participate in the following:

- Submit a prioritized list of projects that has been approved by its respective board as defined in this guidance
- Participate in TPO-led meetings related to initial list reviews, project prioritization, and FDOT Project Information Application (PIA) needs
- Preparation of complete and accurate PIA forms for submission to FDOT

Florida Department of Transportation

FDOT can provide valuable information to the TPO and project sponsors during the LOPP process. This includes providing cursory review of draft priority lists, confirming application requirements, and providing guidance and consultation on the organization of the various project lists.

SUBMISSION OF PROJECTS

The process for the annual LOPP begins with each jurisdiction submitting a list of its highest priority projects for consideration. By submitting this list early in the process, the TPO can lead an efficient approach to analyze projects and appropriately direct the efforts of local governments in the development of only the necessary applications and information. An FDOT Project Information Application (PIA) needs to be completed or on-file for all projects being submitted for funding consideration. Projects that are in the current version of the LOPP should still be included in lists submitted by project sponsors. This helps the TPO and FDOT to determine if a new PIA is required or if an existing application only needs updated information such as updated project schedule or estimated costs.



Organization of the LOPP

The LOPP includes the following lists by project category:

1. Top Priorities (combined list of highest priority projects from applicable categories below)
2. Strategic Intermodal System (SIS)
3. Non-SIS Capacity
4. Safety and Operations
5. Complete Streets
6. Trails
7. Bicycle/Pedestrian
8. Transit
9. Planning Studies

LOPP Prioritization and Ranking

The ranking methodology for the TPO's List of Priority Projects was developed to guide a clear and fair process to annually score and rank projects. This methodology was approved by the TPO Board on ##, 2022 as part of an overall update to LOPP policies and procedures. The ranking methodology is intended to:

- Support the goals of the TPO's 2045 Long Range Transportation Plan (LRTP)
- Provide a clear and transparent process that is easily implementable by TPO staff
- Provide a balance of quantitative criteria and flexibility to strategically prioritize projects
- Leverage accessible and readily available data from sources such as the LRTP, Congestion Management Process (CMP), and Safety Action Plan to facilitate project ranking
- Place increased emphasis on improving congestion, safety, freight mobility, and resiliency of the transportation network

RANKING ELEMENTS

Development of the LOPP will consist of two key components to comprehensively screen and rank projects:

1. Criteria Score
2. Strategic Refinement

Each of these components is described below.

Criteria Score

The criteria score is a quantitative component that evaluates projects based upon of specific criteria outlined and described below. There are a total of **100** points available for the quantitative score. Each of the criteria categories have been selected to advance the TPO's LRTP goals, federal Performance Measures (where applicable), and other local/TPO priorities.

Strategic Refinement

This component recognizes that when the Draft LOPP ranking is viewed in entirety, there may remain a desire to make refinements to the rank of an individual project or small number of projects based upon strategic needs. This refinement would be conducted only if necessary, to address factors not otherwise adequately captured in the development of the Draft LOPP. This step would be considered during Draft LOPP review by the CAC, TAC, and Board during their May meetings.

- The CAC and TAC will evaluate the Draft LOPP and determine if there are any strategic refinements to the priority order for an individual project or small number of projects. If so, any recommended adjustments will require committee vote to be formal recommendations that are transmitted to the Board.
- The Draft LOPP and any CAC/TAC recommended strategic refinements will be reviewed by the TPO Board. The Board will first consider the Draft LOPP for approval and then separately consider any recommended strategic refinements for approval.

The TPO will update the LOPP based upon the actions of the Board. The CAC, TAC and Board will review the Final LOPP for approval during their June meetings.

CRITERIA SCORE

The Criteria Score consists of twelve (12) criteria that are summarized in the Criteria Scoring Matrix (page 11). The criteria are described below.

Prior Year Rank

1. Prior Year Rank Measure

This scoring criteria recognizes the rank of a given project in the prior LOPP. Consideration of a project's prior ranking helps support program stability and predictability by acknowledging the TPO's previously approved position of projects. Prior year rank also emphasizes the primary goal of moving projects toward full implementation.

Projects receive points based upon their prior LOPP ranking according to the following:

- Prior Year LOPP ranking of 1-5 = 10 points
- Prior Year LOPP ranking of 6-10 = 8 points
- Prior Year LOPP ranking of 11-15 = 6 points
- Prior Year LOPP ranking of 16-20 = 4 points
- Prior Year LOPP ranking above 20 or not ranked = 0 points

Project Cycle

2. Project Phase Measure

This scoring criteria evaluates the status of projects in their development phase and allocates more points to projects that are further along in project development. Points are allocated based on a project's highest funded phase. The project development cycle includes the following phases:

- Planning or Feasibility Study [optional]
- Environmental Review/Project Development & Environment (PD&E)
- Design
- Right of Way [if additional right of way is needed]
- Construction

Each project will go through an environmental review phase to determine whether it will advance. This step ensures that each project is comprehensively evaluated for potential impacts to environmental, sociocultural, archaeological, and historical resources.

Note: Projects can only be scored by one phase at a time.

Projects receive points based upon the highest funded phase:

- Project is fully funded through all phases (Maintain in TIP and Work Program) = 10 points
- Project is fully funded through all phases except Construction (Requesting Construction Funding) = 8 points
- Project is fully funded through Design (Requesting ROW) = 6 points
- Project is fully funded through PD&E phase (Requesting Design Funding) = 4 points
- Project is fully funded through Planning/Feasibility phase (Requesting PD&E phase) = 2 points

Local Funding Commitment

3. Local Funding Commitment Measure

Projects receive points based upon the amount of local matching funding committed and available for the project:

- 50% Local Match Commitment = 10 points
- 25% Local Match Commitment = 7.5 points
- Less than 25% Local Match Commitment = 5 points
- No Local Match Commitment = 0 points

Regional Connectivity and Partnerships

Considers if a project is supported by a formal partnership between two or more agencies or record of ongoing coordination to complete a project. For example, whether the project is a Transportation Regional Incentive Program (TRIP) or is a project that has documented support of two or more jurisdictions.

4. Regional Connectivity and Partnership Measure

Projects receive points based on the following:

- Project represents a formal partnership between two or more agencies = 10 points
- Project has a demonstrated record of ongoing coordination between two or more agencies = 5 points
- Project does not represent a formal partnership and/or ongoing coordination between two or more agencies = 0 points

Safety

This scoring criteria identifies projects that include safety improvements or address a safety issue. Projects are scored based on the High Injury Network and crashes identified as part of the development of the TPO's *Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion* document.

5. Safety Measure – Killed, Seriously Injured Crashes (KSI)

Points are allocated if KSI crashes have been documented within the project limits:

- Yes = 5 points
- No = 0 points

6. Safety Measure – High Injury Network

Points are allocated if the project limits are located on the High Injury Network:

- Yes = 5 points
- No = 0 points

Congestion Management

7. Congestion Management Measure

Identifies projects that improve capacity for vehicular traffic on congested corridors. Projects are scored based on the data within the most recent version of the TPO's *Congestion Management Plan and State of the System Report*, which identifies current and projected levels of congestion based on the volume-to-capacity (V/C) ratios.

Projects receive points based on the following:

- Project on Extremely Congested Corridor ($V/C > 1.08$) = 10 points
- Project on Congested Corridor ($V/C > 1.00$) = 7.5 points
- Project on Corridor Approaching Congestion = 5 points
- Project on Corridor that is Not Congested = 0 points

Multimodal

This scoring criteria evaluates projects that enhance multimodal options and connectivity.

8. Multimodal Measure – Alignment with 2045 LRTP Bicycle, Sidewalk and Trail Priorities

Points are assigned based upon whether the project is and/or connects to a specific Bicycle Facility, Sidewalk and/or Trail priority as listed in the 2045 LRTP's Multimodal Boxed Funds Projects list:

- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP and connects to an existing Non-Motorized Facility – 10 pts
- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP – 5 points
- Not a specific Bicycle Facility, Sidewalk and/or Trail Project facility – 0 points

Transportation Resilience

Identifies projects that improve the resiliency and reliability of the area's transportation system based upon the TPO's *Transportation Resilience Guidance (January 2022)* and the *Marion County Local Mitigation Strategy*.

9. Transportation Resilience Measure – Evacuation Routes

Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route:

- Project improves a designated evacuation route = 10 points
- Project improves a corridor directly connecting to a designated evacuation route = 5 points
- Project does not improve, or directly connect to, a designated evacuation route = 0 points

Economic Development and Logistics

Identifies projects that accommodate and promote economic growth by improving access to areas of high employment growth and through the efficient movement of freight, based upon data compiled in the 2045 LRTP.

10. Economic Development and Logistics Measure – Employment Growth

Points are allocated to projects that improve access to employment growth areas as defined in the 2045 LRTP:

- Project limits within or adjacent to High Employment Growth Area = 5 points
- Project limits within or adjacent to Medium-High Employment Growth Area = 4 points
- Project limits within or adjacent to Medium Employment Growth Area = 3 points
- Project limits within or adjacent to Medium-Low Employment Growth Area = 2 points
- Project limits within or adjacent to Low Employment Growth Area = 0 points

11. Economic Development and Logistics Measure – Freight

Points are allocated to projects that enhance efficient and reliable movement of freight and goods within Marion County, based upon the Freight Score assigned to the segment in the 2045 LRTP:

- Project limits include High Freight Score segment = 5 points
- Project limits include Medium Freight Score segment = 3.5 points
- Project limits include Low Freight Score segment = 2 points
- Project limits do not include a Freight Score segment = 0 points

Equity

Identifies projects that would serve Marion County's Equity Areas identified in the 2045 LRTP. Equity Areas were defined based the location of five disadvantaged populations by Census Block (People living in poverty; Minority population; People without a vehicle; Seniors; and Youth).

12. Equity Measure – Disadvantaged Populations

Points are allocated based on whether the project is adjacent to, or traverses the Equity Areas identified in the 2045 LRTP:

- Project is adjacent to, or traverses an Equity Area with three (3) Disadvantaged Populations = 10 points
- Project is adjacent to, or traverses an Equity Area with two (2) Disadvantaged Populations = 7.5 points
- Project is adjacent to, or traverses an Equity Area with one (1) Disadvantaged Population = 5 points
- Project is not adjacent to, or does not traverse an Equity Area = 0 points

CRITERIA SCORING MATRIX

Criteria Score Categories	Measure	Maximum Score	L RTP Goal(s)*	Performance Measure(s)**
Prior Year Rank	1. Projects will receive points based upon their prior year LOPP ranking.	10	4	-
Project Cycle	2. Points are allocated based on a project's highest funded phase.	10	4	-
Local Funding commitment	3. Points are allocated based on amount of local matching funding committed and available for the project.	10	4	-
Regional Connectivity and Partnerships	4. Points are allocated if the project represents a formal partnership or ongoing coordination between two or more agencies.	10	4	-
Safety	5. Points are allocated if fatal and serious injury (KSI) crashes have been documented within the project limits.	5	3	PM1
	6. Points are allocated if the project limits are located on the High Injury Network.	5		
Congestion Management	7. Points are allocated based on the level of congestion identified on the corridor where the project is located.	10	1, 2, 3	PM3
Multimodal	8. Points are allocated if the project is or connects to a specific Bicycle Facility, Sidewalk or Trail priority as listed in the 2045 LRTP's Multimodal Boxed Funds Projects list.	10	1, 3, 5	PM1/PM3
Transportation Resilience	9. Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route.	10	3, 5, 6	-
Economic Development and Logistics	10. Points are allocated to projects that improve access to employment growth areas.	5	2, 5	PM3
	11. Points are allocated to projects that enhance the efficient and reliable movement of freight and goods within Marion County.	5		
Equity	12. Points are allocated to projects based on their proximity to disadvantaged populations.	10	1	-
TOTAL MAXIMUM CRITERIA SCORE		100		

*LRTP Goals

1. Promote Travel Choices that are Multimodal and Accessible
2. Provide Efficient Transportation that Promotes Economic Development
3. Focus on Improving Safety and Security of the Transportation System
4. Ensure the Transportation System Meets the Needs of the Community
5. Protect Natural Resources and Create Quality Places
6. Optimization and Preserve Existing Infrastructure

**Performance Measures (if applicable)

- PM1 – Safety Measures - including traffic fatalities and serious injuries, pedestrian/bicycle fatalities and serious injuries; and transit incidents
- PM2 – Pavement and Bridge Condition Measures - including roadway, bridge, and transit capital asset condition and how well they are maintained
- PM3 – System Performance Measures - including highway congestion, travel reliability, freight movement reliability, and mobile source emissions



TO: TPO Board Members

RE: Director Travel Reimbursement Approval

Director Rob Balmes travel reimbursement request for \$182.58, per TPO Travel Policy and current U.S. General Services Administration (GSA) rates.

1. April 27, 2022

FL MPOAC Freight and Rail Committee Meetings
Ocoee, FL – Turnpike Enterprise Headquarters
Travel Reimbursement Requested: \$91.29

2. April 28, 2022

FL Staff Director and Governing Board Meetings
Ocoee, FL – Turnpike Enterprise Headquarters
Travel Reimbursement Requested: \$91.29

**Marion County Commission
Authorization to Incur Travel Request
for Travel Advance and Prepayment**

Traveler: Robert Balmes Date: 4/26/2022

Employee Number: 11612 Department: _____

Travel Destination: Ocoee, FL

Purpose: FL MPOAC Freight and Rail Meetings

Date: 4/27/2022 Time: 11:30 AM of Departure

Date: 4/27/2022 Time: 4:00 PM of Return

REGISTRATION INFORMATION*(Attach Registration Form)*

Account #: _____ Registration Check Amount: _____

Registration Check Payable To: _____

Mail Registration Check To: _____

Registration Mailing Address: _____

City: _____ State: Florida Zip Code: _____

Check One: ☐ Mail Registration Check ☐ Traveler to Carry Registration Check ☐ P-Card Purchase

HOTEL INFORMATION

Hotel Name: _____

Hotel Mailing Address: _____

City: _____ State: Florida Zip Code: _____

Confirmation Number: _____

Account Number: _____ Hotel Check Amount: _____

Check One: ☐ Mail Hotel Check ☐ Traveler to Carry Hotel Check ☐ P-Card Purchase

TRAVELER'S COST OF TRAVEL

Meals:	B	Per Day	x	\$6.00	
	<u> </u>			<u> </u>	
	L	Per Day	x	\$11.00	
	<u> </u>			<u> </u>	
	D	Per Day	x	\$19.00	
	<u> </u>			<u> </u>	
				Days =	\$0.00

County Vehicle Requested? YES ☐ NO ☐ (Gas Card Available)

Mileage Private Vehicle:	146	Miles @ \$	0.58	\$84.680
--------------------------	-----	------------	------	----------

Traveler's Total Estimated Expenses

Travel Advance Check Requested? YES ☐ NO ☒

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

Account #: BR407549-540101

INFORMATION FOR ADMINISTRATION

ESTIMATED COST OF TRAVEL

Registration

Lodging

Traveler's Estimated Cost ~~\$84.68~~ \$85.41 AB.

Total Estimated Cost of Travel ~~\$84.68~~ *\$80.41 CA*

TRAVELERS SIGNATURE: 

DATE: 9/26/22

DEPARTMENT HEAD SIGNATURE: _____

DATE: _____

Upon return from travel, employees must file Form T-1 including receipts within 5 work days.

APPROVAL: _____
Assistant County Administrator

DATE: _____

APPROVAL: _____ Procurement Services

DATE: _____

APPROVAL: _____
County Administrator

DATE: _____

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
CONTRACTOR TRAVEL FORM

300-000-06
 COMPTROLLER
 02/13

Contractor <u>Robert Balmes</u> Company <u>Ocala Marion TPO</u> Residence (City) <u>Ocala, Florida</u>	Contract or PO # _____ Company's Address <u>2710 E. Silver Spgs Blvd.</u> <u>Ocala, Florida 34470</u>	Contact Person _____ Telephone No. <u>(352) 438-2631</u> E-Mail Address <u>rob.balmes@marionfl.org</u>
--	---	--

DATE	TRAVEL PERFORMED FROM POINT OF ORIGIN TO DESTINATION	PURPOSE OR REASON FOR TRAVEL (NAME OF CONFERENCE OR CONVENTION)	HOUR OF DEPARTURE and RETURN	CLASS A & B MEAL ALLOWANCE	PER DIEM/ ACTUAL LODGING	MAP MILEAGE	VICINITY MILEAGE	INCIDENTAL EXPENSES	
								AMOUNT	TYPE
4/27/2022	Ocala to Ocoee	FL MPOAC Freight and Rail Meet	11:30 AM			73		\$2.94	Toll
4/27/2022	Ocoee to Ocala	FL MPOAC Freight and Rail Meet	4:00 PM			73		\$2.94	Toll

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

CONTRACTOR: Robert Balmes DATE: 4/28/22
 JOB TITLE: TPO Director

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

CONTRACTOR'S SUPERVISOR: _____ DATE: _____
 TYPED or printed NAME: _____
 TITLE: _____

COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES	146	COLUMN TOTAL	SUMMARY TOTAL
	USA MB	X @ \$0.445 \$64.97	585 <u>\$85.41</u> <u>RB.</u>	\$5.88 <u>\$91.29</u> <u>RB.</u>	\$70.85 <u>\$91.29</u> <u>RB.</u>
JUSTIFICATION/EXPLANATION					
OTHER PERSONNEL IN PARTY					

Instructions for Completing the Contractor Travel Form

Contractor: Name of the individual who performed travel.

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

Company: The consultant's company.

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

Residence (City): City where the consultant resides.

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

Telephone No: The telephone number of the contact person.

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

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

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

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

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

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

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

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

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

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

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

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

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

Column Total: Total cost of incidental expenses.

Summary Total: Total cost to the Department of Transportation.

Contractor: Individual who performed the travel.

Date: Date the travel form was prepared.

Job Title: Job title of the traveler.

Contractor's Supervisor: Traveler's supervisor.

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

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

Title: Job title of the authorized official.

Justification/Explanation: Explain any unusual claims for reimbursement.

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

Meal Allowances and Travel Status are as follows:

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

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

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

MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

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

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

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

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

AGENDA



April 27, 2022



Florida's Turnpike Enterprise Headquarters
Building 5315
Ocoee, FL 34761



1:00 p.m. to 1:30 p.m.



TBD

Agenda Item	Speaker	Time
1. Welcome and Introductions	Gregory Stuart, Broward MPO	1:00 p.m.
2. Committee Business		1:05 p.m.
<i>Approve January 2021 Meeting Minutes</i>	Gregory Stuart, Broward MPO	
<i>Election of New Vice-Chair</i>	Gregory Stuart, Broward MPO	
3. Presentation		
<i>2022 Freight Priorities Program (FPP) Update & Results</i>	Tom Brandenstein, Whitehouse Group; & Erin Lasala, Cambridge Systematics	1:10 p.m.
4. Action Item		
<i>Motion to endorse 2022 FPP Final Project Lists</i>		1:25 p.m.
5. Administrative Items	Mark Reichert, MPOAC	
6. Public Comments	Gregory Stuart, Broward MPO	
7. Meeting Adjournment	Gregory Stuart, Broward MPO	1:30 p.m.

*A 5-minute break will follow the conclusion of the Committee meeting and then the Passenger Rail Workshop will begin.

Passenger Rail Workshop



April 27, 2022



Florida's Turnpike Enterprise Headquarters
Building 5315
Ocoee, FL 34761



1:35 p.m. to 3:00 p.m.



TBD

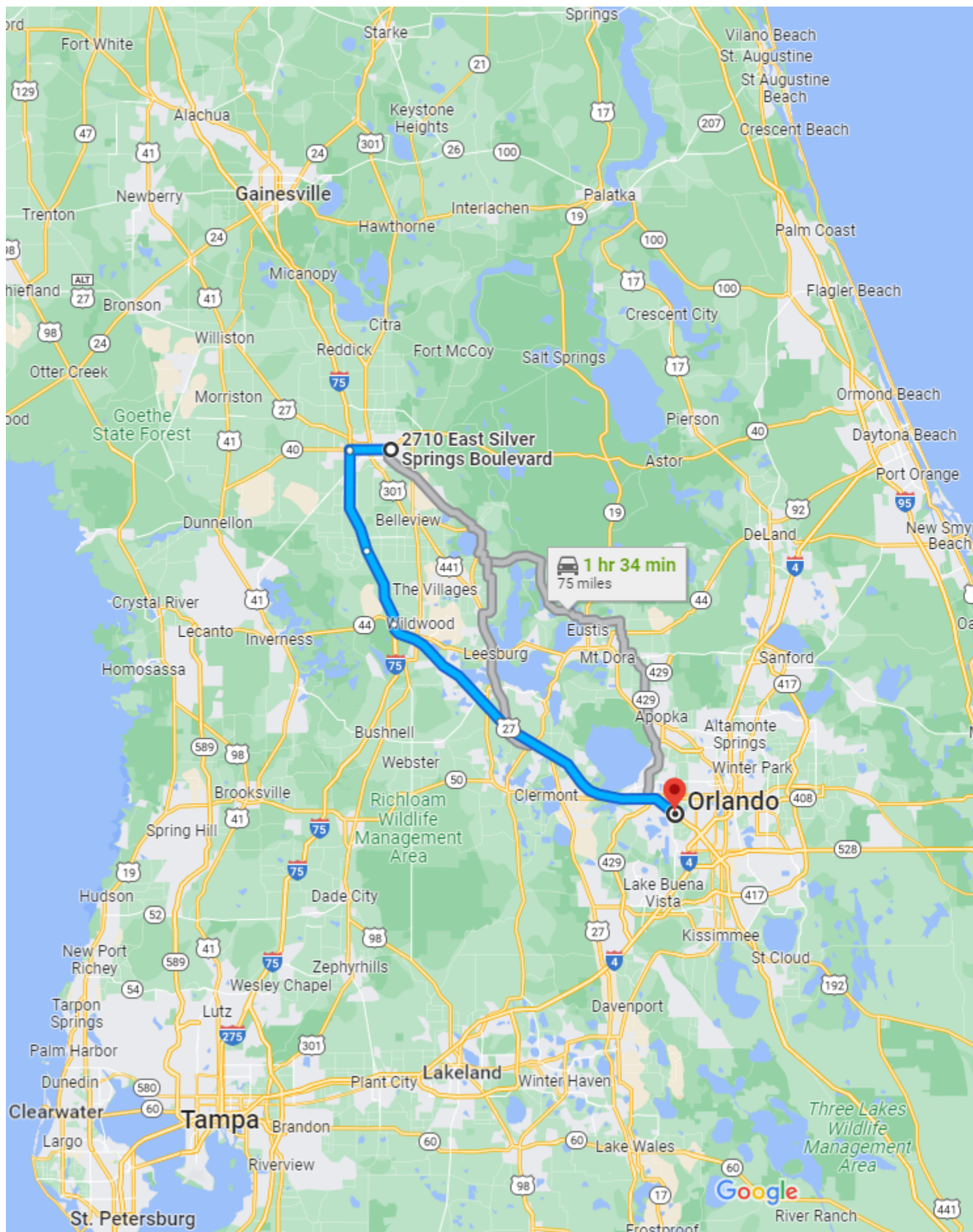
Agenda Item	Speaker	Time
1. Welcome and Introductions	Beth Alden, Hillsborough TPO	1:35 p.m.
2. Presentations		
<i>Agency Introduction & Programs</i>	Ryan Arbuckle, FRA	1:40 p.m.
<i>State Rail Plan Listening Session Results</i>	Holly Cohen, FDOT	2:10 p.m.
<i>Connect Us Vision</i>	Jeff Gerlach, Amtrak	2:20 p.m.
3. Activities		
<i>Breakout Groups – Theme Prioritization from Passenger Rail Best Practices Report</i>	Nicholas Torres, Todd Brauer, and Tom Brandenstein; Whitehouse Group	2:30 p.m.
<i>Full Committee – Update the Mission & Vision Statements and Identify Activities to Incorporate Passenger Rail into Committee Business</i>	Todd Brauer; Whitehouse Group	2:45 p.m.
4. Concluding Remarks	Beth Alden, Hillsborough TPO	3:00 p.m.



2710 E Silver Springs Blvd to FDOT Florida's
Turnpike Enterprise HQ

Drive 73.9 miles, 1 hr 11 min

FL MPOAC Freight and Rail Committee - April 27, 2022





via I-75 S and Florida's
Turnpike

1 hr 11 min

73.9 miles

Fastest route, the usual traffic

⚠️ This route has tolls.



via FL-429 S

1 hr 34 min

75.0 miles



via Florida's Turnpike

1 hr 42 min

71.7 miles

Explore FDOT Florida's Turnpike Enterprise HQ

Restaurants

Hotels

Gas stations

Parking Lots

More



Account #

RECEIPT

Generated 05/03/2022 2:06 PM

Posted Date: 04/27/2022

Transponder Number/License Plate:

Agency Name: Florida Turnpike Enterprise

Axle: 2

Location: SR91 LEESBURG MAIN SB MP288

Date: 04/27/2022

Time: 12:19:28 PM

Transaction Amount: (\$2.94)

Transaction Reference Number: 35400637260

Transaction Type: Transponder Toll

Balance: \$7.26



Account #

RECEIPT

Generated 05/03/2022 2:07 PM

Posted Date: 04/27/2022

Transponder Number/License Plate:

Agency Name: Florida Turnpike Enterprise

Axle: 2

Location: SR91 LEESBURG MAIN NB MP288

Date: 04/27/2022


Time: 03:29:54 PM

Transaction Amount: (\$2.94)

Transaction Reference Number: 35402490202

Transaction Type: Transponder Toll

Balance: \$14.32

 An official website of the United States government



Privately Owned Vehicle (POV) Mileage Reimbursement Rates

GSA has adjusted all POV mileage reimbursement rates effective January 1, 2022.

Modes of Transportation	Effective/Applicability Date	Rate per mile
Airplane*	January 1, 2022	\$1.515
If use of privately owned automobile is authorized or if no Government-furnished automobile is available	January 1, 2022	\$0.585
If Government-furnished automobile is available	January 1, 2022	\$0.18
Motorcycle	January 1, 2022	\$0.565

Relocation	Effective/Applicability Date	Rate per mile
Standard mileage rates for moving purposes	January 1, 2022	\$0.18

Airplane nautical miles (NMs) should be converted into statute miles (SMs) or regular miles when submitting a voucher using the formula (1 NM equals 1.15077945 SMs).

Questions

Have travel policy questions?
Use our '[Have a Question?](#)' site

Find COVID-19 Vaccines
Near You

Visit [Vaccines.gov](https://www.vaccines.gov)

Or Call 1-800-232-0233



For calculating the mileage difference between airports, please visit the U.S. Department of Transportation's [Inter-Airport Distance](#) website.

QUESTIONS:

For all travel policy questions, email travelpolicy@gsa.gov

The shortcut to this page is gsa.gov/mileage.

Last Reviewed: 2022-01-03

**Marion County Commission
Authorization to Incur Travel Request
for Travel Advance and Prepayment**

Traveler: Robert Balmes Date: 4/26/2022

Employee Number: 11612 Department: _____

Travel Destination: Ocoee, FL

Purpose: FL MPOAC Meetings

Date: 4/28/2022 Time: 7:30 AM of Departure

Date: 4/28/2022 Time: 6:00 PM of Return

REGISTRATION INFORMATION*(Attach Registration Form)*

Account #: _____ Registration Check Amount: _____

Registration Check Payable To: _____

Mail Registration Check To: _____

Registration Mailing Address: _____

City: _____ State: Florida Zip Code: _____

Check One: ☐ Mail Registration Check ☐ Traveler to Carry Registration Check ☐ P-Card Purchase

HOTEL INFORMATION

Hotel Name: _____

Hotel Mailing Address: _____

City: _____ State: Florida Zip Code: _____

Confirmation Number: _____

Account Number: _____ Hotel Check Amount: _____

Check One: ☐ Mail Hotel Check ☐ Traveler to Carry Hotel Check ☐ P-Card Purchase

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
CONTRACTOR TRAVEL FORM

300-000-06
 COMPTROLLER
 02/13

Contractor <u>Robert Balmes</u> Company <u>Ocala Marion TPO</u> Residence (City) <u>Ocala, Florida</u>	Contract or PO # _____ Company's Address <u>2710 E. Silver Spgs Blvd.</u> <u>Ocala, Florida 34470</u>	Contact Person _____ Telephone No. <u>(352) 438-2631</u> E-Mail Address <u>rob.balmes@marionfl.org</u>
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DATE	TRAVEL PERFORMED FROM POINT OF ORIGIN TO DESTINATION	PURPOSE OR REASON FOR TRAVEL (NAME OF CONFERENCE OR CONVENTION)	HOUR OF DEPARTURE and RETURN	CLASS A & B MEAL ALLOWANCE	PER DIEM/ ACTUAL LODGING	MAP MILEAGE	VICINITY MILEAGE	INCIDENTAL EXPENSES	
								AMOUNT	TYPE
4/28/2022	Ocala to Ocoee	FL MPOAC Meetings	7:30 AM			73		\$2.94	Toll
4/28/2022	Ocoee to Ocala	FL MPOAC Meetings	6:00 PM			73		\$2.94	Toll

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

CONTRACTOR: Robert Balmes DATE: 7/28/22
 JOB TITLE: TPO Director

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

CONTRACTOR'S SUPERVISOR: _____ DATE: _____
 TYPED or printed NAME: _____
 TITLE: _____

COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES	146	COLUMN TOTAL	SUMMARY TOTAL
	GSA RB.	X @ \$0.445	.585	\$5.88	\$70.85
		\$64.97	\$85.41		# 91.29
JUSTIFICATION/EXPLANATION					
OTHER PERSONNEL IN PARTY					

Instructions for Completing the Contractor Travel Form

Contractor: Name of the individual who performed travel.

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

Company: The consultant's company.

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

Residence (City): City where the consultant resides.

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

Telephone No: The telephone number of the contact person.

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

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

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

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

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

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

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

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

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

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

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

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

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

Column Total: Total cost of incidental expenses.

Summary Total: Total cost to the Department of Transportation.

Contractor: Individual who performed the travel.

Date: Date the travel form was prepared.

Job Title: Job title of the traveler.

Contractor's Supervisor: Traveler's supervisor.

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

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

Title: Job title of the authorized official.

Justification/Explanation: Explain any unusual claims for reimbursement.

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

Meal Allowances and Travel Status are as follows:

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

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

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

MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:

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

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

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

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

Form T1		PAYEE: Robert Balmes						
MARION COUNTY VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES		EMPLOYEE ID #: 11612	ACCOUNT CODE: BR407549-540101					
Department: TPO								
Date	Travel Performed From Point of Origin To Destination	Purpose or Reason (Name of Conference)	Hour of Departure and Hour of Return	Meals	Map Mileage Claimed	Vicinity Mileage Claimed	Incidental Expenses	
							Amount	Type
4/28/2022	Ocala to Ocoee	FL MPOAC Meetings	7:30 AM		73		\$2.94	Toll
4/28/2022	Ocoee to Ocala	FL MPOAC Meetings	6:00 PM		73		\$2.94	Toll
I certify or affirm that the above expenses were actually incurred by me as necessary traveling expenses in the performance of my official duties; attendance at a conference or convention was directly related to official duties of Marion County; any meals or lodging included in a conference or convention registration fee have been deducted from this travel claim; and that this claim is true and correct in every material matter and same conforms in every respect with the requirement of Section 112.061, Florida Statutes, and Marion County Travel Policy.					146 # Miles		TOTAL	
					0.58 @ Per 585 1/2 Mile			
					\$84.68		\$5.88	\$90.56
					Payee Signature: [Signature]		Less Advance Received.	
Date Prepared: 4/28/22		Less Class "C" Travel Meals.		MB. #91.29				
Pursuant to Section 112.061(3)(a), Florida Statutes, I hereby certify or affirm that to the best of my knowledge, the above travel was on official business of Marion County and was performed for the purposed(s) stated above.					Net Amount Due \$90.56			
					Travel Advance			
					Check #			
					Check Date			
Department Head Signature: _____								
Date Signed: _____ Title: _____								
Administration Approved By: _____								
Date Signed: _____ Title: _____								
Procurement Signature: _____								
Date Signed: _____ Title: _____								



The Florida Metropolitan Planning Organization Advisory Council

Commissioner Nick Maddox
Chair

MPOAC Staff Directors' Advisory Committee Meeting

Date: Thursday, April 28, 2022

Time: 9:00 a.m. – 12:00 p.m.

Location: Florida's Turnpike Enterprise
Turkey Lake Service Plaza
Mile Post 263 – Building 5315
Auditorium A & B
Ocoee, FL 34761
(407) 264-3998

Meeting Links (Join from your computer, tablet or smartphone):

GoTo Meeting:

<https://meet.goto.com/MPOAC-Lisa/2022-april27-28>

You can also dial in using your phone:

United States: [+1 \(872\) 240-3311](tel:+18722403311)

Access Code: 865-227-621

Join from a video-conferencing room or system.

Dial in or type: 67.217.95.2 or inroomlink.goto.com

Meeting ID: 865 227 621

Or dial directly: [865227621@67.217.95.2](tel:865227621@67.217.95.2) or 67.217.95.2##865227621

Don Scott, Presiding

-
1. Call to Order & Pledge of Allegiance
 2. Approval of Minutes: January 27, 2022 Meeting
 3. Public Comments (non-agenda items)
 4. Executive Director's Report
 - a. Executive Director Activities
 - b. OIG Investigation/Budget Report
 - c. Legislative Update
 - d. Meeting Calendar for 2023

5. Committee Reports
 - a. Freight and Rail Committee – Greg Stuart
 - b. Noteworthy Practices Working Group – Beth Alden
6. Agency Reports
 - a. Florida Department of Transportation
 - b. Federal Highway Administration
 - c. Federal Transit Administration
7. Business Items & Presentations
 - a. Safe Mobility for Life Coalition – Gail Holley/Stefanie Hartsfield
 - b. Vision Zero - Melissa Wandall
 - c. Florida Greenways and Trails Foundation – Dale Allen
 - d. National Electric Vehicle Infrastructure (NEVI) Formula Program – April Combs
 - e. LRTP Revenue Forecast – Jennifer Fortunas
 - f. MPOAC Document Reviews – Executive Director lead discussion
 - a. Draft MPOAC UPWP
 - b. MPOAC Bylaws Review
 - g. MPOAC Future Direction - Executive Director lead discussion
8. Communications
9. Member Comments
10. Adjournment

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

The needs of hearing or visually impaired persons shall be met by contacting the Council sponsoring such meeting at least 48 hours prior to the meeting. Please contact Lisa Stone at (850) 414-4037 or by email to lisa.o.stone@dot.state.fl.us.



The Florida Metropolitan Planning Organization Advisory Council

Commissioner Nick Maddox
Chair

MPOAC Governing Board Meeting

Date: Thursday, April 28, 2022
Time: 3:00 p.m. – 5:30 p.m.
Location: Florida's Turnpike Enterprise
Turkey Lake Service Plaza
Mile Post 263 – Building 5315
Auditorium A & B
Ocoee, FL 34761
(407) 264-3998

Meeting Links (Join from your computer, tablet or smartphone):

GoTo Meeting:

<https://meet.goto.com/MPOAC-Lisa/2022-april27-28>

You can also dial in using your phone:

United States: [+1 \(872\) 240-3311](tel:+18722403311)

Access Code: 865-227-621

Join from a video-conferencing room or system.

Dial in or type: 67.217.95.2 or inroomlink.goto.com

Meeting ID: 865 227 621

Or dial directly: [865227621@67.217.95.2](tel:865227621) or 67.217.95.2##865227621

Commissioner Nick Maddox, Presiding

-
1. Call to Order & Pledge of Allegiance
 2. Approval of Minutes: January 27, 2022 Meeting
 3. Public Comments (non-agenda items)
 4. Executive Director's Report
 - a. Executive Director Activities
 - b. OIG Investigation/Budget Report
 - c. Legislative Update
 - d. Meeting Calendar for 2023

5. Agency Reports

- A. Florida Department of Transportation
- B. Federal Highway Administration
- C. Federal Transit Administration

6. Business Items & Presentations

- a. Safe Mobility for Life Coalition – Gail Holley/Stefanie Hartsfield
- b. Vision Zero - Melissa Wandall
- c. Florida Greenways and Trails Foundation – Dale Allen
- d. MPOAC Document Reviews – Executive Director lead discussion
 - a. Draft MPOAC UPWP
 - b. MPOAC Bylaws Review
- e. MPOAC Future Direction - Executive Director lead discussion (time permitting)

7. Communications

8. Member Comments

9. Adjournment

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

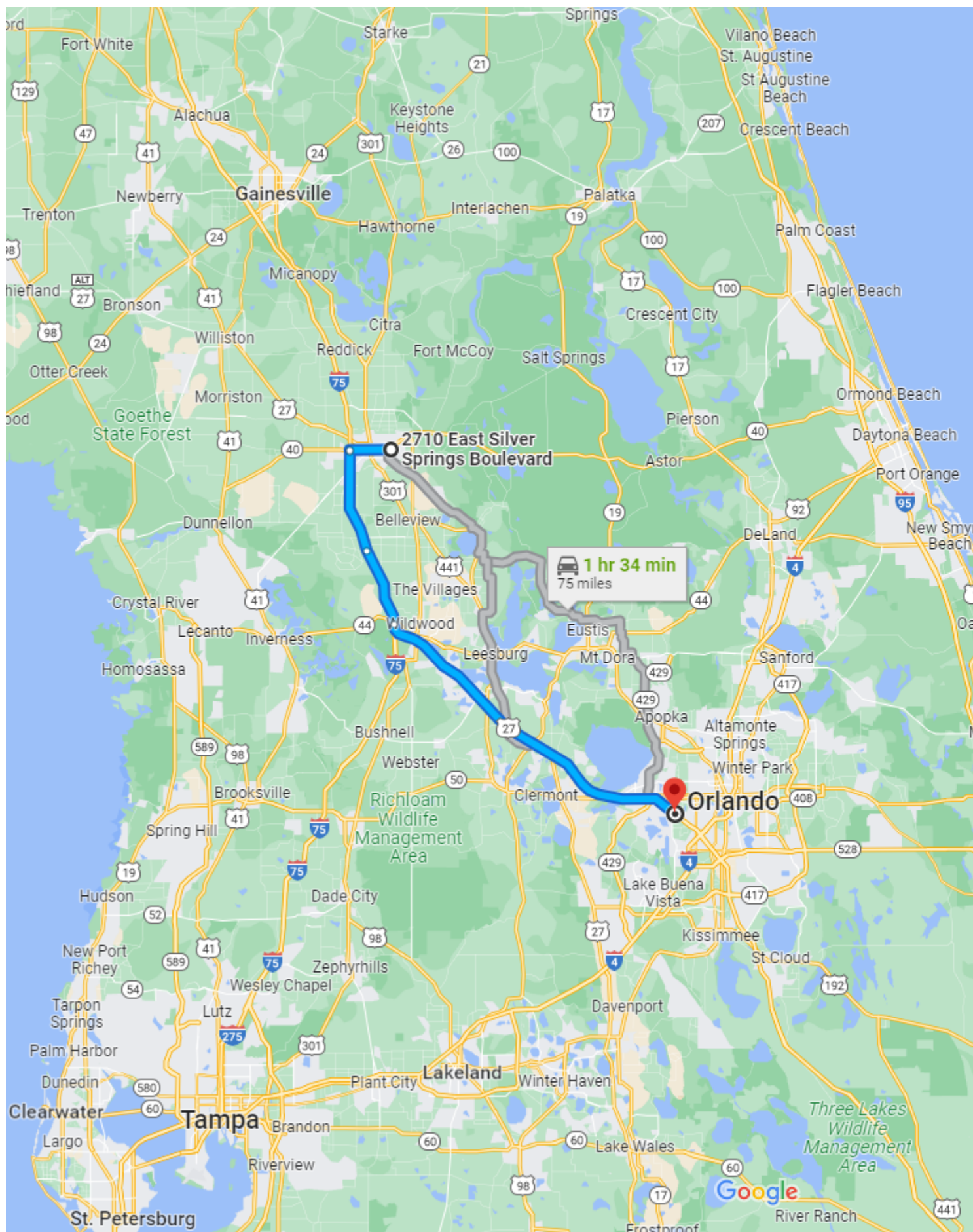
The needs of hearing or visually impaired persons shall be met by contacting the Council sponsoring such meeting at least 48 hours prior to the meeting. Please contact Mark Reichert at (850) 414-4062 or by email to mark.reichert@dot.state.fl.us.



2710 E Silver Springs Blvd to FDOT Florida's
Turnpike Enterprise HQ

Drive 73.9 miles, 1 hr 11 min

FL Governing and Directors Meetings - April 28, 2022





via I-75 S and Florida's
Turnpike

1 hr 11 min

73.9 miles

Fastest route, the usual traffic

⚠️ This route has tolls.



via FL-429 S

1 hr 34 min

75.0 miles



via Florida's Turnpike

1 hr 42 min

71.7 miles

Explore FDOT Florida's Turnpike Enterprise HQ

Restaurants

Hotels

Gas stations

Parking Lots

More



Account #

RECEIPT

Generated 05/03/2022 2:07 PM

Posted Date: 04/28/2022

Transponder Number/License Plate:

Agency Name: Florida Turnpike Enterprise

Axle: 2

Location: SR91 LEESBURG MAIN SB MP288

Date: 04/28/2022

Time: 07:57:56 AM

Transaction Amount: (\$2.94)

Transaction Reference Number: 35410095011

Transaction Type: Transponder Toll

Balance: \$11.38



Account #

RECEIPT

Generated 05/03/2022 2:08 PM

Posted Date: 04/28/2022

Transponder Number/License Plate:

Agency Name: Florida Turnpike Enterprise

Axle: 2

Location: SR91 LEESBURG MAIN NB MP288

Date: 04/28/2022


Time: 05:45:10 PM

Transaction Amount: (\$2.94)

Transaction Reference Number: 35414717836

Transaction Type: Transponder Toll

Balance: \$8.44

 An official website of the United States government



Privately Owned Vehicle (POV) Mileage Reimbursement Rates

GSA has adjusted all POV mileage reimbursement rates effective January 1, 2022.

Modes of Transportation	Effective/Applicability Date	Rate per mile
Airplane*	January 1, 2022	\$1.515
If use of privately owned automobile is authorized or if no Government-furnished automobile is available	January 1, 2022	\$0.585
If Government-furnished automobile is available	January 1, 2022	\$0.18
Motorcycle	January 1, 2022	\$0.565

Relocation	Effective/Applicability Date	Rate per mile
Standard mileage rates for moving purposes	January 1, 2022	\$0.18

Airplane nautical miles (NMs) should be converted into statute miles (SMs) or regular miles when submitting a voucher using the formula (1 NM equals 1.15077945 SMs).

Questions

Have travel policy questions?
Use our '[Have a Question?](#)' site

Find COVID-19 Vaccines
Near You

Visit [Vaccines.gov](https://www.vaccines.gov)

Or Call 1-800-232-0233



For calculating the mileage difference between airports, please visit the U.S. Department of Transportation's [Inter-Airport Distance](#) website.

QUESTIONS:

For all travel policy questions, email travelpolicy@gsa.gov

The shortcut to this page is gsa.gov/mileage.

Last Reviewed: 2022-01-03



TO: Board Members

**FROM: Amanda Tart, Executive Director, Marion County
Administrative Services**

RE: Marion County Classification and Compensation Study

Summary

In 2021, the Board of County Commissioners contracted with Evergreen Solutions, LLC to conduct a Classification and Compensation Study for Marion County. The purpose of this study was to analyze the County's classification and compensation system and make recommendations to improve the County's competitive position in the labor market. The study involved analyzing the internal and external equity of the county's compensation system, and making recommendations in response to those findings.

A workshop was held on April 29th where Evergreen Consultants and County Senior Staff presented the findings of the study and made recommendations to the Board. The recommendations included, new pay grades, job title changes and salary adjustments to current employees based on methodology using range penetration capped at the midpoint with a lower end adjustment as well as adjusting for the minimum wage requirements.

At the May 3rd Board of County Commissioners meeting, the Board unanimously approved the salary study with an effective date of May 21, 2022. The changes to the TPO are attached to this agenda item for the TPO Board's review.

Attachment(s)

- TPO Classification and Compensation Chart
- Position Pay Grades

Action Requested

- Approval of the TPO Classification and Compensation

If you have any questions, please contact Ms. Tart at: 438-2345.

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

Dept	EMP ID	Position	Last	First	Current Job Class Title	Current Grade	Current Salary	ANNUAL HOURS	Proposed Grade	Calculated Salary	Earned Merit	Budgeted Merit	Calculated Salary with Merit	Proposed Salary	Difference
TPO - TRANSPORTATION PLANNING	11612	11615	BALMES	ROBERT	TRANS PLANNING ORG DIRECTOR	34	\$120,244.80	2080	119	\$116,552.80	4%		\$121,214.91	\$121,214.91	\$970.11
TPO - TRANSPORTATION PLANNING	0	11625	Vacant	Vacant	TPO SR TRANSPORTATION PLANNER	27	\$63,241.00	2080	114	\$65,187.20			\$65,187.20	\$65,187.20	\$1,946.20
TPO - TRANSPORTATION PLANNING	0	11626	Vacant	Vacant	TPO TRANSPORTATION PLANNER	21	\$58,054.00	2080	112	\$56,929.60			\$56,929.60	\$58,054.00	\$0.00
TPO - TRANSPORTATION PLANNING	11687	11629	MITCHELL	ELIZABETH	GRANT COORD FISCAL PLANNER	22	\$56,971.20	2080	111	\$57,610.55		3%	\$59,338.87	\$59,338.87	\$2,367.67
TPO - TRANSPORTATION PLANNING	9694	11627	IRBY	SHAKAYLA	ADMIN SPEC III SOCIAL MED COOR	18	\$47,070.40	2080	108	\$46,556.30		3%	\$47,952.99	\$47,952.99	\$882.59

BCC Non Union Proposed Pay Grades

Grade	Minimum	Mid Point	Maximum	Range Spread	Grade Progression
101	\$27,040.00	\$34,476.00	\$41,912.00	55.0%	---
102	\$28,932.80	\$36,889.32	\$44,845.84	55.0%	7%
103	\$31,200.00	\$39,780.00	\$48,360.00	55.0%	8%
104	\$33,125.16	\$42,234.58	\$51,344.00	55.0%	6%
105	\$35,443.92	\$45,191.00	\$54,938.08	55.0%	7%
106	\$37,925.00	\$48,354.37	\$58,783.75	55.0%	7%
107	\$40,579.75	\$51,739.18	\$62,898.61	55.0%	7%
108	\$43,420.33	\$55,360.92	\$67,301.51	55.0%	7%
109	\$46,459.75	\$59,236.19	\$72,012.62	55.0%	7%
110	\$49,711.94	\$63,382.72	\$77,053.50	55.0%	7%
111	\$53,191.77	\$67,819.51	\$82,447.25	55.0%	7%
112	\$56,915.20	\$72,566.88	\$88,218.56	55.0%	7%
113	\$60,899.26	\$77,646.56	\$94,393.85	55.0%	7%
114	\$65,162.21	\$83,081.82	\$101,001.42	55.0%	7%
115	\$69,723.56	\$88,897.54	\$108,071.52	55.0%	7%
116	\$74,604.21	\$95,120.37	\$115,636.53	55.0%	7%
117	\$79,826.51	\$101,778.80	\$123,731.09	55.0%	7%
118	\$85,414.36	\$108,903.31	\$132,392.26	55.0%	7%
119	\$91,393.37	\$116,526.55	\$141,659.72	55.0%	7%
120	\$100,532.71	\$128,179.20	\$155,825.69	55.0%	10%
121	\$110,585.98	\$140,997.12	\$171,408.26	55.0%	10%
122	\$121,644.57	\$155,096.83	\$188,549.09	55.0%	10%
123	\$133,809.03	\$170,606.51	\$207,404.00	55.0%	10%
124	\$147,189.93	\$187,667.17	\$228,144.40	55.0%	10%
125	\$161,908.93	\$206,433.88	\$250,958.84	55.0%	10%

BCC Non Union Current Pay Grades

Grade	Minimum	Mid Point	Maximum	Range Spread	Grade Progression
1	\$ 18,324.80	\$ 23,244.00	\$ 28,163.20	54%	--
2	\$ 19,260.80	\$ 24,460.80	\$ 29,660.80	54%	5%
3	\$ 20,196.80	\$ 25,625.60	\$ 31,054.40	54%	5%
4	\$ 21,216.00	\$ 26,925.60	\$ 32,635.20	54%	5%
5	\$ 22,256.00	\$ 28,277.60	\$ 34,299.20	54%	5%
6	\$ 23,420.80	\$ 29,712.80	\$ 36,004.80	54%	5%
7	\$ 24,544.00	\$ 31,210.40	\$ 37,876.80	54%	5%
8	\$ 25,833.60	\$ 32,760.00	\$ 39,686.40	54%	5%
9	\$ 27,081.60	\$ 34,403.20	\$ 41,724.80	54%	5%
10	\$ 28,371.20	\$ 36,077.60	\$ 43,784.00	54%	5%
11	\$ 29,764.80	\$ 37,866.40	\$ 45,968.00	54%	5%
12	\$ 31,262.40	\$ 39,738.40	\$ 48,214.40	54%	5%
13	\$ 32,864.00	\$ 41,745.60	\$ 50,627.20	54%	5%
14	\$ 34,611.20	\$ 43,950.40	\$ 53,289.60	54%	5%
15	\$ 36,212.80	\$ 46,051.20	\$ 55,889.60	54%	5%
16	\$ 38,064.00	\$ 48,426.70	\$ 58,789.40	54%	5%
17	\$ 39,998.40	\$ 50,887.20	\$ 61,776.00	54%	5%
18	\$ 41,995.20	\$ 53,435.20	\$ 64,875.20	54%	5%
19	\$ 43,825.60	\$ 55,764.80	\$ 67,704.00	54%	4%
20	\$ 45,884.80	\$ 58,385.60	\$ 70,886.40	54%	5%
21	\$ 48,297.60	\$ 61,401.60	\$ 74,505.60	54%	5%
22	\$ 50,731.20	\$ 64,552.80	\$ 78,374.40	54%	5%
23	\$ 53,123.20	\$ 67,371.20	\$ 81,619.20	54%	4%
24	\$ 54,870.40	\$ 69,680.00	\$ 84,489.60	54%	3%
25	\$ 57,512.00	\$ 73,174.40	\$ 88,836.80	54%	5%
26	\$ 60,569.60	\$ 76,783.20	\$ 92,996.80	54%	5%
27	\$ 63,419.20	\$ 80,693.60	\$ 97,968.00	54%	5%
28	\$ 66,664.00	\$ 84,822.00	\$ 102,980.00	54%	5%
29	\$ 69,992.00	\$ 89,055.20	\$ 108,118.40	54%	5%
30	\$ 73,569.60	\$ 93,600.00	\$ 113,630.40	54%	5%
31	\$ 77,147.20	\$ 98,155.20	\$ 119,163.20	54%	5%
32	\$ 80,953.60	\$ 103,001.60	\$ 125,049.60	54%	5%
33	\$ 84,968.00	\$ 108,118.40	\$ 131,268.80	54%	5%
34	\$ 89,128.00	\$ 113,401.60	\$ 137,675.20	54%	5%
35	\$ 93,662.40	\$ 119,173.60	\$ 144,684.80	54%	5%
36	\$ 98,342.40	\$ 125,132.80	\$ 151,923.20	54%	5%
37	\$ 103,251.20	\$ 131,383.20	\$ 159,515.20	54%	5%
38	\$ 108,409.60	\$ 137,945.60	\$ 167,481.60	54%	5%
430	\$ 66,996.80	\$ 85,248.80	\$ 103,500.80	54%	--
440	\$ 79,996.80	\$ 101,504.00	\$ 123,011.20	54%	19%
450	\$ 90,001.60	\$ 114,504.00	\$ 139,006.40	54%	13%
460	\$ 100,006.40	\$ 127,108.80	\$ 154,211.20	54%	11%
470	\$ 109,990.40	\$ 139,921.60	\$ 169,852.80	54%	10%
480	\$ 120,993.60	\$ 153,920.00	\$ 186,846.40	54%	10%



TO: Board Members

FROM: Rob Balmes, Director

RE: Metropolitan Planning Organization Agreement

Every two years and pursuant to 23 U.S.C. 134, 23 Code of Federal Regulations (CFR) 450 and Section 339.175, Florida Statutes (F.S.), the Florida Department of Transportation (FDOT) and the Ocala/Marion TPO enter into a grant agreement that identifies the responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) components of the Metropolitan Planning Process.

As a condition of the agreement, financial assistance is passed through the FDOT to the TPO in the form of the FHWA Consolidated Planning Grant (CPG). All work and funding are tied to the TPO's Unified Planning Work Program (UPWP). The Grant Agreement timeframe is from July 1, 2022 to June 30, 2024 (Fiscal Years 2023, 2024).

Attached to this memo is the Metropolitan Planning Organization Agreement for the Ocala/Marion TPO covering the two-year timeframe. The Agreement was submitted to the Marion County Office of Attorney for review with approval/feedback expected by the TPO Board meeting on May 24. Pending TPO Board Approval, the Agreement will be transmitted to the FDOT no later than May 31, 2022.

Attachment(s)

- Metropolitan Planning Organization Agreement

Action Requested

- Approval of the Metropolitan Planning Organization Agreement for Fiscal Years 2023 to 2024.

If you have any questions regarding the Planning Agreement, please contact me at 438-2631.

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METROPOLITAN PLANNING ORGANIZATION AGREEMENT

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Financial Project No.: <u>439331-4-14-01</u> (item-segment-phase-sequence) Contract No.: <u>G2797</u> CFDA Number & Title: <u>20.205 Highway Planning</u>	Fund: <u>PL</u> Function: <u>615</u> Federal Award Identification No. (FAIN): <u>0314-060-M</u> MPO SAM No.: <u>FEK8E9QYF7N6</u>	FLAIR Approp.: <u>088854</u> FLAIR Obj.: <u>780000</u> Org. Code: <u>55052000532</u> Vendor No.: <u>F596000735013</u>
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THIS METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Agreement) is made and entered into on this [enter date] day of June 2022, by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (Department), an agency of the State of Florida, whose address is Office of the District Secretary, 719 South Woodland Boulevard, Deland, FL 32720 and the Ocala-Marion Transportation Planning Organization (MPO), whose address is 2710 East Silver Springs Boulevard, Ocala, FL 34470, and whose System for Award Management (SAM) Number is: FEK8E9QYF7N6 (collectively the “parties”).

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

- 1. Authority:** The MPO and the Department have authority to enter into this Agreement pursuant to 23 U.S.C. 134, 23 Code of Federal Regulations (CFR or C.F.R.) §450 and Section 339.175, Florida Statutes (F.S.), which, require the Department and the MPO to clearly identify the responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) components of the Metropolitan Planning Process and accomplish the transportation planning requirements of state and federal law.
- 2. Purpose of the Agreement:** The purpose of this Agreement is to pass financial assistance through the Department in the form of FHWA funds to the MPO for the completion of transportation related planning activities set forth in the Unified Planning Work Program (UPWP) of the MPO (Project), state the terms and conditions upon which FHWA funds will be provided, and set forth the manner in which work tasks and subtasks within the UPWP will be undertaken and completed. The Project is more fully described in the UPWP, which is attached and incorporated into this Agreement as Exhibit “A”.
- 3. Consolidated Planning Grant (CPG):** The Department is electing to participate in the Consolidated Planning Grant (CPG) program starting with the State fiscal year (FY) 22/23 – 23/24 two-year UPWP cycle. The Department is selecting FHWA to serve as the CPG lead grant agency in accordance with FTA Circular 8100.D. Under the CPG, the FTA and FHWA annually deliver lump sum appropriations to the Department to allocate to MPOs for the metropolitan planning activities. The federal funds are delivered to the Department in the form of FTA 5305(d) and FHWA planning (PL). The Department will utilize the CPG to combine the FTA 5305(d) and FHWA PL MPO allocations into a single grant that is administered by FHWA. The Department calculates annual MPO funding allocations using the approved FTA 5305(d) and FHWA allocation formulas.
- 4. Scope of Work:** The UPWP, Exhibit “A”, constitutes the Scope of Work for this Agreement.
- 5. Project Cost:** The total budgetary ceiling for the Project is **\$1,568,699.00**. The budget, including tasks, is summarized below and detailed in the UPWP, Exhibit “A”. The budget may be modified by mutual agreement as provided for in paragraph 9, Amendments.

The Department’s performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. No work shall begin before the Agreement is fully executed and a "Letter of Authorization" is issued by the Department. The total of all authorizations shall not exceed the budgetary ceiling established for this agreement and shall be completed within the term of this Agreement:

FINANCIAL PROJECT NO.	AMOUNT
439331-4-14-01	\$1,568,699.00

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6. **Non-federal Share:** PL & Surface Transportation Block Grant (STBG) Funds (FHWA Section 112): The Department uses the U.S. Department of Transportation sliding scale federal/non-federal match ratio for metropolitan planning funds. This ratio is 81.93 percent federal and 18.07 percent non-federal. It is the policy of the Department to fulfill the non-federal share or “soft match” with toll credits as authorized by Title 23 U.S.C. § 120 conditional on funding availability. The MPO must identify and describe the soft match in its 2-year UPWP introduction and show the total amount of toll credits used to match the FHWA funds in the UPWP Summary Budget Tables.
7. **Term of Agreement:** This Agreement shall have a term of two (2) years. This Agreement shall begin on the later of July 1, 2022 or the date the Agreement is fully executed, whichever is later, and expire on June 30, 2024. If the Agreement is fully executed after July 1, 2022, then the term of the Agreement shall be less than two (2) years and the Agreement shall expire on June 30, 2024. Expiration of this Agreement will be considered termination of the Project. The cost of any work performed after the expiration date of this Agreement will not be reimbursed by the Department.
8. **Renewals and Extensions:** This Agreement shall not be renewed or extended.
9. **Amendments:** Amendments may be made during the term of this Agreement. Any Amendment must be in writing and signed by both parties with the same formalities as the original Agreement.
 - A. **Amendments and Modifications to the UPWP:** Revisions to the UPWP require an Amendment or Modification. Revisions may be budgetary and/or programmatic; and may be major or minor in scale. Minor UPWP revisions are processed by the MPO as a Modification, whereas more significant or major UPWP revisions are processed by the MPO as an Amendment. A significant change is defined as a change to the UPWP that alters the original intent of the Project or the intended Project outcome. MPO’s shall process UPWP Modifications or Amendments as needed.

The following section further clarifies the actions necessitating UPWP Amendments and Modifications, which are thereby defined as significant changes.

i. Amendments to the UPWP

UPWP Amendments are required for the following actions per 2 CFR 200.308 and 49 CFR 18.30:

- a. Any revision resulting in the need to increase the UPWP budget ceiling by adding new funding or reducing overall approved funding;
- b. Adding new or deleting tasks/subtasks;
- c. Change in the scope or objective of the program/task even if there is no associated budget revision (this also applies to when a task scope changes);
- d. A transfer between tasks/sub-tasks that exceeds a combined amount equal or greater than \$100,000 OR 10% of the total budget, whichever is more restrictive;
- e. Reducing the budget of a task/sub-task more than 50 percent, or to the point a task/sub-task could not be accomplished as it was originally approved;
- f. Change in key person*;
- g. Extending the period of performance past the approved work program period (i.e., no-cost time extension);
- h. Sub awarding, transferring, or contracting out any of the activities in the UPWP;
- i. The disengagement from a project for more than 3 months, or a 25 percent reduction in time devoted to the project by the approved project director or principal investigator,
- j. The inclusion of costs that require prior approval (e.g. capital and equipment purchases \$5,000 and above per unit cost).

ii. Modifications to the UPWP

UPWP changes that do not fall into the above categories may be processed as a Modification.

* A key person is specified in the application or federal award. For the UPWP, the key person is the MPO’s staff director.

- iii. If the MPO makes a modification to the UPWP budget, then the MPO shall immediately send any such modifications to the Department. Amendments to the UPWP must be approved by FHWA. Proposed amendments to the UPWP shall be filed with the Department. Within a reasonable amount of time, the Department shall review and transmit the proposed UPWP amendment and supporting documents to the FHWA with a recommendation for approval or denial. Transmittal of the proposed UPWP amendment and supporting documents to FHWA may be delayed by the Department due to the MPO failing to include all documentation required for the UPWP Amendment. The Department shall immediately forward to the MPO all correspondence that the Department receives from FHWA regarding the proposed UPWP amendment. If FHWA approves the amendment to the UPWP then this Agreement and supporting documentation must be amended immediately following such approval.

10. General Requirements:

- A. The MPO shall complete the Project with all practical dispatch in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement, the Interlocal Agreement establishing the MPO, and all applicable laws.
- B. Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by the Division Administrator of FHWA. If FHWA or the Department determines that any amount claimed is not eligible, federal participation may be approved in the amount determined to be adequately supported and the Department shall notify the MPO in writing citing the reasons why items and amounts are not eligible for federal participation. Where correctable non-compliance with provisions of law or FHWA requirements exists, Federal funds may be withheld until compliance is obtained. Where non-compliance is not correctable, FHWA or the Department may deny participation in Project costs in part or in total. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- C. The MPO's financial management system must comply with the requirements set forth in 2 CFR §200.302, specifically:
 - i. Identification, in its accounts, of all Federal awards received and expended and the Federal programs under which they were received.
 - ii. Accurate, current, and complete disclosure of the financial results of each Federal award or program in accordance with the reporting requirements set forth in §§200.327 Financial reporting and 200.328 Monitoring and reporting program performance.
 - iii. Records that identify adequately the source and application of funds for federally-funded activities. These records must contain information pertaining to Federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income and interest and be supported by source documentation.
 - iv. Effective control over, and accountability for, all funds, property, and other assets.
 - v. Comparison of expenditures with budget amounts for each Federal award.
 - vi. Written procedures to implement the requirements of §200.305 Payment.
 - vii. Written procedures for determining the allowability of costs in accordance with Subpart E—Cost Principles of this part and the terms and conditions of the Federal award.

11. Compensation and Payment:

- A. The Department shall reimburse the MPO for costs incurred to perform services satisfactorily during a monthly or quarterly period in accordance with Scope of Work, Exhibit "A". Reimbursement is limited to the maximum amount authorized by the Department. The MPO shall submit a request for reimbursement to the Department on a quarterly or monthly basis. Requests for reimbursement by the MPO shall include an invoice, an itemized expenditure report, and progress report for the period of services being billed that are acceptable to the Department. The MPO shall use the format for the invoice, itemized expenditure report and progress report that is approved by the Department. The MPO shall provide any other data required

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by FHWA or the Department to justify and support the payment requested.

- B. Pursuant to Section 287.058, Florida Statutes, the MPO shall provide quantifiable, measurable, and verifiable units of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The Project and the quantifiable, measurable, and verifiable units of deliverables are described in Exhibit "A".
- C. Invoices shall be submitted by the MPO in detail sufficient for a proper pre-audit and post-audit based on the quantifiable, measurable and verifiable units of deliverables as established in Exhibit "A". Deliverables must be received and accepted in writing by the Department's Grant Manager prior to payments.
- D. The Department will honor requests for reimbursement to the MPO for eligible costs in the amount of FHWA funds approved for reimbursement in the UPWP and made available by FHWA. The Department may suspend or terminate payment for that portion of the Project which FHWA, or the Department acting in lieu of FHWA, may designate as ineligible for federal-aid. Regarding eligible costs, whichever requirement is stricter between federal and State of Florida requirements shall control. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- E. Supporting documentation must establish that the deliverables were received and accepted in writing by the MPO and must also establish that the required minimum level of service to be performed based on the criteria for evaluating successful completion as specified in the UPWP, Exhibit "A", was met. All costs charged to the Project, including any approved services contributed by the MPO or others, shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of the charges. See Exhibit "D" for Contract Payment Requirements.
- F. Bills for travel expenses specifically authorized in this Agreement shall be documented on the Department's Contractor Travel Form No. 300-000-06 or on a form that was previously submitted to the Department's Comptroller and approved by the Department of Financial Services. Bills for travel expenses specifically authorized in this Agreement will be paid in accordance with Section 112.061 Florida Statutes.
- G. Payment shall be made only after receipt and approval of goods and services unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes. If the Department determines that the performance of the MPO fails to meet minimum performance levels, the Department shall notify the MPO of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The MPO shall, within sixty (60) days after notice from the Department, provide the Department with a corrective action plan describing how the MPO will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the MPO shall be assessed a non-performance retainage equivalent to 10% of the total invoice amount. The retainage shall be applied to the invoice for the then-current billing period. The retainage shall be withheld until the MPO resolves the deficiency. If the deficiency is subsequently resolved, the MPO may bill the Department for the retained amount during the next billing period. If the MPO is unable to resolve the deficiency, the funds retained may be forfeited at the end of the Agreement's term.
- H. An invoice submitted to the Department involving the expenditure of metropolitan planning funds ("PL funds") is required by Federal law to be reviewed by the Department and issued a payment by the Department of Financial Services within 15 business days of receipt by the Department for review. If the invoice is not complete or lacks information necessary for processing, it will be returned to the MPO, and the 15-business day timeframe for processing will start over upon receipt of the resubmitted invoice by the Department. If there is a case of a bona fide dispute, the invoice recorded in the financial system of the Department shall contain a statement of the dispute and authorize payment only in the amount not disputed. If an item is disputed and is not paid, a separate invoice could be submitted requesting reimbursement, or the disputed item/amount could be included/added to a subsequent invoice.
- I. Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for five years after final payment is made. Copies of these documents and records shall be furnished to the Department upon

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request. Records of costs incurred include the MPO's general accounting records and the Project records, together with supporting documents and records, of the consultant and all subconsultants performing work on the Project, and all other records of the Consultants and subconsultants considered necessary by the Department for a proper audit of costs.

- J. The MPO must timely submit invoices and documents necessary for the close out of the Project. Within 90 days of the expiration or termination of the grant of FHWA funds for the UPWP, the MPO shall submit the final invoice and all financial, performance, and related reports consistent with 2 CFR §200.
- K. The Department's performance and obligation to pay under this Agreement is also contingent upon FHWA making funds available and approving the expenditure of such funds.
- L. In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

"The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and which have a term for a period of more than 1 year."

- M. **Disallowed Costs:** In determining the amount of the payment, the Department will exclude all Project costs incurred by the MPO prior to the effective date of this Agreement, costs incurred by the MPO which are not provided for in the latest approved budget for the Project, and costs attributable to goods or services received under a contract or other arrangements which have not been approved in writing by the Department. It is agreed by the MPO that where official audits by the federal agencies or monitoring by the Department discloses that the MPO has been reimbursed by the Department for ineligible work, under applicable federal and state regulations, that the value of such ineligible items may be deducted by the Department from subsequent reimbursement requests following determination of ineligibility. Upon receipt of a notice of ineligible items the MPO may present evidence supporting the propriety of the questioned reimbursements. Such evidence will be evaluated by the Department, and the MPO will be given final notification of the amounts, if any, to be deducted from subsequent reimbursement requests.

In addition, the MPO agrees to promptly reimburse the Department for any and all amounts for which the Department has made payment to the MPO if such amounts become ineligible, disqualified, or disallowed for federal reimbursement due to any act, error, omission, or negligence of the MPO. This includes omission or deficient documentation of costs and charges, untimely, incomplete, or insufficient submittals, or any other reason declared by the applicable Federal Agency.

Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.

- N. If, after Project completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement which it has with the MPO owing such amount if, upon demand, payment of the amount is not made within 60 days to the Department. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by the Department. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 16 of this Agreement.
- O. **Indirect Costs:** A state or federally approved indirect cost rate may be applied to the Agreement. If the MPO does not have a federally approved indirect cost rate, a rate up to the de minimis indirect cost rate of

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10% of modified total direct costs may be applied. The MPO may opt to request no indirect cost rate, even if it has a federally approved indirect cost rate.

12. Procurement and Contracts of the MPO:

- A. The procurement, use, and disposition of real property, equipment and supplies shall be consistent with the approved UPWP and in accordance with the requirements of 2 CFR §200.
- B. It is understood and agreed by the parties to this Agreement that participation by the Department in a project with the MPO, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the MPO's complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act, the federal Brooks Act, 23 C.F.R. 172, and 23 U.S.C. 112. At the discretion of the Department, the MPO will involve the Department, to an extent to be determined by the Department, in the consultant selection process for all projects funded under this Agreement. In all cases, the MPO shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act and the federal Brooks Act.
- C. The MPO shall comply with, and require its consultants and contractors to comply with applicable federal law pertaining to the use of federal-aid funds.

13. Audit Reports: The administration of resources awarded through the Department to the MPO by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of Federal awards or limit the authority of any State agency inspector general, the State of Florida Auditor General or any other State official. The MPO shall comply with all audit and audit reporting requirements as specified below.

- A. In addition to reviews of audits conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, monitoring procedures may include but not be limited to on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to Federal awards provided through the Department by this Agreement. By entering into this Agreement, the MPO agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The MPO further agrees to comply and cooperate with any inspections, reviews, investigations or audits deemed necessary by the Department, State of Florida Chief Financial Officer (CFO) or State of Florida Auditor General.
- B. The MPO, a non-Federal entity as defined by 2 CFR Part 200, Subpart F – Audit Requirements, as a subrecipient of a Federal award awarded by the Department through this Agreement is subject to the following requirements:
 - i. In the event the MPO expends a total amount of Federal awards equal to or in excess of the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, the MPO must have a Federal single or program-specific audit for such fiscal year conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements. **Exhibit "B", Federal Financial Assistance (Single Audit Act)**, to this Agreement provides the required Federal award identification information needed by the MPO to further comply with the requirements of 2 CFR Part 200, Subpart F – Audit Requirements. In determining Federal awards expended in a fiscal year, the MPO must consider all sources of Federal awards based on when the activity related to the Federal award occurs, including the Federal award provided through the Department by this Agreement. The determination of amounts of Federal awards expended should be in accordance with the guidelines established by 2 CFR Part 200, Subpart F – Audit Requirements. An audit conducted by the State of Florida Auditor General in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, will meet the requirements of this part.
 - ii. In connection with the audit requirements, the MPO shall fulfill the requirements relative to the auditee responsibilities as provided in 2 CFR Part 200, Subpart F – Audit Requirements.
 - iii. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards, the MPO is exempt from Federal audit requirements for

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that fiscal year. However, the MPO must provide a single audit exemption statement to the Department at FDOTSingleAudit@dot.state.fl.us no later than nine months after the end of the MPO's audit period for each applicable audit year. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, the cost of the audit must be paid from non-Federal resources (*i.e.*, the cost of such an audit must be paid from the MPO's resources obtained from other than Federal entities).

- iv. The MPO must electronically submit to the Federal Audit Clearinghouse (FAC) at <https://harvester.census.gov/facweb/> the audit reporting package as required by 2 CFR Part 200, Subpart F – Audit Requirements, within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by 2 CFR Part 200, Subpart F – Audit Requirements, and this Agreement. However, the Department requires a copy of the audit reporting package also be submitted to FDOTSingleAudit@dot.state.fl.us within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period as required by 2 CFR Part 200, Subpart F – Audit Requirements.
- v. Within six months of acceptance of the audit report by the FAC, the Department will review the MPO's audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the Federal award provided through the Department by this Agreement. If the MPO fails to have an audit conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance, which actions may include but not be limited to the following:
 - 1. Temporarily withhold cash payments pending correction of the deficiency by the MPO or more severe enforcement action by the Department;
 - 2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
 - 3. Wholly or partly suspend or terminate the Federal award;
 - 4. Initiate suspension or debarment proceedings as authorized under 2 C.F.R. Part 180 and Federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the Federal awarding agency);
 - 5. Withhold further Federal awards for the Project or program;
 - 6. Take other remedies that may be legally available.
- vi. As a condition of receiving this Federal award, the MPO shall permit the Department, or its designee, the CFO or State of Florida Auditor General access to the MPO's records including financial statements, the independent auditor's working papers and Project records as necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.
- vii. The Department's contact information for requirements under this part is as follows:

Office of Comptroller
605 Suwannee Street, MS 24
Tallahassee, Florida 32399-0450
FDOTSingleAudit@dot.state.fl.us

- C. The MPO shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department, or its designee, the CFO or State of Florida Auditor General access to such records upon request. The MPO shall ensure that the audit working papers are made available to the Department, or its designee, the CFO, or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Department.

14. Termination or Suspension: The Department may, by written notice to the MPO, suspend any or all of the MPO's obligations under this Agreement for the MPO's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected. The Department will provide written notice outlining the particulars of suspension.

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

The parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.

Upon termination of this Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.

The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

The Department reserves the right to unilaterally cancel this Agreement for refusal by the MPO or any consultant, sub-consultant or materials vendor to allow public access to all documents, papers, letters or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received in conjunction with this Agreement unless the records are confidential or exempt.

The conflict and dispute resolution process set forth in Section 16 of this Agreement shall not delay or stop the Parties' rights to terminate the Agreement.

15. Remedies: Violation or breach of Agreement terms by the MPO shall be grounds for termination of the Agreement. Any costs incurred by the Department arising from the termination of this Agreement shall be paid by the MPO.

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

16. Conflict and Dispute Resolution Process: This section shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. If possible, the parties shall attempt to resolve any dispute or conflict within thirty (30) days of a determination of a dispute or conflict. This section shall not delay or stop the Parties' rights to terminate the Agreement. In addition, notwithstanding that a conflict or dispute may be pending resolution, this section shall not delay or stop the Department from performing the following actions pursuant to its rights under this Agreement: deny payments; disallow costs; deduct the value of ineligible work from subsequent reimbursement requests, or; offset pursuant to Section 11.N of this Agreement.

- A. **Initial Resolution:** The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the following officials: for the Department - the Intermodal Systems Development Manager; and for the MPO - the Staff Director.

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- B. Resolution by Senior Agency Official:** If the conflict remains unresolved, the conflict shall be resolved by the following officials: for the Department - the District Secretary; and for the Ocala-Marion Transportation Planning Organization - the Chairperson of the MPO.
- C. Resolution of Conflict by the Agency Secretary:** If the conflict is not resolved through conflict resolution pursuant to the provisions, "Initial Resolution" and "Resolution by Senior Agency Official" above, the conflict shall be resolved by the Secretary for the Department of Transportation or their delegate. If the MPO does not agree with the resolution provided by the Secretary for the Department of Transportation, the parties may pursue any other remedies set forth in this Agreement or provided by law.

17. Disadvantaged Business Enterprise (DBE) Policy and Obligation: It is the policy of the Department that DBE's, as defined in 49 C.F.R. Part 26, as amended, shall have the opportunity to participate in the performance of contracts financed in whole or in part with Department funds under this Agreement. The DBE requirements of applicable federal and state laws and regulations apply to this Agreement.

The MPO and its contractors and consultants agree to ensure that DBE's have the opportunity to participate in the performance of this Agreement. In this regard, all recipients and contractors shall take all necessary and reasonable steps in accordance with applicable federal and state laws and regulations to ensure that the DBE's have the opportunity to compete for and perform contracts. The MPO and its contractors, consultants, subcontractors and subconsultants shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts, entered pursuant to this Agreement.

18. Compliance with Federal Conditions and Laws:

- A.** The MPO shall comply and require its consultants and subconsultants to comply with all terms and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this Project. Execution of this Agreement constitutes a certification that the MPO is in compliance with, and will require its consultants and subconsultants to comply with, all requirements imposed by applicable federal, state, and local laws and regulations.
- B.** The MPO shall comply with the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions," in 49 C.F.R. Part 29, and 2 C.F.R. Part 200 when applicable and include applicable required provisions in all contracts and subcontracts entered into pursuant to this Agreement.
- C. Title VI Assurances:** The MPO will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964, the regulations of the U.S. Department of Transportation issued thereunder, and the assurance by the MPO pursuant thereto, including but not limited to the requirements set forth in Exhibit "C", Title VI Assurances. The MPO shall include the attached Exhibit "C", Title VI Assurances, in all contracts with consultants and contractors performing work on the Project that ensure compliance with Title VI of the Civil Rights Act of 1964, 49 C.F.R. Part 21, and related statutes and regulations.
- D. Restrictions on Lobbying** The MPO agrees that to no federally-appropriated funds have been paid, or will be paid by or on behalf of the MPO, to any person for influencing or attempting to influence any officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement. If any funds other than federally-appropriated funds have been paid by the MPO to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with this Agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. The MPO shall require that the language of this paragraph be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. No funds received pursuant to this Agreement may be expended for lobbying the Legislature, the judicial branch or a state agency.
- E.** The MPO must comply with FHWA's Conflicts of Interest requirements set forth in 23 CFR §1.33.

19. Restrictions, Prohibitions, Controls, and Labor Provisions: During the performance of this Agreement, the MPO agrees as follows, and shall require the following provisions to be included in each contract and subcontract entered into pursuant to this Agreement :

- A.** A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.
- B.** In accordance with Section 287.134, Florida Statutes, an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity.
- C.** An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied or have further been determined by the Department to be a non-responsible contractor may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the MPO.
- D.** Neither the MPO nor any of its contractors and consultants or their subcontractors and subconsultants shall enter into any contract, subcontract or arrangement in connection with the Project or any property included or planned to be included in the Project in which any member, officer or employee of the MPO or the entities that are part of the MPO during tenure or for 2 years thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of tenure any such interest, and if such interest is immediately disclosed to the MPO, the MPO, with prior approval of the Department, may waive the prohibition contained in this paragraph provided that any such present member, officer or employee shall not participate in any action by the MPO or the locality relating to such contract, subcontract or arrangement. The MPO shall insert in all contracts entered into in connection with the Project or any property included or planned to be included in any Project, and shall require its contractors and consultants to insert in each of their subcontracts, the following provision:

"No member, officer or employee of the MPO or of the locality during his or her tenure or for 2 years thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this paragraph shall not be applicable to any agreement between the MPO and its fiscal depositories or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

- E.** No member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or any benefit arising therefrom.

20. Miscellaneous Provisions:

A. Public Records:

- i.** The MPO shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the MPO in conjunction with this Agreement, unless such documents are exempt from public access or are confidential pursuant to state and federal law. Failure by the MPO to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by the Department.
- ii.** In addition, the MPO shall comply with the requirements of section 119.0701, Florida Statutes.

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- B. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof, a third party beneficiary hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the provisions of this Agreement..
- C. In no event shall the making by the Department of any payment to the MPO constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the MPO and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.
- D. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.
- E. By execution of the Agreement, the MPO represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.
- F. Nothing in the Agreement shall require the MPO to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the MPO will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and the MPO to the end that the MPO may proceed as soon as possible with the Project.
- G. The MPO shall comply with all applicable federal guidelines, procedures, and regulations. If at any time a review conducted by Department and or FHWA reveals that the applicable federal guidelines, procedures, and regulations were not followed by the MPO and FHWA requires reimbursement of the funds, the MPO will be responsible for repayment to the Department of all funds awarded under the terms of this Agreement.
- H. The MPO:
 - i. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by MPO during the term of the contract; and
 - ii. shall expressly require any contractor, consultant, subcontractors and subconsultants performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor or subconsultant during the contract term.
- I. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of this Agreement with a signature on behalf of a party will be legal and binding on such party.
- J. The parties agree to comply with s.20.055(5), Florida Statutes, and to incorporate in all subcontracts the obligation to comply with s.20.055(5), Florida Statutes.
- K. This Agreement and any claims arising out of this Agreement shall be governed by the laws of the United States and the State of Florida.

21. Exhibits: The following Exhibits are attached and incorporated into this Agreement:

- A. Exhibit "A", UPWP
- B. Exhibit "B", Federal Financial Assistance (Single Audit Act)
- C. Exhibit "C", Title VI Assurances
- D. Exhibit "D", Contract Payment Requirements

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IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day, month and year set forth above.

MPO

Florida Department of Transportation

Ocala Marion TPO

MPO Name

Jack Adkins

Signatory (Printed or Typed)

Department of Transportation

Signature

Signature

Title

Transportation Development Director

Title

Legal Review

MPO

Legal Review

Department of Transportation

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EXHIBIT “B”

FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:

CFDA No.: [20.205](#)

CFDA Title: HIGHWAY PLANNING AND CONSTRUCTION
Federal-Aid Highway Program, Federal Lands Highway Program

***Award Amount:** \$1,568,699.00

Awarding Agency: Florida Department of Transportation

Indirect Cost Rate: See UPWP

****Award is for R&D:** No

*The federal award amount may change with supplemental agreements

**Research and Development as defined at §200.87, 2 CFR Part 200

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING AUDIT REQUIREMENTS:

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards
www.ecfr.gov

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO THE FOLLOWING:

Title 23 – Highways, United States Code
<http://uscode.house.gov/browse.xhtml>

Title 49 – Transportation, United States Code
<http://uscode.house.gov/browse.xhtml>

MAP-21 – Moving Ahead for Progress in the 21st Century, P.L. 112-141
www.dot.gov/map21

Federal Highway Administration – Florida Division
www.fhwa.dot.gov/fldiv

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)
www.fsrs.gov

Exhibit "C"
TITLE VI ASSURANCES

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

- (1.) Compliance with REGULATIONS:** The contractor shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") ***Title 49, Code of Federal Regulations, Part 21***, as they may be amended from time to time, (hereinafter referred to as the **REGULATIONS**), which are herein incorporated by reference and made a part of this contract.
- (2.) Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the basis of race, color, national origin, or sex in the selection and retention of sub-contractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by **Section 21.5** of the **REGULATIONS**, including employment practices when the contract covers a program set forth in **Appendix B** of the **REGULATIONS**.
- (3.) Solicitations for Sub-contractors, including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under sub-contract, including procurements of materials or leases of equipment, each potential sub-contractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the **REGULATIONS** relative to nondiscrimination on the basis of race, color, national origin, or sex.
- (4.) Information and Reports:** The contractor shall provide all information and reports required by the **REGULATIONS** or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such **REGULATIONS**, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the *Florida Department of Transportation*, or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Florida Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the contractor under the contract until the contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.
- (6.) Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (7) in every sub-contract, including procurements of materials and leases of equipment, unless exempt by the **REGULATIONS**, or directives issued pursuant thereto. The contractor shall take such action with respect to any sub-contract or procurement as the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7.) Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
METROPOLITAN PLANNING ORGANIZATION AGREEMENT

525-010-02
POLICY PLANNING
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discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Exhibit “D”
CONTRACT PAYMENT REQUIREMENTS
Florida Department of Financial Services, Reference Guide for State Expenditures
Cost Reimbursement Contracts

Invoices for cost reimbursement contracts must be supported by an itemized listing of expenditures by category (salary, travel, expenses, etc.). Supporting documentation shall be submitted for each amount for which reimbursement is being claimed indicating that the item has been paid. Documentation for each amount for which reimbursement is being claimed must indicate that the item has been paid. Check numbers may be provided in lieu of copies of actual checks. Each piece of documentation should clearly reflect the dates of service. Only expenditures for categories in the approved agreement budget may be reimbursed. These expenditures must be allowable (pursuant to law) and directly related to the services being provided.

Listed below are types and examples of supporting documentation for cost reimbursement agreements:

Salaries: Timesheets that support the hours worked on the Project or activity must be kept. A payroll register, or similar documentation should be maintained. The payroll register should show gross salary charges, fringe benefits, other deductions and net pay. If an individual for whom reimbursement is being claimed is paid by the hour, a document reflecting the hours worked times the rate of pay will be acceptable.

Fringe benefits: Fringe benefits should be supported by invoices showing the amount paid on behalf of the employee, e.g., insurance premiums paid. If the contract specifically states that fringe benefits will be based on a specified percentage rather than the actual cost of fringe benefits, then the calculation for the fringe benefits amount must be shown. Exception: Governmental entities are not required to provide check numbers or copies of checks for fringe benefits.

Travel: Reimbursement for travel must be in accordance with s. 112.061, F.S., which includes submission of the claim on the approved state travel voucher along with supporting receipts and invoices.

Other direct costs: Reimbursement will be made based on paid invoices/receipts and proof of payment processing (cancelled/processed checks and bank statements). If nonexpendable property is purchased using state funds, the contract should include a provision for the transfer of the property to the State when services are terminated. Documentation must be provided to show compliance with DMS Rule 60A-1.017, F.A.C., regarding the requirements for contracts which include services and that provide for the contractor to purchase tangible personal property as defined in s. 273.02, F.S., for subsequent transfer to the State.

Indirect costs: If the contract stipulates that indirect costs will be paid based on a specified rate, then the calculation should be shown. Indirect costs must be in the approved agreement budget and the entity must be able to demonstrate that the costs are not duplicated elsewhere as direct costs. All indirect cost rates must be evaluated for reasonableness and for allowability and must be allocated consistently.

Contracts between state agencies may submit alternative documentation to substantiate the reimbursement request, which may be in the form of FLAIR reports or other detailed reports.

The Florida Department of Financial Services, online Reference Guide for State Expenditures can be found at this web address <https://www.myfloridacfo.com/Division/AA/Manuals/documents/ReferenceGuideforStateExpenditures.pdf>.



TO: Board Members

FROM: Rob Balmes, Director

RE: Citizen Advisory Committee (CAC) Application

Summary

Per the Bylaws of the Citizens Advisory Committee (CAC), all membership nominations require TPO Board review and approval. TPO staff received an application for membership to the CAC by Apostle Brandon Cave, Sr. Apostle Cave has been a resident of Ocala/ Marion County for 45 years. He is interested in serving on the TPO's CAC to provide leadership and feedback regarding the ongoing transportation access and mobility needs for the citizens of our community.

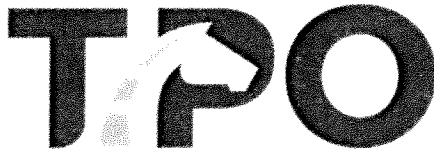
Attachment(s)

- Citizen Advisory Committee (CAC) Member Application

Action Requested

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

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



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

1. Name: Apostle Brandon D. Cave, Sr.
2. Home Address: [REDACTED]
3. Business Address: [REDACTED]
4. Home Phone Number: [REDACTED] Business Phone Number: [REDACTED]
5. Occupation: Sr. Pastor/Apostle
6. Brief Resume of Education and Experience: Retired Fla. Dept. of Corrections (25 yrs)
Corrections Officer, Voc. Placement Counselor, Classification Officer/Supv.
Certified Public Manager, State of Fla., Program Administrator,
Deputy Circuit Admin. Probation, Parole, Quality →
7. Are you a resident of Ocala/Marion County? Yes ☒ No ☐
If so, how long? Number of years: 4.5
8. Are you a registered voter? Yes ☒ No ☐
9. Do you hold a public office? Yes ☐ No ☒
10. At the present time, do you serve on a City/County Board,
Commission, Authority, and/or Committee? Yes ☐ No ☒
11. Are you familiar with the Transportation Planning
Organization and its function? (To a certain extent)
Yes ☒ No ☐
12. Are you familiar with current transportation needs
of the Marion County transportation disadvantaged? Yes ☒ No ☐
13. Why are you interested in serving on the CAC? To become more
engaged with some of the critical areas and
progress of Marion County as it relates
to the movement of its citizens in and around
our roads, streets and highways.
14. I hereby confirm that I have read and understand this application and that all information furnished
by me is true and accurate. I understand that to be considered for this committee, I must be a
resident of Marion County and cannot be an elected official and/or a technical person involved in
transportation planning in Ocala/Marion County.

Apostle Brandon D. Cave, Sr.
(Signature)

April 27, 2022
(Date)



TO: Board Members

FROM: Rob Balmes, Director

RE: SunTran Performance Initiative and Transit Development Plan (TDP) Update

Summary

Mr. Steven Neal, Transportation Manager, will provide a presentation to the Board on the status of a recent performance initiative for SunTran employees. He will also share information related to the recent kick-off of the Transit Development Plan Update and public outreach process. Further information on the TDP and public survey may be found on the SunTran website:

<https://www.ocalafl.org/government/city-departments-i-z/suntran>

Attachment(s)

- SunTran Presentation



SunTran Performance Initiative & TDP Update

TPO Board Meeting
May 24, 2022





Presentation Overview

- SunTran Performance Initiative
- Transit Development Plan (TDP) Update
- What is Next?



SunTran Employee Performance Initiative

Existing Issues:

- **Key positions short-staffed** (9 Vacant positions out of 32 required positions)
 - 1 open position for Dispatcher
 - 1 open position for Mechanics
 - 7 open positions for bus operators
- **Low efficiency on daily management & operation**
 - Supervisors must do bus operator's work due to shortage of bus operators
 - Mechanics cannot fulfill their required job responsibilities
- **Hard to fill open positions**
 - Inflation is skyrocketing nationwide, especially in Florida
 - Existing bus operators' wages less than **\$13** dollars, starting driver wage **\$11.68**
 - Peer agencies/businesses already increased/will increase the operator's salaries



SunTran Employee Performance Initiative

What peer agencies/businesses do?

Agencies/Businesses	Starting Hourly Rate
LYNX (Orange County Bus Provider)	\$17.00
Disney	\$17.00
Mears Taxi	\$18.25
Lake County	\$16.00
RTS	\$16.00
Marion County School District	\$17.00
PSTA	\$27.00

SunTran Proposed Hourly Rate

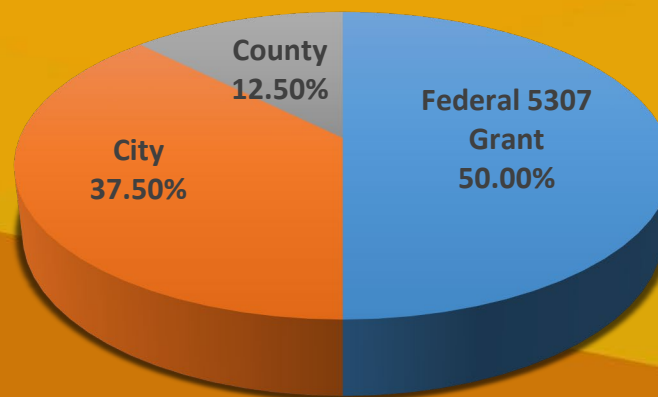
\$16.00

SunTran Employee Performance Initiative

How to pay the increased salary:

- FTA 5307 Operating Grant: 50%
- Local match 50%
 - County : 25%
 - City: 75%

SunTran Employees Salary Increase



■ Federal 5307 Grant ■ City ■ County

Transit Development Plan (TDP) Update

What is a TDP?

- 10-year strategic plan for transit
 - Evaluates existing conditions
 - Determines future needs
 - Helps set transit service/capital priorities
 - Identifies available funds
 - Outlines phased service & implementation plans
- FDOT requirement
- Updated every five years
 - Due September 1, 2022
 - Covers FY 2023-2032



Transit Development Plan (TDP) Update

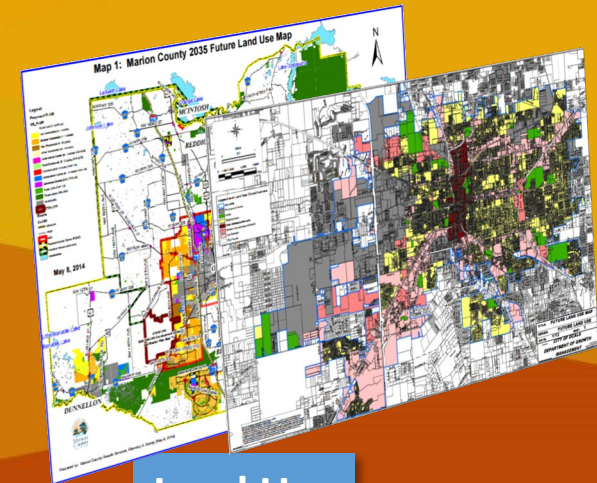
Ocala/Marion TDP Process

- **Evaluate baseline conditions***
- Assess existing transit options
- **Conduct public outreach***
- Determine transit needs
- Develop service & implementation plans
- Develop financial plan

*We are at these stages



Activity Centers



Land Use



Transit Development Plan (TDP) Update

What we need from you:

- **Attend public involvement activities as much as possible!**
 - On-line Survey (www.SunTran.org)
 - On-board Survey
 - Transfer Point Engagement
 - Public Meetings
 - Stakeholder Interviews
- **Raise the awareness of the TDP update in your community**
- **Provide your feedback & opinions when attending public involvement activities**

What is Next?

Next steps for SunTran Performance Initiative:

- Estimate the total amount of funds needed
- Seek approval from the TPO Board, County Commissioners
- Implement no later than June 30, 2022
- Every quarter there after for a year Performance based

Next steps for TDP major update:

- Continue outreach efforts to the general public throughout the whole TDP process
- Document findings/feedback/opinions
- Incorporate findings/feedback/opinions into the TDP development

Questions/Comments





TO: Board Members

FROM: Rob Balmes, Director

RE: Draft FY 2023 to 2027 Transportation Improvement Program (TIP)

Summary

The draft Fiscal Years 2023 to 2027 Transportation Improvement Program (TIP) is available for public review and comment. The draft TIP public involvement process is from May 3 to June 24, 2022. A formal presentation of the draft TIP will be provided at the May 24th meeting. The draft will be presented again at the June 28th meeting to include a discussion regarding partner agency feedback and public comment. Included with this memo is the full draft TIP document for your review.

The following provides major highlights of the FY 2023 to 2027 draft TIP.

- **Public and Partner Review Period:** The review period is from May 3 to June 24, 2022. TPO Board adoption scheduled for June 28.
- **Performance-based Planning:** Updates are provided on pages 12 to 19 on performance-based planning and performance measures for the four core measures, including Safety; Pavement and Bridge Condition; System Performance; and Transit Asset Management and Transit Safety.
- **TIP Projects and Funding:** A total of 60 projects, grant programs and ongoing maintenance activities totaling \$286,940,065 of funding are programmed. This includes a breakdown by source:
 - \$152.8 million State (53%);
 - \$107.9 million Federal (38%); and
 - \$26.2 million Local (9%).
- **TIP Interactive Map:** The TPO continues to maintain a TIP online interactive map for the public to view projects with specific locations. The map may be found at: <https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=81b909295c9447d7adf4b38bc232adcf>

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

- **TIP Document Organization:** To TPO has invested in the development of a TIP document that is a public-friendly resource while not compromising the importance of meeting federal and state requirements. The TIP again this year contains summary pages for each programmed project. The project summaries may be found on pages 32 to 98. Projects continue to be organized by the following major categories for ease of reference by the general public.
 - Interstate (I-75) (5 projects)
 - U.S. Routes (8 projects)
 - State and Local Routes (16 projects)
 - Bicycle and Pedestrian (5 projects)
 - Aviation (Airport) (9 projects)
 - Transit, Funding, Grants (6 projects)
 - ITS and Maintenance (11 projects)

Attachment(s)

- FY 2023 to 2027 TIP presentation
- Draft FY 2023 to 2027 TIP document

If you have any questions about the Draft TIP or the current 30-day public review process, please contact me at: 438-2631.

Transportation Improvement Program Fiscal Years 2023 to 2027

DRAFT



**TPO Board Meeting
May 24, 2022**



- **Five-Year schedule of transportation projects prioritized to be funded during Fiscal Years 2023 to 2027 with federal, state and local funding (23 CFR 450.326).**
- **Consistent with the 2045 LRTP, FDOT Five-Year Work Program and STIP**

Federal / State Roads

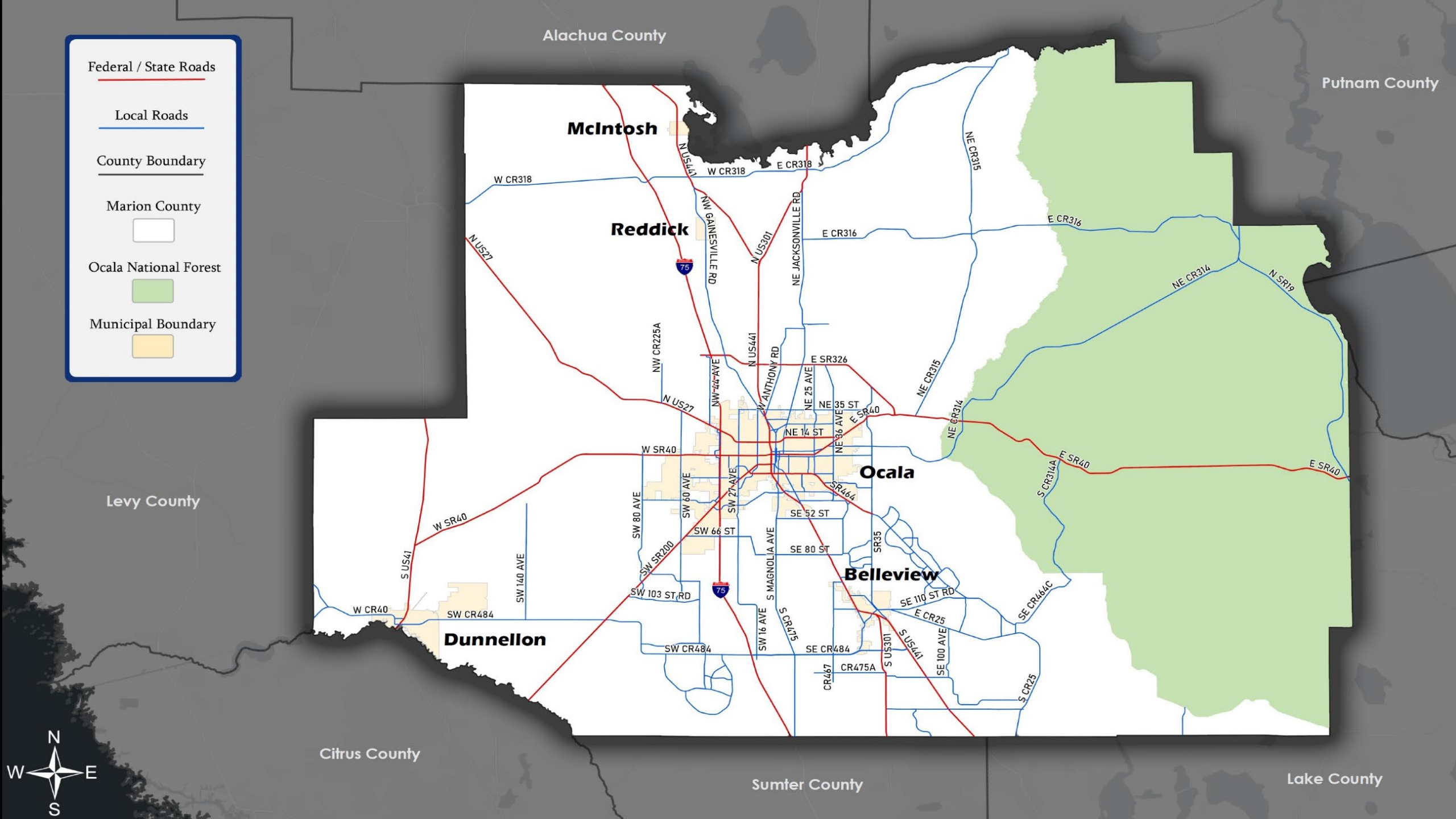
Local Roads

County Boundary

Marion County

Ocala National Forest

Municipal Boundary



Public and Partner Process

- **Public Notice – May 3, 2022**
 - ✓ Public Notice in StarBanner
 - ✓ Social Media Announcements
 - ✓ E-Blast Notices
 - ✓ FDOT Portal for partner review

Public and Partner Process

- Open to Public Comment – May 3
- TAC and CAC Presentations – May 10
- **TPO Board Presentation – May 24**
- TAC and CAC Approval – June 14
- Partner Comments Due – June 10
- **Public Comment Close and Board Adoption – June 28**

TIP Draft Document

- **Performance-based Planning**

- Annual Target Reporting
- Link Projects to Improvements on NHS, Federal Aid for Safety



Safety



Pavement and Bridge Condition



System Performance



Transit Asset Management and Transit Safety

Safety Performance Management

Safety (PM1) (10 projects)

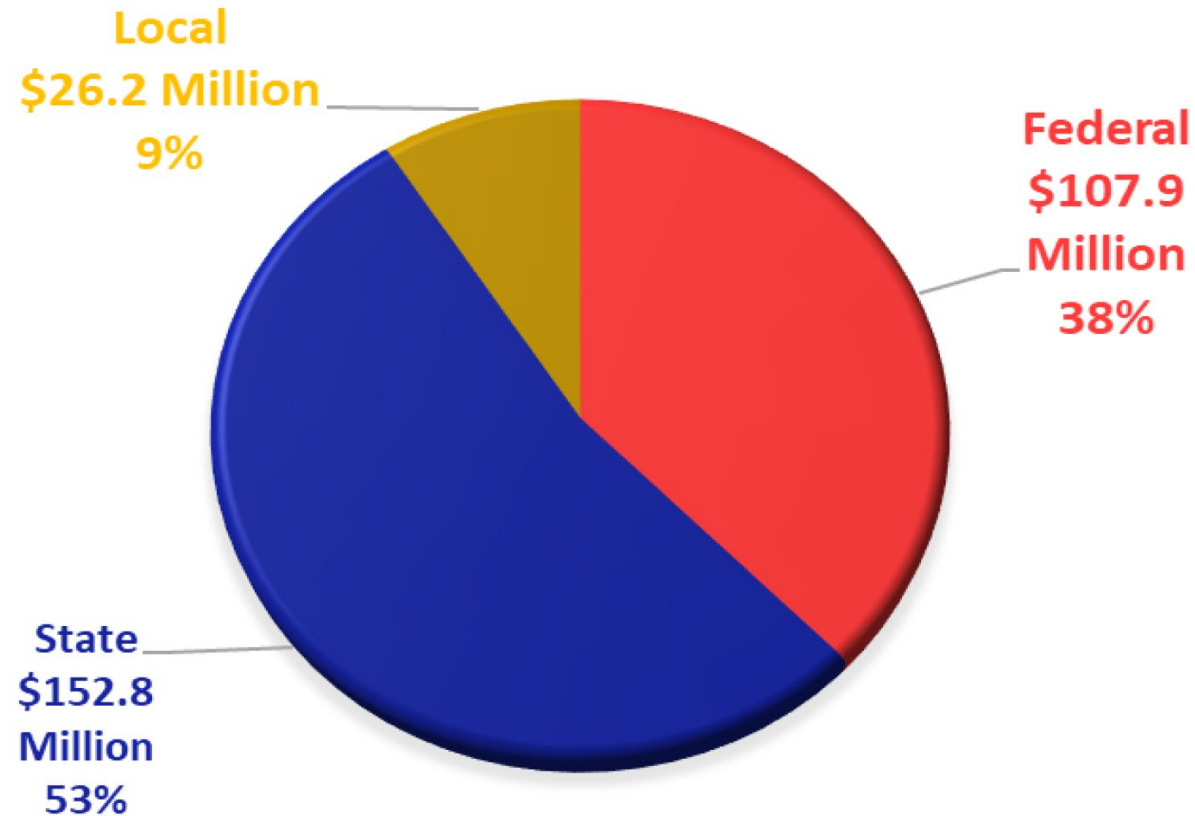
FM Number	Project	Limits	TIP Funding
4348441	CR 482 at 182nd Avenue (1)	at 182nd Avenue	\$350,000
4348442	CR 482 at 182nd Avenue (2)	at 182nd Avenue	\$67,980
4493171	CR 484 at SW 135th Street	at SW 135th Street	\$458,310
4492771	CR 484 at Marion Oaks Blvd	at Marion Oaks Boulevard	\$536,625
4494431	NE 8th Avenue	SR 40 to SR 492	\$4,452,800
4492611	SW 60th Avenue	SW 54th Street to SECO Energy Driveway	\$247,061
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,277,299
4336511	CR 484 (at I-75)	Southwest 20th Avenue to CR 475A	\$47,520
4375962	SR 40/Silver Springs Boulevard	NW 27th Avenue to SW 7th Avenue	\$909,279
4392382	SR 25/U.S. 441/301	SR 25 to SR 200/SW 10th Street	\$2,975,178
Total:			\$13,322,052

Financial Plan

Funding Source	2023	2024	2025	2026	2027	Total
Federal	\$32,690,780	\$9,738,209	\$44,507,944	\$12,274,056	\$8,747,536	\$107,958,525
State	\$77,294,979	\$15,650,865	\$42,279,548	\$10,381,404	\$7,150,941	\$152,757,737
Local	\$6,939,452	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$26,223,803
Total	\$116,925,211	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$286,940,065

Fiscal Years 2023 to 2027

Financial Plan



Funding by Source

FY 2023 to 2027 TIP

Decline in Funding

Funding Source	2023	2024	2025	2026	2027	Total
Federal	\$32,690,780	\$9,738,209	\$44,507,944	\$12,274,056	\$8,747,536	\$107,958,525
State	\$77,294,979	\$15,650,865	\$42,279,548	\$10,381,404	\$7,150,941	\$152,757,737
Local	\$6,939,452	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$26,223,803
Total	\$116,925,211	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$286,940,065

FY 2022 to 2026 TIP

Funding Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
Federal	\$64,424,589	\$44,391,046	\$19,289,877	\$17,598,412	\$1,945,224	\$147,649,148
State	\$16,878,323	\$31,523,537	\$50,361,352	\$45,639,383	\$9,340,018	\$153,742,613
Local	\$14,292,592	\$2,861,079	\$3,196,419	\$11,605,461	\$1,820,398	\$33,775,949
Total:	\$95,595,504	\$78,775,662	\$72,847,648	\$74,843,256	\$13,105,640	\$335,167,710

-\$48,227,645

FY 2021 to 2025 TIP

Funding Source	2020/21	2021/22	2022/23	2023/24	2024/25	TOTAL
Federal	\$30,166,457	\$57,700,698	\$45,802,885	\$19,479,827	\$14,197,805	\$167,347,672
State	\$20,897,814	\$10,239,500	\$34,410,491	\$39,510,824	\$38,594,858	\$143,653,487
Local	\$2,489,382	\$13,375,811	\$2,631,951	\$3,059,247	\$11,276,568	\$32,832,959
Total	\$53,553,653	\$81,316,009	\$82,845,327	\$62,049,898	\$64,069,231	\$343,834,118

-\$8,666,408

Major Changes

- **US 41 Project – \$44.2M Deferred Out**
- **I-75 Rest Area Project – \$8.4M + Added**
- **SR 200 Resurfacing – \$5.75M + Added**
- **SR 326 Resurfacing – \$3.4M + Added**
- **I-75 at 49th Interchange – \$2.9M Reduced**

Project Prioritization

- **Consistency with 2045 LRTP Goals and Objectives**
- **2022 Revised LOPP Process**

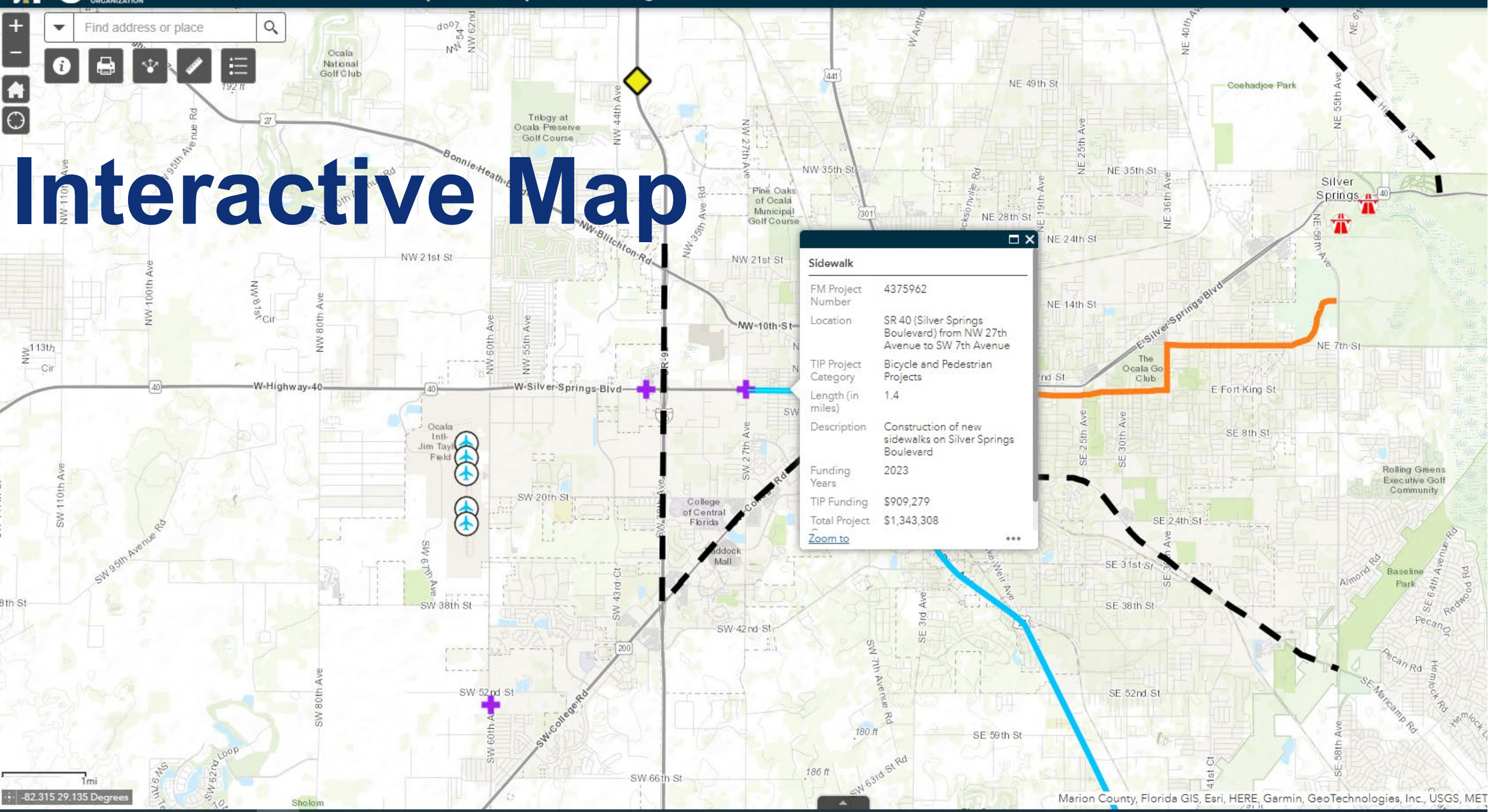
Annual submission to FDOT by July 1, 2022

TIP Projects

Projects

- **Total of 60 projects, programs, grants, others**
- **Focus on public accessibility and clarity**
- **Projects grouped into 7 major categories for ease of reference by public**

Interactive Map



Interstate 75 (I-75) Projects

Project Summary Pages



Project: I-75 (SR 93) at NW 49th Street from end of NW 49th Street to end of NW 35th Street

Project Type: Interchange
FM Number: 4352091
Lead Agency: FDOT
Length: 0.1 miles
LRTP (Page #): Goal 1, Objective 1.2 (14); Goal 2, Objective 2.1, 2.2, 2.3 (14); Goal 3, Objective 3.2 (14)

SIS Project



Description:

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic and regional economic development. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue.

Prior <2023:

\$18,087,376

Future >2027:

\$0

Total Project Cost:

\$60,467,240

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	CIGP	State	\$0	\$0	\$7,995,735	\$0	\$0	\$7,995,735
CST	DDR	State	\$0	\$0	\$5,046,899	\$0	\$0	\$5,046,899
CST	LF	Local	\$0	\$0	\$7,995,735	\$0	\$0	\$7,995,735
CST	SA	Federal	\$0	\$0	\$630	\$0	\$0	\$630
CST	SL	Federal	\$0	\$0	\$9,213,782	\$0	\$0	\$9,213,782
CST	SN	Federal	\$0	\$0	\$3,005,068	\$0	\$0	\$3,005,068
CST	TRIP	State	\$0	\$0	\$5,703,448	\$0	\$0	\$5,703,448
CST	TRWR	State	\$0	\$0	\$3,418,567	\$0	\$0	\$3,418,567
Total:			\$0	\$0	\$42,379,864	\$0	\$0	\$42,379,864

**New Projects in the
FY 2023 to 2027 TIP
Ten (10)**

I-75 from SR 200 to North of U.S. 27

Improvements:

Resurfacing of I-75 all lanes

TIP Funding:

\$17,416,866

Timeframe:

Construction in FY 2025



US 441 from Avenue I to Alachua Co.

Improvements:

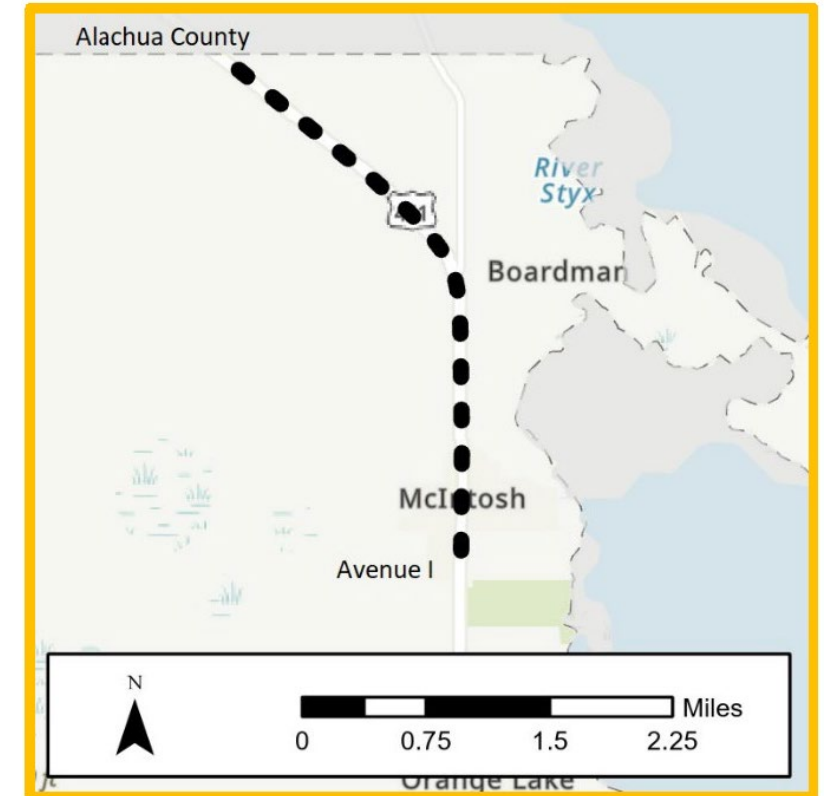
Resurfacing of US 441

TIP Funding:

\$7,095,081

Timeframe:

Construction in FY 2025



US 441 from CR 25A to Avenue I

Improvements:

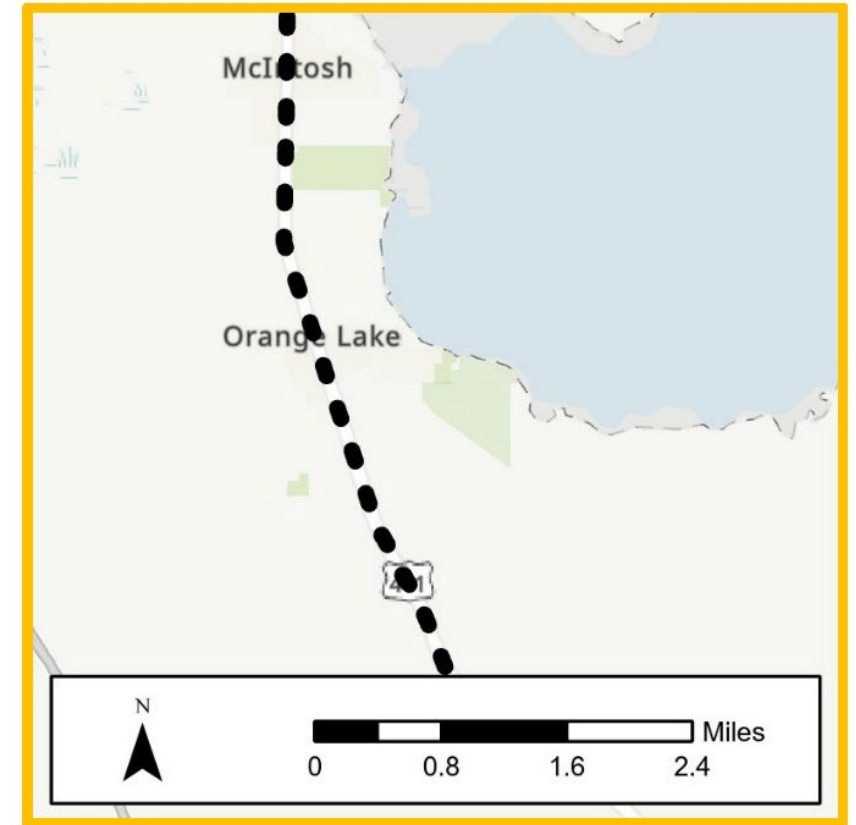
Resurfacing of US 441

TIP Funding:

\$7,571,976

Timeframe:

Construction in FY 2025



US 41 from Citrus Co. to SW 110th

Improvements:

Resurfacing of US 41 in Dunnellon

TIP Funding:

\$4,937,992

Timeframe:

Construction in FY 2025



CR 484 at Marion Oaks Boulevard

Improvements:

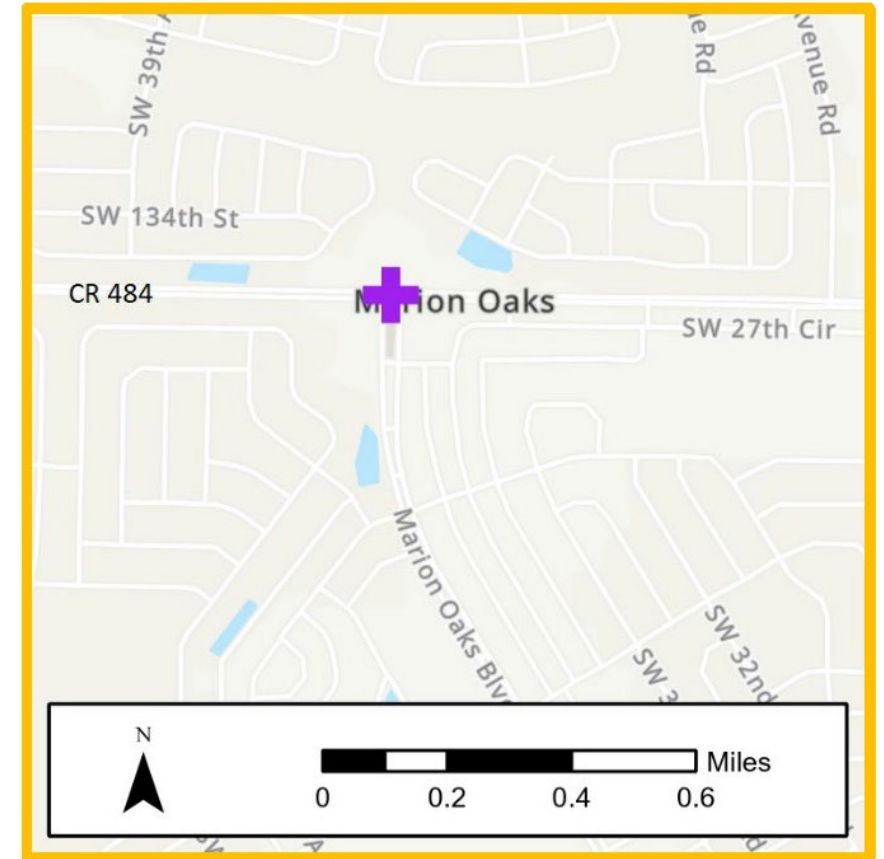
Intersection safety improvements

TIP Funding:

\$536,625

Timeframe:

Construction in FY 2024



CR 484 at SW 135th Road

Improvements:

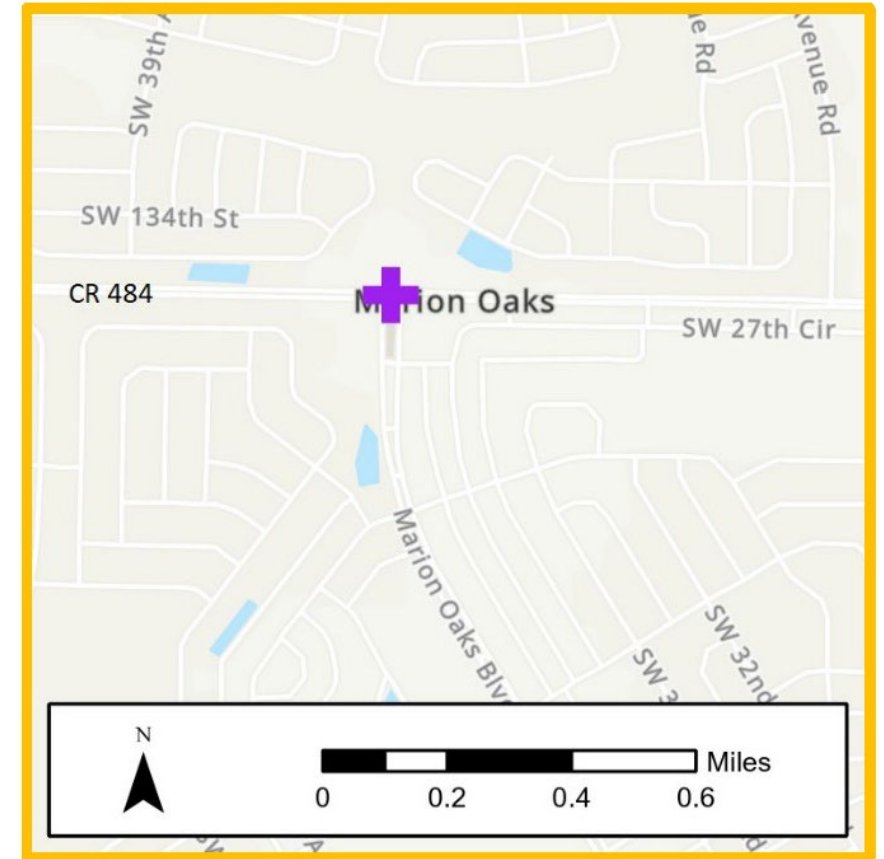
Intersection safety improvements

TIP Funding:

\$458,310

Timeframe:

Construction in FY 2024

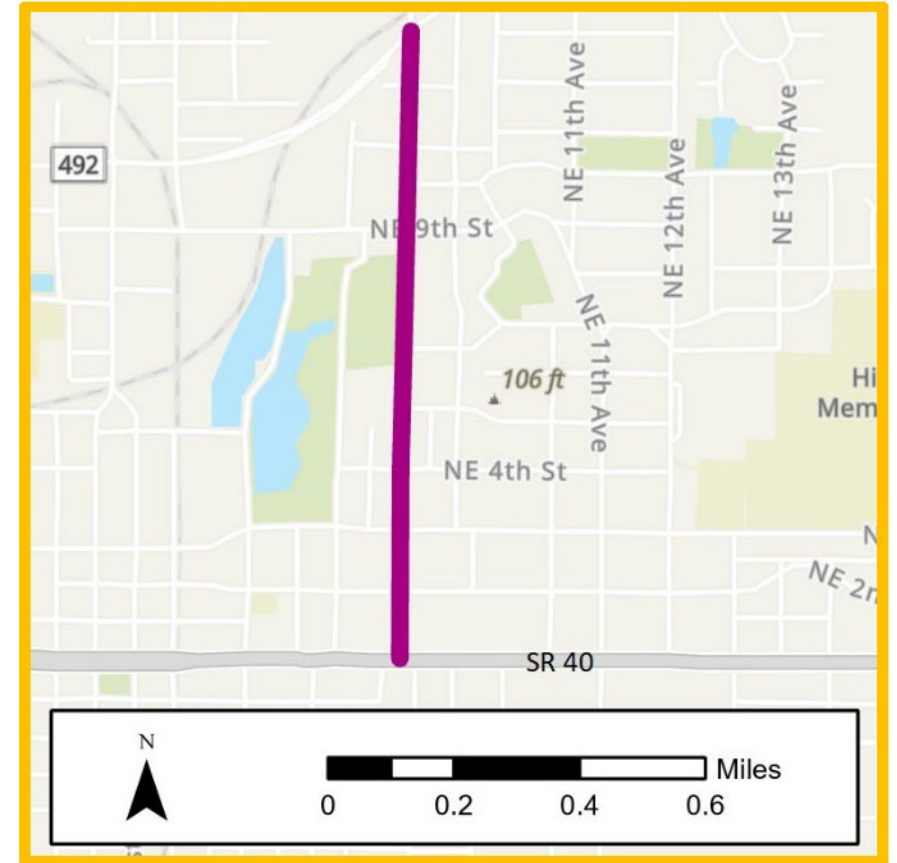


NE 8th Avenue from SR 40 to SR 492

Improvements:
Roundabout

TIP Funding:
\$4,452,800

Timeframe:
Construction in FY 2027



Emerald Road Extension, 92nd to CR 424

Improvements:

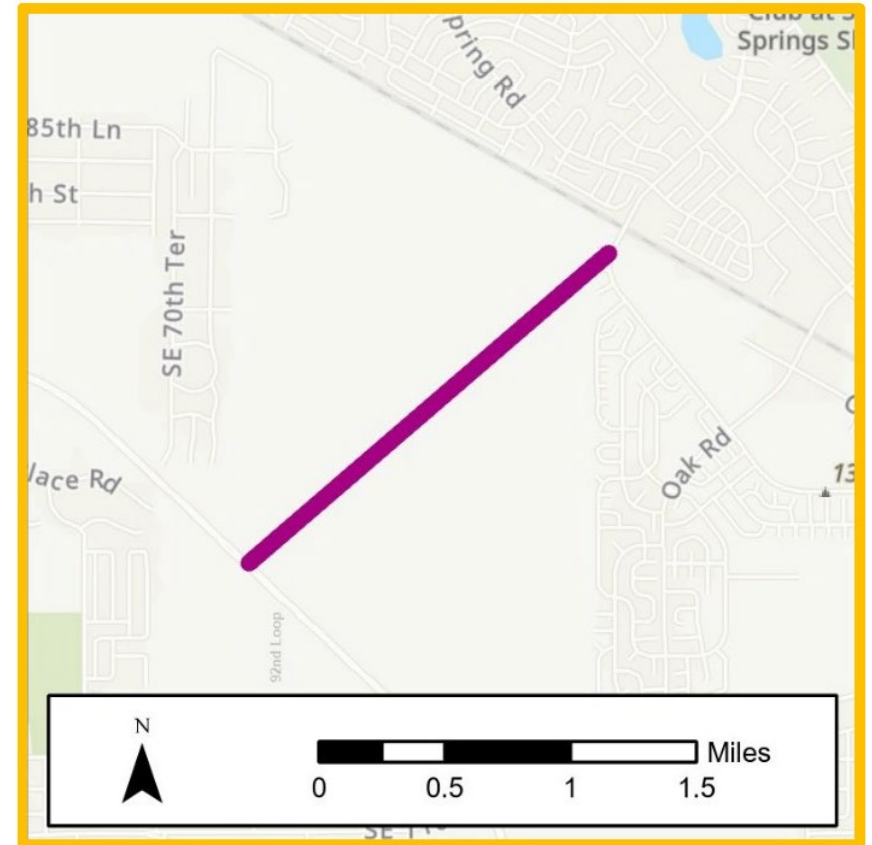
New Road Construction

TIP Funding:

\$9,650,000

Timeframe:

Construction in FY 2023



SW 60th Ave., SW 54th to SECO Driveway

Improvements:

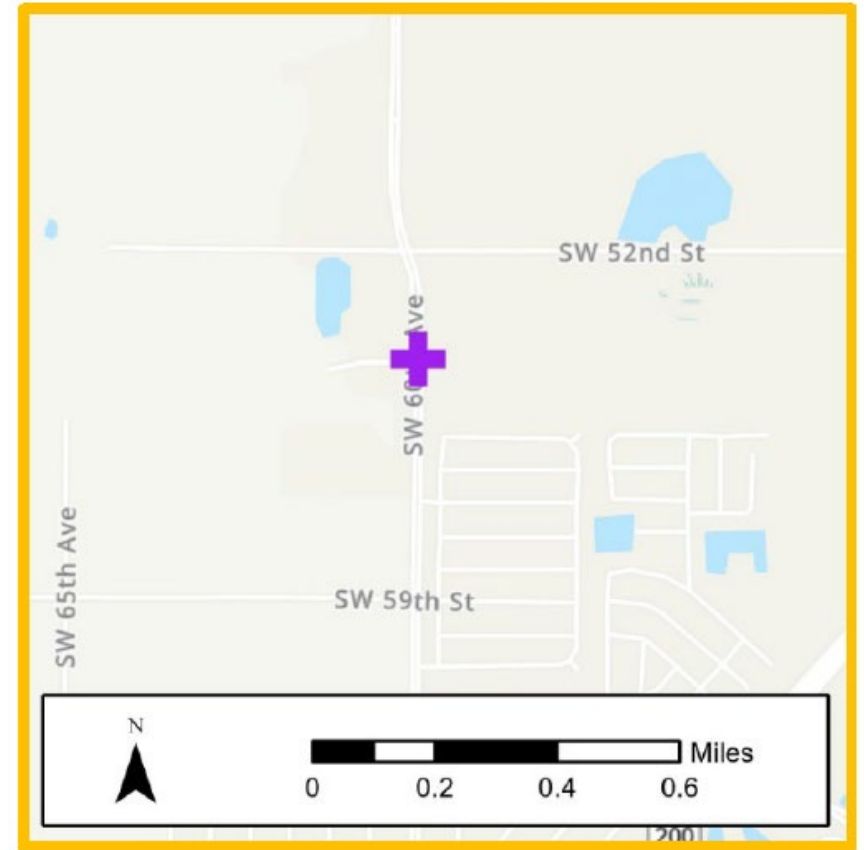
Intersection safety improvements

TIP Funding:

\$247,061

Timeframe:

Construction in FY 2024



SR 492 over CSX Rail Line in Ocala

Improvements:
Bridge Rehabilitation

TIP Funding:
\$434,844

Timeframe:
Construction in FY 2023



Major Project Highlights

I-75 at NW 49th end NW 49th end NW 35th

Improvements:

New Interchange

(Diverging Diamond - DDI)

TIP Funding:

\$42,379,864 (\$60,467,240 total)

Timeframe:

Construction in FY 2025



I-75 Rest Area, N/O CR 484

Improvements:

Reconstruction, new facilities

TIP Funding:

\$29,941,993 (\$33,306,199 total)

Timeframe:

Construction in FY 2023



US 441 at SR 464

Improvements:

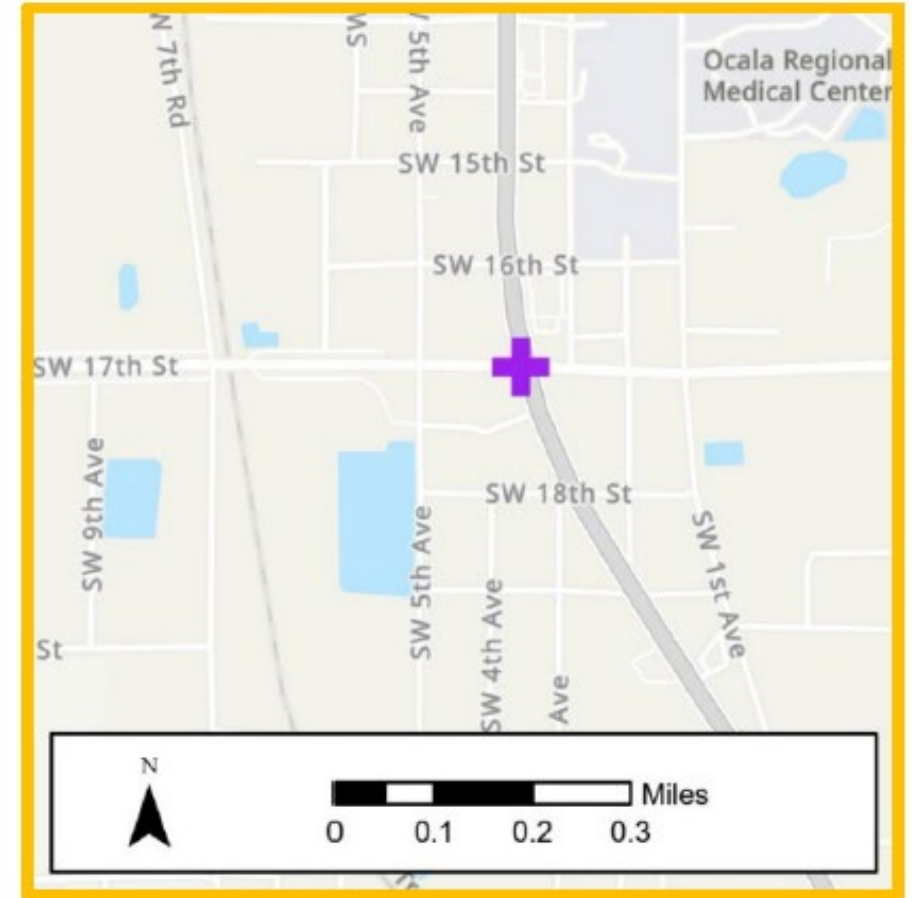
Intersection, Turn lanes

TIP Funding:

\$3,277,299 (\$4,783,636 total)

Timeframe:

Construction in FY 2026, 2027



CR 484 at I-75

Improvements:

Intersections, Turn lanes

TIP Funding:

\$47,520 (\$18,644,185 total)

Timeframe:

Construction in FY 2022, 2024



SE Abshier from SE Hames to N/O Agnew

Improvements:

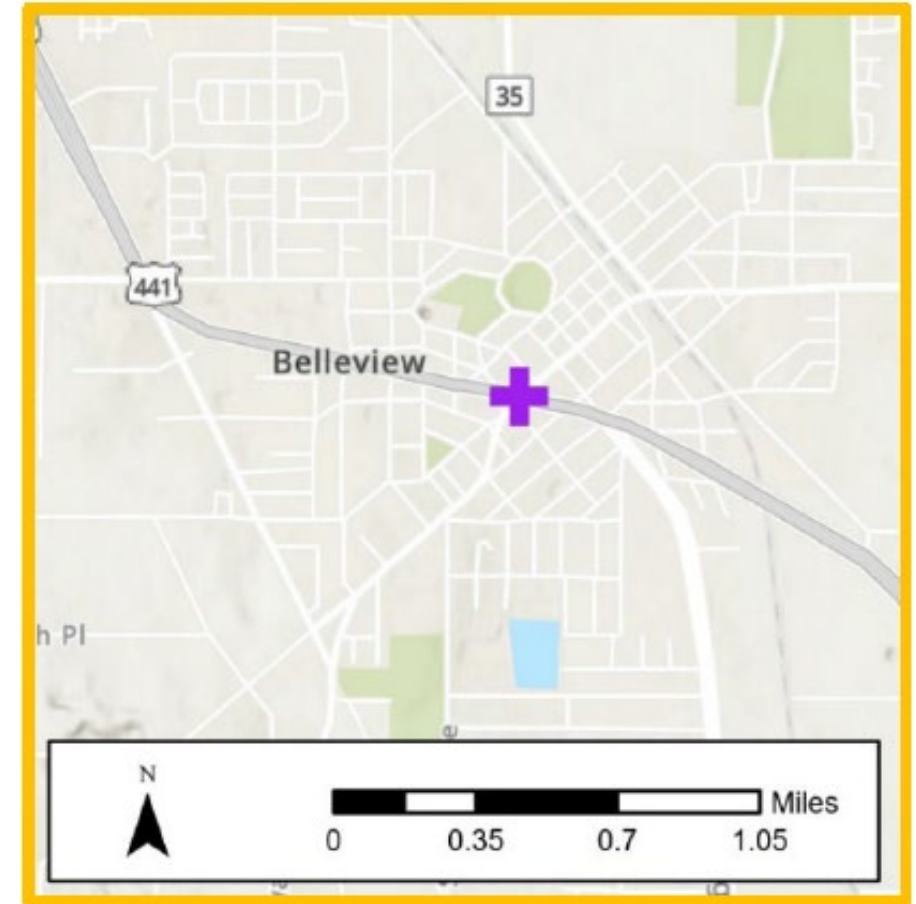
Intersections, Traffic Signals

TIP Funding:

\$2,062,140 (\$2,533,518 total)

Timeframe:

Construction in FY 2023



SR 200 Resurfacing in Ocala (I-75 to Pine)

Improvements:

Resurfacing, Safety Treatments

TIP Funding:

\$13,344,987

Timeframe:

Construction in FY 2023

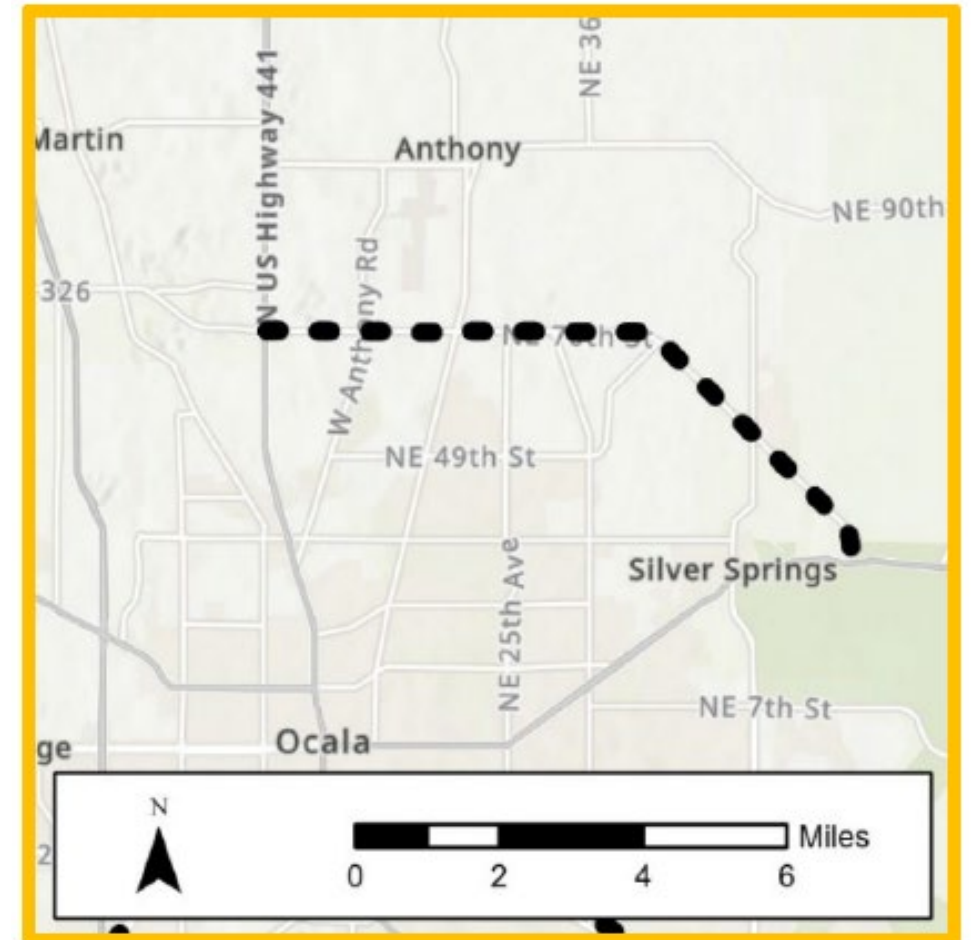


SR 326 Resurfacing, NW 12th to SR 40

Improvements:
Resurfacing, Safety Treatments

TIP Funding:
\$11,875,930

Timeframe:
Construction in FY 2023



SR 464 Resurfacing, Pine to Baseline

Improvements:

Resurfacing, Safety Treatments

TIP Funding:

\$21,644,972 (\$24,525,123 total)

Timeframe:

Construction in FY 2023



US 441/301, Baseline to SR 200

Improvements:

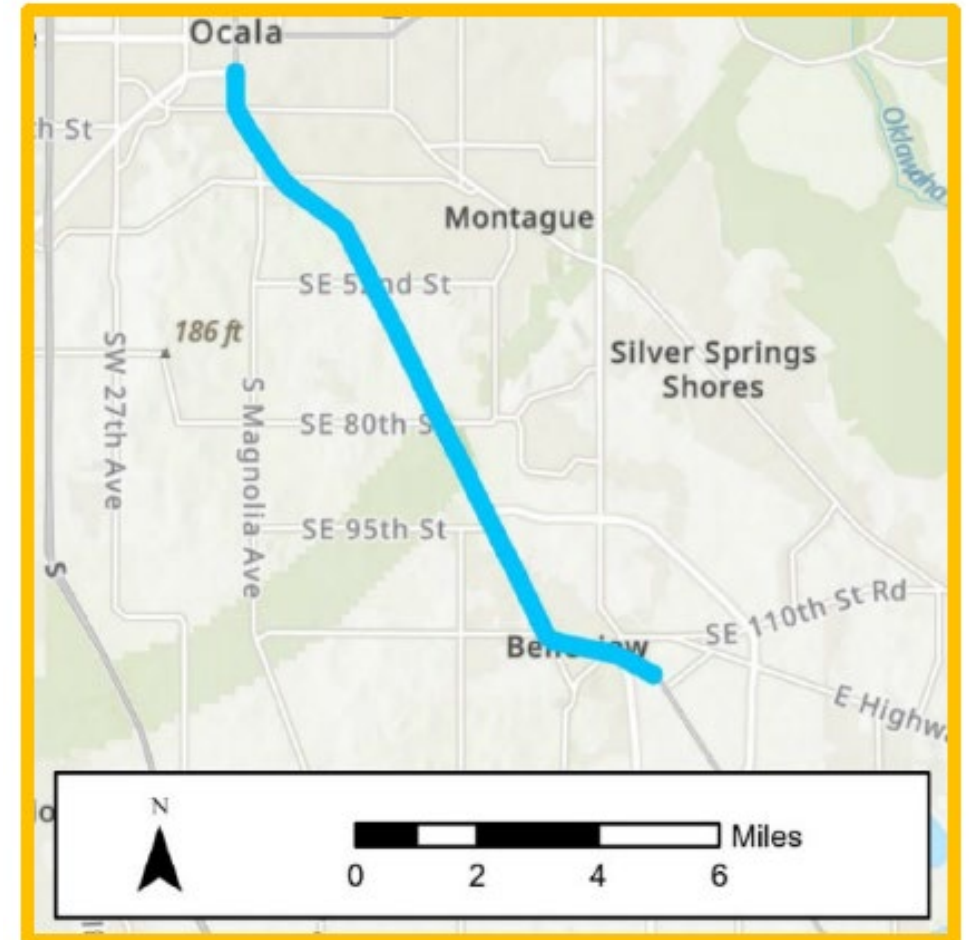
Bike lanes, Sidewalks, Trail

TIP Funding:

\$2,975,178 (\$4,673,028 total)

Timeframe:

Construction in FY 2025



Aviation Projects

Improvements:

9 Projects

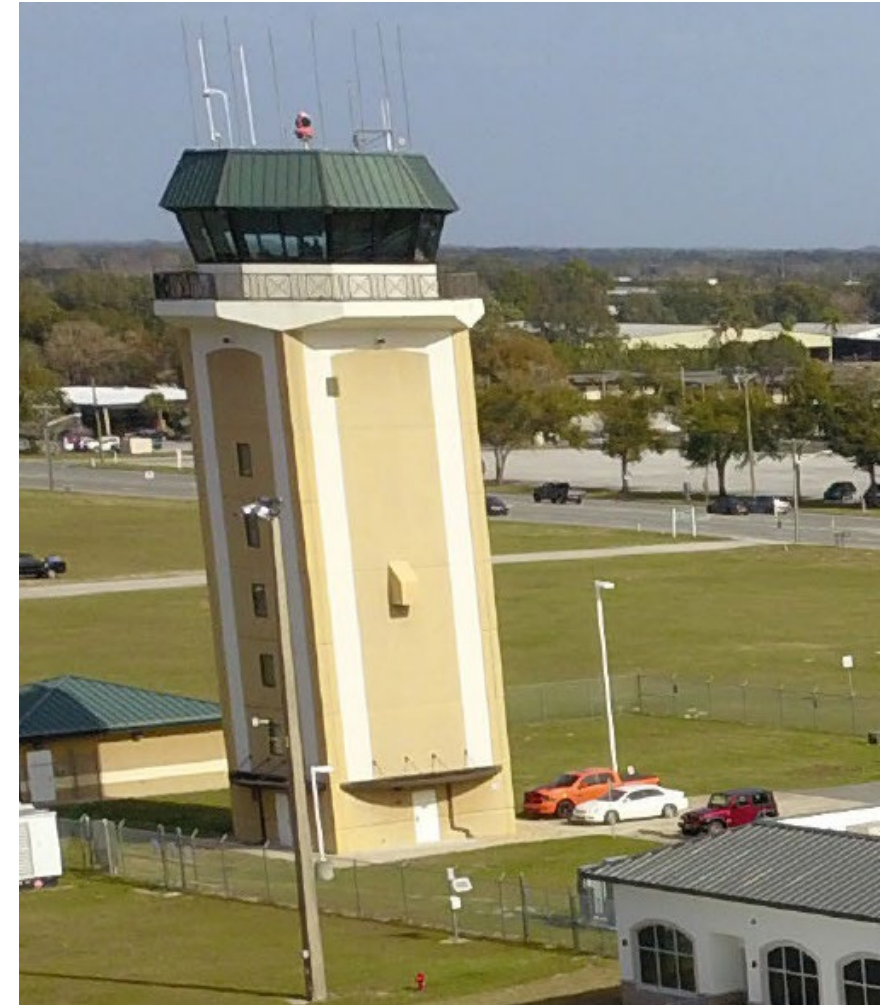
(4 MC, 5 OCF)

TIP Funding:

\$17.9 Million

Timeframe:

FY 2023 to FY 2027



SunTran Funding

Improvements:

2 major grants

FTA, Local Funding

TIP Funding:

\$23.9 Million

Timeframe:

FY 2023 to FY 2027



Marion Transit Funding

Improvements:

FTA, Local Funding

TIP Funding:

\$7.6 Million

Timeframe:

FY 2024 to FY 2027



Next Steps

- **TAC and CAC Approval – June 14**
- **Partner Comments Due – June 3**
- **Public Comment Close and Board Adoption – June 28**

Questions or Comments?



DRAFT

Transportation Improvement Program

Fiscal Years 2023 to 2027



Pending Board Adoption, June 28, 2022



This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Florida Department of Transportation.

[Resolution, Pending Adoption]

**RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FISCAL YEAR 2023 to 2027**

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

WHEREAS, Title 23 U.S.C 134(j), 23 CFR Section 450.326 and Florida Statute 339.175(8) require each Metropolitan/Transportation Planning Organization to annually submit a Transportation Improvement Program; and

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

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

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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the Transportation Improvement Program for FY 2023 to 2027.

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 28th day of June 2022.

By: _____
Ire Bethea Sr., Chair

Attest: _____
Robert Balmes, TPO Director

Ocala Marion Transportation Planning Organization (TPO)

Governing Board Members

Councilmember Ire Bethea Sr., City of Ocala District 2, Chair
Commissioner Craig Curry, Marion County District 1, Vice-Chair

Commissioner Kathy Bryant, Marion County District 2

Councilmember Kristen Dreyer, City of Ocala District 4

Commissioner Jeff Gold, Marion County District 3

Mayor Kent Guinn, City of Ocala

Councilmember James Hilty, City of Ocala District 5

Commissioner Ronald Livsey, City of Belleview Seat 3

Councilmember Barry Mansfield, City of Ocala District 1

Commissioner Michelle Stone, Marion County District 5

Mayor Bill White, City of Dunnellon

Commissioner Carl Zalak III, Marion County District 4

Jared Perdue, P.E., FDOT District Five Secretary, Non-Voting

Mission

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

Vision

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

www.ocalamariontpo.org

2710 East Silver Springs Boulevard, Ocala, FL 34470

352-438-2630

The Ocala Marion Transportation Planning Organization (TPO) is committed to ensuring that no person is excluded from the transportation planning process and welcomes input from all interested parties, regardless of background, income level or cultural identity. The TPO does not tolerate discrimination in any of its programs, services, activities or employment practices. Pursuant to Title VI of the Civil Rights Act of 1964, as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975, Executive Order 13898 (Environmental Justice) and 13166 (Limited English Proficiency), and other federal and state authorities. The TPO will not exclude from participation in, deny the benefits of, or subject to discrimination, anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status. The TPO welcomes and actively seeks input from the public, to help guide decisions and establish a vision that encompasses all area communities and ensure that no one person(s) or segment(s) of the population bears a disproportionate share of adverse impacts. Persons wishing to express their may do so by contacting the TPO.

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1. INTRODUCTION

Purpose

The Ocala/Marion County Transportation Planning Organization (Ocala Marion TPO) is the federally designated Metropolitan Planning Organization (MPO) for Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The Fiscal Years (FY) 2023 to 2027 TIP is a five-year schedule of transportation projects to be implemented by government agencies within the Metropolitan Planning Area (MPA) of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is developed on an annual basis (23 C.F.R. 450.326(a)). The types of projects in the TIP include all modes of transportation, such as roadway construction, operations, maintenance, repaving, bicycle and pedestrian, transit and aviation.

As stated in the Federal Highway and Transit Acts of 1962 and 1964, each urbanized area over 50,000 people must have a continuing, cooperative and comprehensive transportation process. This process, also known as the “3C” planning process, is reflected in the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The 2045 LRTP, which is also developed by the TPO, outlines the Ocala/Marion County transportation vision and goals 20 years into the future. The TIP outlines the short-term “action steps” necessary for achieving the long-term vision by programming specific transportation improvements.

Fiscal Constraint

Transportation projects contained in the TIP are financially feasible and located within the designated planning area. As a condition of receiving federal project funding, the TIP must list all highway and public transportation projects proposed for funding under Title 23 United States Code (23 U.S.C.) (highways) and 49 U.S.C. (transit). The TIP must also contain state and locally funded regionally significant transportation projects regardless of funding source. For a project to be considered financially feasible, the anticipated cost must not exceed anticipated revenue.

Consistency

All projects in the TIP are supported and documented in the 2045 LRTP. The TIP is also used to coordinate transportation projects between local, state and federal agencies, thereby ensuring the efficient use of transportation funding to Marion County. In summary, the TIP serves as the budget for carrying out the LRTP in five-year increments, and must be fully consistent.

A list of the most current Annually Federally Obligated projects is provided in **Appendix B**. The Obligation list is a continuation of projects in the prior TIP, and in some cases started in previous TIPs (23 CFR 450.334). The Obligated list will be updated and amended in September 2022.

TPO Planning Area

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to rapid population growth in the 1980s, the planning boundaries of the entire county were added. Figure 1 illustrates TPO planning area which includes all of Marion County and the cities of Belleview, Dunnellon and Ocala.

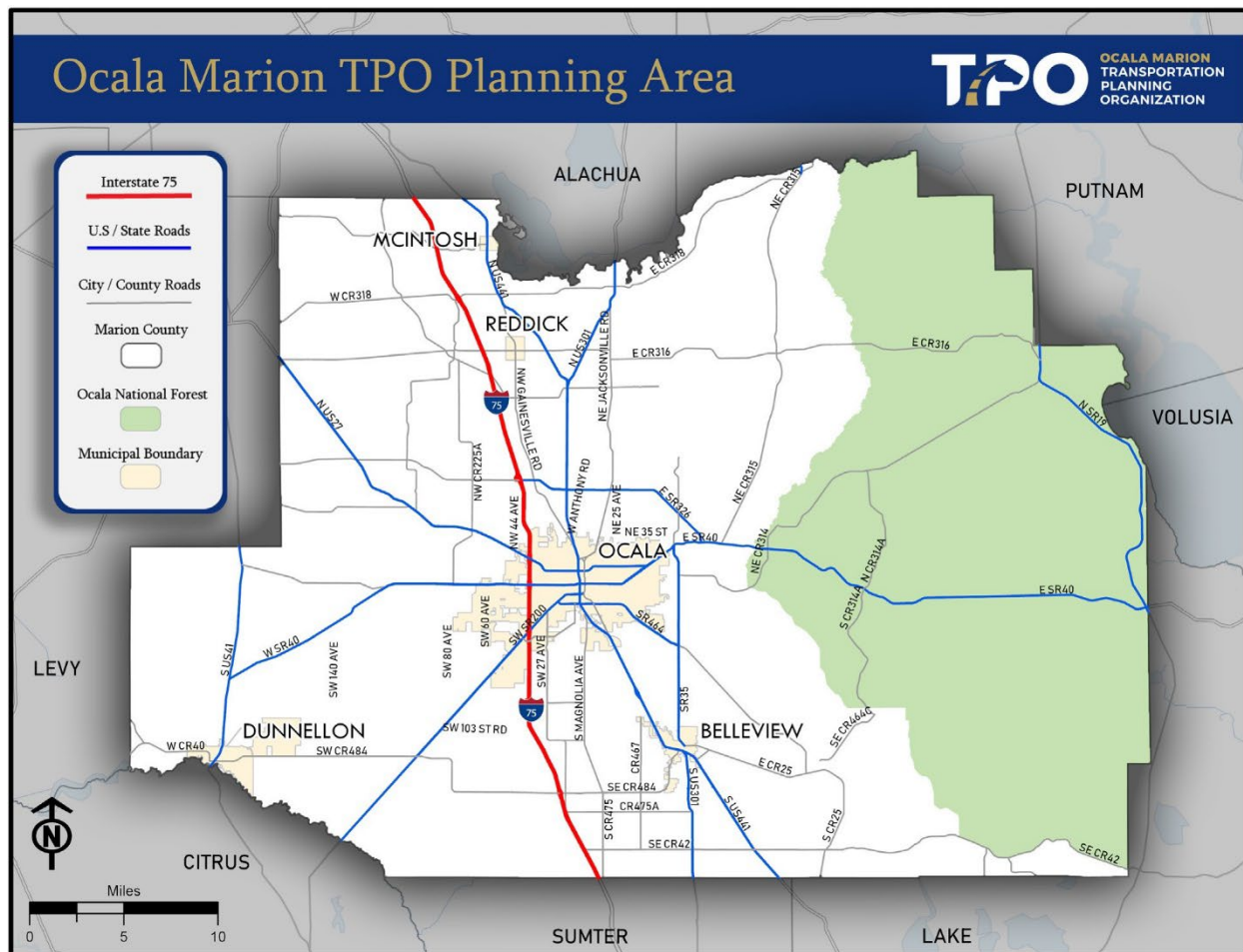


Figure 1: Map of TPO Planning Area

Development of the TIP

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

TPO Boards and Committees

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

The TPO also submits a draft TIP to the TPO Board for review and to receive feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is then presented to the TPO Board for adoption in May or June of each year. In 2022, TPO staff presented the draft TIP to the TAC and CAC on May 10th and June 14th, the TPO Board on May 24th and June 28th.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Participation Plan (PPP) (<https://ocalamariontpo.org/plans-and-programs/public-participation-plan-ppp>). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC and TPO Board meetings. The TAC and CAC meetings were held virtually and in person and therefore were also accessible to those with internet access. The TPO Board meetings were held both virtually and in-person. Advance public notices were provided for all committee and board meetings per Florida Sunshine Law and the TPO's PPP. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter) and sending e-blast notifications. Beginning on May 4th, a legal notice of the draft version of the TIP was advertised in the Ocala Star Banner. The public comment period for the TIP began on May 3, 2022 and concluded on June 28, 2022. A copy of the public notice can be found in **Appendix E** and a list of public comments, including the TPO's response to each

comment, can be found in **Appendix F**. On May 3rd, the TPO sent the Draft TIP for review and comment to the following agencies: Federal Transit Administration, Federal Highway Administration, U.S. Forest Service, Florida Department of Transportation, Department of Economic Opportunity, Florida Commission for the Transportation Disadvantaged and the St. Johns River Water Management District.

Formal responses are provided to each citizen comment submitted to the TPO by email, mail or phone. Citizens are provided a formal response by the TPO and made aware how their public comment is documented, and how it may be addressed if related to a specific project(s) in the current TIP. In cases where further follow up is required, such seeking project background information, additional contact is made with the citizen by the TPO. All citizen, TPO committee, TPO Board and partner agency comments and corresponding TPO responses are summarized in **Appendix F**.

Joint Certification

The most recent joint certification between the Ocala Marion TPO and FDOT was completed on March 22, 2022 through action by the TPO Board. FDOT certified the TPO's transportation planning process for Fiscal Year 2022. The next certification review will occur from February to March of 2023.

Consistency with Other Plans

The projects and project phases listed in the FY 2023 to 2027 TIP are consistent with the local public transit development plan (SunTran), aviation, and the approved local government comprehensive plans for governments within the TPO's MPA [s.339.175(8)(c)(7), F.S.]. The TIP is consistent with the Ocala Marion TPO's 2045 LRTP, Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Strategic Highway Safety Plan (SHSP), Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), TPO Congestion Management Process (CMP) and SunTran Transportation Development Plan (TDP).

2045 Long Range Transportation Plan (LRTP)

In addition to documenting Marion County's long-term vision and goals for transportation, the 2045 LRTP includes a Needs Assessment and a Cost Feasible Plan. These two sections detail the specific projects to fulfill the County's long-term vision and goals. In order to remain current with the changing needs of Marion County, the Ocala Marion TPO updates the LRTP every five years. The 2045 LRTP was adopted by the TPO Board on November 24, 2020. A list of TIP projects referenced in the 2045 LRTP can be found in **Appendix I**. (<https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp>).

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state's long-range transportation vision and policy plan. The FTP focuses on ways to improve safety, provide a more efficient transportation system, meet the needs of a changing population, create a more competitive economy, enhance the overall quality of life and environment, increase access to transit and address emerging technologies. (<http://floridatransportationplan.com>)

Strategic Intermodal System (SIS) 2022 Policy Plan

The Strategic Intermodal System (SIS) 2022 Policy Plan establishes the policy framework for planning and managing Florida's Strategic Intermodal System, a network of transportation facilities that serves as the state's highest priority for transportation capacity investments. The Governor and Legislature established the SIS in 2003 to focus state resources on facilities most significant for promoting the state's economic competitiveness, including interregional, interstate and international travel. The SIS is the primary tool for implementing the Florida Transportation Plan (FTP). A map of the SIS can be found in **Appendix C**. Additionally, TIP projects supporting the SIS are noted in the individual project pages (SIS Project).

(<https://www.fdot.gov/planning/sis/default.shtm>)

Florida's Strategic Highway Safety Plan (SHSP)

The Florida's 2021 to 2025 Strategic Highway Safety Plan (SHSP) was adopted in March 2021. This is an update to the prior plan, and was completed in coordination with all 27 Florida MPO/TPO's. Florida's SHSP outlines a focus on safety programs to reduce crashes, serious injuries and fatalities to achieve zero traffic deaths and serious injuries. A set of 12 emphasis areas organized into three categories (Roadways, Road Users, User Behavior) provide the foundation for improving safety. (<https://www.fdot.gov/safety/shsp/shsp.shtm>)

Freight Mobility and Trade Plan (FMTP)

FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP's Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. FDOT updated the FMTP in spring 2020. (<https://www.fdot.gov/rail/plandev/freight-mobility-and-trade-plan>)

Transportation Asset Management Plan (TAMP)

The Transportation Asset Management Plan (TAMP) outlines the process for effectively operating, maintaining, and improving physical transportation assets within Florida. The plan also provides detailed information, such as the department's assets, asset management strategies, and long-term expenditure forecasts to inform decision-making at both the State and Local levels.

Congestion Management Plan (CMP)

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

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

The TPO completed a major update to the CMP in 2021, including policies and procedures and state of system elements. The CMP update serves two purposes: to meet state statutes and help with prioritizing project needs, and to also meet federal requirements if the TPO becomes a Transportation Management Area (TMA) as a result of the 2020 Census. A TPO is considered a TMA when their urbanized area population exceeds 200,000. Completing an update to the CMP will keep the TPO in compliance with both state statute and federal requirements. (<https://ocalamariontpo.org/congestion-management-process-cmp>)

Transit Development Plan (TDP)

The Transit Development Plan (TDP) represents the vision for public transportation in Marion County for a 10-year horizon. A TDP is updated by SunTran every five years to ensure transit services offered meet the mobility needs of local communities. Specifically, the TDP details SunTran’s transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies in Marion County. SunTran is completing a major TDP update in 2022.

TIP Revisions

Revisions to the TIP may be required following approval of the document by the TPO Board and State and Federal agencies. Revisions to the TIP are required when projects are changed, added or deleted. TIP Amendments require TPO Board action and opportunity for public comment. TIP modifications to not require TPO Board action or public comment (23 C.F.R. 450.104). As summarized in the FDOT MPO Management Handbook, there are four types of TIP revisions.

TIP Modification

A TIP modification includes minor changes such as to project phase costs, funding sources and project initiation dates. TIP Modifications are less than 20 percent and \$2 million.

TIP Amendment

A TIP amendment involves major changes to project such as a deletion, addition, project cost increase (over 20 percent and \$2 million), design concept or project scope.

Roll Forward Amendment

Projects programmed in the prior TIP that were not authorized by the end of the state fiscal year (June 30) may be authorized between July 1 and September 30, and included in an annual Roll-Forward TIP report to be amended in the new TIP. The Roll Forward amendment process must occur prior to the start of the federal fiscal year, which is October 1. The TPO Board adopts Roll Forward TIP Amendment each year.

Administrative TIP Amendment

Projects that are added to year one of the FDOT Tentative Work Program will not be recognized by FHWA until their fiscal year on October 1. Administrative amendments are permitted between the state fiscal year period of July 1 to September 30 to fill the gap until the federal fiscal year begins on October 1.

Transportation Disadvantaged

The Transportation Disadvantaged (TD) program is a statewide program that provides vital transportation to medical appointments, employment, educational and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline or age 60+ or <16 years old.

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

Efficient Transportation Decision Making

Efficient Transportation Decision Making (ETDM) is a process used by FDOT to incorporate environmental, physical, cultural and community resource considerations into transportation planning to inform project delivery. FDOT screens some of the projects in the TIP through the ETDM process. Public information for these projects is available at: <https://etdmpub.fl-etat.org/est>.

2. PERFORMANCE MANAGEMENT

Performance Based Planning

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

1- Safety

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

2- Infrastructure Condition

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

3- Congestion Reduction

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

4- System Reliability

To improve the efficiency of the surface transportation system

5- Freight Movement and Economic Vitality

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

6- Environmental Sustainability

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

7- Reduced Project Delivery Delays

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

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

Performance Measures and Targets

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have created highway and transit performance measures and requirements for State DOTs, TPOs/MPOs and transit operators to establish and report performance targets for each performance measure. Performance measures are quantitative criteria used to evaluate progress of the seven national goals. In order to determine the amount of progress made for each performance measure, the aforementioned agencies and organizations must establish baseline data and performance targets; benchmarks used to determine whether transportation investments make progress in achieving national goals and performance measures.

Once each State DOT develops its own performance targets for each performance measure, TPOs/MPOs are provided the option to either adopt state and/or transit agency targets, or develop their own targets. **Appendix D** provides Transportation Performance Management Fact Sheets published by FDOT in April 2022.



Safety



Pavement and Bridge Condition



System Performance



Transit Asset Management and Transit Safety



Safety

In March 2016, the FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management (Safety PM) Measures Final Rule (PM1), effective April 14, 2016. The Safety PM Final Rule established safety performance measures to assess serious injuries and fatalities on all public roadways and carry out the HSIP. Additionally, the Safety PM Finals Rule established a process for both State DOTs and TPOs to develop and report their safety targets and for FHWA to assess whether State DOTs have met, or are making significant progress toward meeting, their safety targets. The legislation works to improve data; foster transparency and accountability; and allow safety progress to be tracked at the national level. The HSIP annual report documents the statewide performance targets.

As outlined in the Safe System approach promoted by FHWA, the death or serious injury by any person is unacceptable. Consequently, FDOT is fully committed to Vision Zero, and has set a statewide target of “0” for all five safety performance measures. Vision Zero is discussed in greater detail in the HSIP, the Florida Highway Safety Plan, and the Florida Transportation Plan. FDOT set its safety performance targets on August 31, 2017. In addition, FDOT completed a HSIP Implementation Plan in August 2020 to outline an approach toward meeting its safety performance targets in future years. In August of each calendar year, FDOT reports the following year’s targets in the HSIP. The TPO is then required to either adopt FDOT’s targets or set their own.

On February 27, 2018, the Ocala Marion TPO Board adopted its own safety performance targets to better track progress and reflect greater accountability to the public. The TPO is also developing Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion in 2022. Integrating the adopted targets with Commitment to Zero will be a part of the planning process. By adopting its own safety performance targets, the TPO is required to update targets annually. The TPO updated its annual safety targets on February 22, 2022. Figure 2 displays the safety performance targets in 2022 and 2021 from FDOT and the TPO.

The Ocala Marion TPO is committed to improving safety for all roadway users, which is demonstrated through planning and programming activities. The TIP includes specific investment priorities by using a project-prioritization and project-selection process that is based on the anticipated effect of reducing both fatal and serious injury crashes. The TPO also collects and analyzes crash data and trends, which are addressed in the Commitment to Zero planning project. Additionally, the TPO participates in the Marion County Community Traffic Safety Team (CTST).

Safety Performance Measures	FDOT Targets (2022)	TPO Targets (not to exceed) (2022)	TPO Targets (not to exceed) (2021)	TPO Target Results (2021)
Number of Fatalities	0	98	97	91
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	2.08	1.96	1.98
Number of Serious Injuries	0	378	432	263
Rate of Serious Injuries per 100 Million VMT	0	8.01	8.74	5.71
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	57	61	50

Figure 2: Safety Performance Measure Targets and Results



Pavement and Bridge Condition

In January 2017, the FHWA published the Pavement and Bridge Condition Performance Measures Final Rule (PM2). The second FHWA performance measure rule established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). A map of the NHS in Marion County can be found in **Appendix C**.

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. FHWA established five pavement condition metrics: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

FDOT established its statewide targets for bridge and pavement condition on May 18, 2018. The Ocala Marion TPO and all MPO/TPO's in Florida agreed to support the FDOT statewide targets on in 2018. The two-year and four-year targets represent bridge and pavement conditions at the end of both target years, and are displayed in Figure 3.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor

condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

Pavement and Bridge Condition Performance Measures	FDOT/TPO Target (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2021)
Pavement Measures			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	66.4%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	37.8%
Percent of non-Interstate NHS pavements in poor condition	≤ 5%	≤ 5%	0%
Bridge Deck Area Measures			
Percent of NHS bridges by deck area in good condition	≥ 50%	≥ 50%	59.1%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

Figure 3: Performance Measure Targets and Results – Pavement and Bridge Condition



System Performance

In January 2017, FHWA published the System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) Performance Measures Final Rule (PM3). The third and final Performance Measures Rule, established six measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person- miles traveled on the Interstate and non-Interstate NHS that are reliable.

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

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

FDOT established its statewide targets for system performance on May 18, 2018. The Ocala Marion TPO and all MPO/TPO's in Florida agreed to support the FDOT statewide targets in October 2018. Figure 4 displays the most current System Performance measure targets and results.

System Performance Measures	FDOT/TPO Target (2-Year)	FDOT/TPO Target (4-Year)	TPO Target Results (2020)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥ 75%	≥ 70 %	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	≥ 50 %	97%
Truck Travel Time Reliability (TTTR)	1.75	2.00	1.13

Figure 4: Performance Measure Targets and Results - System Performance



Transit Asset Management and Safety

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

On July 1, 2019, SunTran, the public transit agency that operates primarily in the city of Ocala and in parts of unincorporated Marion County, moved from the oversight by the TPO to the City of Ocala. The SunTran system includes seven fixed bus routes contracted through a third-party company. As the administrative body to SunTran, the City of Ocala is responsible for setting performance targets for Transit Asset Management. In July 2019, the City of Ocala set the transit asset targets in Figure 5, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the transit asset targets. SunTran coordinates with FDOT on reporting targets to FTA through the National Transit Database (NTD). SunTran also coordinates with the TPO on a continuous basis and participates as a member of the Technical Advisory Committee (TAC).

Figure 5 displays the percentage of SunTran’s assets that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2019 and their performance targets for the next four years. FTA defines ULBs as “... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.” The performance targets assume the assets are replaced as they reach their ULB.

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

Figure 5: Performance Measure Targets and Results - Transit Asset Management

On July 19, 2018, the FTA published the Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d). The effective date of the regulation was July 19, 2019, but was extended to December 31, 2020 due to the global pandemic. The PTASP regulation implements a risk-based Safety Management System approach and requires all recipients and sub-recipients of federal transit financial assistance to establish and certify an Agency Safety Plan and corresponding safety performance targets. MPO/TPO's then have 180 days from the adoption of the PTASP targets set by the public transit agency (SunTran) to adopt or develop their own independent targets.

On December 1, 2020, SunTran submitted their PTASP and corresponding safety targets to the TPO, as adopted by City of Ocala City Council on November 30, 2020. On April 27, 2021, the TPO Board adopted the SunTran PTASP safety targets. Figure 6 displays the adopted SunTran PTASP targets.

SunTran Safety Performance Targets Performance Targets based on collected data from the previous three years							
Mode of Transit Service	Fatalities Total	Fatalities (per 100k vehicle revenue miles) VRM)	Injuries Total	Injuries (per 100k vehicle revenue miles VRM)	Safety Events Total	Safety Events (per 100k vehicle revenue miles VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	1	.20	5	1.03	7,492
ADA Paratransit	0	0	0	0	0	0	0

Figure 6: Performance Measure Targets and Results - Transit Safety Targets

3. FINANCIAL PLAN

The TIP shall include a financial element that demonstrates how the approved projects can be implemented, indicates the sources of funding that are reasonably expected to be made available, and recommends any additional financing strategies for needed projects and programs (23 CFR 350.326).

The FY 2023 to 2027 is financially constrained for each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran and Marion Transit. A summary of funding categories, distribution of funding by category and funding sources are summarized in Figures 7 to 9.

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

Acronym	Funding Category	Funding Source
ACFP	Advanced Construction Freight Program	Federal
ACNP	Advanced Construction NHPP	Federal
ACNR	Advance Construction National Highway Resurfacing	Federal
ACSA	Advanced Construction (SA)	Federal
ACSL	Advanced Construction (SL)	Federal
ACSN	Advanced Construction (SN)	Federal
ACSS	Advanced Construction (SS)	Federal
BRRP	Bridge Repair/Rehabilitation	State
CIGP	County Incentive Grant Program	State
D	Unrestricted State Primary	State
DDR	District Dedicated Revenue	State
DIH	District In-House	State
DPTO	Public Transportation Office, State	State
DRA	Rest Areas	State
DS	State Primary Highways & Public Transportation Office	State
DU	State Primary, Federal Reimbursement Funds	Federal
DWS	Weigh Stations	State
FAA	Federal Aviation Administration	Federal
FCO	Fixed Capital Outlay	State
FTA	Federal Transit Administration	Federal
GFSN	General Funding	Federal
LF	Local Funds	Local
NHPP	National Highway Performance Program	Federal
NHRE	National Highway Resurfacing Set-Aside NHPP Funding	Federal
PL	Metropolitan Planning	Federal
RHH	Rail Highway Safety	Federal
SA	Surface Transportation Program, Any Area	Federal
SL	Surface Transportation Program, Population <=200K	Federal
SN	Surface Transportation Program, Population <=5K	Federal
TALL	Transportation Alternative Program, Population <=200K	Federal
TALN	Transportation Alternative Program, Population <=5K	Federal
TALT	Transportation Alternative Program, Any Area	Federal
TRIP	Transportation Regional Incentive Program	State
TRWR	Wheels on the Road, TRIP	State

Figure 7: List of Funding Categories and Associated Funding Sources

Funding Category	2023	2024	2025	2026	2027	Total
ACFP	\$0	\$47,520	\$0	\$0	\$0	\$47,520
ACNP	\$1,439,000	\$0	\$15,977,866	\$0	\$0	\$17,416,866
ACNR	\$8,852,307	\$0	\$9,576,547	\$0	\$0	\$18,428,854
ACSS	\$1,664,142	\$65,228	\$0	\$0	\$0	\$1,729,370
BRRP	\$387,195	\$0	\$0	\$0	\$0	\$387,195
CIGP	\$4,695,763	\$0	\$7,995,735	\$0	\$0	\$12,691,498
D	\$6,667,809	\$5,555,789	\$5,419,026	\$5,432,657	\$5,502,186	\$28,577,467
DDR	\$24,426,574	\$9,313,066	\$17,559,946	\$3,586,244	\$823,080	\$55,708,910
DIH	\$159,619	\$26,400	\$41,720	\$27,975	\$0	\$255,714
DPTO	\$733,602	\$755,610	\$1,740,682	\$801,626	\$825,675	\$4,857,195
DRA	\$27,434,141	\$0	\$0	\$0	\$0	\$27,434,141
DS	\$7,175,176	\$0	\$400,424	\$0	\$0	\$7,575,600
DU	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
DWS	\$0	\$0	\$0	\$532,902	\$0	\$532,902
FAA	\$0	\$0	\$2,250,000	\$5,850,000	\$0	\$8,100,000
FCO	\$5,615,100	\$0	\$0	\$0	\$0	\$5,615,100
FTA	\$2,467,181	\$2,541,196	\$2,617,431	\$2,617,431	\$2,617,431	\$12,860,670
LF	\$6,939,452	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$26,223,803
PL	\$723,984	\$669,715	\$676,473	\$683,366	\$683,366	\$3,436,904
SL	\$6,416,235	\$2,647,750	\$9,213,782	\$460,700	\$4,452,800	\$23,191,267
SN	\$179,725	\$1,069,388	\$3,005,068	\$561,853	\$0	\$4,816,034
TALL	\$0	\$11,289	\$253,001	\$622,203	\$0	\$886,493
TALN	\$0	\$166,133	\$0	\$0	\$0	\$166,133
TALT	\$0	\$1,610,141	\$0	\$513,244	\$0	\$2,123,385
TRIP	\$0	\$0	\$5,703,448	\$0	\$0	\$5,703,448
TRWR	\$0	\$0	\$3,418,567	\$0	\$0	\$3,418,567
Total:	\$116,925,211	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$286,940,065

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

Funding Source	2023	2024	2025	2026	2027	Total
Federal	\$32,690,780	\$9,738,209	\$44,507,944	\$12,274,056	\$8,747,536	\$107,958,525
State	\$77,294,979	\$15,650,865	\$42,279,548	\$10,381,404	\$7,150,941	\$152,757,737
Local	\$6,939,452	\$2,892,498	\$11,166,558	\$2,551,283	\$2,674,012	\$26,223,803
Total	\$116,925,211	\$28,281,572	\$97,954,050	\$25,206,743	\$18,572,489	\$286,940,065

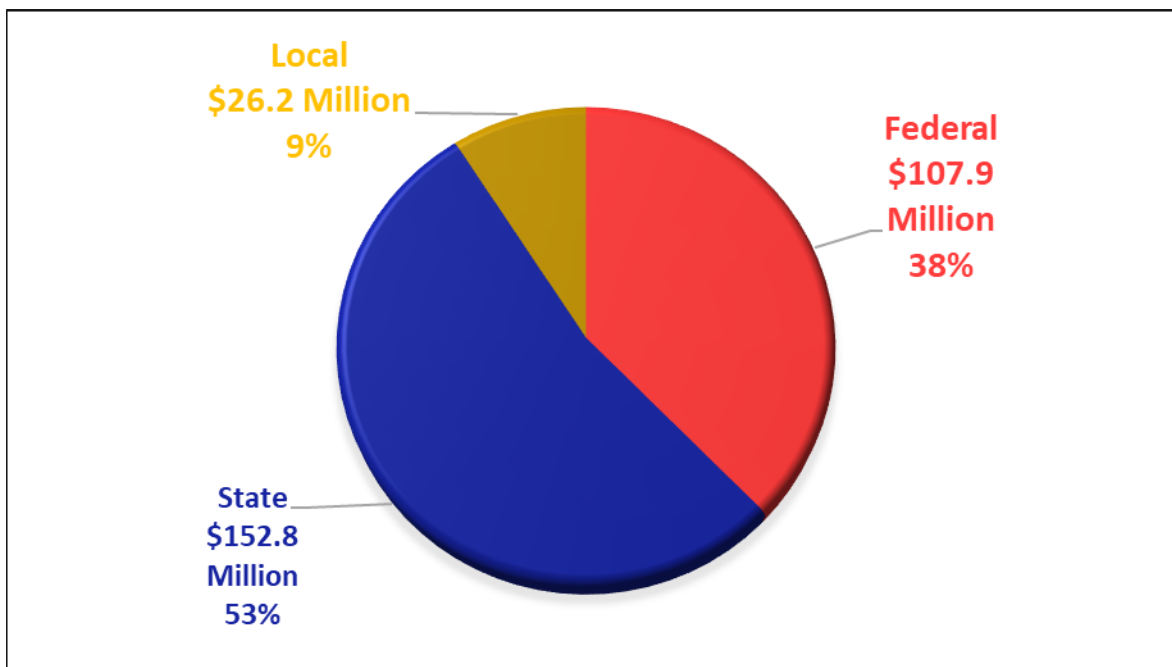


Figure 9: 5-Year Funding Summary by Source

4. PROJECT PRIORITIZATION PROCESS

Overview

The project prioritization process of the TPO is undertaken during the development of the LRTP and annual List of Priority Projects (LOPP). During the development of the LRTP, once the identified projects have been determined as “needs”, TPO committees, TPO staff and the TPO Board prioritizes the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The result is the ‘Cost Feasible Plan’ of the LRTP, which then becomes a prioritized project list. This list becomes part of the TPO’s annual List of Priority Projects (LOPP) process. On an annual basis, a revised LOPP is developed collaboratively by the TPO with local partners, committee input and TPO Board approval. The LOPP is submitted to FDOT annually for projects to be considered in the next Tentative Work Program for funding. FDOT will decide which projects from the LOPP can be reasonably funded with the cost/funding projections. The LOPP is a process undertaken to identify the highest priority projects in Marion County to receive consideration for federal and state funding. For further information about the LOPP process, please access the TPO website at: <https://ocalamariontpo.org/priority-project-list>.

Methodology

In 2022, the TPO modified its annual LOPP prioritization process. The revised process continues to place an emphasis on prioritizing projects based on criteria score. This includes an emphasis on projects closest to receiving construction funding; meet federal performance measures; are multimodal; improve safety and resilience; programmed funding; and/or include local funding and partnerships. A strategic refinement methodology is also applied to include necessary adjustments to address partner feedback. Overall, this approach involves collaboration with the cities of Belleview, Dunnellon, Ocala, Marion County and FDOT to develop an annual LOPP. The end-results of the process are a set of nine project lists, including an overall Highest Priority Project List.

The TPO’s project prioritization process is consistent with state statute (F.S. 339.1758b), federal law (23 C.F.R 450.332b), the 2045 LRTP, and with local aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO planning area, to the maximum extent feasible [339.175(8)(c)(7), F.S.].

Project Ranking

The priority projects ranking criteria is tied directly to the adopted 2045 LRTP Goals and Objectives, federally required performance measures and local priorities. The goals from the

2045 LRTP that are used in this prioritization and selection process include:

- Optimization and Preserve Existing Infrastructure
- Focus on Improving Safety and Security of the Transportation System
- Provide Efficient Transportation that Promotes Economic Development
- Promote Travel Choices that are Multimodal and Accessible
- Protect Natural Resources and Create Quality Places
- Ensure the Transportation System Meets the Needs of the Community.

The ranking criteria are grouped into the following ten categories and are summarized as follows:

1. **Prior Year Rank:** An emphasis on prior project ranking to help support program stability and advancement toward implementation.
2. **Project Cycle:** The status of projects in their development phase with an emphasis on the most weight given to projects that are ready for construction.
3. **Local Funding Commitment:** Projects receive points for including a local match commitment.
4. **Regional Connectivity and Partnerships:** Projects that involve a formal partnership between two or more jurisdictions and coordination between two or more jurisdictions.
5. **Safety:** Points given for being located on a roadway segment with a five-year history of serious injury and fatality crashes. Additional points for projects located on the Commitment to Zero High Injury Network.
6. **Congestion Management:** Points given for being located on the most up to date Congestion Management Plan Congested Corridors.
7. **Multimodal:** A sidewalk, trail and/or bicycle facility are given points and also receive additional points for connecting to existing multimodal facilities in Marion County.
8. **Transportation Resilience:** Points given for being located on an existing Florida Evacuation Route or connection to an Evacuation Route.
9. **Economic Development and Logistics:** Points given for connecting to or serving employment growth areas of Marion County, along with connecting to or being located on a facility that supports freight activity centers.
10. **Equity:** Projects that are located in one of three disadvantaged areas of Marion County as identified and mapped in the 2045 LRTP.

A complete summary of the LOPP ranking and scoring methodology and most up to date project lists are available on the TPO website.

The **2022 List of Priority Projects (LOPP), Top Priorities** is provided in Figure 10 on the next page. The remaining lists may be found on the TPO's website.

Figure 10: 2022 List of Priority Projects (LOPP), Top Priorities

[To be included upon Board approval]

5. PROJECTS

Overview

The FY 2023 to 2027 TIP projects are grouped into seven categories. All projects are also summarized in individual project pages by category to support a more accessible and user-friendly format for the citizens of Marion County. Figure 11 provides a breakdown of the projects by category and total funding.

Appendix H contains a summary of changes to major regional transportation projects from the previous Fiscal Years 2022 to 2026 TIP. **Appendix J** contains a companion “snapshot” listing of the TIP projects as submitted to the TPO by FDOT in April 2022.

Seven TIP Project Categories:

- **Interstate:** I-75
- **U.S. Routes:** US 27, US 41, US 301, US 441
- **State and Local Routes:** City and County Roads, State Roads (e.g., SR 200)
- **Bicycle and Pedestrian:** Park Trails, Sidewalks and Trails on City, County and State Roads
- **Aviation (Airport):** Ocala International Airport, Marion County Airport
- **Transit, Funding and Grants:** Marion Transit, SunTran, TPO, Others
- **ITS and Maintenance:** Operations, Aesthetics, Asset Management (repaving, rehabilitation, shoulders, bridges, lighting), ongoing Maintenance

	Interstate (I-75)	U.S. Routes	State and Local Routes	Bicycle and Pedestrian	Aviation (Airport)	Transit, Funding and Grants	ITS and Maintenance
Number	5	8	16	5	9	6	11
Funding	\$90,682,909	\$31,783,730	\$67,529,131	\$9,960,897	\$17,875,000	\$34,915,831	\$34,192,567

Figure 11: 5-Year Summary of Project Categories by Total Funding

Figure 12 provides a summary chart of the acronyms used for various project phases/activities and the terms associated with the projects displayed in the TIP summary pages. This chart may be used as a reference when reviewing the project summary pages in this section.

Acronym	Project Phase and Information
ADM	Administration
CST	Construction (includes Construction, Engineering and Inspection)
CAP	Capital Grant
CEI	Construction, Engineering and Inspection
DES	Design
ENG	Engineering
ENV CON	Environmental/Conservation
FM	FDOT Financial Management Number
INC	Construction Incentive/Bonus
MNT	Maintenance
MSC	Miscellaneous Construction
OPS	Operations
PD&E	Project Development and Environment Study
PE	Preliminary Engineering
PLEMO	Planning and Environmental Offices Study
PLN	In House Planning
PST DES	Post Design
R/R CST	Railroad Construction
RELOC	Relocation
ROW	Right-of-Way Support & Acquisition
RRU	Railroad and Utilities
RT MNT	Routine Maintenance
SEG	Project Segment Number
UTIL	Utilities Construction

Figure 12: Project Phase/Activity and Information Acronym List

TIP Online Interactive Map

The FY 2023 to 2027 TIP online map provides specific project locations and general information including funding and total project cost. Projects without a specific location (e.g. TPO grants, Marion Transit, SunTran grants) are not included in the interactive map. The map may be accessed through the TPO website or directly at the following link:

<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=81b909295c9447d7adf4b38bc232adcf>

Performance Management and TIP Projects

The following provides a summary of the projects and SunTran transit program funding in the TIP that support meeting federally required performance measures specifically on the NHS and local transit system, including: safety; bridge and pavement condition; system performance; and transit asset management and safety. Safety projects include the entire federal aid transportation system. In some cases, a project may support meeting more than one federal performance measure.

Safety (PM1) (10 projects)

FM Number	Project	Limits	TIP Funding
4348441	CR 482 at 182nd Avenue (1)	at 182nd Avenue	\$350,000
4348442	CR 482 at 182nd Avenue (2)	at 182nd Avenue	\$67,980
4493171	CR 484 at SW 135th Street	at SW 135th Street	\$458,310
4492771	CR 484 at Marion Oaks Blvd	at Marion Oaks Boulevard	\$536,625
4494431	NE 8th Avenue	SR 40 to SR 492	\$4,452,800
4492611	SW 60th Avenue	SW 54th Street to SECO Energy Driveway	\$247,061
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,277,299
4336511	CR 484 (at I-75)	Southwest 20th Avenue to CR 475A	\$47,520
4375962	SR 40/Silver Springs Boulevard	NW 27th Avenue to SW 7th Avenue	\$909,279
4392382	SR 25/U.S. 441/301	SR 25 to SR 200/SW 10th Street	\$2,975,178
Total:			\$13,322,052

Pavement and Bridge Condition (PM2) (7 projects)

FM Number	Project	Limits	TIP Funding
4483761	SR 93 (I-75)	SR 200 to N. of U.S. 27	\$17,416,866
4486351	SR 25 (U.S. 441)	CR 25A to Avenue I	\$7,571,976
4452181	SR 25 (U.S. 441)	Avenue I to Alachua County Line	\$7,095,081
4485261	SR 45 (U.S. 41)	N/O Citrus County Line to SW 110th	\$4,937,992
4452121	SR 200 (U.S. 301)	South of NE 175th to Alachua County	\$4,729,689
4453021	SR 35/U.S. 301	North of CR 42 to North of SE 144th Place	\$3,054,497
4452171	SR 326	NW 12th Avenue to SR 40	\$11,875,930
Total:			\$56,682,031

System Performance (PM3) (6 projects)

FM Number	Project	Limits	TIP Funding
4352091	I-75 (SR 93) at NW 49th Street	NW 49th Street to end of NW 35th Street	\$42,379,864
4336601	U.S. 441	at SR 464 (SE 17th Street)	\$3,277,299
4336611	U.S. 441	SR 40 to SR 40A (SW Broadway)	\$17,767
4336511	CR 484 (at I-75)	Southwest 20th Avenue to CR 475A	\$47,520
4336521	SR 40 Intersections	at SW 40th Avenue, at SW 27th Avenue	\$1,398,654
4456881	U.S. 27/U.S. 441/Abshiver	at County Road 42	\$1,099,429
Total:			\$48,220,533

Transit Asset Management (TAM) and Transit Safety

FM Number	Grant	TIP Funding
4271882	Small Urban Capital Fixed Route	\$16,075,958
4424551	Block Grant Operating Assistance	\$7,790,583
Total:		\$23,866,541

TIP Project Summary Pages

Summary pages are provided in the following pages for all programmed projects and are organized by the seven project categories.

Summary Page Definitions

Project: Includes the project name, project limits and location.

Project Type: Identifies the type of project improvement(s).

FM Number: References the financial management number in FDOT's project tracking system.

Lead Agency: Identifies the agency with project management oversight.

LRTP (Page #): References how the project reflects the 2045 LRTP goals and planning consistency.

SIS: Denotes if a project is on the state's Strategic Intermodal System (SIS) network.

Description: Summarizes the project and highlights major improvements to be implemented.

Prior <Year: Identifies the amount of funding programmed in years prior to the current five-year TIP period.

Future >Year: Identifies the amount of funding programmed in years beyond the current five-year TIP period.

Total Project Cost: Lists the total project cost programmed for the project, including prior year, current five-year and future year funding.

Phase: Identifies the stage in project development for which funding is programmed.

Fund Category: Identifies the type of funding programmed by phase for the project.

Funding Source: Identifies the source of funding by phase for the project (Federal, State and/or Local).

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

Interstate 75 (I-75) Projects



Project: I-75 (SR 93) at NW 49th Street from end of NW 49th Street to end of NW 35th Street

Project Type: Interchange

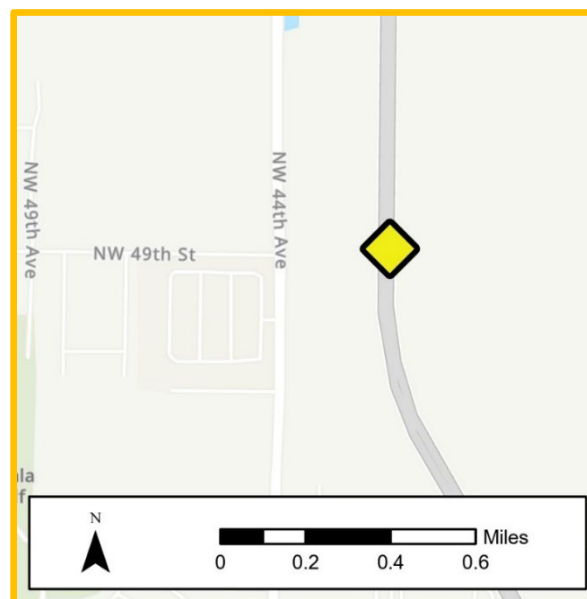
FM Number: 4352091

Lead Agency: FDOT

Length: 0.1 miles

LRTP (Page #): Goal 1, Objective 1.2 (14); Goal 2, Objective 2.1, 2.2, 2.3 (14); Goal 3, Objective 3.2 (14)

SIS Project

**Description:**

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic and regional economic development. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue.

Prior <2023:

\$18,087,376

Future >2027:

\$0

Total Project Cost:

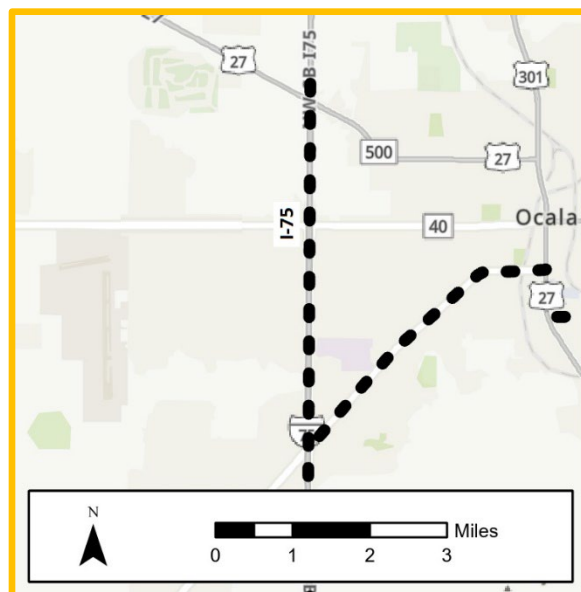
\$60,467,240

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	CIGP	State	\$0	\$0	\$7,995,735	\$0	\$0	\$7,995,735
CST	DDR	State	\$0	\$0	\$5,046,899	\$0	\$0	\$5,046,899
CST	LF	Local	\$0	\$0	\$7,995,735	\$0	\$0	\$7,995,735
CST	SA	Federal	\$0	\$0	\$630	\$0	\$0	\$630
CST	SL	Federal	\$0	\$0	\$9,213,782	\$0	\$0	\$9,213,782
CST	SN	Federal	\$0	\$0	\$3,005,068	\$0	\$0	\$3,005,068
CST	TRIP	State	\$0	\$0	\$5,703,448	\$0	\$0	\$5,703,448
CST	TRWR	State	\$0	\$0	\$3,418,567	\$0	\$0	\$3,418,567
Total:			\$0	\$0	\$42,379,864	\$0	\$0	\$42,379,864

Project: SR 93 (I-75) from SR 200 to North of SR 500 (U.S. 27)

Project Type: Resurfacing
 FM Number: 4483761
 Lead Agency: FDOT
 Length: 4.47 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

SIS Project

**Description:**

Resurfacing of I-75 from SR 200 to north of the U.S. 27 interchange.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$17,416,866

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	ACNP	Federal	\$1,439,000	\$0	\$0	\$0	\$0	\$1,439,000
CST	ACNP	Federal	\$0	\$0	\$15,977,866	\$0	\$0	\$15,977,866
Total:			\$1,439,000	\$0	\$15,977,866	\$0	\$0	\$17,416,866

Project: I-75 Marion County Rest Areas Landscaping

Project Type: Landscaping
 FM Number: 4378261
 Lead Agency: FDOT
 Length: 0.5 miles
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

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

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$411,284

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$0	\$0	\$10,860	\$0	\$0	\$10,860
CST	DS	State	\$0	\$0	\$400,424	\$0	\$0	\$400,424
Total:			\$0	\$0	\$411,284	\$0	\$0	\$411,284

Project: I-75 (SR 93) Rest Area Marion County from North of CR 484 to South of SR 200

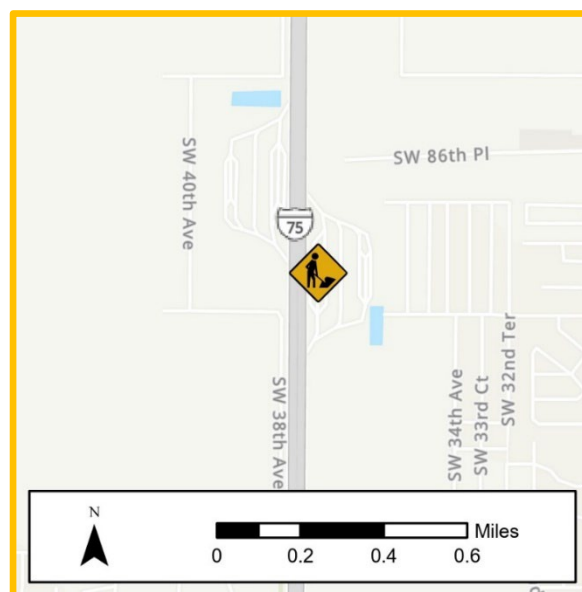
Project Type: Rest Area Maintenance

FM Number: 4385621

Lead Agency: FDOT

Length: 0.5 miles

LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)



SIS Project

Description:

Complete reconstruction of all facilities for the northbound rest area on I-75. This includes a reconstructed rest area building, picnic shelters, maintenance facility and increases in parking capacity.

Prior <2023:

\$3,364,206

Future >2027:

\$0

Total Project Cost:

\$33,306,199

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$2,456,502	\$0	\$0	\$0	\$0	\$2,456,502
CST	DIH	State	\$51,350	\$0	\$0	\$0	\$0	\$51,350
CST	DRA	State	\$27,434,141	\$0	\$0	\$0	\$0	\$27,434,141
Total:			\$29,941,993	\$0	\$0	\$0	\$0	\$29,941,993

Project: I-75 Wildwood Weigh Station Inspection Barn Upgrades

Project Type: Weigh Station
 FM Number: 4478611
 Lead Agency: FDOT
 Length: 1.13
 LRTP (Page #): Goal 6: Objective 6.2 (15)



SIS Project

Description:

Inspection of barn upgrades at weigh-in-motion facility.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$532,902

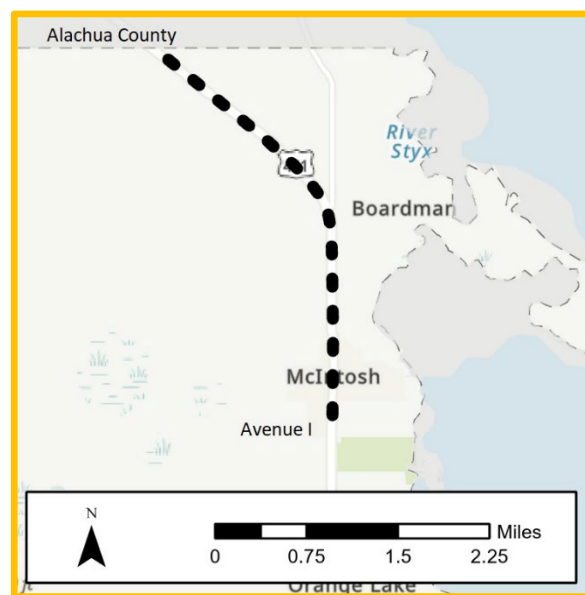
Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DWS	State	\$0	\$0	\$0	\$532,902	\$0	\$532,902
Total:			\$0	\$0	\$0	\$532,902	\$0	\$532,902

U.S. Route (U.S.) Projects



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

Project Type: Resurfacing
 FM Number: 4452181
 Lead Agency: FDOT
 Length: 3.15 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 441 from Avenue I in the Town of McIntosh to the Alachua County Line.

Prior <2023:

\$0

Future >2027:

\$0

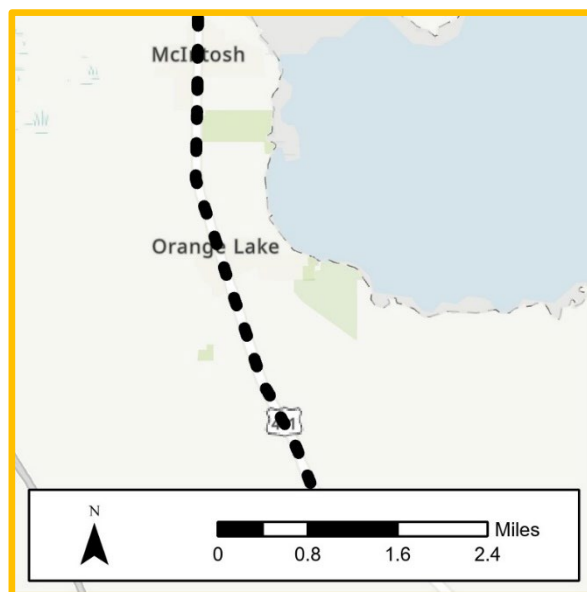
Total Project Cost:

\$7,095,081

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$917,369	\$0	\$0	\$0	\$0	\$917,369
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	DDR	State	\$0	\$0	\$6,156,852	\$0	\$0	\$6,156,852
CST	DIH	State	\$0	\$0	\$10,860	\$0	\$0	\$10,860
Total:			\$927,369	\$0	\$6,167,712	\$0	\$0	\$7,095,081

Project: SR 25 (U.S. 441) from County Road 25A to Avenue I

Project Type: Resurfacing
 FM Number: 4486351
 Lead Agency: FDOT
 Length: 3.17 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 441 from County Road 25A to Avenue I in the Town of McIntosh.

Prior <2023:

\$0

Future >2027:

\$0

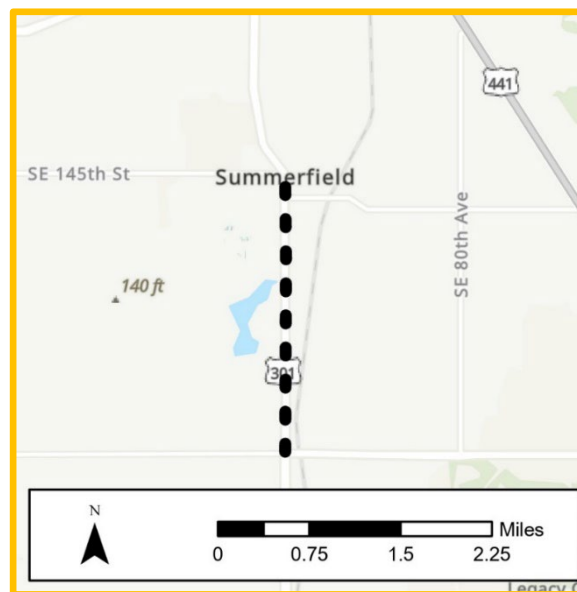
Total Project Cost:

\$7,571,976

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$1,032,000	\$0	\$0	\$0	\$0	\$1,032,000
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	ACNR	Federal	\$0	\$0	\$5,923,545	\$0	\$0	\$5,923,545
CST	DDR	State	\$0	\$0	\$596,431	\$0	\$0	\$596,431
CST	DIH	State	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$1,042,000	\$0	\$6,529,976	\$0	\$0	\$7,571,976

Project: SR 35/U.S. 301 from North of CR 42 to North of SE 144th Place Road

Project Type: Resurfacing
 FM Number: 4453021
 Lead Agency: FDOT
 Length: 2.2 miles
 LRTP (Page #): Goal 6: Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 301 in southern Marion County.

Prior <2023:

\$758,364

Future >2027:

\$0

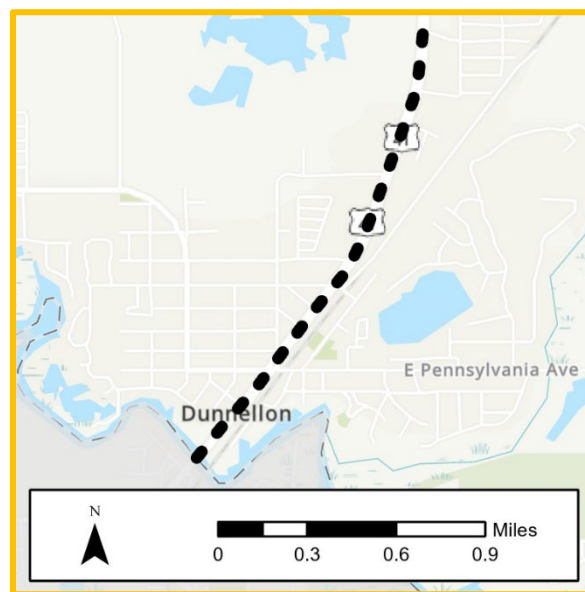
Total Project Cost:

\$3,812,861

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$3,043,937	\$0	\$0	\$0	\$3,043,937
CST	DIH	State	\$0	\$10,560	\$0	\$0	\$0	\$10,560
Total:			\$0	\$3,054,497	\$0	\$0	\$0	\$3,054,497

Project: SR 45 (U.S. 41)/Williams Street from North of Citrus County Line to SW 110th Street

Project Type: Resurfacing
 FM Number: 4485261
 Lead Agency: FDOT
 Length: 1.41 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 41 from north of the Citrus County Line to SW 110th Street in the City of Dunnellon.

Prior <2023:

\$0

Future >2027:

\$0

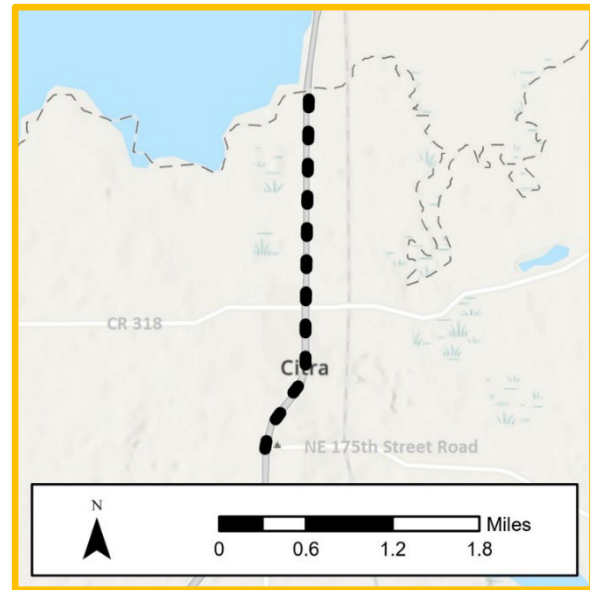
Total Project Cost:

\$4,937,992

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	DDR	State	\$878,000	\$0	\$0	\$0	\$0	\$878,000
PE	DIH	State	\$10,000	\$0	\$0	\$0	\$0	\$10,000
CST	ACNR	Federal	\$0	\$0	\$3,653,002	\$0	\$0	\$3,653,002
CST	DDR	State	\$0	\$0	\$386,990	\$0	\$0	\$386,990
CST	DIH	State	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Total:			\$888,000	\$0	\$4,049,992	\$0	\$0	\$4,937,992

Project: SR 200 (U.S. 301) from South of NE 175th Street to the Alachua County Line

Project Type: Resurfacing
 FM Number: 4452121
 Lead Agency: FDOT
 Length: 2.4 miles
 LRTP (Page #): Goal 6: Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of U.S. 301 in northern Marion County.

Prior <2023:

\$954,950

Future >2027:

\$0

Total Project Cost:

\$5,684,639

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$4,719,129	\$0	\$0	\$0	\$4,719,129
CST	DIH	State	\$0	\$10,560	\$0	\$0	\$0	\$10,560
Total:			\$0	\$4,729,689	\$0	\$0	\$0	\$4,729,689

Project: U.S. 27/U.S. 441/Abshiver Boulevard at CR 42

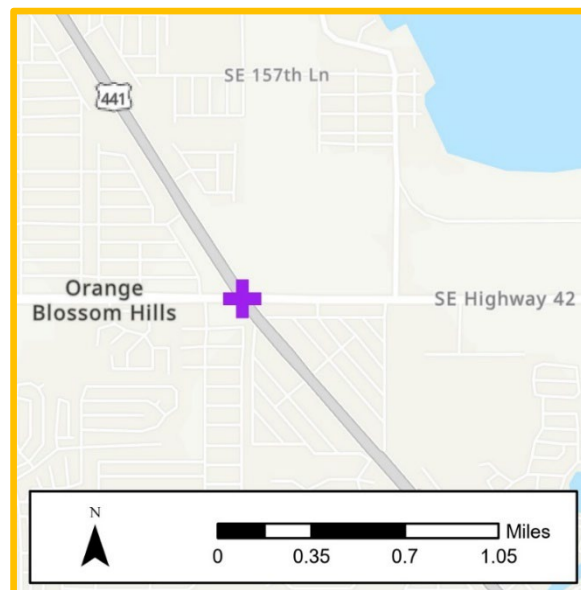
Project Type: Intersection

FM Number: 4456881

Lead Agency: FDOT

Length: 0.1 miles

LRTP (Page #): Goal 3, Objective 3.2 (14); Goal 6: Objectives 6.5 (15)

**Description:**

Traffic signals and operational improvements at the intersection.

Prior <2023:

\$241,913

Future >2027:

\$0

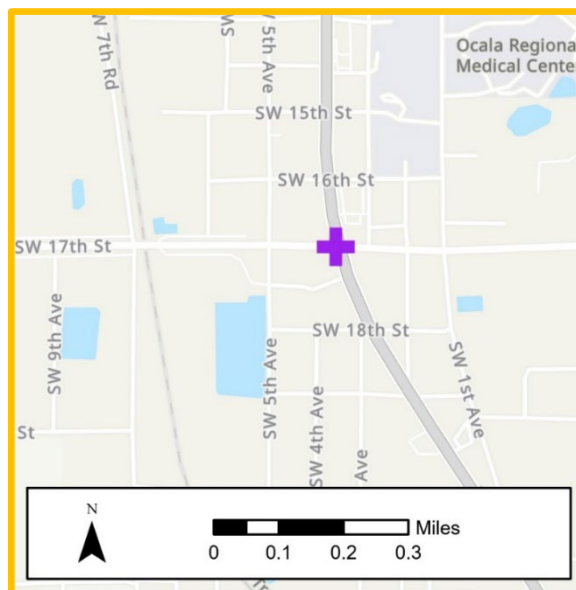
Total Project Cost:

\$1,341,342

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$1,094,294	\$0	\$0	\$0	\$0	\$1,094,294
CST	DIH	State	\$5,135	\$0	\$0	\$0	\$0	\$5,135
Total:			\$1,099,429	\$0	\$0	\$0	\$0	\$1,099,429

Project: U.S. 441 at SR 464

Project Type: Intersection/Turn Lane
 FM Number: 4336601
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (Page #): Goal 3, Objective 3.2 (14); Goal 6: Objectives 6.1, 6.5 (15)

**Description:**

Traffic operational improvements at the Pine Avenue/SE 17th Street intersection, including the addition of a northbound left turn lane and a modified right turn lane.

Prior <2023:

\$1,506,337

Future >2027:

\$0

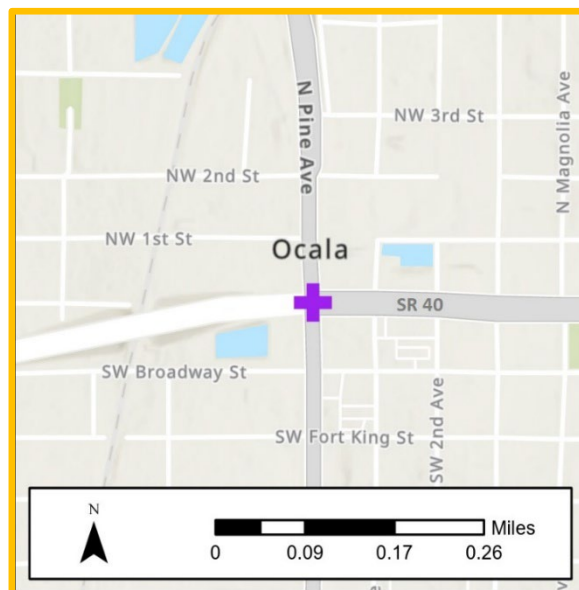
Total Project Cost:

\$4,783,636

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$0	\$0	\$3,066,244	\$23,080	\$3,089,324
PE	DDR	State	\$0	\$0	\$160,000	\$0	\$0	\$160,000
CST	DIH	State	\$0	\$0	\$0	\$27,975	\$0	\$27,975
Total:			\$0	\$0	\$160,000	\$3,094,219	\$23,080	\$3,277,299

Project: U.S. 441 from SR 40 to SR 40A (Broadway)

Project Type: Intersection/Turn Lane
 FM Number: 4336611
 Lead Agency: FDOT
 Length: 0.4 miles
 LRTP (Page #): Goal 6: Objectives 6.1, 6.5 (15)

**Description:**

Extension of the northbound left-turn queue south to Broadway Street to increase storage capacity of the intersection.

Prior <2023:

\$6,398,450

Future >2027:

\$0

Total Project Cost:

\$6,416,217

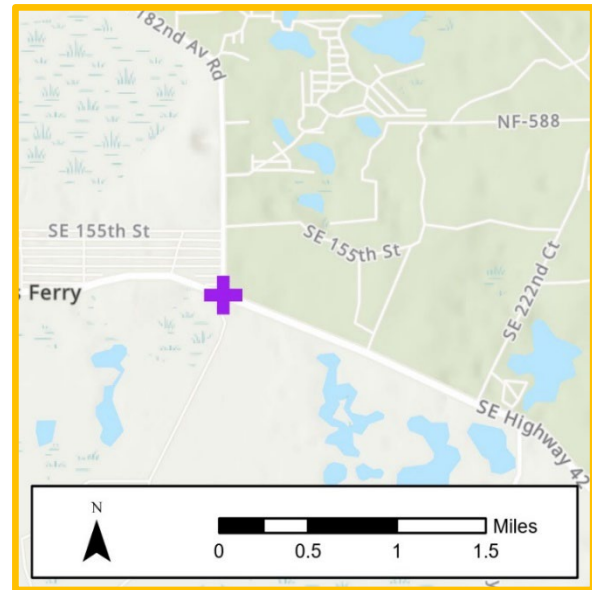
Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$17,767	\$0	\$0	\$0	\$0	\$17,767
Total:			\$17,767	\$0	\$0	\$0	\$0	\$17,767

State and Local Projects



Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
FM Number: 4348441
Lead Agency: Marion County
Length: 0.3 miles
LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objectives 6.1, 6.5 (15)



Description:

Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior <2023:

\$46,012

Future >2027:

\$0

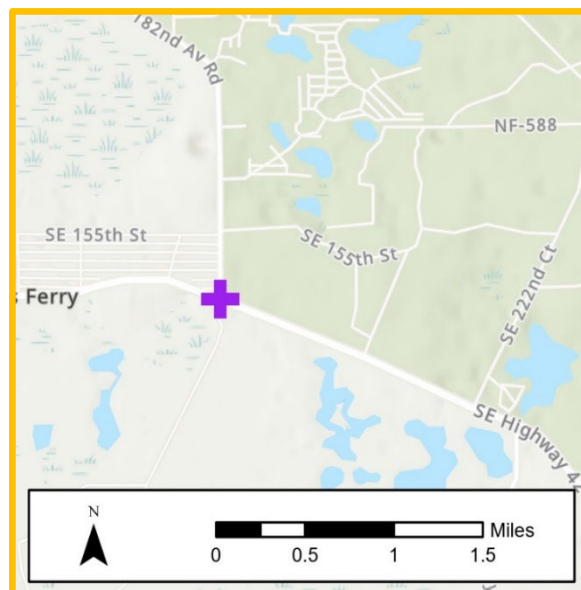
Total Project Cost:

\$396,012

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Total:			\$350,000	\$0	\$0	\$0	\$0	\$350,000

Project: CR 42 at SE 182nd Avenue Road

Project Type: Intersection/Turn Lane
 FM Number: 4348442
 Lead Agency: FDOT
 Length: 0.3 miles
 LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objectives 6.1, 6.5 (15)

**Description:**

Construction of the eastbound left turn lane on CR 42 at the intersection with 182nd Avenue Road.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$67,980

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$67,980	\$0	\$0	\$0	\$0	\$67,980
Total:			\$67,980	\$0	\$0	\$0	\$0	\$67,980

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

Project Type: Interchange/Intersection
 FM Number: 4336511
 Lead Agency: FDOT
 Length: 0.7 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 2, Objectives 2.1, 2.3 (14);
 Goal 3, Objectives 3.2, 3.4 (14);
 Goal 6, Objectives 6.1, 6.3, 6.5 (15)

SIS Project

**Description:**

Addition of turn lanes and turn lane extensions at the CR 484 interchange with I-75 and the CR 484/CR 475A intersection. Reconstruct westbound through lanes and modify the I-75 bridge to accommodate the widening. Bicycle and pedestrian facilities also part of project. Project will improve traffic flow and safety.

Prior <2023:

\$18,596,665

Future >2027:

\$0

Total Project Cost:

\$18,644,185

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACFP	Federal	\$0	\$47,520	\$0	\$0	\$0	\$47,520
Total:			\$0	\$47,520	\$0	\$0	\$0	\$47,520

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

Project Type: Interchange/Intersection
 FM Number: 4336514
 Lead Agency: FDOT
 Length: 0.7 miles
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 2, Objectives 2.1, 2.3 (14);
 Goal 3, Objectives 3.2, 3.4 (14);
 Goal 6, Objectives 6.1, 6.3, 6.5 (15)

**Description:**

Landscaping in support of project 4336511.

Prior <2023:

\$61,067

Future >2027:

\$0

Total Project Cost:

\$240,792

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

Project: CR 484 at the intersection of Marion Oaks Boulevard

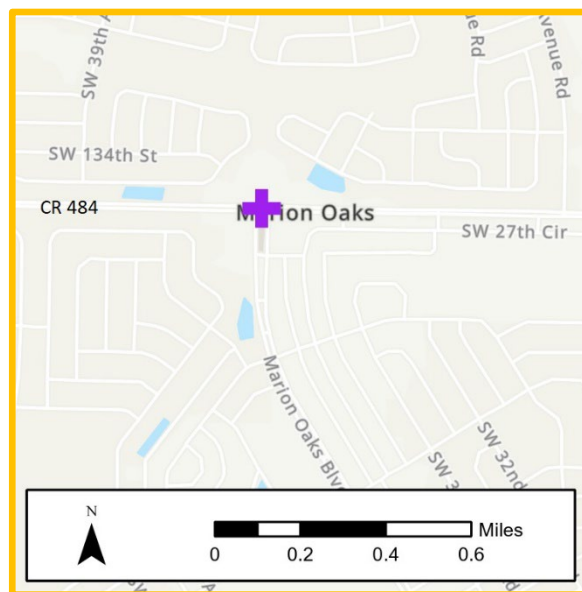
Project Type: Intersection

FM Number: 4492771

Lead Agency: Marion County

Length: 0.02 miles

LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)

**Description:**

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$536,625

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$60,795	\$0	\$0	\$0	\$0	\$60,795
CST	LF	Local	\$0	\$30,000	\$0	\$0	\$0	\$30,000
CST	SN	Federal	\$0	\$445,830	\$0	\$0	\$0	\$445,830
Total:			\$60,795	\$475,830	\$0	\$0	\$0	\$536,625

Project: CR 484 at SW 135th Street Road

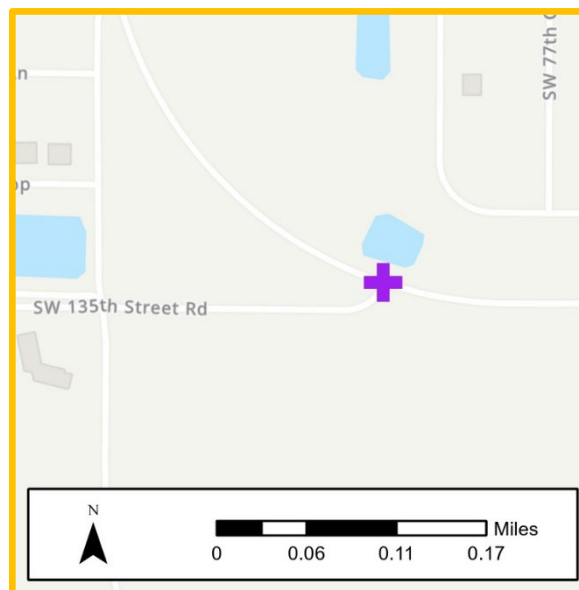
Project Type: Intersection

FM Number: 4493171

Lead Agency: Marion County

Length: 0.24 miles

LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)

**Description:**

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

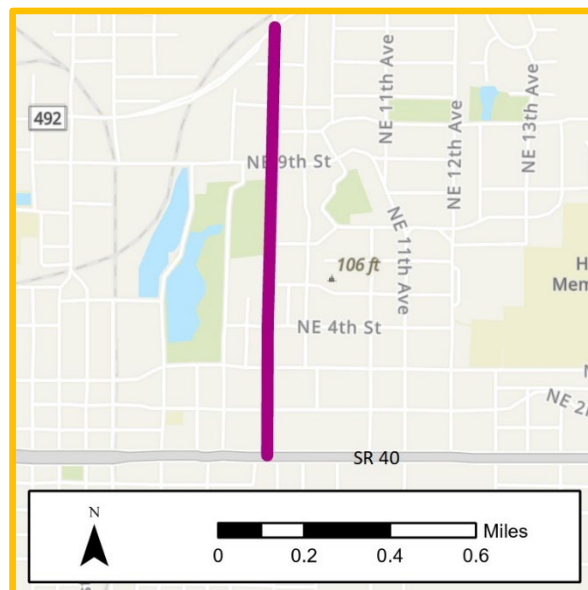
Total Project Cost:

\$458,310

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$88,705	\$0	\$0	\$0	\$0	\$88,705
CST	SN	Federal	\$0	\$369,605	\$0	\$0	\$0	\$369,605
Total:			\$88,705	\$369,605	\$0	\$0	\$0	\$458,310

Project: NE 8th Avenue from SR 40 to SR 492

Project Type: Roundabout
 FM Number: 4494431
 Lead Agency: City of Ocala
 Length: 0.9 miles
 LRTP (Page #): Goal 3, Objectives 3.2, 3.4 (14);

**Description:**

Construction of a roundabout on NE 8th Avenue in the City of Ocala.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$4,452,800

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SL	Federal	\$0	\$0	\$0	\$0	\$4,452,800	\$4,452,800
Total:			\$0	\$0	\$0	\$0	\$4,452,800	\$4,452,800

Project: Emerald Road Extension from 92nd Loop to CR 424

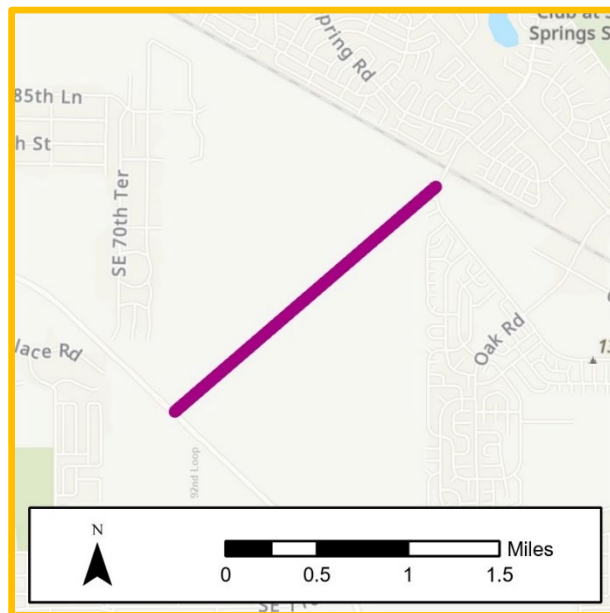
Project Type: New Road Construction

FM Number: 4503401

Lead Agency: Marion County

Length: 1.6 miles

L RTP (Page #): Goal 2, Objective 2.1; Goal 3, Objective 3.2 (14);

**Description:**

Construction of a new roadway connection between 92nd Loop and CR 424 in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,650,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
ROW	CIGP	State	\$325,000	\$0	\$0	\$0	\$0	\$325,000
ROW	LF	Local	\$325,000	\$0	\$0	\$0	\$0	\$325,000
CST	CIGP	State	\$4,370,763	\$0	\$0	\$0	\$0	\$4,370,763
CST	LF	Local	\$4,629,237	\$0	\$0	\$0	\$0	\$4,629,237
Total:			\$9,650,000	\$0	\$0	\$0	\$0	\$9,650,000

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

Project Type: Traffic Signals

FM Number: 4476031

Lead Agency: FDOT

Length: 0.2 miles

LRTP (Page #): Goal 6, Objective 6.5 (15)

**Description:**

Replacement of traffic signals.

Prior <2023:

\$525,130

Future >2027:

\$0

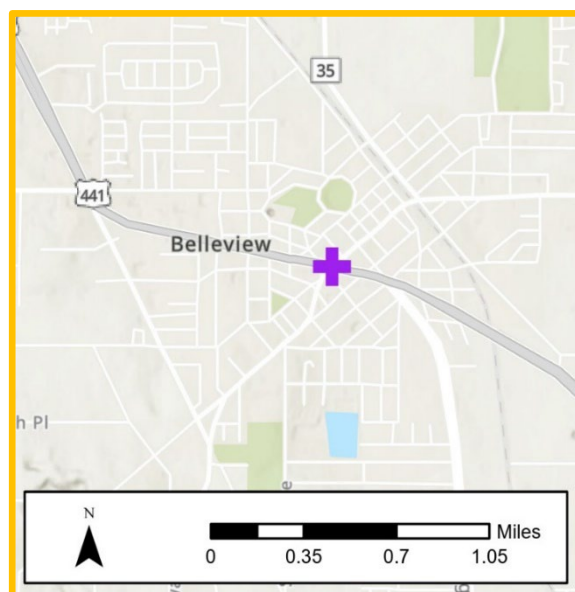
Total Project Cost:

\$1,347,308

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$0	\$65,228	\$0	\$0	\$0	\$65,228
CST	LF	Local	\$0	\$174,240	\$0	\$0	\$0	\$174,240
CST	SL	Federal	\$0	\$528,000	\$0	\$0	\$0	\$528,000
CST	SN	Federal	\$0	\$54,710	\$0	\$0	\$0	\$54,710
Total:			\$0	\$822,178	\$0	\$0	\$0	\$822,178

Project: SE Abshier Boulevard from SE Hames Road to North of SE Agnew Road

Project Type: Intersection
 FM Number: 4457011
 Lead Agency: FDOT
 Length: 0.18 miles
 LRTP (Page #): Goal 6, Objective 6.5 (15)

**Description:**

Traffic signal replacement and maintenance at the intersection.

Prior <2023:

\$471,378

Future >2027:

\$0

Total Project Cost:

\$2,533,518

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACSS	Federal	\$151,868	\$0	\$0	\$0	\$0	\$151,868
CST	DDR	State	\$1,900,002	\$0	\$0	\$0	\$0	\$1,900,002
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
Total:			\$2,062,140	\$0	\$0	\$0	\$0	\$2,062,140

Project: SW 60th Avenue from SW 54th Street to SECO Energy Driveway

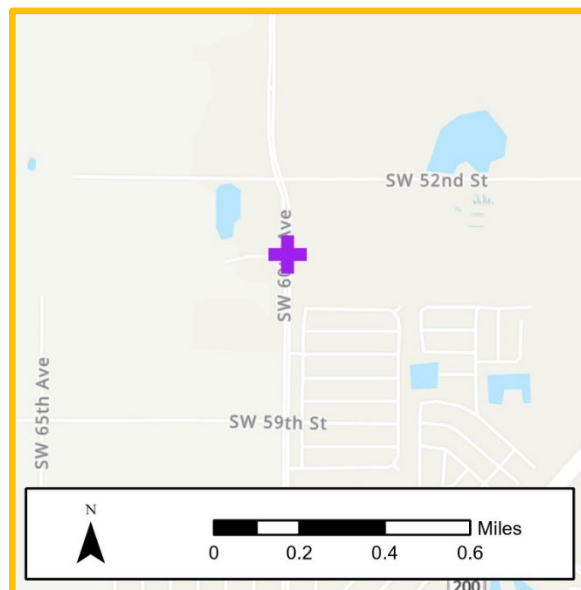
Project Type: Intersection

FM Number: 4492611

Lead Agency: Marion County

Length: 0.44 miles

LRTP (Page #): Goal 3, Objective 3.4 (14); Goal 6, Objective 6.5 (15)

**Description:**

Improvements to the intersection of CR 484 at Marion Oaks Boulevard in unincorporated Marion County.

Prior <2023:

\$0

Future >2027:

\$0

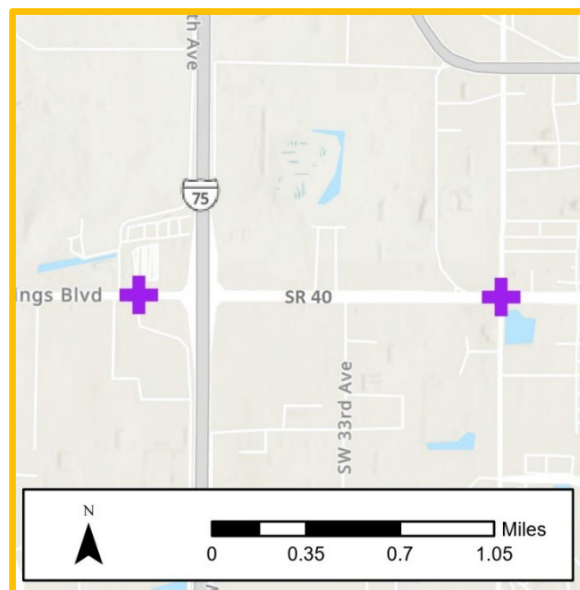
Total Project Cost:

\$247,061

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	LF	Local	\$47,818	\$0	\$0	\$0	\$0	\$47,818
CST	SN	Federal	\$0	\$199,243	\$0	\$0	\$0	\$199,243
Total:			\$47,818	\$199,243	\$0	\$0	\$0	\$247,061

Project: SR 40 intersections at SW 40th Avenue and SW 27th Avenue

Project Type: Intersection/Turn Lane
 FM Number: 4336521
 Lead Agency: FDOT
 Length: 1.3 miles
 LRTP (Page #): Goal 3, Objective 3.4(14); Goal 6, Objectives 6.1, 6.5 (15)

**Description:**

Improvement of traffic operations at the intersections by extending left turn lanes along both directions at the I-75 interchange; dual left-turn lanes and a right turn lane for the northbound and southbound I-75 ramps; create dual left turn lanes to all approaches at the SW 27th Avenue intersection and an exclusive right turn lane for eastbound SR 40 onto southbound SW 27th Avenue.

Prior <2023:

\$5,146,723

Future >2027:

\$0

Total Project Cost:

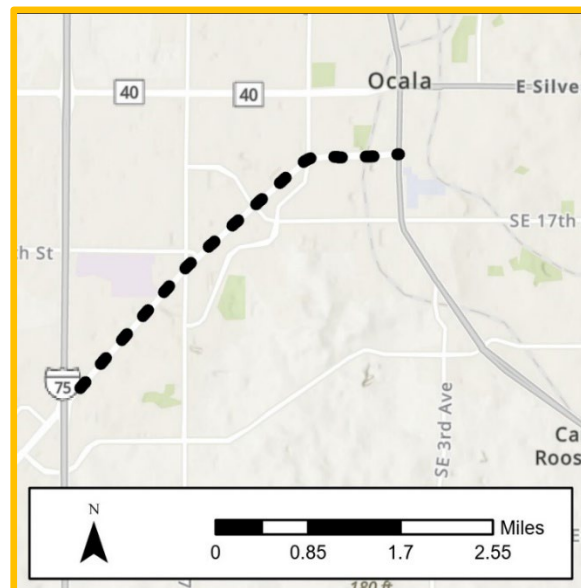
*\$6,546,377

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
ROW	DIH	State	\$30,000	\$0	\$0	\$0	\$0	\$30,000
ROW	SL	Federal	\$1,122,500	\$247,154	\$0	\$0	\$0	\$1,369,654
Total:			\$1,152,500	\$247,154	\$0	\$0	\$0	\$1,399,654

*Total project cost estimate: \$10.1 million

Project: SR 200 from I-75 to U.S. 301

Project Type: Resurfacing
 FM Number: 4392341
 Lead Agency: FDOT
 Length: 3.2 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of SR 200 (College Road) from I-75 to U.S. 301 (Pine Avenue).

Prior <2023:

\$826,412

Future >2027:

\$0

Total Project Cost:

\$14,171,399

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$6,438,783	\$0	\$0	\$0	\$0	\$6,438,783
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	DS	State	\$2,292,309	\$0	\$0	\$0	\$0	\$2,292,309
CST	SA	Federal	\$3,712,443	\$0	\$0	\$0	\$0	\$3,712,443
CST	SL	Federal	\$891,182	\$0	\$0	\$0	\$0	\$891,182
Total:			\$13,344,987	\$0	\$0	\$0	\$0	\$13,344,987

Project: SR 326 from NW 12th Avenue to SR 40

Project Type: Resurfacing
 FM Number: 4452171
 Lead Agency: FDOT
 Length: 8.4 miles
 LRTP (Page #): Goal 6, Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of SR 326 from east of US 441/301 to SR 40.

Prior <2023:

\$1,185,308

Future >2027:

\$0

Total Project Cost:

\$13,061,238

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	ACNR	Federal	\$8,852,307	\$0	\$0	\$0	\$0	\$8,852,307
CST	DDR	State	\$1,412,976	\$0	\$0	\$0	\$0	\$1,412,976
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	DS	State	\$402,640	\$0	\$0	\$0	\$0	\$402,640
CST	SL	Federal	\$1,197,737	\$0	\$0	\$0	\$0	\$1,197,737
Total:			\$11,875,930	\$0	\$0	\$0	\$0	\$11,875,930

Project: SR 464 from SR 500 (U.S. 27/U.S. 301) to SR 35

Project Type: Resurfacing

FM Number: 4411411

Lead Agency: FDOT

Length: 5.9 miles

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.4(14); Goal 6,
Objectives 6.2, 6.3 (15)

**Description:**

Resurfacing of SR 464 (SE 17th Avenue, SE Maricamp Road), including traffic signal upgrades, Americans with Disability Act (ADA) improvements, intersection street lighting, bus stop improvements, sidewalk installation and addition of bike lanes and paved shoulders.

Prior <2023:

\$2,880,151

Future >2027:

\$0

Total Project Cost:

\$24,525,123

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$7,623,175	\$0	\$0	\$0	\$0	\$7,623,175
CST	DS	State	\$4,480,227	\$0	\$0	\$0	\$0	\$4,480,227
CST	SA	Federal	\$7,235,763	\$0	\$0	\$0	\$0	\$7,235,763
CST	SL	Federal	\$2,305,807	\$0	\$0	\$0	\$0	\$2,305,807
Total:			\$21,644,972	\$0	\$0	\$0	\$0	\$21,644,972

Project: SR 492 over CSX Railroad Line

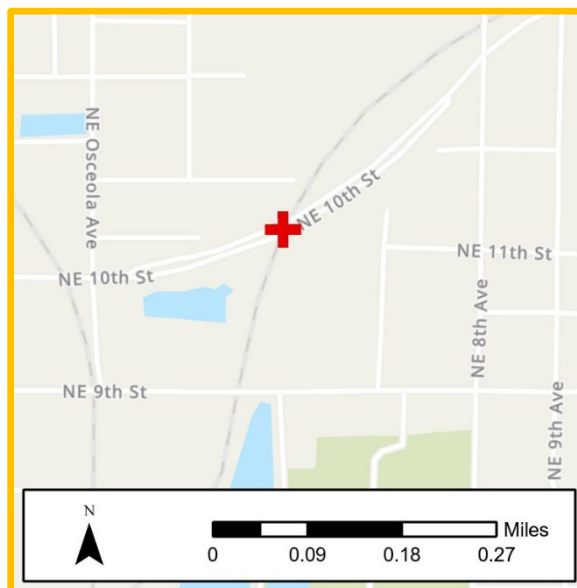
Project Type: Bridge Repair/Rehabilitation

FM Number: 4489241

Lead Agency: FDOT

Length: 0.10 miles

LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Bridge and bridge deck repair and rehabilitation on SR 492/Bonnie Heath Boulevard over the CSX Railroad Line in the City of Ocala.

Prior <2023:

\$45,595

Future >2027:

\$0

Total Project Cost:

\$434,844

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	BRRP	State	\$387,195	\$0	\$0	\$0	\$0	\$387,195
CST	DIH	State	\$2,054	\$0	\$0	\$0	\$0	\$2,054
Total:			\$389,249	\$0	\$0	\$0	\$0	\$389,249

Bicycle and Pedestrian Projects



Project: Downtown Ocala Trail from SE Osceola Avenue to Silver Springs State Park

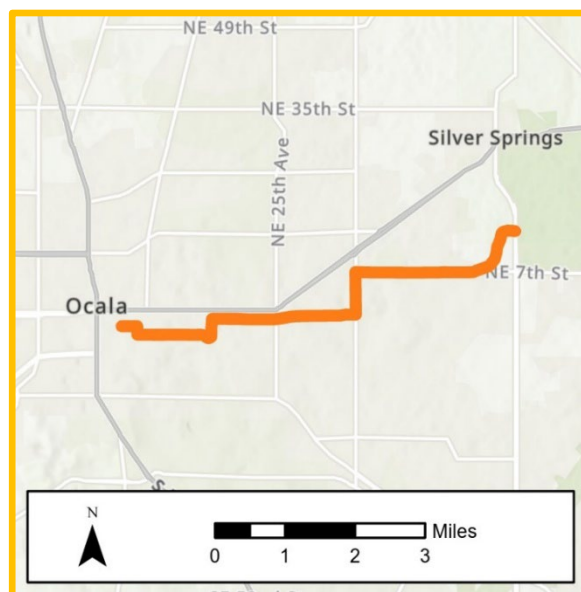
Project Type: Bike Path/Trail

FM Number: 4367561

Lead Agency: City of Ocala

Length: 7 miles

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 3, Objective 3.2 (14); Goal 5,
Objective 5.4 (15)

**Description:**

Designate and construct an 8-foot to 12-foot multi-use trail from downtown Ocala to Silver Springs State Park. Sections of the trail may be combined with existing roadways used by vehicular traffic.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$253,001

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	TALL	Federal	\$0	\$0	\$253,001	\$0	\$0	\$253,001
Total:			\$0	\$0	\$253,001	\$0	\$0	\$253,001

*Total project cost estimate: \$1.25 million

Project: Pruitt Trail from SR 200 to Pruitt Trailhead

Project Type: Bike Path and Trail

FM Number: 4354842

Lead Agency: Marion County

Length: 5.5 miles

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 5, Objective 5.4 (15)

**Description:**

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

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,158,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	SL	Federal	\$0	\$0	\$0	\$460,700	\$0	\$460,700
CST	SN	Federal	\$0	\$0	\$0	\$561,853	\$0	\$561,853
CST	TALL	Federal	\$0	\$0	\$0	\$622,203	\$0	\$622,203
CST	TALT	Federal	\$0	\$0	\$0	\$513,244	\$0	\$513,244
Total:			\$0	\$0	\$0	\$2,158,000	\$0	\$2,158,000

Project: Silver Springs State Park Pedestrian Bridges

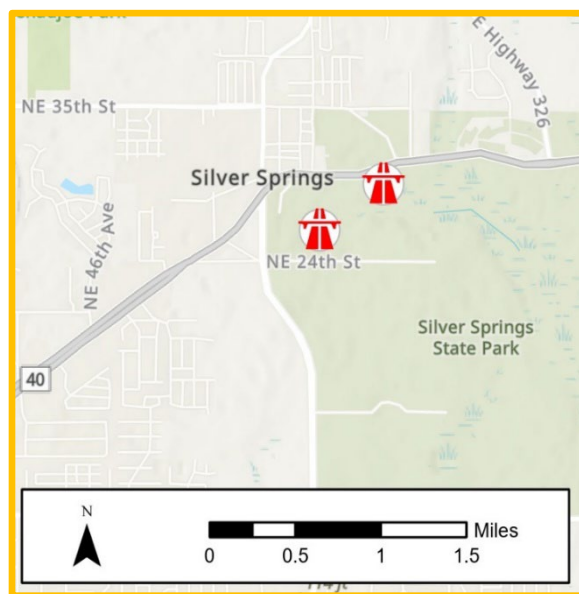
Project Type: Pedestrian Bridges

FM Number: 4261791

Lead Agency: FDOT

Length: N/A

LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
Goal 5, Objective 5.4 (15)

**Description:**

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

Prior <2023:

\$1,484,867

Future >2027:

\$0

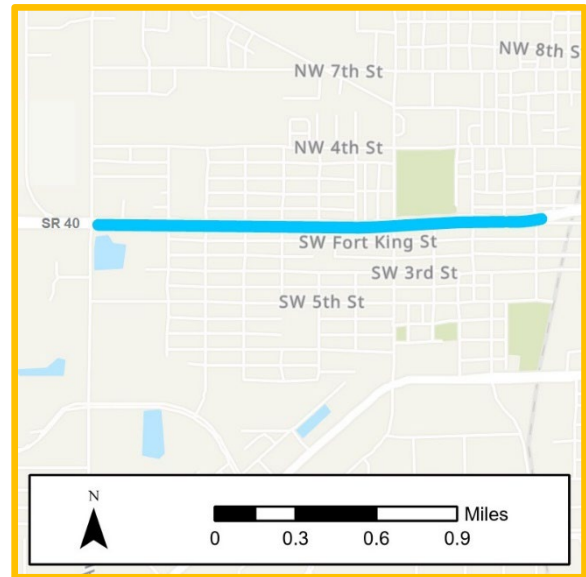
Total Project Cost:

\$5,150,306

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$0	\$5,280	\$0	\$0	\$0	\$5,280
CST	SL	Federal	\$0	\$1,872,596	\$0	\$0	\$0	\$1,872,596
CST	TALL	Federal	\$0	\$11,289	\$0	\$0	\$0	\$11,289
CST	TALN	Federal	\$0	\$166,133	\$0	\$0	\$0	\$166,133
CST	TALT	Federal	\$0	\$1,610,141	\$0	\$0	\$0	\$1,610,141
Total:			\$0	\$3,665,439	\$0	\$0	\$0	\$3,665,439

Project: SR 40/Silver Springs Boulevard from NW 27th Avenue to SW 7th Avenue

Project Type: Sidewalk
 FM Number: 4375962
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 1, Objectives 1.2, 1.4 (14);
 Goal 3, Objective 3.2 (14)

**Description:**

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

Prior <2023:

\$434,029

Future >2027:

\$0

Total Project Cost:

\$1,343,308

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DIH	State	\$10,270	\$0	\$0	\$0	\$0	\$10,270
CST	SL	Federal	\$899,009	\$0	\$0	\$0	\$0	\$899,009
Total:			\$909,279	\$0	\$0	\$0	\$0	\$909,279

Project: SR 25/U.S. 441/SR 500 from SR 35/SE Baseline Road to SR 200/SW 10th Street

Project Type: Sidewalks/Bike
 FM Number: 4392382
 Lead Agency: FDOT
 Length: 10.6 miles
 LRTP (Page #): Goal 1, Objectives 1.2; Goal 3, Objective 3.2 (14)

**Description:**

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

Prior <2023:

\$1,697,850

Future >2027:

\$0

Total Project Cost:

\$4,673,028

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	DDR	State	\$0	\$0	\$2,975,178	\$0	\$0	\$2,975,178
Total:			\$0	\$0	\$2,975,178	\$0	\$0	\$2,975,178

Aviation (Airport) Projects



Project: Marion County Airport Runway Improvements

Project Type: Airport

FM Number: 4384171

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Runway improvements to the Marion County Airport at Dunnellon Field.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$437,500

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$350,000	\$0	\$0	\$0	\$350,000
CAP	LF	Local	\$0	\$87,500	\$0	\$0	\$0	\$87,500
Total:			\$0	\$437,500	\$0	\$0	\$0	\$437,500

Project: Marion County Airport Airfield Pavement Improvements

Project Type: Airport

FM Number: 4384271

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport pavement improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DPTO	State	\$0	\$0	\$200,000	\$0	\$0	\$200,000
CAP	FAA	Federal	\$0	\$0	\$2,250,000	\$0	\$0	\$2,250,000
CAP	LF	Local	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Total:			\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Project: Marion County Airport Fuel System

Project Type: Airport

FM Number: 4497601

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport improvements to the fuel system.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$312,500

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$250,000	\$0	\$0	\$0	\$0	\$250,000
CAP	LF	Local	\$62,500	\$0	\$0	\$0	\$0	\$62,500
Total:			\$312,500	\$0	\$0	\$0	\$0	\$312,500

Project: Marion County Airport Hangar

Project Type: Airport

FM Number: 4497741

Lead Agency: Marion County

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Improvements to the airport hangar.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$2,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$1,237,596	\$0	\$0	\$1,237,596
CAP	DPTO	State	\$0	\$0	\$762,404	\$0	\$0	\$762,404
CAP	LF	Local	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Total:			\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Project: Ocala International Airport Pavement Rehabilitation

Project Type: Airport

FM Number: 4407801

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airfield pavement rehabilitation project.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
CAP	LF	Local	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Total:			\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000

Project: Ocala International Airport ARFF Building

Project Type: Airport

FM Number: 4485751

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport Rescue and Fire Fighting (ARFF) Building.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,000,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$0	\$0	\$800,000	\$800,000
CAP	LF	Local	\$0	\$0	\$0	\$0	\$200,000	\$200,000
Total:			\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Project: Ocala International Airport Hanger Development

Project Type: Airport

FM Number: 4498581

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport hangar improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,875,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
CAP	LF	Local	\$375,000	\$0	\$0	\$0	\$0	\$375,000
Total:			\$1,875,000	\$0	\$0	\$0	\$0	\$1,875,000

Project: Ocala International Airport Hangar

Project Type: Airport

FM Number: 4448771

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport hangar improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,250,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
CAP	LF	Local	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Total:			\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000

Project: Ocala International Airport Taxiway Improvements

Project Type: Airport

FM Number: 4384771

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.2 (15)

**Description:**

Airport taxiway improvements.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$6,500,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	DDR	State	\$0	\$0	\$0	\$520,000	\$0	\$520,000
CAP	FAA	Federal	\$0	\$0	\$0	\$5,850,000	\$0	\$5,850,000
CAP	LF	Local	\$0	\$0	\$0	\$130,000	\$0	\$130,000
Total:			\$0	\$0	\$0	\$6,500,000	\$0	\$6,500,000

Transit, Funding and Grants



Project: Marion-SunTran Block Grant Operating Assistance

Project Type: Transit

FM Number: 4424551

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 1, Objectives 1.1, 1.3, 1.4 (14)

**Description:**

Grant for SunTran operating assistance in support of fixed route service.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,790,538

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
OPS	DPTO	State	\$733,602	\$755,610	\$778,278	\$801,626	\$825,675	\$3,894,791
OPS	LF	Local	\$733,602	\$755,610	\$779,279	\$801,626	\$825,675	\$3,895,792
Total:			\$1,467,204	\$1,511,220	\$1,557,557	\$1,603,252	\$1,651,350	\$7,790,583

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

Project Type: Transit

FM Number: 4271882

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 1, Objectives 1.1, 1.3, 1.4 (14)

**Description:**

Grant for SunTran fixed route operational and capital.

Prior <2023:

\$20,277,171

Future >2027:

\$0

Total Project Cost:

\$36,353,129

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CAP	FTA	Federal	\$2,467,181	\$2,541,196	\$2,617,431	\$2,617,431	\$2,617,431	\$12,860,670
CAP	LF	Local	\$616,795	\$635,299	\$654,398	\$654,398	\$654,398	\$3,215,288
Total:			\$3,083,976	\$3,176,495	\$3,271,829	\$3,271,829	\$3,271,829	\$16,075,958

Project: Marion Senior Services Section 5311 Rural Transportation

Project Type: Transit

FM Number: 4424601

Lead Agency: Marion Transit

Length: N/A

LRTP (Page #): Goal 1, Objectives 1.1, 1.3. 1.4 (14)

**Description:**

Section 5311 operating and administrative grant assistance.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$7,612,386

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
OPS	DU	Federal	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
OPS	LF	Local	\$0	\$909,849	\$937,146	\$965,259	\$993,939	\$3,806,193
Total:			\$0	\$1,819,698	\$1,874,292	\$1,930,518	\$1,987,878	\$7,612,386

Project: Ocala/Marion Urban Area FY 2022/2023 to 2023/2024 UPWP

Project Type: Transportation Planning
 FM Number: 4393314
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A

**Description:**

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2022/23 and FY 2023/24.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,393,699

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$723,984	\$669,715	\$0	\$0	\$0	\$1,393,699
Total:			\$723,984	\$669,715	\$0	\$0	\$0	\$1,393,699

Project: Ocala/Marion Urban Area FY 2024/2025 to 2025/2026 UPWP

Project Type: Transportation Planning
 FM Number: 4393315
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A

**Description:**

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2024/25 and FY 2025/26.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$1,359,839

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$0	\$0	\$676,473	\$683,366	\$0	\$1,359,839
Total:			\$0	\$0	\$676,473	\$683,366	\$0	\$1,359,839

Project: Ocala/Marion Urban Area FY 2026/2027 to 2027/2028 UPWP

Project Type: Transportation Planning
 FM Number: 4393316
 Lead Agency: Ocala/Marion TPO
 Length: N/A
 LRTP (Page #): N/A

**Description:**

TPO Unified Planning Work Program (UPWP) Consolidated Planning Grant (CPG), including Federal Highway Administration Planning (PL-112) and Federal Transit Administration (FTA) grant funding for FY 2026/27 and FY 2027/28.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$683,366

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PLN	PL	Federal	\$0	\$0	\$0	\$0	\$683,366	\$683,366
Total:			\$0	\$0	\$0	\$0	\$683,366	\$683,366

ITS and Maintenance Projects



Project: Aesthetics Area Wide

Project Type: Routine Maintenance
 FM Number: 4466911
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine aesthetic maintenance.

Prior <2023:

\$1,721,305

Future >2027:

\$0

Total Project Cost:

\$2,571,305

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$850,000	\$0	\$0	\$0	\$0	\$850,000
Total:			\$850,000	\$0	\$0	\$0	\$0	\$850,000

Project: Asphalt Resurfacing Various Locations

Project Type: Routine Maintenance
 FM Number: 4233912
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine resurfacing maintenance.

Prior <2023:

\$4,542,202

Future >2027:

\$0

Total Project Cost:

\$4,742,202

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total:			\$200,000	\$0	\$0	\$0	\$0	\$200,000

Project: Asset Maintenance Marion County

Project Type: Routine Maintenance
 FM Number: 4469101
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Ongoing asset management.

Prior <2023:

\$3,964,905

Future >2027:

\$0

Total Project Cost:

\$19,627,885

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$15,662,980
Total:			\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$3,132,596	\$15,662,980

Project: Unpaved Shoulder Repair

Project Type: Routine Maintenance
 FM Number: 4291781
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine maintenance to unpaved shoulders.

Prior <2023:

\$1,564,038

Future >2027:

\$0

Total Project Cost:

\$1,784,038

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$220,000	\$0	\$0	\$0	\$0	\$220,000
Total:			\$220,000	\$0	\$0	\$0	\$0	\$220,000

Project: City of Ocala MOA

Project Type: Routine Maintenance

FM Number: 4427381

Lead Agency: City of Ocala

Length: N/A

LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine maintenance.

Prior <2023:

\$92,850

Future >2027:

\$0

Total Project Cost:

\$192,850

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$0	\$50,000	\$0	\$0	\$50,000	\$100,000
Total:			\$0	\$50,000	\$0	\$0	\$50,000	\$100,000

Project: Lighting Agreements

Project Type: Routine Maintenance

FM Number: 4136153

Lead Agency: FDOT

Length: N/A

LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine and ongoing lighting maintenance.

Prior <2023:

\$5,424,277

Future >2027:

\$0

Total Project Cost:

\$7,708,899

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$433,240	\$441,220	\$454,457	\$468,088	\$487,617	\$2,284,622
Total:			\$433,240	\$441,220	\$454,457	\$468,088	\$487,617	\$2,284,622

Project: Marion Primary In-House

Project Type: Routine Maintenance
 FM Number: 4181071
 Lead Agency: FDOT
 Length: N/A
 LRTP (Page #): Goal 6, Objective 6.3 (15)

**Description:**

Routine maintenance.

Prior <2023:

\$40,439,904

Future >2027:

\$0

Total Project Cost:

\$49,599,769

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$9,159,865
Total:			\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$1,831,973	\$9,159,865

Project: Ocala Operations Center Demo of Old Buildings

Project Type: Fixed Capital Outlay

FM Number: 4501651

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for demolition of old buildings.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$100,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
MNT	D	State	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Total:			\$0	\$100,000	\$0	\$0	\$0	\$100,000

Project: Ocala Operations Center Construction Renovation

Project Type: Fixed Capital Outlay

FM Number: 4501251

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for Operations Center Construction Renovation project.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$5,536,100

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
PE	FCO	State	\$534,900	\$0	\$0	\$0	\$0	\$534,900
CST	FCO	State	\$5,001,200	\$0	\$0	\$0	\$0	\$5,001,200
Total:			\$5,536,100	\$0	\$0	\$0	\$0	\$5,536,100

Project: Ocala Operations Center Security – Integrated Electronic Security Systems on Gate

Project Type: Fixed Capital Outlay

FM Number: 4501681

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for Ocala Operations building security.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$9,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	FCO	State	\$9,000	\$0	\$0	\$0	\$0	\$9,000
Total:			\$9,000	\$0	\$0	\$0	\$0	\$9,000

Project: Ocala Operations Center Security – Fencing/Gate Updates

Project Type: Fixed Capital Outlay

FM Number: 4501691

Lead Agency: FDOT

Length: N/A

LRTP (Page #): N/A

**Description:**

Fixed capital outlay for Ocala Operations building fencing/gate security updates.

Prior <2023:

\$0

Future >2027:

\$0

Total Project Cost:

\$70,000

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	Total
CST	FCO	State	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Total:			\$70,000	\$0	\$0	\$0	\$0	\$70,000

APPENDIX

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APPENDIX B: List of Federally Obligated Projects



Website: Ocalamariontpo.org

Transportation Improvement Program

Fiscal Years 2021/2022 to 2025/2026

Federal Obligations Report

October 1, 2020 to September 30, 2021



Annual Listing of Federally Obligated Projects

Summary

On an annual basis, per Title 23, United States Code (USC) 450.334, the Ocala Marion Transportation Planning Organization (TPO) is required to provide a summary listing of projects for which federal funds have been *obligated in the preceding federal fiscal year (FFY) from October 1 to September 30. The Florida Department of Transportation (FDOT) assists the TPO in complying with this federal requirement by providing a detailed report of federal project obligations for Marion County. The report is included each year as an amendment to the current Transportation Improvement Program (TIP).

A net total of \$26,342,420 of federal funds were obligated in FFY 2021 on 30 transportation projects and programs in Marion County. The following summary report and detailed obligation document provide a listing of the federally obligated projects by phases and funding sources.

*Obligation is the legal commitment by the Federal government to pay or reimburse a State or other entity for the Federal share of a project's eligible cost. Obligated projects have been authorized by the federal government and funds have been approved for reimbursement. Funding for projects can in some cases also be de-obligated. Funding previously obligated is removed from a project due to changes such as cost, delay or cancellation.

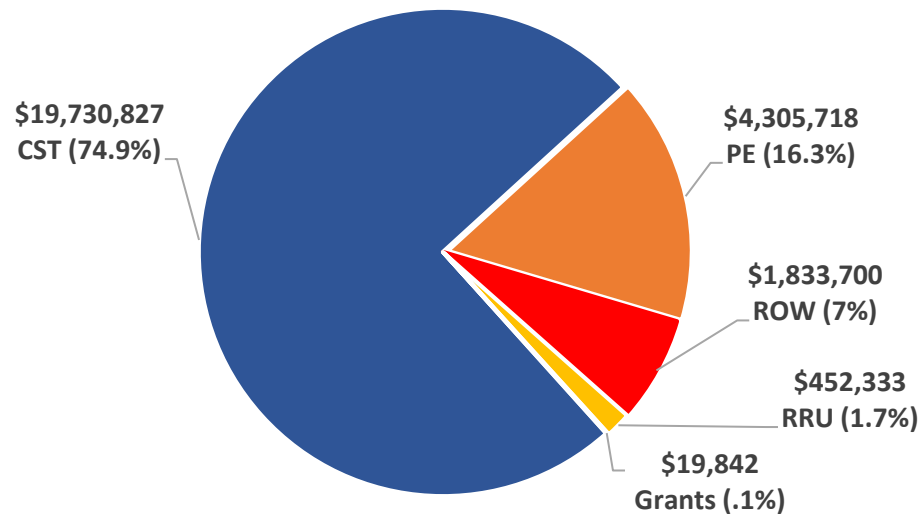
Annual Listing of Federally Obligated Projects - Marion County
Federal Fiscal Year (FFY) 2021
October 1, 2020 - September 30, 2021

FM NUMBER	PROJECT AND DESCRIPTION	PHASE	LENGTH	FFY 2021 TOTAL
238648 1	SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40 WIDENING	PE	4.1	\$500,000
410674 2	SR 40 FROM END OF 4 LANES TO EAST OF CR 314 WIDENING	ROW	5.3	\$1,815,764
		PE	5.3	\$20,000
426179 1	SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES	PE	0.0	\$638,457
431797 1	NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET	RRU	1.6	-\$9,531
431798 1	NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	RRU	1.5	\$384,067
431798 1	NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET	PE	1.5	-\$8,237
433651 1	CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS	PE	0.7	\$411,863
433651 1	CR 484 FROM SW 20TH AVENUE TO CR 475A OPERATIONS	ROW	0.7	\$16,347
433651 4	CR 484 FROM SW 20TH AVENUE TO CR 475A LANDSCAPING	PE	0.7	\$60,000
435659 2	SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES	CST	0.4	-\$268
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	CST	0.2	\$579,508
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	RRU	0.2	\$92,262
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	PE	0.2	\$27,039
435660 2	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	ROW	0.2	\$1,589
436361 1	ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT	PE	N/A	\$160,000
436361 2	ITS OPERATIONAL SUPPORT- CITY OF OCALA	PE	N/A	\$110,000
436879 1	SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE.	CST	6.2	-\$140
439310 1	OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET	CST	0.0	-\$6,083
439331 2	OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP	PE	N/A	-\$107,327
439331 3	OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP	PE	N/A	\$687,026
439887 1	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A	PE	1.2	-\$9,085
439887 1	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A	CST	1.2	-\$139,164
440880 1	MAR OAKS-SUNRISE/HORIZON-MAR OAKS GOLF WAY TO MAR OAKS MANOR	PE	0.8	\$99,659
440900 2	I-75 FRAME - ARTERIALS	CST	0.0	\$285,450
440900 2	I-75 FRAME - ARTERIALS	PE	0.0	\$43,012
441136 1	SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE	CST	8.8	\$19,011,524
441366 1	SR 40 FROM SW 27TH AVE TO MLK JR. AVE	PE	0.8	\$272,546
442203 4	SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA	GRANTS	N/A	\$7,651

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

FM NUMBER	PROJECT AND DESCRIPTION	PHASE	LENGTH	FFY 2021 TOTAL
442211 4	MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA	GRANTS	N/A	\$12,191
443170 1	SR 93 (I-75) FROM SUMTER COUNTY TO SR 200 RESURFACING	PE	14.0	\$574,435
444382 1	CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	RRU	0.0	-\$51,130
445687 1	US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD	PE	0.1	\$363,000
445688 1	US 27 / US 441 / ABSHIVER BLVD. @ CR 42	PE	0.1	\$79,788
445701 1	SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD	PE	0.2	\$113,542
445800 1	E SR 40 @ SR 492	PE	0.1	\$270,000
446791 1	LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY	RRU	0.0	\$33,077
448854 1	NE 40TH ST AT RR CROSSING #627890X	RRU	0.0	\$3,588
30 PROJECTS/PROGRAMS			TOTAL:	\$26,342,420

FFY 2021 Federal Obligations by Phase



Phase Code:

CST - Construction
PE - Preliminary Engineering
ROW - Right-of-Way
RRU - Railroad Utilities

PAGE	1	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2021
Ocala-Marion TPO		OFFICE OF WORK PROGRAM	TIME RUN: 07.35.46
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:238648 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36060000	PROJECT LENGTH: 4.146MI		LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2
FUND		2021	
CODE			

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
GFSL		205,655	
GFSN		30,330	
SN		264,015	
TOTAL 238648 1		500,000	
TOTAL 238648 1		500,000	
ITEM NUMBER:410674 2	PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314		*SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND		2021	
CODE			

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		20,000	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		434,400	
SN		1,381,364	
TOTAL 410674 2		1,835,764	
TOTAL 410674 2		1,835,764	
ITEM NUMBER:431797 1	PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000041	PROJECT LENGTH: 1.597MI		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2
FUND		2021	
CODE			

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		-9,531	
TOTAL 431797 1		-9,531	
TOTAL 431797 1		-9,531	
ITEM NUMBER:431798 1	PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36000042	PROJECT LENGTH: 1.517MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4
FUND		2021	
CODE			

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		-8,237	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		364,067	
SN		20,000	
TOTAL 431798 1		375,830	
TOTAL 431798 1		375,830	

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

DATE RUN: 10/01/2021

TIME RUN: 07.35.46

MBROBLTP

HIGHWAYS
=====

ITEM NUMBER:433651 1
DISTRICT:05
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
COUNTY:MARION
PROJECT LENGTH: .741MI

SIS
TYPE OF WORK:INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	107,314
SN	304,549
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSL	34,783
SL	-18,436
TOTAL 433651 1	428,210
TOTAL 433651 1	428,210

ITEM NUMBER:433651 4
DISTRICT:05
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A
COUNTY:MARION
PROJECT LENGTH: .414MI

NON-SIS
TYPE OF WORK:LANDSCAPING
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SN	60,000
TOTAL 433651 4	60,000
TOTAL 433651 4	60,000

ITEM NUMBER:435659 2
DISTRICT:05
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES
COUNTY:MARION
PROJECT LENGTH: .364MI

SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 4

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	-268
TOTAL 435659 2	-268
TOTAL 435659 2	-268

ITEM NUMBER:435660 2
DISTRICT:05
ROADWAY ID:36180000

PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)
COUNTY:MARION
PROJECT LENGTH: .216MI

SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	27,039
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,589
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	92,262

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

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

HIGHWAYS
=====

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP 579,508
TOTAL 435660 2 700,398
TOTAL 435660 2 700,398

ITEM NUMBER:436879 1 PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE. *NON-SIS*
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36100000 PROJECT LENGTH: 6.168MI TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

FUND
CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHRE -140
TOTAL 436879 1 -140
TOTAL 436879 1 -140

ITEM NUMBER:439887 1 PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A *SIS*
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36004000 PROJECT LENGTH: 1.234MI TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND
CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -9,085
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP -139,164
TOTAL 439887 1 -148,249
TOTAL 439887 1 -148,249

ITEM NUMBER:440880 1 PROJECT DESCRIPTION:MARION OAKS-SUNRISE/HORIZON-MARION OAKS GOLF WAY TO MARION OAKS MANOR *NON-SIS*
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36000173 PROJECT LENGTH: .840MI TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND
CODE 2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SA 63,449
TALL 35,605
TALT 605
TOTAL 440880 1 99,659
TOTAL 440880 1 99,659

ITEM NUMBER:441136 1 PROJECT DESCRIPTION:SR25/SR200/US301/US441 FROM CR 25A TO US 301/US441 INTERCHANGE *SIS*
DISTRICT:05 COUNTY:MARION
ROADWAY ID:36001000 PROJECT LENGTH: 8.846MI TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND
CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
GFSL 4,198
SA 17,573,871
SL 1,433,455
TOTAL 441136 1 19,011,524
TOTAL 441136 1 19,011,524

PAGE	4	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2021
OCALA-MARION TPO		OFFICE OF WORK PROGRAM	TIME RUN: 07.35.46
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:441366 1	PROJECT DESCRIPTION:SR 40 FROM SW 27TH AVE TO MLK JR. AVE		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SAFETY PROJECT	
ROADWAY ID:36110000	PROJECT LENGTH: .790MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND			
CODE		2021	
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP		272,546	
TOTAL 441366 1		272,546	
TOTAL 441366 1		272,546	
ITEM NUMBER:443170 1	PROJECT DESCRIPTION:SR 93 (I-75) FROM SUMTER COUNTY TO SR 200		*SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RESURFACING	
ROADWAY ID:36210000	PROJECT LENGTH: 13.993MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0	
FUND			
CODE		2021	
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NHPP		574,435	
TOTAL 443170 1		574,435	
TOTAL 443170 1		574,435	
ITEM NUMBER:444382 1	PROJECT DESCRIPTION:CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RAIL SAFETY PROJECT	
ROADWAY ID:36150000	PROJECT LENGTH: .014MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND			
CODE		2021	
-----		-----	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT			
RHP		-51,130	
TOTAL 444382 1		-51,130	
TOTAL 444382 1		-51,130	
ITEM NUMBER:445687 1	PROJECT DESCRIPTION:US 41 N / S WILLIAMS ST FROM BRITTAN ALEXANDER BRIDGE TO RIVER RD		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SAFETY PROJECT	
ROADWAY ID:36060000	PROJECT LENGTH: .100MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND			
CODE		2021	
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP		1,000	
SA		362,000	
TOTAL 445687 1		363,000	
TOTAL 445687 1		363,000	

ITEM NUMBER:445688 1	PROJECT DESCRIPTION:US 27 / US 441 / ABSHIVER BLVD. @ CR 42		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC SIGNALS	
ROADWAY ID:36220000	PROJECT LENGTH: .065MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	2021		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP	5,000		
SA	74,788		
TOTAL 445688 1	79,788		
TOTAL 445688 1	79,788		

ITEM NUMBER:445701 1	PROJECT DESCRIPTION:SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC SIGNALS	
ROADWAY ID:36010000	PROJECT LENGTH: .180MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	2021		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP	67,175		
SA	46,367		
TOTAL 445701 1	113,542		
TOTAL 445701 1	113,542		

ITEM NUMBER:445800 1	PROJECT DESCRIPTION:E SR 40 @ SR 492		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:TRAFFIC SIGNALS	
ROADWAY ID:36080000	PROJECT LENGTH: .116MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	2021		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA	270,000		
TOTAL 445800 1	270,000		
TOTAL 445800 1	270,000		

ITEM NUMBER:446791 1	PROJECT DESCRIPTION:LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN MARION COUNTY		*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:RAIL SAFETY PROJECT	
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	2021		
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT			
RHP	33,077		
TOTAL 446791 1	33,077		
TOTAL 446791 1	33,077		

HIGHWAYS

=====

ITEM NUMBER:448854 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:NE 40TH ST AT RR CROSSING #627890X
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2021
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHP	3,588
TOTAL 448854 1	3,588
TOTAL 448854 1	3,588
TOTAL DIST: 05	24,512,043
TOTAL HIGHWAYS	24,512,043

PLANNING
=====

ITEM NUMBER:439331 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC	
PL	-107,327
TOTAL 439331 2	-107,327
TOTAL 439331 2	-107,327

ITEM NUMBER:439331 3
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP
COUNTY:MARION
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY BOCC	
PL	687,026
TOTAL 439331 3	687,026
TOTAL 439331 3	687,026
TOTAL DIST: 05	579,699
TOTAL PLANNING	579,699

PAGE	8	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2021
		OFFICE OF WORK PROGRAM	TIME RUN: 07.35.46
OCALA-MARION TPO		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		MISCELLANEOUS	
		=====	
ITEM NUMBER:426179 1	PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND		2021	
CODE			
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALN		600,000	
TALT		38,457	
TOTAL 426179 1		638,457	
TOTAL 426179 1		638,457	
ITEM NUMBER:436361 1	PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- MARION COUNTY CMGC CONTRACT		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND		2021	
CODE			
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		160,000	
TOTAL 436361 1		160,000	
TOTAL 436361 1		160,000	
ITEM NUMBER:436361 2	PROJECT DESCRIPTION:ITS OPERATIONAL SUPPORT- CITY OF OCALA		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND		2021	
CODE			
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		110,000	
TOTAL 436361 2		110,000	
TOTAL 436361 2		110,000	
ITEM NUMBER:439310 1	PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET		*NON-SIS*
DISTRICT:05	COUNTY:MARION		TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND		2021	
CODE			
-----		-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALT		-6,083	
TOTAL 439310 1		-6,083	
TOTAL 439310 1		-6,083	

ITEM NUMBER:440900 2	PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP	43,012	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP	285,450	
TOTAL 440900 2	328,462	
TOTAL 440900 2	328,462	

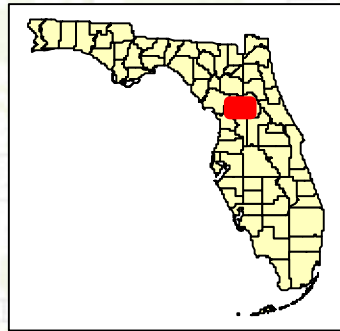
ITEM NUMBER:442203 4	PROJECT DESCRIPTION:SIGNAL REPAIR AND GENERATOR - MARION COUNTY - HURRICANE IRMA	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	7,651	
TOTAL 442203 4	7,651	
TOTAL 442203 4	7,651	

ITEM NUMBER:442211 4	PROJECT DESCRIPTION:MAINTENANCE OF TRAFFIC - MARION COUNTY - HURRICANE IRMA	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	12,191	
TOTAL 442211 4	12,191	
TOTAL 442211 4	12,191	
TOTAL DIST: 05	1,250,678	
TOTAL MISCELLANEOUS	1,250,678	

GRAND TOTAL

26,342,420

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



Legend

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

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

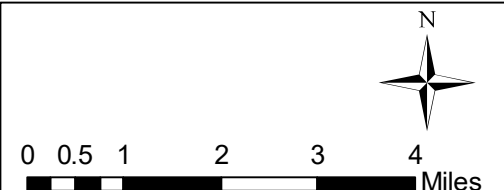
The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.

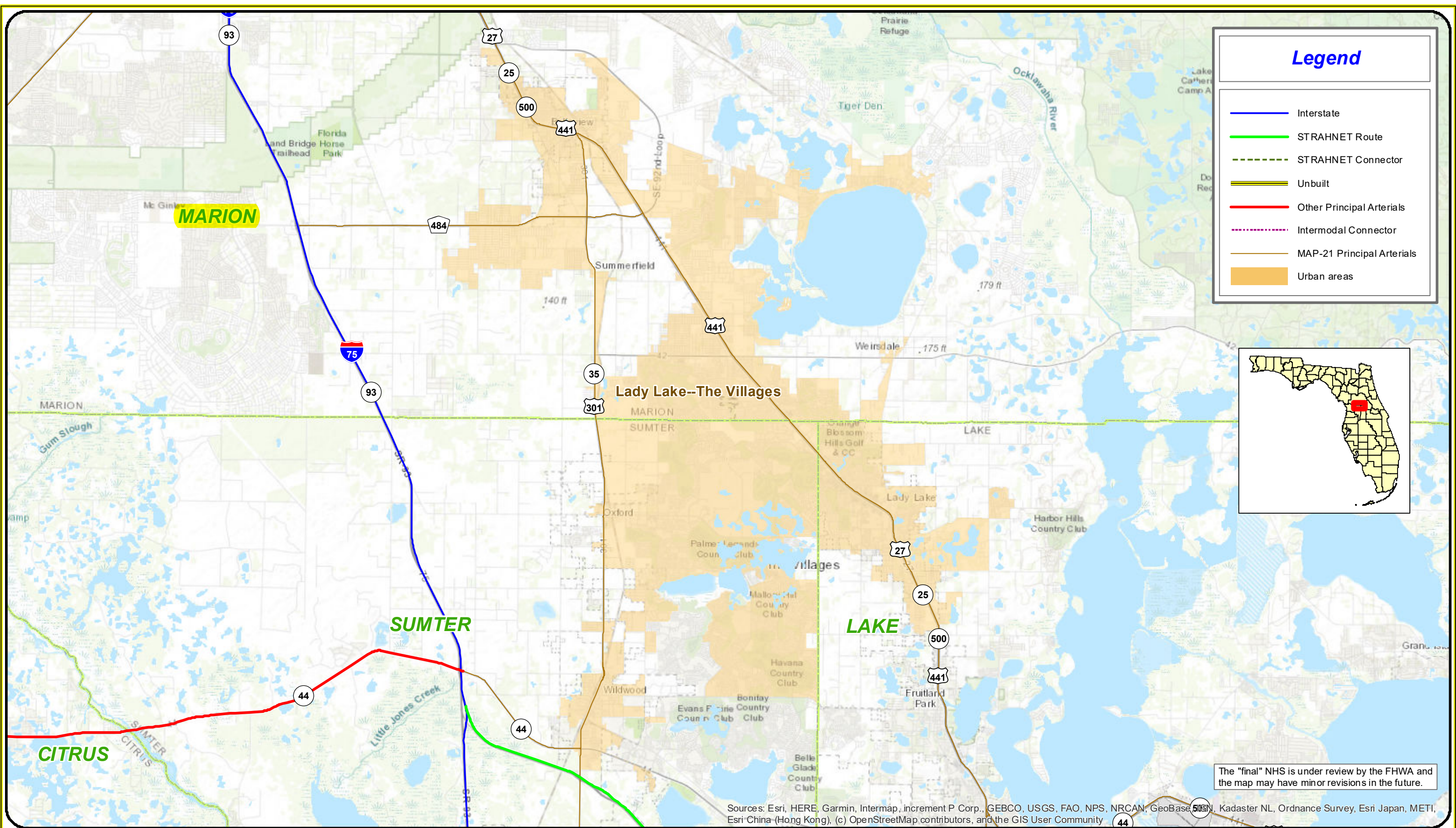


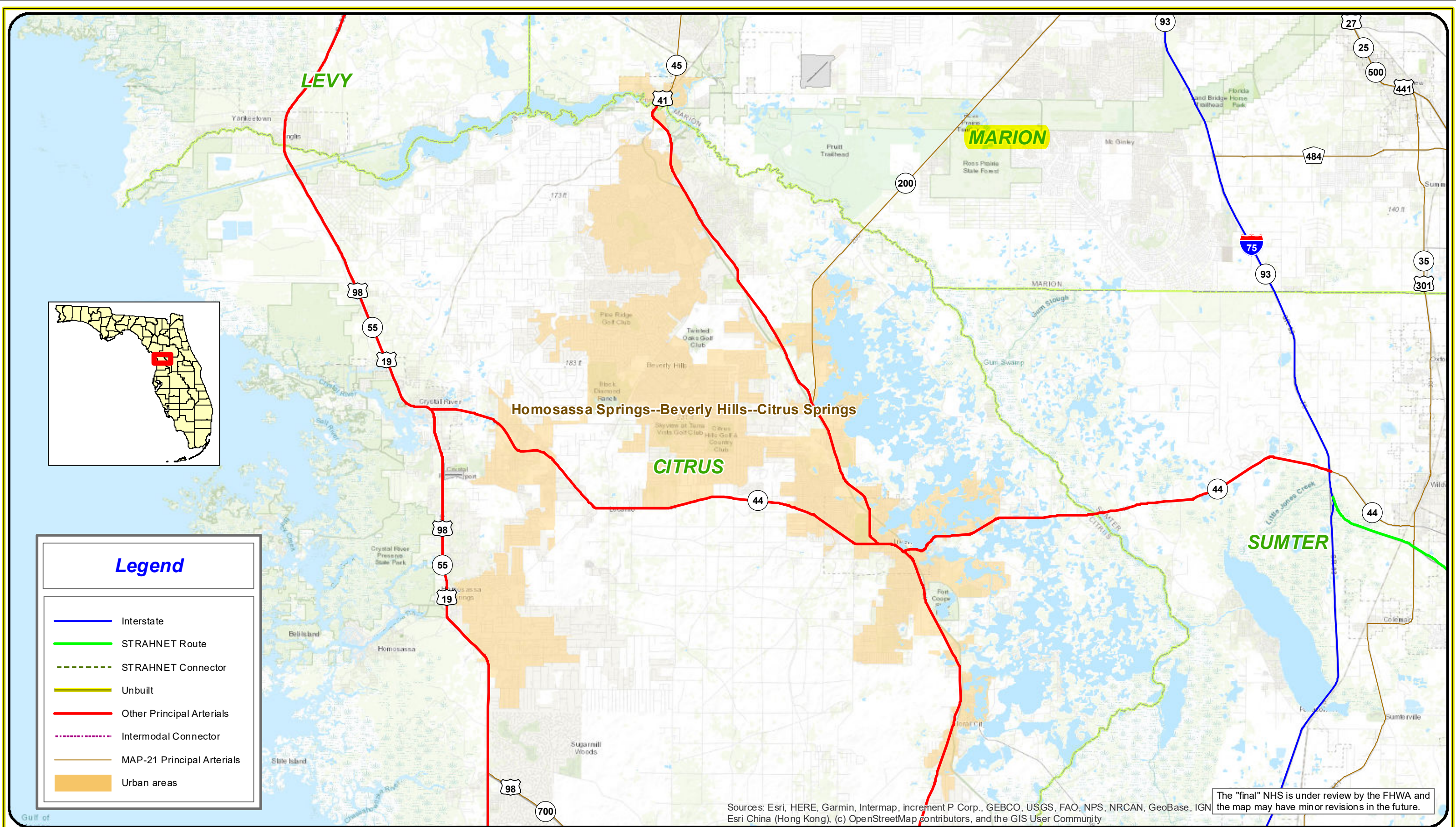
Florida Department
of Transportation
Transportation Data & Analytics

Florida's National Highway System

Ocala - 3/2/2022

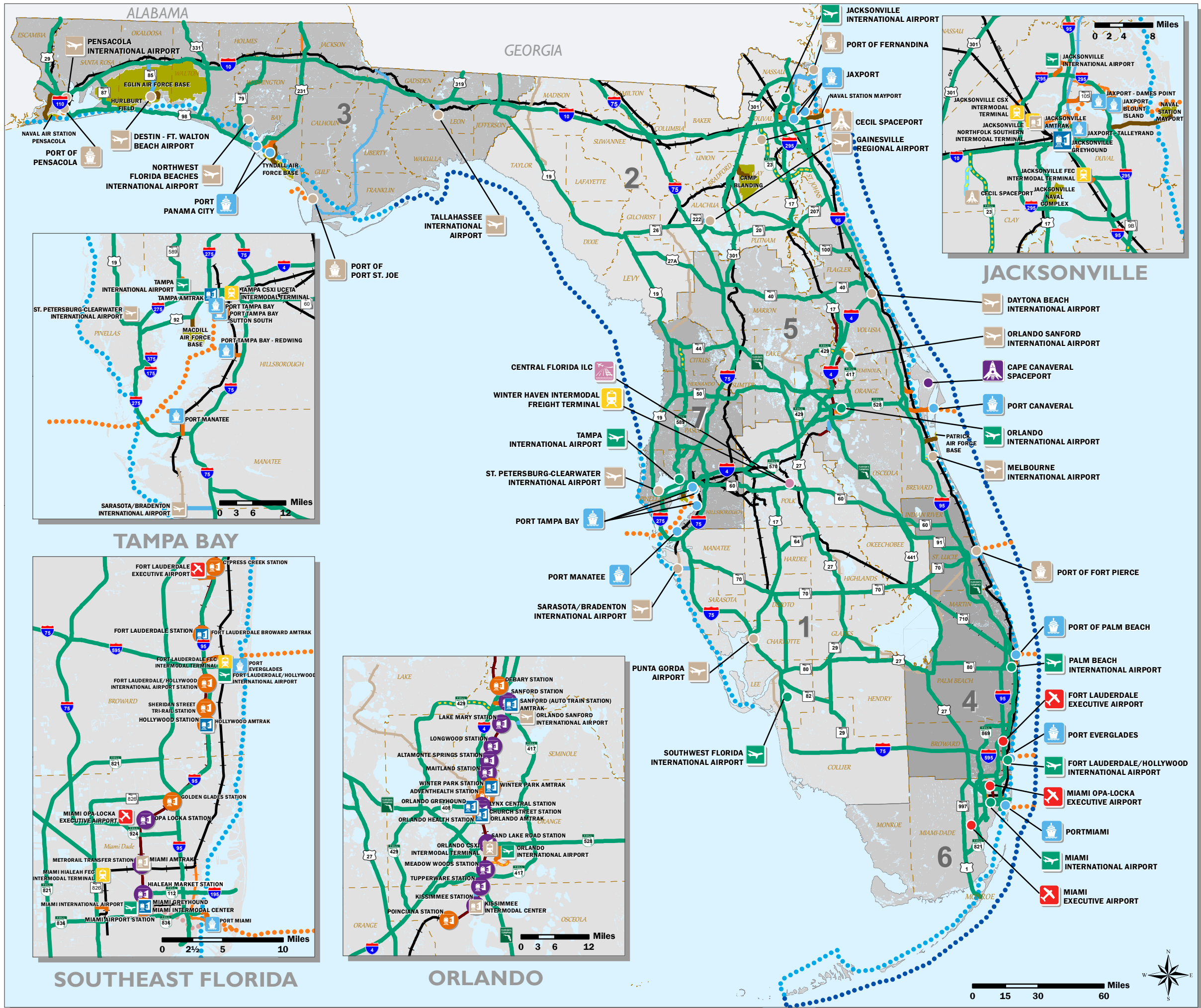






Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.



Strategic Intermodal System System Map

Airports & Spaceports

- SIS Commercial Service Airport
- Strategic Growth Commercial Service Airport
- SIS General Aviation Reliever Airport
- SIS Spaceport
- Strategic Growth Spaceport

Seaports

- SIS Seaport
- Strategic Growth Seaport

Freight Rail Terminals

- SIS Freight Rail Terminal
- Strategic Growth Freight Rail Terminal

Intermodal Logistic Center

- Strategic Growth Intermodal Logistic Center

Interregional Passenger Terminals

- SIS Passenger Terminal
- Strategic Growth Passenger Terminal

Urban Fixed Guideway Transit Terminal

- SIS Urban Fixed Guideway Hub
- SIS Urban Fixed Guideway Station

Highway

- SIS Highway Corridor
- Future SIS Highway Corridor
- Strategic Growth Highway Corridor
- SIS Highway Connector
- Strategic Growth Highway Connector
- Future Strategic Growth Highway Connector
- SIS Military Access Facility

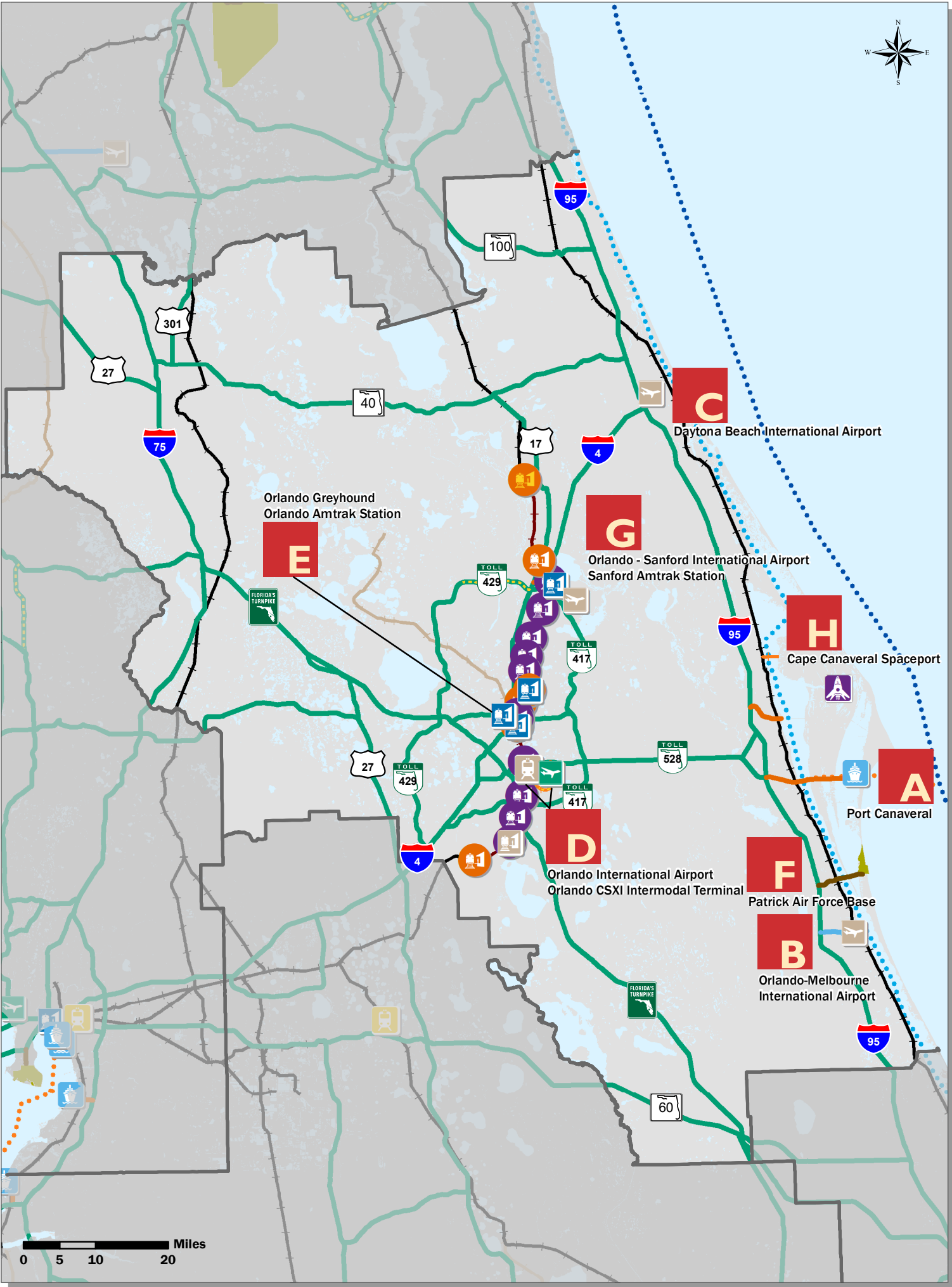
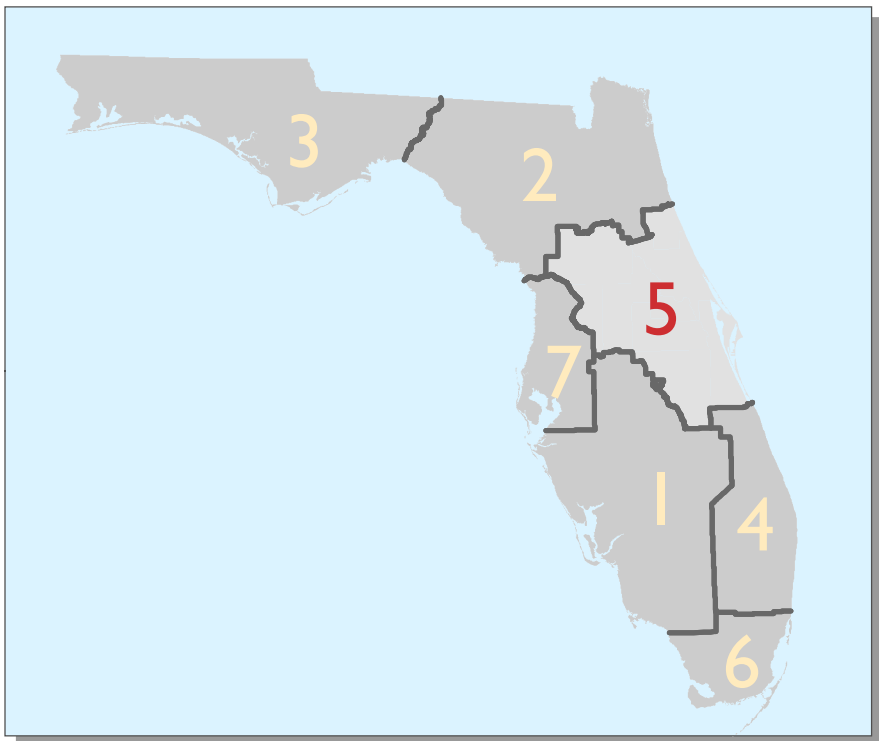
Rail & Urban Fixed Guideway

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

Waterways

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

DISTRICT 5 *overview*



SISatlas

Airports and Spaceports

SIS Airport

Strategic Growth Airport

SIS Spaceport

Seaports

SIS Seaport

Freight Rail Terminals

Strategic Growth Freight Rail Terminal

Passenger Terminals

SIS Passenger Terminal

Strategic Growth Passenger Terminal

UFG Transit Terminals

SIS Urban Fixed Guideway Hub

Future SIS Urban Fixed Guideway Hub

SIS Urban Fixed Guideway Station

Highway

SIS Highway Corridor

Future SIS Highway Corridor

SIS Highway Connector

Strategic Growth Highway Connector

Military Access Facility

Rail

SIS Railway Corridor

Strategic Growth Railway Corridor

SIS Railway Connector

Urban Fixed Guideway (UFG)

SIS Urban Fixed Guideway Corridor

Waterways

SIS Waterway

SIS Waterway Connector

SIS Waterway Shipping Lane

Connector Map Insets

A

DESIGNATED SIS AND STRATEGIC GROWTH FACILITIES						
Facility Type	Active and Planned Drop Facilities					Future Facility
	Corridor / Hub		Connector		Military Access Facility	
	SIS	Strategic Growth	SIS	Strategic Growth		
Airports	1	3	-	-	-	-
Spaceports	1					
Seaports	1	-	-	-	-	-
Freight Terminals	-	1	-	-	-	-
Passenger Terminals	4	1	-	-	-	-
UFG Hubs / Stations	5 / 11	-	-	-	-	1 / 0
Rail Miles	301	54	2	3	-	6
Urban Fixed Guideway	52	-	-	-	-	12
Highway Miles (Centerline)	796	-	28	17	6	13
Highway Miles (Lane)	3717	-	110	71	26	11
Note: For Future Highways that have yet to be open to traffic, lane mileage has not been included						

APPENDIX D: Transportation Performance Management Fact Sheets

Transportation Performance Management

April 2022

OVERVIEW

This document highlights key provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation, Metropolitan Planning Organizations, and transit providers, including target setting, performance reporting, and deadlines.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule in 2016 to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for state DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA performance measures (PM) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). FHWA and FTA are expected to issue an updated planning rule in 2022 to incorporate changes introduced in the Bipartisan Infrastructure Law passed in November 2021.



Long-Range Transportation Plans

The Planning Rule specifies how performance management is incorporated into the MPO's LRTP. The LRTP must:

- » Describe the federal performance measures and performance targets used in assessing the performance of the transportation system.
- » Include a System Performance Report that:
 - Evaluates the condition and performance of the transportation system with respect to performance targets.
 - Documents the progress achieved by the MPO in meeting the targets in comparison to performance recorded in past reports.
- » Integrate the goals, objectives, performance measures, and targets described in all the plans and processes required as part of a performance-based program.

Transportation Improvement Programs

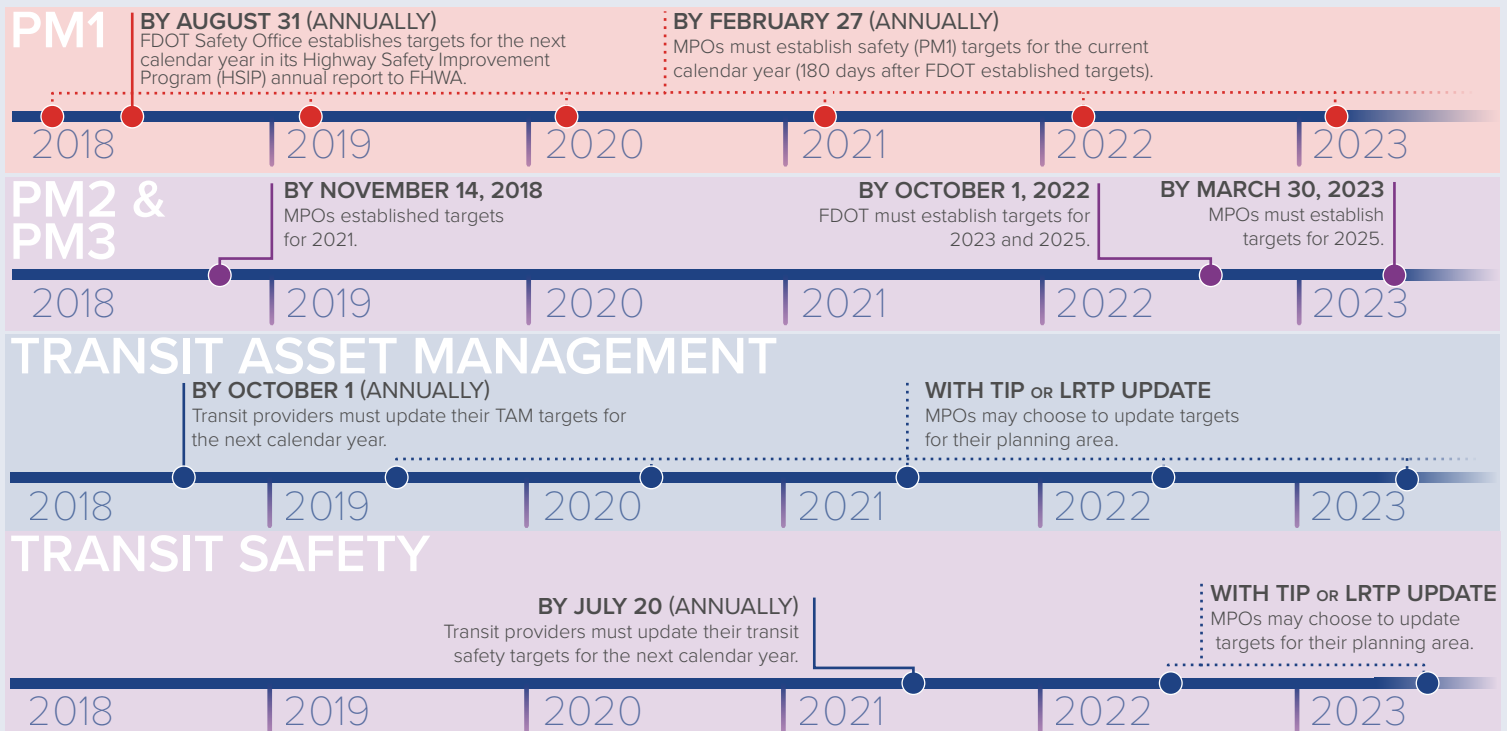
The TIP must:

- » Reflect the investment priorities established in the current long-range transportation plan.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- » Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets.

FDOT and the Metropolitan Planning Organization Advisory Council (MPOAC) have developed model language for inclusion of performance measures and targets in the LRTPs and TIPs

*Please refer to the five accompanying fact sheets to obtain key information for the three FHWA performance measures rules and FTA transit rules.

TIMELINE FOR MPO ACTIONS



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation set their respective performance targets in coordination with one another. Each MPO establishes a target for each applicable performance measure. For the **PM1**, **PM2**, and **PM3** measures, each MPO establishes targets by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO provides documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishment of FDOT's statewide target for that performance measure.

OR

Establish own target.

If the MPO chooses to establish its own target, the MPO coordinates with FDOT regarding the approach used to develop the target and the proposed target prior to establishing a final target. The MPO provides documentation to FDOT that includes the final target and the date the MPO established the target.

MPOs must establish their targets no later than 180 days after FDOT sets its target.

For the **transit asset management and safety measures**, MPOs may support the targets established by transit providers or establish their own targets. Initial action by the MPO must take place within 180 days of the transit provider action to establish targets. Subsequent MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current provider targets in the updated TIP.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

PM1: Safety



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

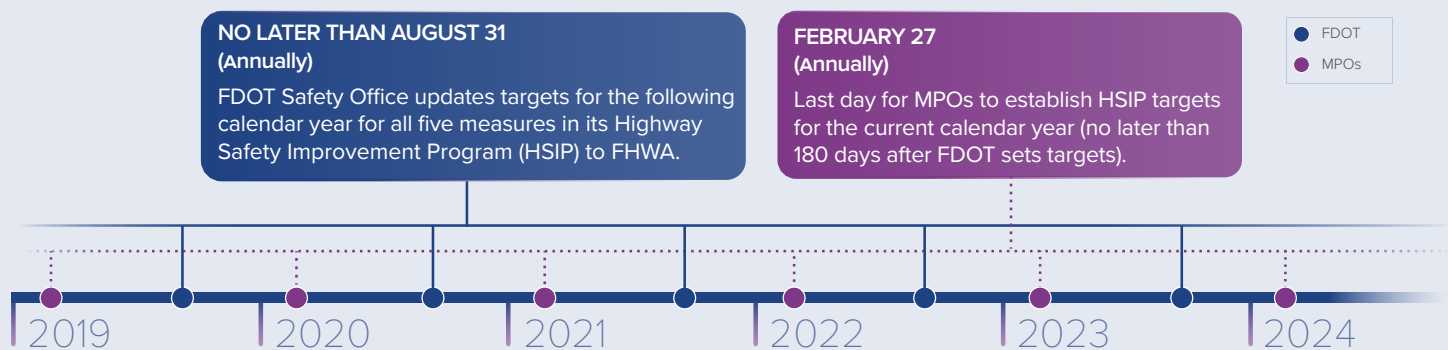
OVERVIEW

The first of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on April 14, 2016, establishing measures to assess the condition of road safety. This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

NUMBER OF FATALITIES	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	COORDINATION WITH OTHER PLANS Updates to FDOT's Florida Transportation Plan (FTP) and MPO's Long-Range Transportation Plans (LRTP) must include most recently reported safety performance data and targets. Updates to the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIP) must include a description of how the STIP/TIP contributes to achieving safety performance targets in the FTP/LRTP.
RATE OF FATALITIES	The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.	
NUMBER OF SERIOUS INJURIES	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.	
RATE OF SERIOUS INJURIES	The total number of serious injuries per 100 million VMT in a calendar year.	
NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.	

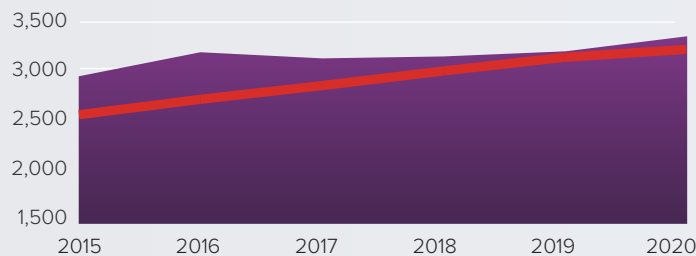
TIMELINE



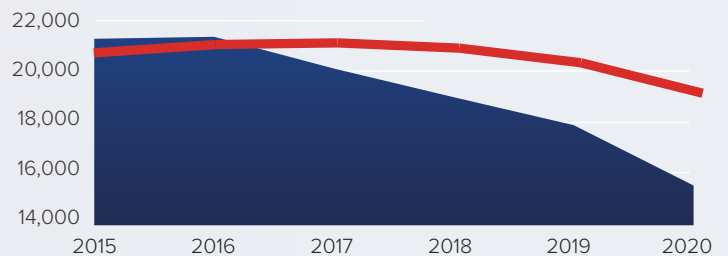
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

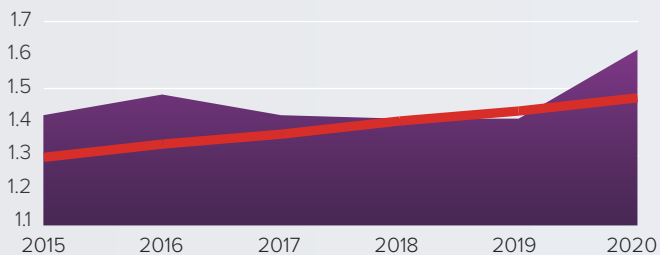
ANNUAL FATALITIES



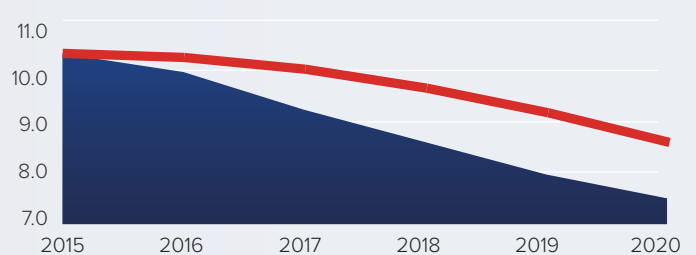
ANNUAL SERIOUS INJURIES



FATALITY RATE (PER HUNDRED MILLION VMT)



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



Source: FLHSMV, 2021.

STATEWIDE TARGETS

- » FDOT annually establishes statewide safety targets for the following calendar year as part of the HSIP Annual Report, which must be submitted by August 31 each year.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

Given FDOT's firm belief that every life counts, the target set for all safety performance measures is **ZERO**.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs must annually update their targets by February 27 of each year.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

Based on FHWA's review, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

FOR MORE INFORMATION PLEASE CONTACT

Erika Thompson, Statewide Metropolitan Planning Coordinator

Florida Department of Transportation

erika.thompson@dot.state.fl.us | (850) 414-4807

PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule, the targets Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

- » Percentage of NHS bridges (by deck area) classified as in **GOOD** condition.
- » Percentage of NHS bridges (by deck area) classified as in **POOR** condition.

POOR CONDITION

Suggests major investment is needed.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

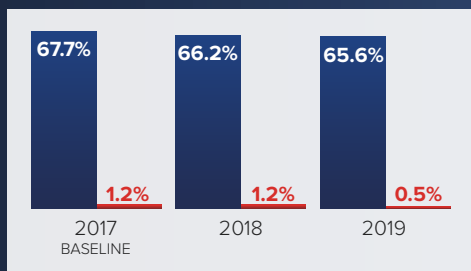
SECOND Performance Period
(January 1, 2022 to December 31, 2025)



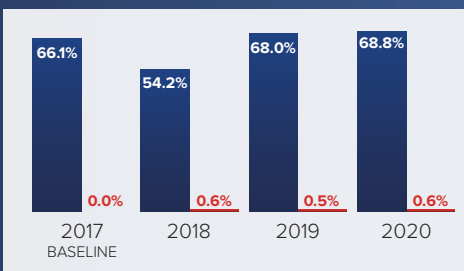
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

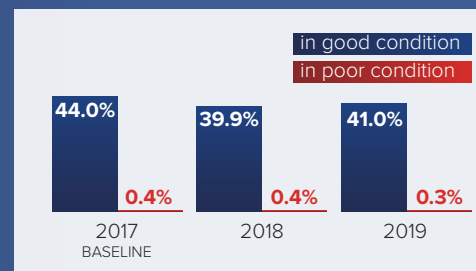
NHS Bridges



Interstate Pavements



Non-Interstate NHS Pavements



Source: FDOT.

STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

Performance Measure	2-Year Target	4-Year Target
Pavement		
% of Interstate pavements in GOOD condition	Not required	≥ 60%
% of Interstate pavements in POOR condition	Not required	≤ 5%
% of non-Interstate NHS pavements in GOOD condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in POOR condition	≤ 5%	≤ 5%
Bridge		
% of NHS bridges (by deck area) classified in GOOD condition	≥ 50%	≥ 50%
% of NHS bridges (by deck area) classified in POOR condition	≤ 10%	≤ 10%

Note: Two-year targets were not required for Interstate pavement condition for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

In January 2021, FHWA determined Florida had made significant progress toward the two-year bridge and pavement targets based on reported data for 2018 and 2019. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the statewide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

- » **Pavement:** No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓
- » **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓

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PM3: System Performance



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES

Performance Measure	Typically Referred to As	What It Measures
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non- Interstate NHS that are reliable	Non-Interstate reliability	
Truck travel time reliability (TTTR) index	Truck reliability	Seeks to assess how reliable the Interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.

This rule also contains measures addressing CMAQ Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to FDOT or any of Florida's MPOs.

TIMELINE

FIRST Performance Period
(January 1, 2018 to December 31, 2021)

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



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

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

Percent of the person-miles traveled on the Interstate that are reliable



NON-INTERSTATE NHS RELIABILITY

Percent of the person-miles traveled on the non-Interstate NHS that are reliable



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Note: A higher Interstate and non-Interstate NHS reliability percentage means greater reliability. However, a higher TTTR index means lower reliability.

Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS)

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

Performance Measure	2-Year Target	4-Year Target
Interstate reliability	≥ 75%	≥ 70%
Non-Interstate NHS reliability	Not required	≥ 50%
Truck reliability	≤ 1.75	≤ 2.00

Note: Two-year targets were not required for non-Interstate reliability for the first performance period, but will be required for the second and subsequent performance periods.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set system performance targets for the first performance period by November 14, 2018. FDOT will set its targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

In January 2021, FHWA determined Florida had made significant progress toward the two-year targets for Interstate and truck reliability based on reported data. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated and amended Long-Range Transportation Plans (LRTP), and approval of MPO Transportation Improvement Programs (TIP).

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TRANSIT Asset Management



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2022

OVERVIEW

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces requirements for new State of Good Repair (SGR) performance measures and Transit Asset Management (TAM) Plans. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit agencies are required to report transit asset performance measures and targets annually to the National Transit Database (NTD). Targets should be supported by the most recent condition data and reasonable financial projections.

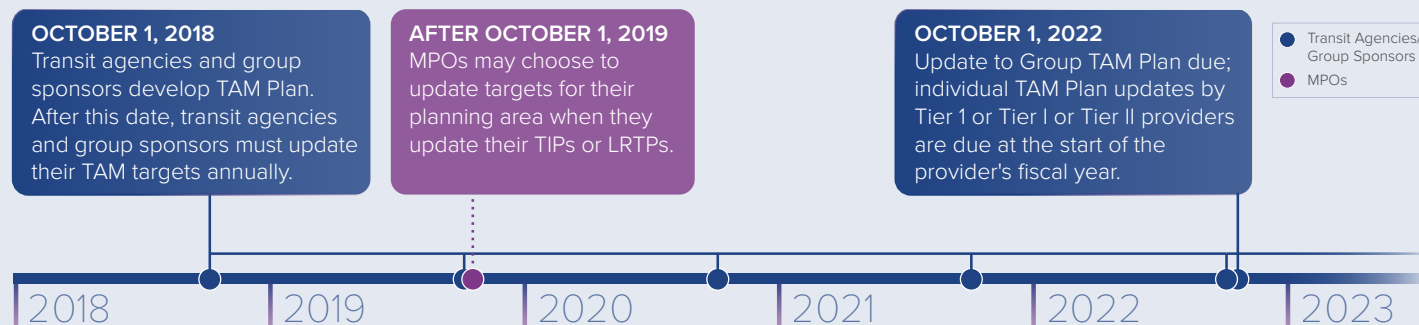
Transit Asset Categories and Related Performance Measures

FTA Asset Categories	Type of Measure	Performance Measures
EQUIPMENT Non-revenue support-service and maintenance vehicles	Age	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Age	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Performance	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Condition	Percentage of facilities within an asset class rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Lifecycle investments have been met or recovered.

TIMELINE



Transit providers set targets annually in October, January, or April, depending on the provider's fiscal year.

TAM PLAN

By October 1, 2018 (two years from effective date of the Final Rule), Transit Asset Management Plans (TAM Plan) were required for all providers. These plans are either developed by the providers or by a group sponsor on behalf of multiple providers. These plan must be updated every four years. The Group TAM Plan must be updated by October 1, 2022, and individual TAM Plans by Tier I and Tier II providers must be updated by the start of the provider's fiscal year.

Tier I versus Tier II Agencies

The rule makes a distinction between Tier I and Tier II transit providers and establishes different requirements for them.

TIER I

Owns, operates, or manages either:

- > = 101 vehicles in revenue service during peak regular service across **ALL fixed route** modes or **ANY one non-fixed route mode**
- OR**
- Rail transit

TIER II

Owns, operates, or manages either:

- < = 100 vehicles in revenue service during peak regular service across **ALL non-rail fixed route** modes or in **ANY one non-rail fixed route mode**
- OR**
- Subrecipient under the 5311 program
- OR**
- Native American Tribe

TAM Plan Elements

- | | |
|----------------------------------|--|
| 1. Inventory of Capital Assets | ALL PROVIDERS
(Tiers I and II) |
| 2. Condition Assessment | |
| 3. Decision Support Tools | |
| 4. Investment Prioritization | |
| 5. TAM and SGR Policy | TIER I ONLY |
| 6. Implementation Strategy | |
| 7. List of Key Annual Activities | |
| 8. Identification of Resources | |
| 9. Evaluation Plan | |

A **TIER I** provider must develop its own TAM Plan. The Tier I provider must make the TAM plan, annual targets, and supporting materials available to the state DOTs and MPOs that provide funding to the provider.

TIER II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. State Departments of Transportation (DOT) that pass FTA funds to subrecipients are required to be group TAM plan sponsors. The unified targets and narrative report for group plan participants are submitted on behalf of all participating agencies by the sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan. The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2018. The plan included collective targets for subrecipients.

MPO COORDINATION

- » Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider operates services.
- » MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider TAM targets in the updated TIP.
- » When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider's targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from provider targets, especially if there are multiple transit agencies in the MPO planning area.
- » MPOs are required to coordinate with transit providers and group plan sponsors when selecting targets to ensure alignment of targets.
- » FTA will not assess MPO progress toward achieving transit targets. However, the Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated LRTPs, and approval of MPO TIPs.

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PUBLIC TRANSIT

Safety Performance



MAP-21 Performance Management

April 2022

OVERVIEW

The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. Development and implementation of agency safety plans will help ensure that public transportation systems are safe nationwide. This fact sheet summarizes the requirements of this rule and the responsibilities of Florida's transit providers and Metropolitan Planning Organizations (MPOs) in implementing the rule.

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

RECIPIENTS AND SUB-RECIPIENTS OF FTA 5307 FUNDS	FTA is deferring applicability for operators that only receive 5310 and/or 5311 funds.
SMALL PUBLIC TRANSPORTATION PROVIDERS (5307S)	Agencies: a) without rail; and b) with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

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



INJURIES

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

SAFETY EVENTS

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



SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMELINE

BY JULY 20, 2021

Transit providers must have in place a Public Transportation Agency Safety Plan that meets federal requirements and must have established transit safety targets. After this date, transit providers must update transit safety targets annually.

AFTER JULY 20, 2021

Update or amendments to the LRTP and TIP after this date must be developed according to the Transit Safety Rule.

WITHIN 180 DAYS AFTER DATE OF TRANSIT PROVIDER ACTION

Safety targets must be established by MPOs.

WITH TIP OR LRTP UPDATE

MPOs may choose to update targets for their planning area.

- Transit Providers
- MPOs

2021 2022 2023 2024

PTASP CERTIFICATION AND REVIEW

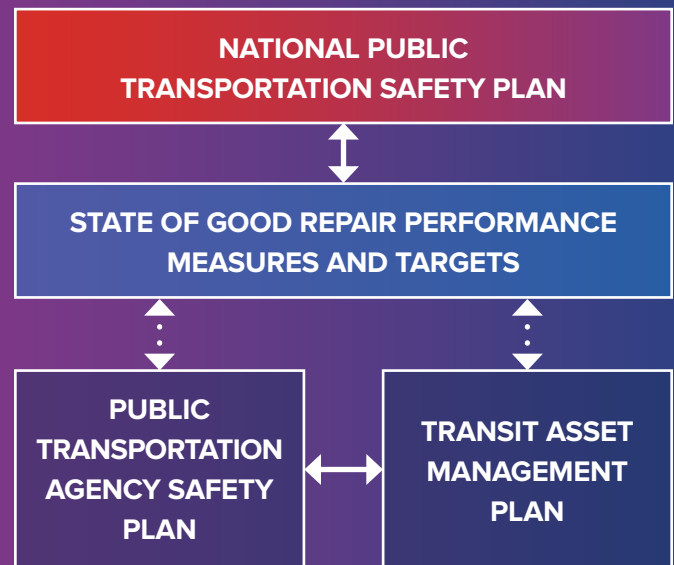
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 transit provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). The FTA PTASP rule and Florida's SSPP requirements are similar, but have some differences. Because Section 5307 providers in Florida must already have a SSPP, FDOT recommends that transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

FDOT has issued guidance to providers to assist them with revising existing SSPPs to be compliant with the FTA requirements.

While the PTASP rule requires transit providers to establish safety performance targets, the SSPP does not.

PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



REQUIREMENTS

COORDINATION WITH METROPOLITAN, STATEWIDE, AND NON-METROPOLITAN PLANNING PROCESSES

- » Public transit providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- » Providers will give written notice to the MPO(s) and FDOT when the provider establishes transit safety targets. This notice will provide the established targets and the date of establishment.
- » MPOs that establish their own transit safety targets will coordinate with the public transit provider(s) and FDOT in the selection of transit safety performance targets. The MPOs will give written notice to the public transit providers and FDOT when the MPO establishes its own transit safety targets.
- » MPOs that agree to support a public transit provider's safety targets will provide FDOT and the public transit providers documentation that the MPO agrees to do so.
- » Public transit providers that annually draft and certify a PTASP must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » Public transit providers will update the PTASP and establish transit safety targets annually. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider PTASP targets in the updated TIP.
- » If two or more providers operate in an MPO planning area and establish different safety targets for a measure, the MPO may establish a single target for the MPO planning area or establish a set of targets for the MPO planning area that reflect the differing transit provider targets.

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APPENDIX E: Public Notice Records

The Ocala Marion TPO Draft Transportation Improvement Program (TIP) is available for public review.

The Ocala Marion Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is a five-year schedule of transportation improvements throughout the Metropolitan Planning Area of Marion County. The TIP documents the anticipated timing and cost of transportation projects funded by federal, state and local sources. Projects in the TIP may include roadway and bridge construction; operations; resurfacing; bicycle and pedestrian; transit, aviation and rail.

The Draft TIP for Fiscal Years 2023 to 2027 is available for public review by accessing the TPO website at:

<https://ocalamariontpo.org/plans-and-programs/transportation-improvement-program-tip>.

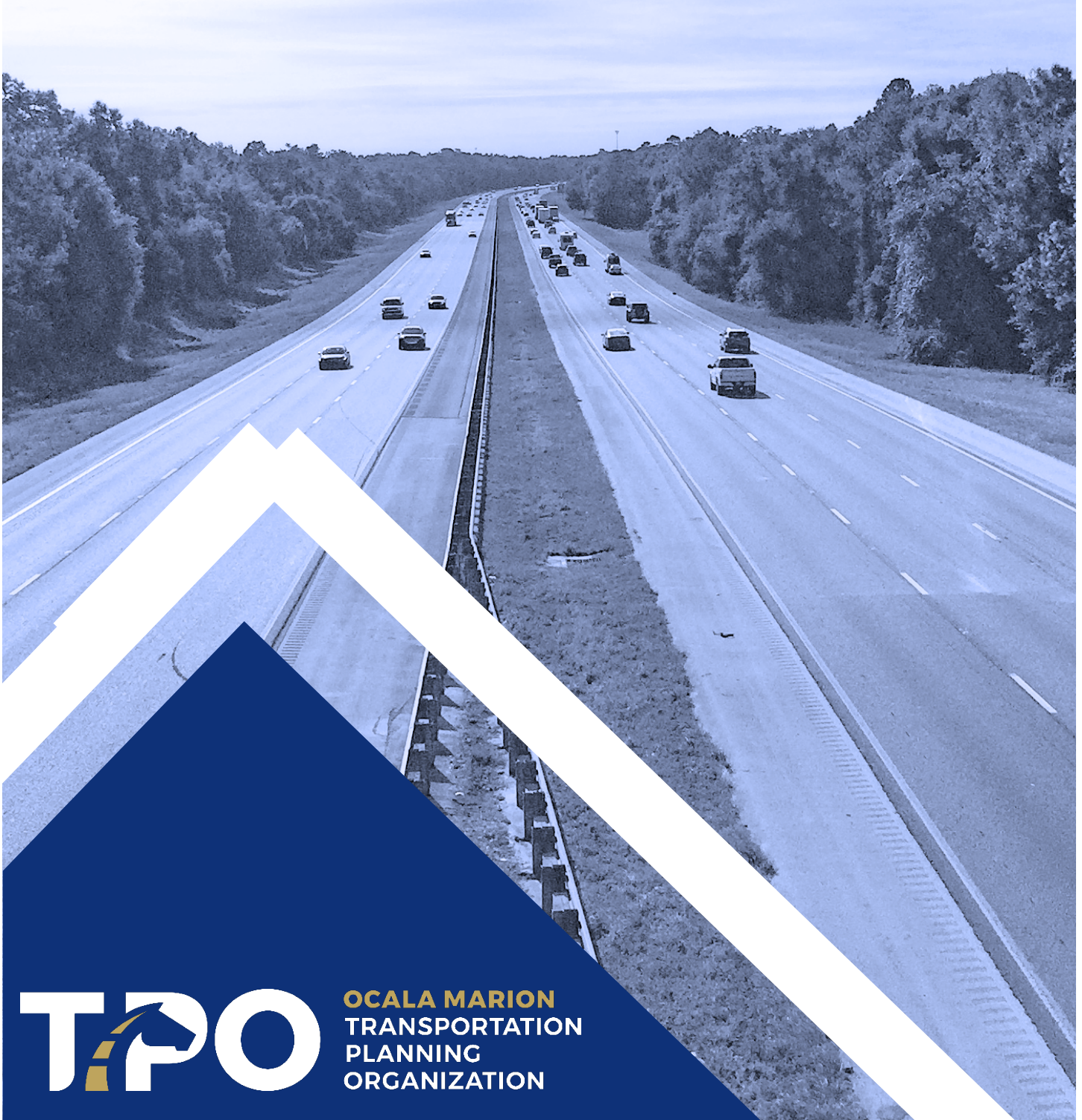
Please use the TPO Feedback Form at <https://ocalamariontpo.org/public-involvement/tpo-feedback-form> to provide comments by **June 24, 2022**; or contact Rob Balmes, TPO Director. 352-438-2631; rob.balmes@marionfl.org.

May 3, 2022 7198272

APPENDIX F: Public and Partner Comments

APPENDIX G: Glossary of Terms and Acronyms

Glossary of Terms and Acronyms



OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

February 2022

ACRYONYM	NAME	DESCRIPTION
3C	Continuing, Cooperative and Comprehensive	A Continuing, Cooperative and Comprehensive (3C) process is required for all Metropolitan Planning Organizations (MPO) to be eligible for Federal transportation funding.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. ATMS utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections.
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data.
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation- monitoring resources.
CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keeps the composition of the CAC diverse in terms of geographic location and professions represented.
CBSA	Core Based Statistical Areas	CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel.
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.

ACRYONYM	NAME	DESCRIPTION
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - http://leempo.com/programs-products/transportation-disadvantaged/).
CTD	Commission for Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities (Definition taken from NCFRPC - http://www.ncfrpc.org/TD/td.html).
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.
CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include "Walk Your Child to School Day", a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/ controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - https://www.fhwa.dot.gov/civilrights/programs/dbe/).
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - https://ctd.fdot.gov/communitytransystem.htm)
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is part of the project.

ACRYONYM	NAME	DESCRIPTION
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify the impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America's Surface Transportation Act	The Fixing America's Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.
FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- https://jobs.myflorida.com/go/ Department-of-Transportation/2817700/).
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
FMTP	Freight Mobility and Trade Plan	FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development into the future.
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/ Federal Fiscal Year	The TPO's Fiscal Year is from July 1 to June 30. The Federal Fiscal Year is from October 1 to September 30.

ACRYONYM	NAME	DESCRIPTION
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people.
HSIP	Highway Safety Improvement Program	The goal of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.
HUD	Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
IIJA	Infrastructure Investment and Jobs Act	Commonly referred to as the Bipartisan Infrastructure Bill, IIJA was signed into law by President Biden on November 15, 2021. IIJA includes \$550 billion in new funding for transportation infrastructure. IIJA authorizes \$1.2 trillion in total spending.
IRI	International Roughness Index	International Roughness Index (IRI) is used by transportation professionals around the world as a standard to quantify road surface roughness. IRI is highly useful for assessing overall roadway pavement ride quality; a higher IRI value indicates a rougher road surface.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing to improve the efficiency or safety of the surface transportation system.
LOS	Level of Service	Level of Service (LOS) is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LOPP	List of Priority Projects	The List of Priority Projects (LOPP) is a formalized list developed each year by the TPO in collaboration with local government partners, and as required by state statute. The LOPP contains the highest priorities for future transportation projects and investments to receive consideration for federal and state funding.
LRTP/MTP	Long-Range Transportation Plan (or Metropolitan Transportation Plan)	A document that serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/ .

ACRYONYM	NAME	DESCRIPTION
LOTTR	Level of Travel Time Reliability	The Level of Travel Time Reliability (LOTTR) is the ratio of the 80th percentile travel time to the normal travel time (50th percentile) throughout a full calendar year. Data for this measure is derived from the FHWA National Performance Management Research Data set (NPMRDS).
MAP-21	Moving Ahead for Progress in the 21st Century	The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPA	Metropolitan Planning Area	The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.
MPO	Metropolitan Planning Organization	An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated as an MPO, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
MPOAC	Metropolitan Planning Organization Advisory Council	A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process.
MSA	Metropolitan Statistical Area	A Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.
NTD	National Transit Database	The National Transit Database (NTD) is the repository of data for the financial, operating and asset conditions of the nation's transit systems.
NEPA	National Environmental Policy Act of 1969	Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
NHPP	National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
NHPP (Bridge)	National Highway Performance Program (Bridge)	Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)].
NHS	National Highway System	This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b) (23CFR500).

ACRYONYM	NAME	DESCRIPTION
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - https://www.fdotd7studies.com/what-is-a-pde-study.html).
PEA	Planning Emphasis Area	Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs.
PM	Performance Management	Performance Management (PM) serves as federally required strategic approach that uses system data and information guide investment and policies to achieve national goals.
PPP	Public Participation Plan	The Public Participation Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.
PTASP	Public Transportation Agency Safety Action Plan	A plan that is developed by transit agencies to identify responsibilities for safety and day to day implementation of a safety management system.
RPC	Regional Planning Council	Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration.
SHSP	Strategic Highway Safety Plan	This is a statewide and coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - https://www.fdot.gov/planning/sis/default.shtm).
SOV	Single-Occupancy Vehicle	Any motor vehicle operated or driven by a single person.
STBG	Surface Transportation Block Grant Program	The STBG federal funding promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

ACRYONYM	NAME	DESCRIPTION
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and other state and local professionals.
TAMP	Transportation Asset Management Plan	The TAMP outlines the process for effectively operating, maintaining and improving the physical transportation assets in Florida (e.g., roads, bridges, culverts).
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.
TD	Transportation Disadvantaged	Transportation Disadvantaged includes individuals with physical and economic challenges and senior citizens facing mobility issues.
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.
TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10- year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
TIP	Transportation Improvement Program	A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area.
TMIP	Travel Model Improvement Program	TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.

ACRYONYM	NAME	DESCRIPTION
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation (Definition taken from Reconnecting America- www.reconnectingamerica.org).
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.
TTTR	Truck Travel Time Reliability Index	The Truck Travel Time Reliability Index (TTTR) is defined as the ratio of longer truck travel times (95th percentile) compared to normal truck travel times (50th percentile) on the interstate system.
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
ULB	Useful Life Benchmark	The expected lifecycle or the acceptable period of use in service for a transit capital asset, as determined by the transit agency or by a default benchmark provided by the Federal Transit Administration.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of United States.
USDOT	United States Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
YOE	Year of Expenditure	The current dollar in the year (adjusted for inflation) during which an expenditure is made or benefit realized, such as a project being constructed.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period (Definition taken from Wikipedia).

APPENDIX H: Project Changes from Prior TIP

Project Changes from Prior Transportation Improvement Program (TIP)

The following lists (2) summarize major projects that were programmed in the previous FY 2022 to FY 2026 TIP and their respective status toward implementation. This includes projects that were advanced; completed; under construction (2022); or deferred.

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

Project Status from Prior TIP: Advanced, Completed, Construction or Deferred			
Project Number/FM	Project Description	Project Status	FY 22-26 TIP Funding
2386481	SR 45 (US 41) from SW 110th Street to North of SR 40	Deferred Out	\$44,211,268
4112565	SR 35 (US 301) Dallas Pond Redesign	Construction 2022	\$537,379
4336511	CR 484 from SW 20th Avenue to CR 475A	Construction 2022	\$15,302,481
4336611	U.S. 441 from SR 40 to SR 40A (Broadway)	Construction 2022	\$3,607,422
4348441	CR 42 at SE 182nd Avenue	Deferred to FY 23	\$407,200
4354842	Pruitt Trail from SR 200 to Pruitt Trailhead	Deferred to FY 26	\$2,158,000
4364742	Saddlewood Elementary School Sidewalks	Construction 2022	\$317,096
4364743	Legacy Elementary School Sidewalks	Construction 2022	\$1,411,659
4375962	SR 40 from NW 27th Street to SW 7th Street Sidewalks	Completed 2021	\$913,539
4384271	Marion County Airport Airfield Pavement Improvements	Deferred to FY 25	\$4,833,608
4384771	Ocala International Airport Taxiway Improvements	Deferred to FY 26	\$6,500,000
4407801	Ocala International Airport Pavement Rehabilitation	Deferred to FY 24	\$1,978,750
4408801	Marion Oaks Marion Oaks Manor Sidewalk	Construction 2022	\$36,210
4431701	SR 93 (I-75) from Sumter County to SR 200	Construction 2022	\$30,271,013
4437301	U.S. 301/U.S. 441 South of Split to North of Split Landscape	Construction 2022	\$372,839
4453211	Wildwood Mainline Weigh-In Motion (WIM) Screening	Construction 2022	\$4,621,712
4456871	U.S. 41/Williams from Brittan Alexander Bridge to River Road	Advanced to FY 22	\$551,496
4458001	SR 40 at SR 492 (NE 14th Street)	Advanced to FY 22	\$987,415
4471371	SR 200 Bridges and SR 40 Bridge Deck Rehabilitation	Construction 2022	\$1,010,681
4483891	NW 9th Street at Railroad Crossing #627174G	Completed 2022	\$207,629
4485751	Ocala International Airport ARFF Building	Deferred to FY 27	\$1,608,894

Major Project Total Funding Changes: Prior TIP to Current TIP			
Project Number/FM	Project Description	Project Schedule Changes	Change in Project Funding
2386481	SR 45 (US 41) from SW 110th St to North of SR 40	Deferred Out	-\$44,211,268
4336511	CR 484 from SW 20th to CR 475A	None	-\$2,874,947
4352091	I-75 (SR 93) at NW 49th Street from end of NW 49th to NW 35th	None	-\$2,922,305
4385621	I-75 (SR 93) Rest Area Marion County, N/O CR 484 to S/O SR 200	None	\$8,409,437
4392341	SR 200 from I-75 to US 301	None	\$5,749,473
4411411	SR 464 from US 301 to SR 35 (Baseline)	None	\$2,314,249
4452121	SR 200 (US 301) from S/O NE 175th to Alachua County Line	None	-\$481,617
4452171	SR 326 from NW 12th to SR 40	None	\$3,421,516
4457011	SE Abshier Boulevard from SE Hames to N/O SE Agnew Road	None	\$566,843

APPENDIX I: List of Projects in 2045 LRTP

FIGURE 7.2: 2021-2025 PROJECTS

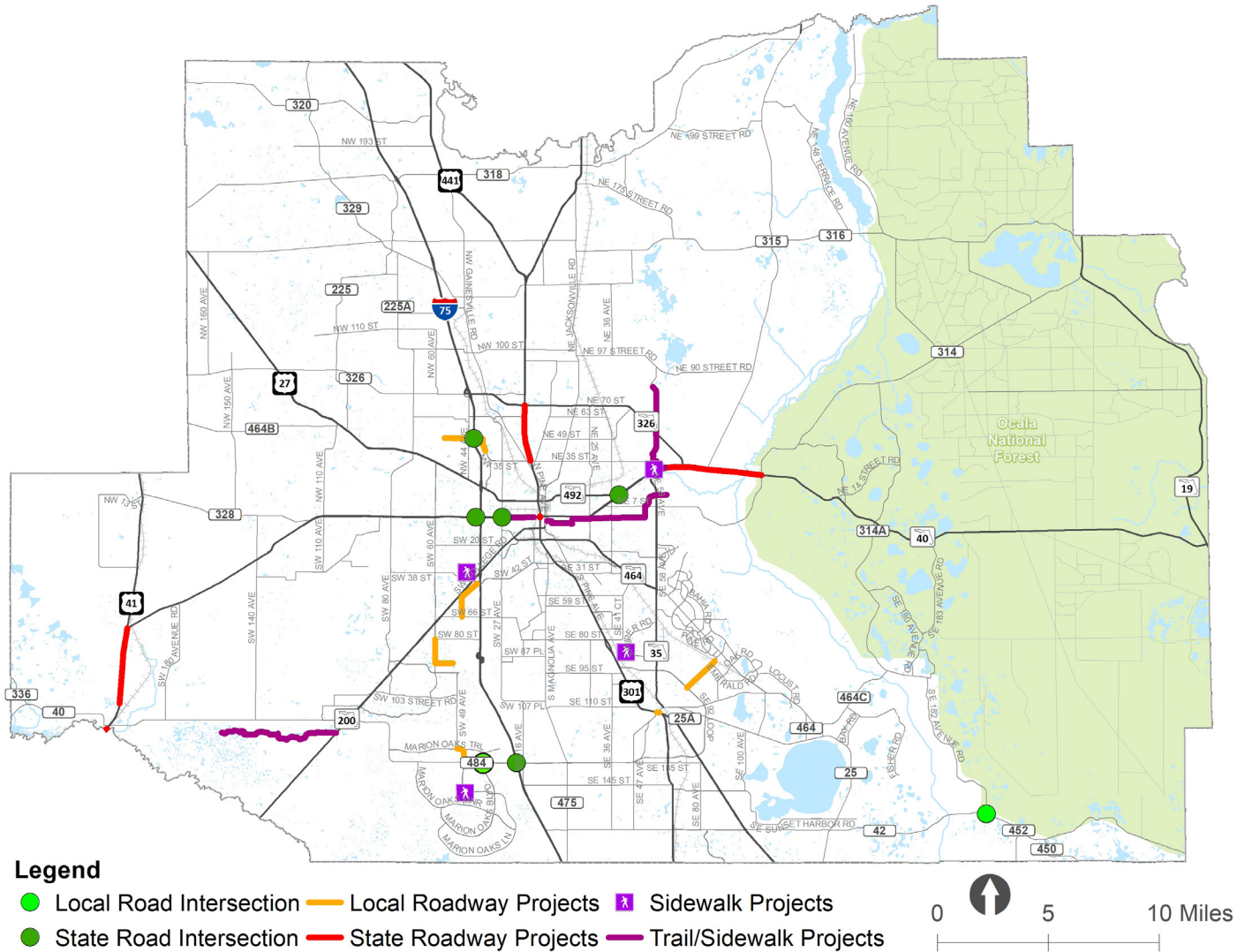


TABLE 7.2: 2021-2025 PROJECTS

PROJECT TYPE	FACILITY	FROM	TO	IMPROVEMENT
State/Federal Funded Roadway Investmens	SR 45 (US 41)	SW 110TH St	N of SR 40	Add Lanes & Reconstruct
	SR 40	End of 4 Lanes	E of CR 314	Add Lanes & Reconstruct
	CR 484	SW 20TH Ave	CR 475A	Interchange Improvement
	SR 40	at SW 40th Ave and SW 27th Ave		Add Turn Lane(s)
	I-75(SR 93)	End of NW 49th St	End of NW 35th St	New Interchange
	US 441	SR 40	SR 40A (SW Broadway)	Traffic Ops Improvement
	E SR 40	At SR 492		Traffic Signals
	SR 40	SW 27th Ave	MLK Jr. Ave	Safety Project
	US 41/Williams St	Brittan Alexander Bridge	River Rd	Safety Project
	SR 25	NW 35th St	SR 326	Safety Project
	CR 42	at SE 182ND		Add Turn Lane(s)
Local Funded Roadway Investments	SE Abshier Blvd	SE Hames Rd	N of SE Agnew Rd	Traffic Signals
	Emerald Road Extension	SE 92nd Loop	Florida Northern Railroad	New 2 Lane
	NW 49th Street Ext	NW 44th Ave	NW 35th Ave	New 4 Lane
	NW 49th Street	1.1 miles west of NW 44th Ave	NW 44th Ave	New 2 Lane
	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 Lane divided
	SW 49th Ave	Marion Oaks Trail	CR 484	New 4 Lane
	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 Lane
	SW 60th Ave	SW 90th St	SW 80th St	Traffic Signals
	CR 484	at Marion Oaks Blvd		Add Turn Lanes, Modify Signals
Pedestrian/ Bicycle Investments	Silver Springs State Park			Pedestrian Bridges
	Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path/Trail
	Indian Lake Trail	Silver Springs State Park	Indian Lake Park	Bike Path/Trail
	Downtown Ocala Trail	SE Osceola Ave	Silver Springs State Park	Bike Path/Trail
	SR 40	NW 27th Ave	SW 7th Ave	Sidewalks
	Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor	Sidewalks
	Saddlewood Elementary			Sidewalks
	Legacy Elementary			Sidewalks
Technological Investments	Marion County/ Ocala ITS Operational Support			ITS Communication System

FIGURE 7.3: 2026-2030 PROJECTS

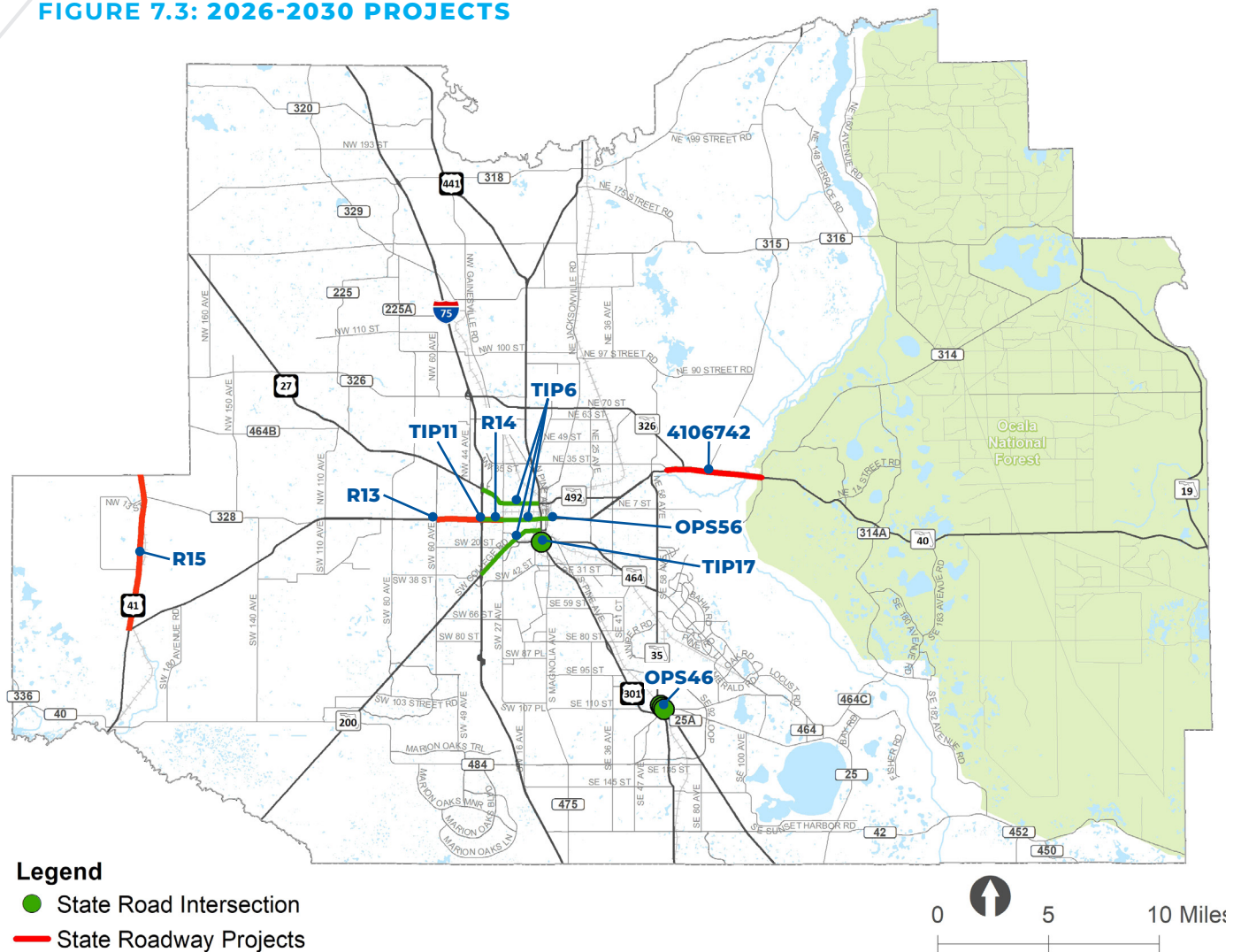


TABLE 7.3: 2026-2030 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	TIP6	I-75 FRAME Off System			ITS infrastructure
	TIP17	US 441	at SR 464		Turn lane
	TIP11	SR 40	SW 40th Ave	SW 27th Ave	Left turn lane
	R15	US 41	SR 40	Levy County Line	Widen to 4 lanes
	OPS46	SR 35	at Foss Rd, Robinson Rd, Hames Rd		Intersection geometry
	R13	SR 40	SW 60th Avenue	I-75	Widen to 6 lanes
	R14	SR 40	I-75	SW 27th Avenue	Widen to 6 lanes
	OPS56	SR 40 Downtown Operational Imp.	US 441	NE 8th Ave	Complete Street
	4106742	SR 40	from end of 4 lanes	to East of CR 314	Widen to 4 lanes

APPENDIX J: FDOT TIP Project Detailed Report

Federal Aid Management (Cynthia Lorenzo - Director)

STIP Project Detail and Summaries Online Report**** Repayment Phases are not included in the Totals ****

Selection Criteria	
TIP	Detail
County/MPO Area: Ocala-Marion TPO	All Funds
Number Of Years: 5	As Of: 4 = 04/11/22
Version: G1	

HIGHWAYS									
Item Number: 433651 1		Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A							*SIS*
District: 05 County: MARION		Type of Work: INTERCHANGE IMPROVEMENT					Project Length: 0.741MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	10,000							10,000
	ACSN-ADVANCE CONSTRUCTION (SN)	111,747							111,747
	SA-STP, ANY AREA	144,783							144,783
	SL-STP, AREAS <= 200K	51,687							51,687
	SN-STP, MANDATORY NON-URBAN <= 5K	2,202,713							2,202,713
Phase: PRELIMINARY ENGINEERING Totals		2,520,930							2,520,930
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	150,489							150,489
	ACSN-ADVANCE CONSTRUCTION (SN)	31,250							31,250
	GFSL-GF STPBG <200K<5K (SMALL URB)	34,783							34,783
	GFSN-GF STPBG <5K (RURAL)	186,511							186,511
	SL-STP, AREAS <= 200K	478,579							478,579
	SN-STP, MANDATORY NON-URBAN <= 5K	1,309,489							1,309,489
Phase: RIGHT OF WAY Totals		2,191,101							2,191,101
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	ACSN-ADVANCE CONSTRUCTION (SN)	1,688,285							1,688,285
	GFSL-GF STPBG <200K<5K (SMALL URB)	83,924							83,924
	SA-STP, ANY AREA	241,951							241,951
	SL-STP, AREAS <= 200K	992,858							992,858
Phase: RAILROAD & UTILITIES Totals		3,007,018							3,007,018
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACFP-AC FREIGHT PROG (NFP)	9,271,487		47,520					9,319,007
	ACSN-ADVANCE CONSTRUCTION (SN)	190,712							190,712
	GFSA-GF STPBG ANY AREA	1,004,134							1,004,134
		220,212							220,212

	GFSN-GF STPBG <5K (RURAL)								
	LF-LOCAL FUNDS	21,958							21,958
	SA-STP, ANY AREA	169,113							169,113
Phase: CONSTRUCTION Totals		10,877,616		47,520					10,925,136
Item: 433651 1 Totals		18,596,665		47,520					18,644,185
Item Number: 433651 4		Project Description: CR 484 FROM SW 20TH AVENUE TO CR 475A							
District: 05		County: MARION		Type of Work: LANDSCAPING			Project Length: 0.414MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K	61,067							61,067
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K		179,725						179,725
Item: 433651 4 Totals		61,067	179,725						240,792
Project Totals		18,657,732	179,725	47,520					18,884,977
Item Number: 433652 1		Project Description: SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE							
District: 05		County: MARION		Type of Work: ADD TURN LANE(S)			Project Length: 1.309MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	145,138							145,138
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	165,885							165,885
	DS-STATE PRIMARY HIGHWAYS & PTO	1,682,854							1,682,854
Phase: PRELIMINARY ENGINEERING Totals		1,993,877							1,993,877
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	70,000	30,000						100,000
	SL-STP, AREAS <= 200K	3,082,846	1,122,500	247,154					4,452,500
Phase: RIGHT OF WAY Totals		3,152,846	1,152,500	247,154					4,552,500
Item: 433652 1 Totals		5,146,723	1,152,500	247,154					6,546,377
Project Totals		5,146,723	1,152,500	247,154					6,546,377
Item Number: 433660 1		Project Description: US 441 @ SR 464							
District: 05		County: MARION		Type of Work: TRAFFIC OPS IMPROVEMENT			Project Length: 0.433MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	17,089			160,000				177,089
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	147,761							147,761
	DS-STATE PRIMARY HIGHWAYS & PTO	689,533							689,533
Phase: PRELIMINARY ENGINEERING Totals		854,383			160,000				1,014,383
RIGHT OF WAY / MANAGED BY FDOT									
		472,364							472,364

Fund Code:	DDR-DISTRICT DEDICATED REVENUE								
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	153,140							153,140
	DS-STATE PRIMARY HIGHWAYS & PTO	26,450							26,450
	Phase: RIGHT OF WAY Totals	651,954							651,954
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					3,066,244	23,080		3,089,324
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					27,975			27,975
Phase: CONSTRUCTION Totals						3,094,219	23,080		3,117,299
Item: 433660 1 Totals		1,506,337			160,000	3,094,219	23,080		4,783,636
Project Totals		1,506,337			160,000	3,094,219	23,080		4,783,636
Item Number: 433661 1 Project Description: US 441 FROM SR 40 TO SR 40A (SW BROADWAY)									
District: 05 County: MARION		Type of Work: TRAFFIC OPS IMPROVEMENT				Project Length: 0.384MI			
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	234,257							234,257
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	77,976							77,976
	DS-STATE PRIMARY HIGHWAYS & PTO	633,083							633,083
	Phase: PRELIMINARY ENGINEERING Totals	945,316							945,316
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	212,102							212,102
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	73,434							73,434
	DS-STATE PRIMARY HIGHWAYS & PTO	270,000							270,000
	Phase: RIGHT OF WAY Totals	555,536							555,536
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	173,355							173,355
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	1,907,410							1,907,410
	DDR-DISTRICT DEDICATED REVENUE	1,347,990	17,767						1,365,757
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	34,361							34,361
	LF-LOCAL FUNDS	178,636							178,636
	SL-STP, AREAS <= 200K	334,745							334,745
	SN-STP, MANDATORY NON-URBAN <= 5K	921,101							921,101
	Phase: CONSTRUCTION Totals	4,724,243	17,767						4,742,010
Item: 433661 1 Totals		6,398,450	17,767					6,416,217	
Project Totals		6,398,450	17,767					6,416,217	
Item Number: 434844 1 Project Description: CR 42 AT SE 182ND									
District: 05 County: MARION		Type of Work: ADD LEFT TURN LANE(S)				Project Length: 0.307MI			
		Fiscal Year							

Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY ENGINEERING DEPT									
Fund Code:	HSP-SAFETY (HIWAY SAFETY PROGRAM)	25,012							25,012
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	21,000							21,000
CONSTRUCTION / MANAGED BY MARION COUNTY ENGINEERING DEPT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		350,000						350,000
Item: 434844 1 Totals		46,012	350,000						396,012
Item Number: 434844 2 Project Description: CR 42 AT SE 182ND District: 05 County: MARION Type of Work: ADD LEFT TURN LANE(S) Project Length: 0.000									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		67,980						67,980
Item: 434844 2 Totals			67,980						67,980
Project Totals		46,012	417,980						463,992
Item Number: 435209 1 Project Description: I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST *SIS* District: 05 County: MARION Type of Work: INTERCHANGE (NEW) Project Length: 0.001MI									
Fiscal Year									
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	2,636,410							2,636,410
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	169,997							169,997
	DS-STATE PRIMARY HIGHWAYS & PTO	575,493							575,493
Phase: P D & E Totals		3,381,900							3,381,900
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	4,268,345							4,268,345
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	231,828							231,828
	DS-STATE PRIMARY HIGHWAYS & PTO	5,303							5,303
Phase: PRELIMINARY ENGINEERING Totals		4,505,476							4,505,476
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	LF-LOCAL FUNDS	10,200,000							10,200,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	CIGP-COUNTY INCENTIVE GRANT PROGRAM				7,995,735				7,995,735
	DDR-DISTRICT DEDICATED REVENUE				5,046,899				5,046,899
	LF-LOCAL FUNDS				7,995,735				7,995,735
	SA-STP, ANY AREA				630				630
	SL-STP, AREAS <= 200K				9,213,782				9,213,782
					3,005,068				3,005,068

	SN-STP, MANDATORY NON-URBAN <= 5K								
	TRIP-TRANS REGIONAL INCENTIVE PROGM				5,703,448				5,703,448
	TRWR-2015 SB2514A- TRAN REG INCT PRG				3,418,567				3,418,567
Phase: CONSTRUCTION Totals					42,379,864				42,379,864
Item: 435209 1 Totals		18,087,376			42,379,864				60,467,240
Project Totals		18,087,376			42,379,864				60,467,240
Item Number: 435484 2 Project Description: PRUITT TRAIL FROM SR 200 TO PRUITT TRAILHEAD									
District: 05		County: MARION		Type of Work: BIKE PATH/TRAIL			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	SL-STP, AREAS <= 200K					460,700			460,700
	SN-STP, MANDATORY NON-URBAN <= 5K					561,853			561,853
	TALL-TRANSPORTATION ALTS- <200K					622,203			622,203
	TALT-TRANSPORTATION ALTS- ANY AREA					513,244			513,244
Phase: CONSTRUCTION Totals						2,158,000			2,158,000
Item: 435484 2 Totals						2,158,000			2,158,000
Project Totals						2,158,000			2,158,000
Item Number: 436756 1 Project Description: DOWNTOWN OCALA TRAIL FROM SE OSCEOLA AVE TO SILVER SPRINGS STATE PARK									
District: 05		County: MARION		Type of Work: BIKE PATH/TRAIL			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY CITY OF OCALA									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K				253,001				253,001
Item: 436756 1 Totals					253,001				253,001
Project Totals					253,001				253,001
Item Number: 437596 2 Project Description: SR 40/SILVER SPRINGS BLVD FROM NW 27TH AVE TO SW 7TH AVE									
District: 05		County: MARION		Type of Work: SIDEWALK			Project Length: 1.423MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	406,973							406,973
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	25,267							25,267
	DS-STATE PRIMARY HIGHWAYS & PTO	1,789							1,789
Phase: PRELIMINARY ENGINEERING Totals		434,029							434,029
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	SL-STP, AREAS <= 200K		899,009						899,009
Phase: CONSTRUCTION Totals			909,279						909,279
Item: 437596 2 Totals		434,029	909,279						1,343,308

Project Totals		434,029	909,279						1,343,308
Item Number: 437826 1		Project Description: I-75 MARION COUNTY REST AREAS LANDSCAPING							*SIS*
District: 05		County: MARION		Type of Work: LANDSCAPING				Project Length: 0.542MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,860				10,860
	DS-STATE PRIMARY HIGHWAYS & PTO				400,424				400,424
Phase: CONSTRUCTION Totals					411,284				411,284
Item: 437826 1 Totals					411,284				411,284
Project Totals					411,284				411,284
Item Number: 438562 1		Project Description: I-75 (SR 93) REST AREA MARION COUNTY FROM N OF SR 484 TO S OF SR 200							*SIS*
District: 05		County: MARION		Type of Work: REST AREA				Project Length: 0.547MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	660,000							660,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	56,082							56,082
	DRA-REST AREAS - STATE 100%	2,637,424							2,637,424
	DS-STATE PRIMARY HIGHWAYS & PTO	10,700							10,700
Phase: PRELIMINARY ENGINEERING Totals		3,364,206							3,364,206
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		2,456,502						2,456,502
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		51,350						51,350
	DRA-REST AREAS - STATE 100%		27,434,141						27,434,141
Phase: CONSTRUCTION Totals			29,941,993						29,941,993
Item: 438562 1 Totals		3,364,206	29,941,993						33,306,199
Project Totals		3,364,206	29,941,993						33,306,199
Item Number: 439234 1		Project Description: SR 200 FROM I-75 TO US 301							
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 3.321MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	772,311							772,311
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	41,065							41,065
	DS-STATE PRIMARY HIGHWAYS & PTO	13,036							13,036
Phase: PRELIMINARY ENGINEERING Totals		826,412							826,412
CONSTRUCTION / MANAGED BY FDOT									
			6,438,783						6,438,783

Fund Code:	DDR-DISTRICT DEDICATED REVENUE								
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	DS-STATE PRIMARY HIGHWAYS & PTO		2,292,309						2,292,309
	SA-STP, ANY AREA		3,712,443						3,712,443
	SL-STP, AREAS <= 200K		891,182						891,182
Phase: CONSTRUCTION Totals			13,344,987						13,344,987
Item: 439234 1 Totals		826,412	13,344,987						14,171,399
Project Totals		826,412	13,344,987						14,171,399
Item Number: 439238 2		Project Description: SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET							
District: 05		County: MARION		Type of Work: BIKE LANE/SIDEWALK				Project Length: 7.230MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,675,000							1,675,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000							10,000
	DS-STATE PRIMARY HIGHWAYS & PTO	12,850							12,850
Phase: PRELIMINARY ENGINEERING Totals		1,697,850							1,697,850
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				2,975,178				2,975,178
	Item: 439238 2 Totals	1,697,850			2,975,178				4,673,028
Project Totals		1,697,850			2,975,178				4,673,028
Item Number: 441141 1		Project Description: SR 464 FROM SR 500 (US 27/301) TO SR 35							
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 5.878MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	2,746,808							2,746,808
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	80,026							80,026
	DS-STATE PRIMARY HIGHWAYS & PTO	23,317							23,317
Phase: PRELIMINARY ENGINEERING Totals		2,850,151							2,850,151
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	30,000							30,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		7,623,175						7,623,175
	DS-STATE PRIMARY HIGHWAYS & PTO		4,480,227						4,480,227
	SA-STP, ANY AREA		7,235,763						7,235,763
	SL-STP, AREAS <= 200K		2,305,807						2,305,807
Phase: CONSTRUCTION Totals			21,644,972						21,644,972
Item: 441141 1 Totals		2,880,151	21,644,972						24,525,123
Project Totals		2,880,151	21,644,972						24,525,123

Item Number: 445212 1		Project Description: SR 200 (US 301) FROM SOUTH OF NE 175 ST TO THE ALACHUA COUNTY LINE							*SIS*
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 2.362MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	934,950							934,950
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,000							20,000
	Phase: PRELIMINARY ENGINEERING Totals	954,950							954,950
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			4,719,129					4,719,129
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,560					10,560
	Phase: CONSTRUCTION Totals			4,729,689					4,729,689
Item: 445212 1 Totals		954,950		4,729,689					5,684,639
Project Totals		954,950		4,729,689					5,684,639
Item Number: 445217 1		Project Description: SR-326 FROM EAST OF SR-25/200 (US-441/301) TO SR-40							*SIS*
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 8.404MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	662,000							662,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	21,308							21,308
	DS-STATE PRIMARY HIGHWAYS & PTO	194,971							194,971
	Phase: PRELIMINARY ENGINEERING Totals	878,279							878,279
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	298,000							298,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING		8,852,307						8,852,307
	DDR-DISTRICT DEDICATED REVENUE		1,412,976						1,412,976
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	DS-STATE PRIMARY HIGHWAYS & PTO	9,029	402,640						411,669
	SL-STP, AREAS <= 200K		1,197,737						1,197,737
	Phase: CONSTRUCTION Totals	9,029	11,875,930						11,884,959
Item: 445217 1 Totals		1,185,308	11,875,930						13,061,238
Project Totals		1,185,308	11,875,930						13,061,238
Item Number: 445218 1		Project Description: SR 25 FROM AVENUE I TO THE ALACHUA COUNTY LINE							
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 3.146MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		917,369						917,369
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,000						10,000
	Phase: PRELIMINARY ENGINEERING Totals		927,369						927,369
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				6,156,852				6,156,852
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,860				10,860
	Phase: CONSTRUCTION Totals				6,167,712				6,167,712
Item: 445218 1 Totals			927,369		6,167,712				7,095,081
Item Number: 448635 1 Project Description: SR-25 FROM NORTH OF CR-25A TO AVENUE I									
District: 05		County: MARION		Type of Work: RESURFACING			Project Length: 3.173MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		1,032,000						1,032,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,000						10,000
	Phase: PRELIMINARY ENGINEERING Totals		1,042,000						1,042,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				5,923,545				5,923,545
	DDR-DISTRICT DEDICATED REVENUE				596,431				596,431
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,000				10,000
	Phase: CONSTRUCTION Totals				6,529,976				6,529,976
Item: 448635 1 Totals			1,042,000		6,529,976				7,571,976
Project Totals			1,969,369		12,697,688				14,667,057
Item Number: 445302 1 Project Description: SR 35/US 301 NORTH OF CR 42 TO NORTH OF SE 144 PL RD									
District: 05		County: MARION		Type of Work: RESURFACING			Project Length: 2.207MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	748,364							748,364
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000							10,000
	Phase: PRELIMINARY ENGINEERING Totals	758,364							758,364
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			3,043,937					3,043,937
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			10,560					10,560
	Phase: CONSTRUCTION Totals			3,054,497					3,054,497
Item: 445302 1 Totals		758,364		3,054,497					3,812,861
Project Totals		758,364		3,054,497					3,812,861

Item Number: 445688 1		Project Description: US 27 / US 441 / ABSHIVER BLVD. @ CR 42							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.065MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACID-ADV CONSTRUCTION SAFETY (HSID)	150,000							150,000
	ACSS-ADVANCE CONSTRUCTION (SS,HSP)	10,000							10,000
	DS-STATE PRIMARY HIGHWAYS & PTO	1,305							1,305
	HSP-SAFETY (HIWAY SAFETY PROGRAM)	5,059							5,059
	SA-STP, ANY AREA	74,788							74,788
	Phase: PRELIMINARY ENGINEERING Totals		241,152						
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		1,094,294						1,094,294
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		5,135						5,135
	DS-STATE PRIMARY HIGHWAYS & PTO	761							761
	Phase: CONSTRUCTION Totals		761	1,099,429					
Item: 445688 1 Totals		241,913	1,099,429						1,341,342
Project Totals		241,913	1,099,429						1,341,342
Item Number: 445701 1		Project Description: SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.180MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACID-ADV CONSTRUCTION SAFETY (HSID)	353,404							353,404
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	980							980
	DS-STATE PRIMARY HIGHWAYS & PTO	3,300							3,300
	HSP-SAFETY (HIWAY SAFETY PROGRAM)	67,175							67,175
	SA-STP, ANY AREA	46,367							46,367
	Phase: PRELIMINARY ENGINEERING Totals		471,226						
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		151,868						151,868
	DDR-DISTRICT DEDICATED REVENUE		1,900,002						1,900,002
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,270						10,270
	DS-STATE PRIMARY HIGHWAYS & PTO	152							152
	Phase: CONSTRUCTION Totals		152	2,062,140					

Item: 445701 1 Totals		471,378	2,062,140						2,533,518
Project Totals		471,378	2,062,140						2,533,518
Item Number: 447603 1		Project Description: NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE.							
District: 05		County: MARION		Type of Work: TRAFFIC SIGNALS				Project Length: 0.026MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	517,150							517,150
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	7,730							7,730
	DS-STATE PRIMARY HIGHWAYS & PTO	250							250
	Phase: PRELIMINARY ENGINEERING Totals	525,130							525,130
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)			65,228					65,228
	LF-LOCAL FUNDS			174,240					174,240
	SL-STP, AREAS <= 200K			528,000					528,000
	SN-STP, MANDATORY NON-URBAN <= 5K			54,710					54,710
Phase: CONSTRUCTION Totals				822,178					822,178
Item: 447603 1 Totals		525,130		822,178					1,347,308
Project Totals		525,130		822,178					1,347,308
Item Number: 447861 1		Project Description: I-75 WILDWOOD WEIGH STATION - INSPECTION BARN UPGRADES *SIS*							
District: 05		County: MARION		Type of Work: MCCO WEIGH STATION STATIC/WIM				Project Length: 1.136MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DWS-WEIGH STATIONS - STATE 100%					532,902			532,902
Item: 447861 1 Totals						532,902			532,902
Project Totals						532,902			532,902
Item Number: 448376 1		Project Description: I-75/SR-93 FROM SR-200 TO NORTH OF SR-500 *SIS*							
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 4.469MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP		1,439,000						1,439,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP				15,977,866				15,977,866
Item: 448376 1 Totals			1,439,000		15,977,866				17,416,866
Project Totals			1,439,000		15,977,866				17,416,866
Item Number: 448526 1		Project Description: SR-45/US-41/WILLIAMS ST FROM NORTH OF CITRUS CNTY LINE TO SW 110TH ST							
District: 05		County: MARION		Type of Work: RESURFACING				Project Length: 1.410MI	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years

PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		878,000						878,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		10,000						10,000
	Phase: PRELIMINARY ENGINEERING Totals		888,000						888,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING				3,653,002				3,653,002
	DDR-DISTRICT DEDICATED REVENUE				386,990				386,990
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				10,000				10,000
	Phase: CONSTRUCTION Totals				4,049,992				4,049,992
Item: 448526 1 Totals			888,000		4,049,992				4,937,992
Project Totals			888,000		4,049,992				4,937,992
Item Number: 448924 1									

PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		60,795						60,795
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS			30,000					30,000
	SN-STP, MANDATORY NON-URBAN <= 5K			445,830					445,830
Phase: CONSTRUCTION Totals				475,830					475,830
Item: 449277 1 Totals			60,795	475,830					536,625
Project Totals			60,795	475,830					536,625
Item Number: 449317 1		Project Description: CR 484 AT SW 135TH ST RD							
District: 05		County: MARION		Type of Work: ADD LEFT TURN LANE(S)			Project Length: 0.236MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	LF-LOCAL FUNDS		88,705						88,705
CONSTRUCTION / MANAGED BY MARION COUNTY BOARD OF COUNTY C									
Fund Code:	SN-STP, MANDATORY NON-URBAN <= 5K			369,605					369,605
Item: 449317 1 Totals			88,705	369,605					458,310
Project Totals			88,705	369,605					458,310
Item Number: 449443 1		Project Description: NE 8TH AVE FROM SR 40 TO SR 492							
District: 05		County: MARION		Type of Work: ROUNDABOUT			Project Length: 0.900MI		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY CITY OF OCALA									
Fund Code:	SL-STP, AREAS <= 200K						4,452,800		4,452,800
Item: 449443 1 Totals							4,452,800		4,452,800
Project Totals							4,452,800		4,452,800
Item Number: 450340 1		Project Description: EMERALD ROAD EXTENSION FROM SE 92ND LOOP TO CR424(SE MARICAMP RD)							
District: 05		County: MARION		Type of Work: NEW ROAD CONSTRUCTION			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
RIGHT OF WAY / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	CIGP-COUNTY INCENTIVE GRANT PROGRAM		325,000						325,000
	LF-LOCAL FUNDS		325,000						325,000
Phase: RIGHT OF WAY Totals			650,000						650,000
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	CIGP-COUNTY INCENTIVE GRANT PROGRAM		4,370,763						4,370,763
	LF-LOCAL FUNDS		4,629,237						4,629,237
Phase: CONSTRUCTION Totals			9,000,000						9,000,000
Item: 450340 1 Totals			9,650,000						9,650,000
Project Totals			9,650,000						9,650,000
FIXED CAPITAL OUTLAY									
Item Number: 450125 1		Project Description: OCALA OPERATIONS CENTER CONSTRUCTION RENOVATION							
District: 05		County: MARION		Type of Work: FIXED CAPITAL OUTLAY			Project Length: 0.000		

		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		534,900					534,900
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		5,001,200					5,001,200
Item: 450125 1 Totals			5,536,100					5,536,100
Project Totals			5,536,100					5,536,100
Item Number: 450168 1 Project Description: OCALA OPERATIONS CENTER SECURITY- INTEGRATED ELECTRONIC SEC SYS ON GATE District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		9,000					9,000
Item: 450168 1 Totals			9,000					9,000
Project Totals			9,000					9,000
Item Number: 450169 1 Project Description: OCALA OPERATIONS CENTER SECURITY- FENCING/GATE UPDATES District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	FCO-PRIMARY/FIXED CAPITAL OUTLAY		70,000					70,000
Item: 450169 1 Totals			70,000					70,000
Project Totals			70,000					70,000
TRANSPORTATION PLANNING								
Item Number: 439331 4 Project Description: OCALA/MARION URBAN AREA FY 2022/2023- 2023/2024 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)		723,984	669,715				1,393,699
Item: 439331 4 Totals			723,984	669,715				1,393,699
Item Number: 439331 5 Project Description: OCALA/MARION URBAN AREA FY 2024/2025- 2025/2026 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)				676,473	683,366		1,359,839
Item: 439331 5 Totals					676,473	683,366		1,359,839
Item Number: 439331 6 Project Description: OCALA/MARION URBAN AREA FY 2026/2027- 2027/2028 UPWP District: 05 County: MARION Type of Work: TRANSPORTATION PLANNING Project Length: 0.000								

		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	PL-METRO PLAN (85% FA; 15% OTHER)						683,366		683,366
Item: 439331 6 Totals							683,366		683,366
Project Totals			723,984	669,715	676,473	683,366	683,366		3,436,904
MAINTENANCE									
Item Number: 413615 3		Project Description: LIGHTING AGREEMENTS							
District: 05		County: MARION		Type of Work: LIGHTING				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	2,254,886	433,240	441,220	454,457	468,088	487,617		4,539,508
	DDR-DISTRICT DEDICATED REVENUE	3,169,391							3,169,391
Phase: BRDG/RDWAY/CONTRACT MAINT Totals		5,424,277	433,240	441,220	454,457	468,088	487,617		7,708,899
Item: 413615 3 Totals		5,424,277	433,240	441,220	454,457	468,088	487,617		7,708,899
Project Totals		5,424,277	433,240	441,220	454,457	468,088	487,617		7,708,899
Item Number: 418107 1		Project Description: MARION PRIMARY IN-HOUSE							
District: 05		County: MARION		Type of Work: ROUTINE MAINTENANCE				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973		49,599,769
Item: 418107 1 Totals		40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973		49,599,769
Project Totals		40,439,904	1,831,973	1,831,973	1,831,973	1,831,973	1,831,973		49,599,769
Item Number: 423391 2		Project Description: ASPHALT RESURFACING VARIOUS LOCATIONS							
District: 05		County: MARION		Type of Work: ROUTINE MAINTENANCE				Project Length: 0.000	
Extra Description:		SITE SPECIFIC E5M43							
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	4,542,202	200,000						4,742,202
Item: 423391 2 Totals		4,542,202	200,000						4,742,202
Project Totals		4,542,202	200,000						4,742,202
Item Number: 429178 1		Project Description: UNPAVED SHOULDER REPAIR							
District: 05		County: MARION		Type of Work: ROUTINE MAINTENANCE				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWAY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code:	D-UNRESTRICTED STATE PRIMARY	1,564,038	220,000						1,784,038
Item: 429178 1 Totals		1,564,038	220,000						1,784,038
Project Totals		1,564,038	220,000						1,784,038
Item Number: 442738 1		Project Description: CITY OF OCALA MOA							
District: 05		County: MARION		Type of Work: ROUTINE MAINTENANCE				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years

Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWHY/CONTRACT MAINT / MANAGED BY CITY OF OCALA								
Fund D-UNRESTRICTED								
Code: STATE PRIMARY	92,850		50,000			50,000		192,850
Item: 442738 1 Totals	92,850		50,000			50,000		192,850
Project Totals	92,850		50,000			50,000		192,850
Item Number: 446691 1 Project Description: AESTHETICS AREA WIDE District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: 0.000								
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWHY/CONTRACT MAINT / MANAGED BY FDOT								
Fund D-UNRESTRICTED								
Code: STATE PRIMARY	1,721,305	850,000						2,571,305
Item: 446691 1 Totals	1,721,305	850,000						2,571,305
Project Totals	1,721,305	850,000						2,571,305
Item Number: 446910 1 Project Description: ASSET MAINTENANCE MARION COUNTY District: 05 County: MARION Type of Work: ROUTINE MAINTENANCE Project Length: 0.000								
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWHY/CONTRACT MAINT / MANAGED BY FDOT								
Fund D-UNRESTRICTED								
Code: STATE PRIMARY	3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596		19,627,885
Item: 446910 1 Totals	3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596		19,627,885
Project Totals	3,964,905	3,132,596	3,132,596	3,132,596	3,132,596	3,132,596		19,627,885
Item Number: 450165 1 Project Description: OCALA OPERATIONS CENTER DEMO OF OLD BUILDINGS District: 05 County: MARION Type of Work: FIXED CAPITAL OUTLAY Project Length: 0.000								
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWHY/CONTRACT MAINT / MANAGED BY FDOT								
Fund D-UNRESTRICTED								
Code: STATE PRIMARY			100,000					100,000
Item: 450165 1 Totals			100,000					100,000
Project Totals			100,000					100,000
FLP: AVIATION								
Item Number: 438417 1 Project Description: MARION-MARION CO AIRPORT RUNWAY IMPROVEMENTS District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: 0.000								
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund DDR-DISTRICT								
Code: DEDICATED REVENUE			350,000					350,000
LF-LOCAL FUNDS			87,500					87,500
Phase: CAPITAL Totals			437,500					437,500
Item: 438417 1 Totals			437,500					437,500
Project Totals			437,500					437,500
Item Number: 438427 1 Project Description: MARION AIRFIELD PAVEMENT IMPROVEMENTS District: 05 County: MARION Type of Work: AVIATION PRESERVATION PROJECT Project Length: 0.000								
Fiscal Year								
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								

Fund Code:	DPTO-STATE - PTO				200,000				200,000
	FAA-FEDERAL AVIATION ADMIN				2,250,000				2,250,000
	LF-LOCAL FUNDS				50,000				50,000
Phase: CAPITAL Totals					2,500,000				2,500,000
Item: 438427 1 Totals					2,500,000				2,500,000
Project Totals					2,500,000				2,500,000
Item Number: 438477 1		Project Description: MARION-OCALA INTL TAXIWAY IMPROVEMENTS							
District: 05 County: MARION		Type of Work: AVIATION PRESERVATION PROJECT					Project Length: 0.000		
	Fiscal Year								
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					520,000			520,000
	FAA-FEDERAL AVIATION ADMIN					5,850,000			5,850,000
	LF-LOCAL FUNDS					130,000			130,000
Phase: CAPITAL Totals						6,500,000			6,500,000
Item: 438477 1 Totals						6,500,000			6,500,000
Project Totals						6,500,000			6,500,000
Item Number: 440780 1		Project Description: MARION-OCALA INTL AIRFIELD PAVEMENT REHABILITATION							
District: 05 County: MARION		Type of Work: AVIATION PRESERVATION PROJECT					Project Length: 0.000		
	Fiscal Year								
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			1,200,000					1,200,000
	LF-LOCAL FUNDS			300,000					300,000
	Phase: CAPITAL Totals				1,500,000				1,500,000
Item: 440780 1 Totals				1,500,000					1,500,000
Project Totals				1,500,000					1,500,000
Item Number: 444877 1		Project Description: MARION-OCALA INTL HANGAR							
District: 05 County: MARION		Type of Work: AVIATION REVENUE/OPERATIONAL					Project Length: 0.000		
	Fiscal Year								
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / MANAGED BY CITY OF OCALA									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				1,000,000				1,000,000
	LF-LOCAL FUNDS				250,000				250,000
	Phase: CAPITAL Totals					1,250,000			1,250,000
Item: 444877 1 Totals					1,250,000				1,250,000
Project Totals					1,250,000				1,250,000
Item Number: 448575 1		Project Description: MARION-OCALA INTL ARFF BUILDING							
District: 05 County: MARION		Type of Work: AVIATION SAFETY PROJECT					Project Length: 0.000		
	Fiscal Year								
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE						800,000		800,000
	LF-LOCAL FUNDS						200,000		200,000
	Phase: CAPITAL Totals							1,000,000	

Item: 448575 1 Totals							1,000,000		1,000,000
Project Totals							1,000,000		1,000,000
Item Number: 449760 1		Project Description: MARION CO AIRPORT FUEL SYSTEM							
District: 05		County: MARION		Type of Work: AVIATION REVENUE/OPERATIONAL				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		250,000						250,000
	LF-LOCAL FUNDS		62,500						62,500
	Phase: CAPITAL Totals		312,500						312,500
Item: 449760 1 Totals			312,500						312,500
Project Totals			312,500						312,500
Item Number: 449774 1		Project Description: MARION COUNTY AIRPORT HANGAR							
District: 05		County: MARION		Type of Work: AVIATION REVENUE/OPERATIONAL				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				1,237,596				1,237,596
	DPTO-STATE - PTO				762,404				762,404
	LF-LOCAL FUNDS				500,000				500,000
Phase: CAPITAL Totals					2,500,000				2,500,000
Item: 449774 1 Totals					2,500,000				2,500,000
Project Totals					2,500,000				2,500,000
Item Number: 449858 1		Project Description: MARION / OCALA INTERNATIONAL HANGER DEVELOPMENT							
District: 05		County: MARION		Type of Work: AVIATION CAPACITY PROJECT				Project Length: 0.000	
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		1,500,000						1,500,000
	LF-LOCAL FUNDS		375,000						375,000
	Phase: CAPITAL Totals		1,875,000						1,875,000
Item: 449858 1 Totals			1,875,000						1,875,000
Project Totals			1,875,000						1,875,000
FLP: TRANSIT									
Item Number: 427188 2		Project Description: SUNTRAN/OCALA/MARION URB.CAP/OPER. FIXED ROUTE FTA SECTION 5307-2009							
District: 05		County: MARION		Type of Work: CAPITAL FOR FIXED ROUTE				Project Length: 0.000	
Extra Description:		AGENCY USES THEIR FUNDS FOR BOTH OPERATING AND CAPITAL.							
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / MANAGED BY MARION COUNTY TRANSIT									
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	16,221,737	2,467,181	2,541,196	2,617,431	2,617,431	2,617,431		29,082,407
	LF-LOCAL FUNDS	4,055,434	616,795	635,299	654,398	654,398	654,398		7,270,722
	Phase: CAPITAL Totals	20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	3,271,829		36,353,129
Item: 427188 2 Totals		20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	3,271,829		36,353,129
Project Totals		20,277,171	3,083,976	3,176,495	3,271,829	3,271,829	3,271,829		36,353,129
Item Number: 442455 1		Project Description: MARION-SUNTRAN BLOCK GRANT OPERATING ASSISTANCE							

District: 05		County: MARION		Type of Work: OPERATING FOR FIXED ROUTE			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY OCALA									
Fund Code:	DPTO-STATE - PTO		733,602	755,610	778,278	801,626	825,675		3,894,791
	LF-LOCAL FUNDS		733,602	755,610	779,279	801,626	825,675		3,895,792
Phase: OPERATIONS Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Item: 442455 1 Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Project Totals			1,467,204	1,511,220	1,557,557	1,603,252	1,651,350		7,790,583
Item Number: 442460 1		Project Description: MARION-MARION SENIOR SERVICES SECTION 5311 RURAL TRANSPORTATION							
District: 05		County: MARION		Type of Work: OPERATING/ADMIN. ASSISTANCE			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY MARION COUNTY TRANSIT									
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB			909,849	937,146	965,259	993,939		3,806,193
	LF-LOCAL FUNDS			909,849	937,146	965,259	993,939		3,806,193
Phase: OPERATIONS Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
Item: 442460 1 Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
Project Totals				1,819,698	1,874,292	1,930,518	1,987,878		7,612,386
MISCELLANEOUS									
Item Number: 426179 1		Project Description: SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES							
District: 05		County: MARION		Type of Work: MISCELLANEOUS CONSTRUCTION			Project Length: 0.000		
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K	264,445							264,445
	TALN-TRANSPORTATION ALTS- < 5K	287,347							287,347
	TALT-TRANSPORTATION ALTS- ANY AREA	883,075							883,075
Phase: PRELIMINARY ENGINEERING Totals		1,434,867							1,434,867
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT			5,280					5,280
	SL-STP, AREAS <= 200K			1,872,596					1,872,596
	TALL-TRANSPORTATION ALTS- <200K			11,289					11,289
	TALN-TRANSPORTATION ALTS- < 5K			166,133					166,133
	TALT-TRANSPORTATION ALTS- ANY AREA			1,610,141					1,610,141
Phase: CONSTRUCTION Totals				3,665,439					3,665,439
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	SA-STP, ANY AREA	50,000							50,000
	Item: 426179 1 Totals	1,484,867		3,665,439					5,150,306
Project Totals		1,484,867		3,665,439					5,150,306
Grand Total		142,739,435	116,925,211	28,281,572	97,954,050	25,206,743	18,572,489		429,679,500

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
Federal Aid Management
Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us Or call 850-414-4448

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TO: Board Members

FROM: Rob Balmes, Director

RE: Draft 2022 List of Priority Projects (LOPP)

Per State Statute ([339.175(8)]), the TPO works in close collaboration with the cities of Belleview, Dunnellon, Ocala, Marion County and the Florida Department of Transportation (FDOT) to develop and submit a **List of Priority Projects (LOPP)**. This process is undertaken annually to identify the highest priority projects to receive consideration for federal and state funding through the FDOT Work Program.

The LOPP process serves as the key connection between projects identified in the 2045 Long Range Transportation Plan (LRTP) Cost Feasible Plan and the Transportation Improvement Program (TIP). Therefore, in order for a project to receive federal and state funding, it must be in the LRTP Cost Feasible or Needs Plan, and Boxed Funds Lists.

In 2022, the TPO has developed a revised LOPP Policies and Procedures document. This document outlines a detailed annual approach, project list templates, and a prioritization and ranking process. Included with this memo is the LOPP Guidance document, adopted by the Board on April 26, 2022.

The initial **draft 2022 LOPP** project lists are included with this memo. Based upon submissions by local partners along with follow up discussions, the following provides a breakdown of the initial draft lists and associated number of projects.

- Complete Project Listing (Top 20) – 20 of 74 total projects
- Strategic Intermodal System (SIS) projects – 12
- Non-SIS Capacity – 38
- Safety and Operations – 10
- Complete Streets – 0
- Trails – 10
- Bicycle/Pedestrian (Sidewalk) – 6
- Transit – 0
- Planning Studies – 16

TPO staff are proposing to adopt an overall Top 20 to 25 List. All projects (74) and individual lists will be provided to the FDOT based on their appropriate assignment/category as outlined in the prior summary bullets. Additionally, the following three projects and one project

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change were proposed at the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) meetings on May 10. These changes will require coordination with Marion County and the City of Ocala to determine if they should be considered as amendments to the 2045 LRTP and LOPP.

CAC Proposed Project Additions:

1. NW 27th Avenue, from north of US 27 to NW 35th Street. Proposed 4-lane widening. Project currently not in the LRTP, requiring amendment.
2. CR 475A at SW 66th. Proposed turn lanes/operational improvements at the intersection. Project currently not in the LRTP, requiring amendment.
3. SW 80th Extension. Proposed extension from SW 103rd to CR 484. Project not in the LRTP, requiring amendment.

TAC Proposed Project Change:

1. Combine the SR 200 Widening project (CR 484 to Citrus County) with the SR 200 Trails/Wildlife Underpass project.

Congestion Management Process

At the Board meeting on April 26, a request was made to look at the Congestion Management Plan (CMP) and how the LOPP is addressing short-term congestion issues. Please find attached to this memo pages extracted from the CMP outlining congested locations in Marion County and how they are being addressed through the 2045 LRTP, LOPP and TIP processes. These projects are highlighted in light red. Two additions were made to projects based on input received this year from Marion County and the City of Ocala and are highlighted in yellow. Figure 17 on the first page of the CMP attachment also contains a link to the online interactive map to view more closely the locations.

The lists are draft and preliminary. Please plan to attend to discuss the proposed 2022 LOPP lists and express any insights, concerns or requests for modifications. A formal presentation will be provided to help facilitate the discussion and review. The revised LOPP will be presented again at the TPO Board meeting in June for adoption.

Included with this memo is the adopted LOPP Guidance document and a companion Criteria Scoring reference summary. This summary document includes all sources of information used in the award of points to each project.

Attachment(s)

- Draft List of Priority Projects (LOPP) and Rankings
- LOPP Guidance Document
- LOPP Criteria Scoring Reference
- Congestion Management Plan Congested Corridors

If you have any questions regarding the draft LOPP process or lists, please contact me at 438-2631.

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2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75 at NW 49th Street Interchange	10	10	7.5	10	0	7.5	0	10	10	10	75	\$60,467,240	1	1
SR 40/I-75 Interchange Operational Improvements (SW 40th Ave to SW 27th Ave)	8	8	0	0	10	10	0	10	10	7.5	63.5	\$10,100,000	7	2
NW 44th Avenue (SR 40 to NW 11th Street), four new lanes	10	8	10	5	0	5	0	5	10	7.5	60.5	\$14,000,000	3	3
SR 40 Downtown Operational Improvements (US 441 to NE 8th Ave)	10	8	0	5	10	7.5	0	10	5	5	60.5	\$4,613,800	5	3
US 41 (SW 110th Street to SR 40), Widening	8	8	0	5	10	7.5	0	10	7	5	60.5	\$43,806,800	8	3
CR 484 - Pennsylvania Avenue Multi-Modal Improvements and Trail, Phase A	0	6	5	5	5	10	10	10	5	0	56	TBD	21	6
NW 80th/70th (.19 miles N/O SR 40 to 1/2 mile N/O US 27), Widening	0	8	10	5	5	5	0	5	8.5	7.5	54	\$30,194,464	25	7
Emerald Road Extension (SE 92nd Loop to FN Railroad), New 2-lane roadway	8	10	10	10	0	0	0	0	5.5	10	53.5	\$9,650,000	9	8
SW 44th Avenue (SR 200 to SW 20th Street), 2-lane extension	10	8	10	5	5	0	0	5	8.5	0	51.5	\$7,000,000	2	9
US 441 Intersection Operation Improvements at SR 464/SW 17th St	10	10	0	0	5	10	0	5	6	5	51	\$4,783,636	4	10
SW 44th Avenue (from SW 20th Street to SR 40), Add 2 lanes to complete 4-lane roadway	0	8	10	5	0	5	0	5	10	7.5	50.5	\$5,000,000	NR	11
SR 200 (CR 484 to Citrus County Line), Widening	4	8	0	0	10	7.5	0	10	5	5	49.5	\$124,491,000	19	12
US 27/I-75 Interchange Operational Improvements (NW 44th Avenue to NW 35th)	0	2	0	0	10	7.5	0	10	10	10	49.5	\$29,341,000	59	12
I-75 from SR 200 to CR 234 in Alachua County, Widening, Modernization, Interchanges	0	4	0	5	5	10	0	10	5.5	10	49.5	TBD	NR	12
SR 40 (US 41 to CR 328), Widening	0	6	0	0	10	10	0	10	6	7.5	49.5	\$100,000,000	55	12
I-75 from SR 91 (Turnpike) to SR 200, Widening, Modernization, Interchanges	0	4	0	5	5	7.5	0	10	10	7.5	49	TBD	NR	16
SR 40 (End of 4 Lanes to East of CR 314), Widening, Multi-use Trail	6	8	0	5	5	10	0	10	4	0	48	\$120,000,000	15	17
SW 44th Avenue (SR 200 to SW 20th Street), 2-new lanes to complete 4-lane corridor	6	8	10	5	5	0	0	5	8.5	0	47.5	\$7,000,000	13	18
CR 484 (Marion Oaks Pass to SR 200), Widening	0	6	5	0	5	10	0	10	6	5	47	\$35,360,000	42	19
SR 35/Baseline Road at SR 464/Maricamp Road, Intersection Flyover	0	2	0	0	10	10	0	10	7	7.5	46.5	TBD	NR	20
NW/NE 35th Street (W Anthony Rd to 200A), Widening	4	6	10	0	5	0	0	5	6	10	46	\$9,368,352	17	21
NE 8th Avenue (SR 40 to SR 492)	0	10	5	10	5	0	0	5	5	5	45	\$4,452,800	31	22

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
I-75/SR 326 Interchange Operational Improvements	0	2	0	0	5	7.5	0	10	10	10	44.5	TBD	NR	23
SR 40 (SW 60th Ave to I-75), Widening	0	2	0	0	10	5	0	10	10	7.5	44.5	\$25,800,000	57	23
SR 40/SR 35 Intersection Improvement	0	4	0	0	10	5	0	10	7	7.5	43.5	\$1,560,000	46	45
SW 20th Interchange (new interchange at I-75)	0	2	0	0	5	10	0	10	8.5	7.5	43	TBD	65	26
US 441 (Sumter County Line to CR 42), Widening	0	2	0	0	10	7.5	0	10	7	5	41.5	TBD	70	27
SW 49th (Marion Oaks Trail to SW 95th), 4-lane divided	0	8	10	5	5	0	0	0	8.5	5	41.5	\$27,990,164	26	27
SW 80th Ave (SW 90th to SW 80th), Widening	6	8	10	0	5	0	0	0	7	5	41	\$6,150,000	11	29
CR 484 (SW 49th Ave to CR 475A) Widening to 6 lanes, bridge replacement at I-75	0	2	0	0	5	10	0	10	9	5	41	\$55,000,000	64	29
Citywide Sidewalk Improvements (Ocala)	6	10	5	10	0	0	10	0	0	0	41	\$2,104,713	14	29
SR 40 (CR 314A to Levy Hammock Road), Widening	0	4	0	0	10	7.5	0	10	4	5	40.5	\$17,900,000	39	32
NE 35th St (200A to NE 25th), Widening	0	6	10	0	5	0	0	5	4	10	40	\$13,394,683	29	33
SR 40 (CR 314 to CR 314A), Widening	0	6	0	0	5	10	0	10	4	5	40	\$98,500,000	38	33
US 27 (I-75 to NW 27th), Widening	0	2	0	0	10	0	0	10	7.5	10	39.5	\$48,731,000	56	35
SW 80th Ave (SW 80th St to 1/2 mile N/O SW 38th St), Widening	4	8	10	0	5	0	0	0	7	5	39	\$19,459,582	16	36
SW 49th (South Segment, Marion Oaks Manor to 0.7 mi S/O CR 484), 4-lane divided	6	8	10	0	0	0	0	0	9	5	38	\$5,919,449	12	37
US 301 South (SE 143 Place to US 441), ITS Boxed Fund	0	8	0	0	10	0	0	10	5	5	38	TBD	48	37
US 441 (CR 42 to to SE 132nd Street) Widening to 6 lanes	0	6	0	0	10	0	0	10	7	5	38	\$118,000,000	22	37
NW 49th/35th Street (CR 225A to 1.1 mile W/O NW 44th), New 2-lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$20,119,862	24	40
NW 49th/35th (1.1 mile W/O NW 44th to NW 44th), New 2 lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$2,650,000	27	40
SW 38th/40th St (SW 80th to SW 60th), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$14,940,000	28	42
SW 38th Avenue (SW 60th Ave to SW 43rd Court), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$12,810,000	43	42
Bellevue to Greenway Trail (Lake Lillian to to Cross Florida Greenway)	0	10	0	5	5	0	10	0	0	5	35	\$4,673,028	32	44

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
SW 49th/40th (SW 66th to SW 42nd Flyover), 4-laned divided	8	8	10	0	0	0	0	0	7	0	33	\$11,584,919	10	45
SW 20th Street from I-75 to SR 200. Widen to 4 lanes	0	2	0	0	5	10	0	5	5.5	5	32.5	TBD	NR	46
US 301 (CR 42 to SE 142nd Place), Widening	0	2	0	0	10	0	0	10	5	5	32	TBD	44	47
Watula and NE 8th Road Trail (Tuscawilla Park to CR 200A)	0	8	0	0	5	0	10	0	0	7.5	30.5	TBD	47	48
Indian Lake Trail	0	8	0	5	0	0	10	0	0	7.5	30.5	\$2,850,000	34	48
West Pennsylvania Avenue, Cedar Street to US 41 re-design and intersection improvements	0	0	0	0	5	0	0	10	6	7.5	28.5	TBD	NR	50
Dunnellon Bypass, CR 40 to US 41 new 2-lane roadway	0	2	0	0	0	7.5	0	5	7	7.5	29	TBD	NR	51
SW 90th Street (SW 60th Ave to 0.8 miles E/O SW 60th Ave), Install 2-lane road	0	8	10	0	0	0	0	0	6	5	29	\$2,870,000	30	51
NE 36th Avenue (SR 492 to NE 35th Street)	0	4	0	0	5	5	0	0	7	7.5	28.5	\$8,300,000	51	53
NE 25th Avenue (SR 492 to NE 35th)	0	4	0	0	10	0	0	0	7	7.5	28.5	\$8,300,000	52	53
US 301 (320' N of SE 62nd Ave Rd to SE 115th Lane), Sidewalk	0	8	0	0	10	0	10	0	0	0	28	TBD	37	55
NW 37th Avenue from SR 40 to US 27, new 2-lane roadway	0	2	0	0	0	5	0	5	8.5	7.5	28	TBD	NR	55
SR 35 Sidewalk (SE 118th PL to SE Campbell Road), Belleview	4	8	0	0	5	0	10	0	0	0	27	TBD	20	57
SR 326 (US 301 to old US 301), Widening	0	2	0	0	10	0	0	0	5	10	27	TBD	58	57
NW 35th Avenue Road (NW 35th Street to SR 326), Roadway Extension	0	2	0	0	0	0	0	5	10	10	27	TBD	43	57
NW 44th Avenue (NW 60th to SR 326), Widening to 4 lanes	0	2	0	0	5	0	0	5	7	7.5	26.5	\$27,562,800	54	60
US 41 (SR 40 to Levy County), Widening	0	2	0	0	5	0	0	10	4	5	26	\$87,900,000	61	61
SR 35 intersection operational improvements at SR 25, Foss Road, Robinson Road	0	4	0	0	5	0	0	5	7	5	26	\$7,583,400	45	61
Santos to Baseline Trail	0	2	0	0	5	0	10	0	0	7.5	24.5	TBD	36	63
Downtown Ocala to Silver Springs Trail	0	4	0	0	5	0	10	0	0	5	24	\$1,250,000	33	64
SR 200 Trails/Wildlife Underpass (South of CR 484)	0	4	0	0	5	0	10	0	0	5	24	TBD	40	64
Marion Oaks Extension and Flyover (SW 18th to CR 475/I-75), Flyover	0	2	10	0	0	0	0	0	7	5	24	\$66,243,434	69	64

2022 Top 20 Project Priorities

Top 20 Priorities	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2021 Rank	2022 Rank
Pruitt Trail (Pruitt Trailhead to Bridges Road Trailhead Segment)	0	8	0	5	0	0	10	0	0	0	23	TBD	41	67
Black Bear Trail	0	2	0	0	5	0	10	0	0	5	22	TBD	49	68
SW 40th/SW 38th Avenue Realignment at SR 200	0	6	0	0	5	0	0	5	6	0	22	TBD	62	68
Nature Coast Trail	0	2	0	0	0	0	10	0	0	7.5	19.5	TBD	68	70
Silver Springs to Hawthorne Trail	0	2	0	0	0	0	10	0	0	7.5	19.5	TBD	50	70
SR 326 (CR 200A to NE 36th), Widening	0	2	0	0	5	0	0	0	5	7.5	19.5	TBD	63	70
SR 35 (US 301) (CR 25 to SE 92nd), Widening	0	2	0	0	5	0	0	0	7	5	19	\$38,185,000	67	73
CR 484 - Pennsylvania Avenue Multi-Modal Improvements with Bridge, Phase B	0	2	0	0	0	0	10	0	0	0	12	TBD	53	74

*Source: TPO Transportation Improvement Program; 2045 Long Range Transportation Plan; FDOT CFL Roads website; Local Governments in Marion County

2022 Strategic Intermodal System (SIS) Project Priorities

SIS Projects	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2022 Rank
I-75 at NW 49th Street Interchange	10	10	7.5	10	0	7.5	0	10	10	10	75	\$60,467,240	1
US 27/I-75 Interchange Operational Improvements (NW 44th Avenue to NW 35th)	0	2	0	0	10	7.5	0	10	10	10	49.5	\$29,341,000	2
I-75 from SR 200 to CR 234 in Alachua County, Widening, Modernization, Interchanges	0	4	0	5	5	10	0	10	5.5	10	49.5	TBD	2
I-75 from SR 91 (Turnpike) to SR 200, Widening, Modernization, Interchanges	0	4	0	5	5	7.5	0	10	10	7.5	49	TBD	4
SR 40 (End of 4 Lanes to East of CR 314), Widening, Multi-use Trail	6	8	0	5	5	10	0	10	4	0	48	\$120,000,000	5
I-75/SR 326 Interchange Operational Improvements	0	2	0	0	5	7.5	0	10	10	10	44.5	TBD	6
SR 40/SR 35 Intersection Improvement	0	4	0	0	10	5	0	10	7	7.5	43.5	\$1,560,000	7
SW 20th Interchange (new interchange at I-75)	0	2	0	0	5	10	0	10	8.5	7.5	43	TBD	8
SR 40 (CR 314A to Levy Hammock Road), Widening	0	4	0	0	10	7.5	0	10	4	5	40.5	\$17,900,000	9
SR 40 (CR 314 to CR 314A), Widening	0	6	0	0	5	10	0	10	4	5	40	\$98,500,000	10
US 27 (I-75 to NW 27th), Widening	0	2	0	0	10	0	0	10	7.5	10	39.5	\$48,731,000	11
SR 326 (CR 200A to NE 36th), Widening	0	2	0	0	5	0	0	0	2	7.5	16.5	TBD	12

*Source: TPO Transportation Improvement Program; 2045 Long Range Transportation Plan; FDOT CFL Roads website; Local Governments in Marion County

2022 Non-SIS Capacity Project Priorities

Non SIS Capacity Projects	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2022 Rank
NW 44th Avenue (SR 40 to NW 11th Street), four new lanes	10	8	10	5	0	5	0	5	10	7.5	60.5	\$14,000,000	1
US 41 (SW 110th Street to SR 40), Widening	8	8	0	5	10	7.5	0	10	7	5	60.5	\$43,806,800	1
NW 80th/70th (.19 miles N/O SR 40 to 1/2 mile N/O US 27), Widening	0	8	10	5	5	5	0	5	8.5	7.5	54	\$30,194,464	3
Emerald Road Extension (SE 92nd Loop to FN Railroad), New 2-lane roadway	8	10	10	10	0	0	0	0	5.5	10	53.5	\$9,650,000	4
SW 44th Avenue (SR 200 to SW 20th Street), 2-lane extension	10	8	10	5	5	0	0	5	8.5	0	51.5	\$7,000,000	5
SW 44th Avenue (from SW 20th Street to SR 40), Add 2 lanes to complete 4-lane roadway	0	8	10	5	0	5	0	5	10	7.5	50.5	\$5,000,000	6
SR 200 (CR 484 to Citrus County Line), Widening	4	8	0	0	10	7.5	0	10	5	5	49.5	\$124,491,000	7
SR 40 (US 41 to CR 328), Widening	0	6	0	0	10	10	0	10	6	7.5	49.5	\$100,000,000	7
SW 44th Avenue (SR 200 to SW 20th Street), 2-new lanes to complete 4-lane corridor	6	8	10	5	5	0	0	5	8.5	0	47.5	\$7,000,000	9
CR 484 (Marion Oaks Pass to SR 200), Widening	0	6	5	0	5	10	0	10	6	5	47	\$35,360,000	10
NW/NE 35th Street (W Anthony Rd to 200A), Widening	4	6	10	0	5	0	0	5	6	10	46	\$9,368,352	11
NE 8th Avenue (SR 40 to SR 492)	0	10	5	10	5	0	0	5	5	5	45	\$4,452,800	12
SR 40 (SW 60th Ave to I-75), Widening	0	2	0	0	10	5	0	10	10	7.5	44.5	\$25,800,000	13
SW 49th (Marion Oaks Trail to SW 95th), 4-lane divided	0	8	10	5	5	0	0	0	8.5	5	41.5	\$27,990,164	14
US 441 (Sumter County Line to CR 42), Widening	0	2	0	0	10	7.5	0	10	7	5	41.5	TBD	14
SW 80th Ave (SW 90th to SW 80th), Widening	6	8	10	0	5	0	0	0	7	5	41	\$6,150,000	16
CR 484 (SW 49th Ave to CR 475A) Widening to 6 lanes, bridge replacement at I-75	0	2	0	0	5	10	0	10	9	5	41	\$55,000,000	16
NE 35th St (200A to NE 25th), Widening	0	6	10	0	5	0	0	5	4	10	40	\$13,394,683	18
SW 80th Ave (SW 80th St to 1/2 mile N/O SW 38th St), Widening	4	8	10	0	5	0	0	0	7	5	39	\$19,459,582	19
SW 49th (South Segment, Marion Oaks Manor to 0.7 mi S/O CR 484), 4-lane divided	6	8	10	0	0	0	0	0	9	5	38	\$5,919,449	20
US 301 South (SE 143 Place to US 441), ITS Boxed Fund	0	8	0	0	10	0	0	10	5	5	38	TBD	20
US 441 (CR 42 to to SE 132nd Street) Widening to 6 lanes	0	6	0	0	10	0	0	10	7	5	38	\$118,000,000	20

2022 Non-SIS Capacity Project Priorities

Non SIS Capacity Projects	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2022 Rank
NW 49th/35th Street (CR 225A to 1.1 mile W/O NW 44th), New 2-lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$20,119,862	23
NW 49th/35th (1.1 mile W/O NW 44th to NW 44th), New 2 lane	0	8	10	5	0	0	0	0	7	7.5	37.5	\$2,650,000	23
SW 38th/40th St (SW 80th to SW 60th), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$14,940,000	25
SW 38th Avenue (SW 60th Ave to SW 43rd Court), Widening	0	8	10	0	5	0	0	0	8.5	5	36.5	\$12,810,000	25
SW 49th/40th (SW 66th to SW 42nd Flyover), 4-laned divided	8	8	10	0	0	0	0	0	7	0	33	\$11,584,919	27
SW 20th Street from I-75 to SR 200. Widen to 4 lanes	0	2	0	0	5	10	0	5	5.5	5	32.5	TBD	28
US 301 (CR 42 to SE 142nd Place), Widening	0	2	0	0	10	0	0	10	5	5	32	TBD	29
Dunnellon Bypass, CR 40 to US 41 new 2-lane roadway	0	2	0	0	0	7.5	0	5	7	7.5	29	TBD	30
SW 90th Street (SW 60th Ave to 0.8 miles E/O SW 60th Ave), Install 2-lane road	0	8	10	0	0	0	0	0	6	5	29	\$2,870,000	30
NE 36th Avenue (SR 492 to NE 35th Street)	0	4	0	0	5	5	0	0	7	7.5	28.5	\$8,300,000	32
NE 25th Avenue (SR 492 to NE 35th)	0	4	0	0	10	0	0	0	7	7.5	28.5	\$8,300,000	32
NW 37th Avenue from SR 40 to US 27, new 2-lane roadway	0	2	0	0	0	5	0	5	8.5	7.5	28	TBD	34
NW 35th Avenue Road (NW 35th Street to SR 326), Roadway Extension	0	2	0	0	0	0	0	5	10	10	27	TBD	35
NW 44th Avenue (NW 60th to SR 326), Widening to 4 lanes	0	2	0	0	5	0	0	5	7	7.5	26.5	\$27,562,800	36
Marion Oaks Extension and Flyover (SW 18th to CR 475/I-75), Flyover	0	2	10	0	0	0	0	0	7	5	24	\$66,243,434	37
SR 35 (US 301) (CR 25 to SE 92nd), Widening	0	2	0	0	5	0	0	0	7	5	19	\$38,185,000	38

*Source: TPO Transportation Improvement Program; 2045 Long Range Transportation Plan; FDOT CFL Roads website; Local Governments in Marion County

2022 Safety and Operations Project Priorities

Safety and Operations Projects	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2022 Rank
SR 40/I-75 Interchange Operational Improvements (SW 40th Ave to SW 27th Ave)	8	8	0	0	10	10	0	10	10	7.5	63.5	\$10,100,000	1
SR 40 Downtown Operational Improvements (US 441 to NE 8th Ave)	10	8	0	5	10	7.5	0	10	5	5	60.5	\$4,613,800	2
US 441 Intersection Operation Improvements at SR 464/SW 17th St	10	10	0	0	5	10	0	5	6	5	51	\$4,783,636	3
US 27/I-75 Interchange Operational Improvements (NW 44th Avenue to NW 35th)	0	2	0	0	10	7.5	0	10	10	10	49.5	\$29,341,000	4
I-75/SR 326 Interchange Operational Improvements	0	2	0	0	5	7.5	0	10	10	10	44.5	TBD	5
SR 40/SR 35 Intersection Improvement	0	4	0	0	10	5	0	10	7	7.5	43.5	\$1,560,000	6
US 301 South (SE 143 Place to US 441), ITS Boxed Fund	0	8	0	0	10	0	0	10	5	5	38	TBD	7
West Pennsylvania Avenue, Cedar Street to US 41 re-design and intersection improvements	0	2	0	0	5	0	0	10	6	7.5	30.5	TBD	8
SR 35 intersection operational improvements at SR 25, Foss Road, Robinson Road	0	4	0	0	5	0	0	5	7	5	26	\$7,583,400	9
SW 40th/SW 38th Avenue Realignment at SR 200	0	6	0	0	5	0	0	5	6	0	22	TBD	10

*Source: TPO Transportation Improvement Program; 2045 Long Range Transportation Plan; FDOT CFL Roads website; Local Governments in Marion County

2022 Trail Project Priorities

Trail Projects	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2022 Rank
Bellevue to Greenway Trail (Lake Lillian to to Cross Florida Greenway)	0	10	0	5	5	0	10	0	0	5	35	\$4,673,028	1
Indian Lake Trail	0	8	0	5	0	0	10	0	0	7.5	30.5	\$2,850,000	2
Watula and NE 8th Road Trail (Tusawilla Park to CR 200A)	0	8	0	0	5	0	10	0	0	7.5	30.5	TBD	2
Santos to Baseline Trail	0	2	0	0	5	0	10	0	0	7.5	24.5	TBD	4
Downtown Ocala to Silver Springs Trail	0	4	0	0	5	0	10	0	0	5	24	\$1,250,000	5
SR 200 Trails/Wildlife Underpass (South of CR 484)	0	4	0	0	5	0	10	0	0	5	24	TBD	5
Pruitt Trail (Pruitt Trailhead to Bridges Road Trailhead Segment)	0	8	0	5	0	0	10	0	0	0	23	TBD	7
Black Bear Trail	0	2	0	0	5	0	10	0	0	5	22	TBD	8
Nature Coast Trail	0	2	0	0	0	0	10	0	0	7.5	19.5	TBD	9
Silver Springs to Hawthorne Trail	0	2	0	0	0	0	10	0	0	7.5	19.5	TBD	9

*Source: TPO Transportation Improvement Program; 2045 Long Range Transportation Plan; FDOT CFL Roads website; Local Governments in Marion County

2022 Bicycle and Pedestrian Project Priorities

Bicycle and Pedestrian Projects	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2022 Rank
CR 484 - Pennsylvania Avenue Multi-Modal Improvements and Trail, Phase A	0	6	5	5	5	10	10	10	5	0	56	TBD	1
Citywide Sidewalk Improvements (Ocala)	6	10	5	10	0	0	10	0	0	N/A	41	\$2,104,713	2
Bellevue to Greenway Trail (Lake Lillian to to Cross Florida Greenway)	0	10	0	5	5	0	10	0	0	5	35	\$4,673,028	3
US 301 (320' N of SE 62nd Ave Rd to SE 115th Lane), Sidewalk	0	8	0	0	10	0	10	0	0	0	28	TBD	4
SR 35 Sidewalk (SE 118th PL to SE Campbell Road), Bellevue	4	8	0	0	5	0	10	0	0	0	27	TBD	5
CR 484 - Pennsylvania Avenue Multi-Modal Improvements with Bridge, Phase B	0	2	0	0	0	0	10	0	0	0	12	TBD	6

*Source: TPO Transportation Improvement Program; 2045 Long Range Transportation Plan; FDOT CFL Roads website; Local Governments in Marion County

2022 Planning Studies Priorities

Planning Studies, Project Development and Environment (PD&E)	Prior Year Rank	Poject Cycle	Local Funding	Connectivity & Partnership	Safety	Congestion Management	Multimodal	Transportation Resilience	Economic Dev & Logistics	Equity	Total Points	*Estimated Project Cost	2022 Rank
SR 35/Baseline Road at SR 464/Maricamp Road, Intersection Flyover	0	2	0	0	10	10	0	10	7	7.5	46.5	TBD	1
SR 40 (SW 60th Ave to I-75), Widening	0	2	0	0	10	5	0	10	10	7.5	44.5	\$25,800,000	2
SW 20th Interchange (new interchange at I-75)	0	2	0	0	5	10	0	10	8.5	7.5	43	TBD	3
US 441 (Sumter County Line to CR 42), Widening	0	2	0	0	10	7.5	0	10	7	5	41.5	TBD	4
CR 484 (SW 20th to CR 475A) Widening to 6 lanes, bridge replacement at I-75	0	2	0	0	5	10	0	10	9	5	41	\$55,000,000	5
US 27 (I-75 to NW 27th), Widening	0	2	0	0	10	0	0	10	7.5	10	39.5	\$48,731,000	6
Marion Oaks Extension and Flyover (SW 18th to CR 475/I-75), Flyover	0	2	10	0	0	0	0	0	7	5	24	\$66,243,434	7
SW 20th Street from I-75 to SR 200. Widening	0	2	0	0	5	10	0	5	5.5	5	32.5	TBD	8
US 301 (CR 42 to SE 142nd Place), Widening	0	2	0	0	10	0	0	10	5	5	32	TBD	9
Dunnellon Bypass, CR 40 to US 41 new 2-lane roadway	0	2	0	0	0	7.5	0	5	7	7.5	29	TBD	10
NW 37th Avenue from SR 40 to US 27, new 2-lane roadway	0	2	0	0		5	0	5	8.5	7.5	28	TBD	11
SR 326 (US 301 to old US 301), Widening	0	2	0	0	10	0	0	0	5	10	27	TBD	12
US 41 (SR 40 to Levy County), Widening	0	2	0	0	5	0	0	10	4	5	26	\$87,900,000	13
SW 40th/SW 38th Avenue Realignment at SR 200	0	2	0	0	5	0	0	5	6	0	18	TBD	14
SR 35 (US 301) (CR 25 to SE 92nd), Widening	0	2	0	0	5	0	0	0	7	5	19	\$38,185,000	15
SR 326 (CR 200A to NE 36th), Widening	0	2	0	0	5	0	0	0	2	7.5	16.5	TBD	16

*Source: TPO Transportation Improvement Program; 2045 Long Range Transportation Plan; FDOT CFL Roads website; Local Governments in Marion County



List of Priority Projects (LOPP)

Policies and Procedures Guidance

Adopted by Ocala Marion TPO Board on April 26, 2022

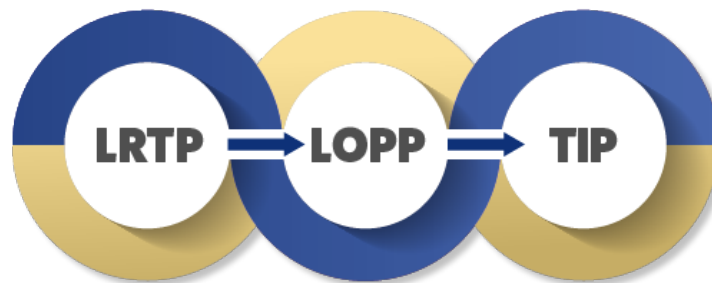
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The annual List of Priority Projects (LOPP) process is one of the most significant activities undertaken by the Ocala Marion Transportation Planning Organization (TPO). The LOPP represents the highest priority unfunded transportation needs in the TPO's planning area. **A well-organized LOPP process is critical to obtaining federal and state funding.** This *LOPP Policy and Procedures Guide* is intended to provide the TPO and partner local governments with guidance to implement a successful process that is predictable and consistent from year-to-year.

Purpose of the LOPP

The LOPP serves as the bridge between the TPO's Long Range Transportation Plan (LRTP) and the annual selection of projects by FDOT for inclusion in the Five-Year Work Program which the TPO's Transportation Improvement Program (TIP) will align with.



STATUTORY REQUIREMENTS

Per Section 339.175(8), Florida Statutes, all Florida MPOs/TPOs are required to annually develop and submit a list of priority projects to FDOT. The prevailing principles to be considered by MPOs/TPOs when developing a list of project priorities are:

- Preserving existing transportation infrastructure
- Enhancing Florida's economic competitiveness
- Improving travel choices to ensure mobility

The LOPP must be based upon project selection criteria that, at a minimum, consider the following:

1. The approved MPO/TPO long-range transportation plan
2. The Strategic Intermodal System Plan [s. 339.64]
3. The priorities developed pursuant to the Transportation Regional Incentive Program (TRIP) [s. 339.2819(4)]
4. The results of the transportation management systems
5. The MPO's/TPO's public-involvement procedures

ALIGNMENT WITH OTHER PLANS

As noted above, it is critical for projects submitted within the LOPP to be aligned with the TPO's LRTP. Similarly, the projects that are being advanced should be consistent with the respective local government's Comprehensive Plan. A key concept for transportation projects being prioritized and programmed for funding is *planning consistency*.

It is important for projects to be described consistently as they proceed from the LRTP Cost Feasible Plan to the LOPP, the TIP, and ultimately into project development. This is a requirement for federally funded projects so changes to a project beyond certain thresholds will require amendments of the LRTP and TIP to ensure planning consistency is maintained.

LOPP Process

The LOPP process is continuous and dynamic, with the highest priority projects advancing each year as funding is programmed and the project phases move forward. The highest priority projects in the LOPP will typically remain at the top of a given list from year-to-year until they move forward to be programmed for funding in the FDOT Work Program and TIP. Reaffirming priorities annually provides greater predictability for local sponsors, improves coordination with FDOT, and improves prospects for project funding. Once a project has been fully funded through construction in the FDOT Work Program/TIP [and is completed], it will no longer remain on the LOPP. Projects will typically advance more quickly or be ranked higher on a list based on prioritization factors such as the amount of local funding available (see *LOPP Prioritization and Ranking section*).

SCHEDULE AND KEY MILESTONES

The success of each year's LOPP in paving the way for project funding depends on a schedule that facilitates effective coordination, communication, and prioritization. It is critical for the approved annual LOPP with associated documentation for all priority projects to be ready for submission to FDOT by the annual deadline which is typically July 1. The annual Ocala Marion TPO LOPP process will follow the Typical LOPP Schedule in the table below. Specific deadlines and meeting dates (e.g., Call for Projects and Technical Assistance Meetings) will be communicated by the TPO to partner local governments during the Call for Projects period.

TYPICAL LOPP SCHEDULE	
Key LOPP Activity	General Milestone Dates
Call for Projects	November – January
Compilation of Initial Project Lists (unranked)	January - February
Technical Assistance Meetings with Project Sponsors	February
Project Ranking and Prioritization	March
Coordination with FDOT to Identify Project Information Application Needs	March - April
Presentation of Draft LOPP to TPO Board/Committees	April
Presentation of Revised Draft LOPP to TPO Board/Committees (as needed)	May
Finalization of FDOT Project Information Applications for Applicable Projects	May – June
Presentation of Final LOPP to TPO Board/Committees	June
Adoption of Final LOPP by TPO Board	June
Submission of the Final LOPP and Project Information Applications to FDOT	No later than June 30

AGENCY ROLES AND EXPECTATIONS

The LOPP is a collaborative process between the TPO, Marion County, the cities of Belleview, Dunnellon, Ocala, and the Florida Department of Transportation. The following represents the general roles of each agency in the development of each year's LOPP.

Ocala Marion TPO

The TPO serves as the facilitator of the LOPP process and is responsible for the following activities:

- Support jurisdictions in the identification of projects eligible for consideration in the LOPP
- Provide information and guidance related to available project funding sources and applicable processes
- Leads project scoring and ranking process in collaboration with project sponsors
- As-needed support for the development of FDOT Project Information Application
- Submission of each year's required LOPP documentation to FDOT

Local Jurisdictions

During each year's LOPP process, Marion County, Belleview, Dunnellon, and Ocala are expected to provide and/or participate in the following:

- Submit a prioritized list of projects that has been approved by its respective board as defined in this guidance
- Participate in TPO-led meetings related to initial list reviews, project prioritization, and FDOT Project Information Application (PIA) needs
- Preparation of complete and accurate PIA forms for submission to FDOT

Florida Department of Transportation

FDOT can provide valuable information to the TPO and project sponsors during the LOPP process. This includes providing cursory review of draft priority lists, confirming application requirements, and providing guidance and consultation on the organization of the various project lists.

SUBMISSION OF PROJECTS

The process for the annual LOPP begins with each jurisdiction submitting a list of its highest priority projects for consideration. By submitting this list early in the process, the TPO can lead an efficient approach to analyze projects and appropriately direct the efforts of local governments in the development of only the necessary applications and information. An FDOT Project Information Application (PIA) needs to be completed or on-file for all projects being submitted for funding consideration. Projects that are in the current version of the LOPP should still be included in lists submitted by project sponsors. This helps the TPO and FDOT to determine if a new PIA is required or if an existing application only needs updated information such as updated project schedule or estimated costs.



Organization of the LOPP

The LOPP includes the following lists by project category:

1. Top Priorities (combined list of highest priority projects from applicable categories below)
2. Strategic Intermodal System (SIS)
3. Non-SIS Capacity
4. Safety and Operations
5. Complete Streets
6. Trails
7. Bicycle/Pedestrian
8. Transit
9. Planning Studies

LOPP Prioritization and Ranking

The ranking methodology for the TPO's List of Priority Projects was developed to guide a clear and fair process to annually score and rank projects. This methodology was approved by the TPO Board on ##, 2022 as part of an overall update to LOPP policies and procedures. The ranking methodology is intended to:

- Support the goals of the TPO's 2045 Long Range Transportation Plan (LRTP)
- Provide a clear and transparent process that is easily implementable by TPO staff
- Provide a balance of quantitative criteria and flexibility to strategically prioritize projects
- Leverage accessible and readily available data from sources such as the LRTP, Congestion Management Process (CMP), and Safety Action Plan to facilitate project ranking
- Place increased emphasis on improving congestion, safety, freight mobility, and resiliency of the transportation network

RANKING ELEMENTS

Development of the LOPP will consist of two key components to comprehensively screen and rank projects:

1. Criteria Score
2. Strategic Refinement

Each of these components is described below.

Criteria Score

The criteria score is a quantitative component that evaluates projects based upon of specific criteria outlined and described below. There are a total of **100** points available for the quantitative score. Each of the criteria categories have been selected to advance the TPO's LRTP goals, federal Performance Measures (where applicable), and other local/TPO priorities.

Strategic Refinement

This component recognizes that when the Draft LOPP ranking is viewed in entirety, there may remain a desire to make refinements to the rank of an individual project or small number of projects based upon strategic needs. This refinement would be conducted only if necessary, to address factors not otherwise adequately captured in the development of the Draft LOPP. This step would be considered during Draft LOPP review by the CAC, TAC, and Board during their May meetings.

- The CAC and TAC will evaluate the Draft LOPP and determine if there are any strategic refinements to the priority order for an individual project or small number of projects. If so, any recommended adjustments will require committee vote to be formal recommendations that are transmitted to the Board.
- The Draft LOPP and any CAC/TAC recommended strategic refinements will be reviewed by the TPO Board. The Board will first consider the Draft LOPP for approval and then separately consider any recommended strategic refinements for approval.

The TPO will update the LOPP based upon the actions of the Board. The CAC, TAC and Board will review the Final LOPP for approval during their June meetings.

CRITERIA SCORE

The Criteria Score consists of twelve (12) criteria that are summarized in the Criteria Scoring Matrix (page 11). The criteria are described below.

Prior Year Rank

1. Prior Year Rank Measure

This scoring criteria recognizes the rank of a given project in the prior LOPP. Consideration of a project's prior ranking helps support program stability and predictability by acknowledging the TPO's previously approved position of projects. Prior year rank also emphasizes the primary goal of moving projects toward full implementation.

Projects receive points based upon their prior LOPP ranking according to the following:

- Prior Year LOPP ranking of 1-5 = 10 points
- Prior Year LOPP ranking of 6-10 = 8 points
- Prior Year LOPP ranking of 11-15 = 6 points
- Prior Year LOPP ranking of 16-20 = 4 points
- Prior Year LOPP ranking above 20 or not ranked = 0 points

Project Cycle

2. Project Phase Measure

This scoring criteria evaluates the status of projects in their development phase and allocates more points to projects that are further along in project development. Points are allocated based on a project's highest funded phase. The project development cycle includes the following phases:

- Planning or Feasibility Study [optional]
- Environmental Review/Project Development & Environment (PD&E)
- Design
- Right of Way [if additional right of way is needed]
- Construction

Each project will go through an environmental review phase to determine whether it will advance. This step ensures that each project is comprehensively evaluated for potential impacts to environmental, sociocultural, archaeological, and historical resources.

Note: Projects can only be scored by one phase at a time.

Projects receive points based upon the highest funded phase:

- Project is fully funded through all phases (Maintain in TIP and Work Program) = 10 points
- Project is fully funded through all phases except Construction (Requesting Construction Funding) = 8 points
- Project is fully funded through Design (Requesting ROW) = 6 points
- Project is fully funded through PD&E phase (Requesting Design Funding) = 4 points
- Project is fully funded through Planning/Feasibility phase (Requesting PD&E phase) = 2 points

Local Funding Commitment

3. Local Funding Commitment Measure

Projects receive points based upon the amount of local matching funding committed and available for the project:

- 50% Local Match Commitment = 10 points
- 25% Local Match Commitment = 7.5 points
- Less than 25% Local Match Commitment = 5 points
- No Local Match Commitment = 0 points

Regional Connectivity and Partnerships

Considers if a project is supported by a formal partnership between two or more agencies or record of ongoing coordination to complete a project. For example, whether the project is a Transportation Regional Incentive Program (TRIP) or is a project that has documented support of two or more jurisdictions.

4. Regional Connectivity and Partnership Measure

Projects receive points based on the following:

- Project represents a formal partnership between two or more agencies = 10 points
- Project has a demonstrated record of ongoing coordination between two or more agencies = 5 points
- Project does not represent a formal partnership and/or ongoing coordination between two or more agencies = 0 points

Safety

This scoring criteria identifies projects that include safety improvements or address a safety issue. Projects are scored based on the High Injury Network and crashes identified as part of the development of the TPO's *Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion* document.

5. Safety Measure – Killed, Seriously Injured Crashes (KSI)

Points are allocated if KSI crashes have been documented within the project limits:

- Yes = 5 points
- No = 0 points

6. Safety Measure – High Injury Network

Points are allocated if the project limits are located on the High Injury Network:

- Yes = 5 points
- No = 0 points

Congestion Management

7. Congestion Management Measure

Identifies projects that improve capacity for vehicular traffic on congested corridors. Projects are scored based on the data within the most recent version of the TPO's *Congestion Management Plan and State of the System Report*, which identifies current and projected levels of congestion based on the volume-to-capacity (V/C) ratios.

Projects receive points based on the following:

- Project on Extremely Congested Corridor (V/C > 1.08) = 10 points
- Project on Congested Corridor (V/C > 1.00) = 7.5 points
- Project on Corridor Approaching Congestion = 5 points
- Project on Corridor that is Not Congested = 0 points

Multimodal

This scoring criteria evaluates projects that enhance multimodal options and connectivity.

8. Multimodal Measure – Alignment with 2045 LRTP Bicycle, Sidewalk and Trail Priorities

Points are assigned based upon whether the project is and/or connects to a specific Bicycle Facility, Sidewalk and/or Trail priority as listed in the 2045 LRTP's Multimodal Boxed Funds Projects list:

- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP and connects to an existing Non-Motorized Facility – 10 pts
- Bicycle Facility, Sidewalk and/or Trail Project in 2045 LRTP – 5 points
- Not a specific Bicycle Facility, Sidewalk and/or Trail Project facility – 0 points

Transportation Resilience

Identifies projects that improve the resiliency and reliability of the area's transportation system based upon the TPO's *Transportation Resilience Guidance (January 2022)* and the *Marion County Local Mitigation Strategy*.

9. Transportation Resilience Measure – Evacuation Routes

Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route:

- Project improves a designated evacuation route = 10 points
- Project improves a corridor directly connecting to a designated evacuation route = 5 points
- Project does not improve, or directly connect to, a designated evacuation route = 0 points

Economic Development and Logistics

Identifies projects that accommodate and promote economic growth by improving access to areas of high employment growth and through the efficient movement of freight, based upon data compiled in the 2045 LRTP.

10. Economic Development and Logistics Measure – Employment Growth

Points are allocated to projects that improve access to employment growth areas as defined in the 2045 LRTP:

- Project limits within or adjacent to High Employment Growth Area = 5 points
- Project limits within or adjacent to Medium-High Employment Growth Area = 4 points
- Project limits within or adjacent to Medium Employment Growth Area = 3 points
- Project limits within or adjacent to Medium-Low Employment Growth Area = 2 points
- Project limits within or adjacent to Low Employment Growth Area = 0 points

11. Economic Development and Logistics Measure – Freight

Points are allocated to projects that enhance efficient and reliable movement of freight and goods within Marion County, based upon the Freight Score assigned to the segment in the 2045 LRTP:

- Project limits include High Freight Score segment = 5 points
- Project limits include Medium Freight Score segment = 3.5 points
- Project limits include Low Freight Score segment = 2 points
- Project limits do not include a Freight Score segment = 0 points

Equity

Identifies projects that would serve Marion County's Equity Areas identified in the 2045 LRTP. Equity Areas were defined based the location of five disadvantaged populations by Census Block (People living in poverty; Minority population; People without a vehicle; Seniors; and Youth).

12. Equity Measure – Disadvantaged Populations

Points are allocated based on whether the project is adjacent to, or traverses the Equity Areas identified in the 2045 LRTP:

- Project is adjacent to, or traverses an Equity Area with three (3) Disadvantaged Populations = 10 points
- Project is adjacent to, or traverses an Equity Area with two (2) Disadvantaged Populations = 7.5 points
- Project is adjacent to, or traverses an Equity Area with one (1) Disadvantaged Population = 5 points
- Project is not adjacent to, or does not traverse an Equity Area = 0 points

CRITERIA SCORING MATRIX

Criteria Score Categories	Measure	Maximum Score	L RTP Goal(s)*	Performance Measure(s)**
Prior Year Rank	1. Projects will receive points based upon their prior year LOPP ranking.	10	4	-
Project Cycle	2. Points are allocated based on a project's highest funded phase.	10	4	-
Local Funding commitment	3. Points are allocated based on amount of local matching funding committed and available for the project.	10	4	-
Regional Connectivity and Partnerships	4. Points are allocated if the project represents a formal partnership or ongoing coordination between two or more agencies.	10	4	-
Safety	5. Points are allocated if fatal and serious injury (KSI) crashes have been documented within the project limits.	5	3	PM1
	6. Points are allocated if the project limits are located on the High Injury Network.	5		
Congestion Management	7. Points are allocated based on the level of congestion identified on the corridor where the project is located.	10	1, 2, 3	PM3
Multimodal	8. Points are allocated if the project is or connects to a specific Bicycle Facility, Sidewalk or Trail priority as listed in the 2045 L RTP's Multimodal Boxed Funds Projects list.	10	1, 3, 5	PM1/PM3
Transportation Resilience	9. Points are allocated to projects that improve a designated evacuation route or improve a corridor that directly connects to a designated evacuation route.	10	3, 5, 6	-
Economic Development and Logistics	10. Points are allocated to projects that improve access to employment growth areas.	5	2, 5	PM3
	11. Points are allocated to projects that enhance the efficient and reliable movement of freight and goods within Marion County.	5		
Equity	12. Points are allocated to projects based on their proximity to disadvantaged populations.	10	1	-
TOTAL MAXIMUM CRITERIA SCORE		100		

*LRTP Goals

1. Promote Travel Choices that are Multimodal and Accessible
2. Provide Efficient Transportation that Promotes Economic Development
3. Focus on Improving Safety and Security of the Transportation System
4. Ensure the Transportation System Meets the Needs of the Community
5. Protect Natural Resources and Create Quality Places
6. Optimization and Preserve Existing Infrastructure

**Performance Measures (if applicable)

- PM1 – Safety Measures - including traffic fatalities and serious injuries, pedestrian/bicycle fatalities and serious injuries; and transit incidents
- PM2 – Pavement and Bridge Condition Measures - including roadway, bridge, and transit capital asset condition and how well they are maintained
- PM3 – System Performance Measures - including highway congestion, travel reliability, freight movement reliability, and mobile source emissions

CRITERIA SCORING REFERENCES

The following are the sources of information used to calculate the scores for projects in the LOPP. This includes references to online or static TPO maps and/or external sources of information.

Prior Year Rank

- 2021 List of Priority Projects
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

Project Cycle

- 2021 List of Priority Projects
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>
- Information submitted to the TPO from local governments
- Florida Department of Transportation (FDOT) Central Roads webpage, Marion County
<https://www.cflroads.com/projects/County/Marion>

Local Funding Commitment

- Information submitted to the TPO from local governments
- 2021 List of Priority Projects scoring
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

Regional Connectivity and Partnerships

- Information submitted to the TPO from local governments
- 2021 List of Priority Projects scoring
<https://ocalamariontpo.org/wp-content/uploads/2021/06/2021-LOPP-Final-Adopted-June-22-2021.pdf>

Safety

- High Injury Network (Commitment to Zero Safety Action Plan Page)
<https://ocalamariontpo.org/safety-plan>
<https://ocalamariontpo.org/wp-content/uploads/2022/04/Workshop-Boards.pdf>
- Crashes (serious injuries, fatalities), University of Florida Signal 4 Analytics website
<https://signal4analytics.com>

Congestion Management

- Congested corridors identified in the CMP - Online CMP map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=20f986cb985a4fe99348ab7c8b43637e>

Multimodal

- Boxed funds multimodal projects and locations – Online 2045 LRTP map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=73c46d008a5740169dd4afc1452d51fd>
(Click on Bicycle Projects, Sidewalk Projects, Trail Projects)

Transportation Resilience

- Current Evacuation Routes in Marion County – Online Transportation and Community Features map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665>

Logistics and Economic Development

- Current Freight Corridors (1) and Activity Areas with Access to High Employment Growth Areas (2) – Online Transportation and Community Features map – 2 Layers.
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=e30268e4a4f143cab579034d4ad72665>

Equity

- Marion County Equity Areas – Online 2045 LRTP map
<https://marioncountyfl.maps.arcgis.com/apps/webappviewer/index.html?id=73c46d008a5740169dd4afc1452d51fd>
(click on Marion County Equity Areas – 3 disadvantaged population tiers)

Figure 17: Overall Congestion (2021 to 2026 Performance)

Online CMP Congested Corridors Map - [CLICK HERE](#)

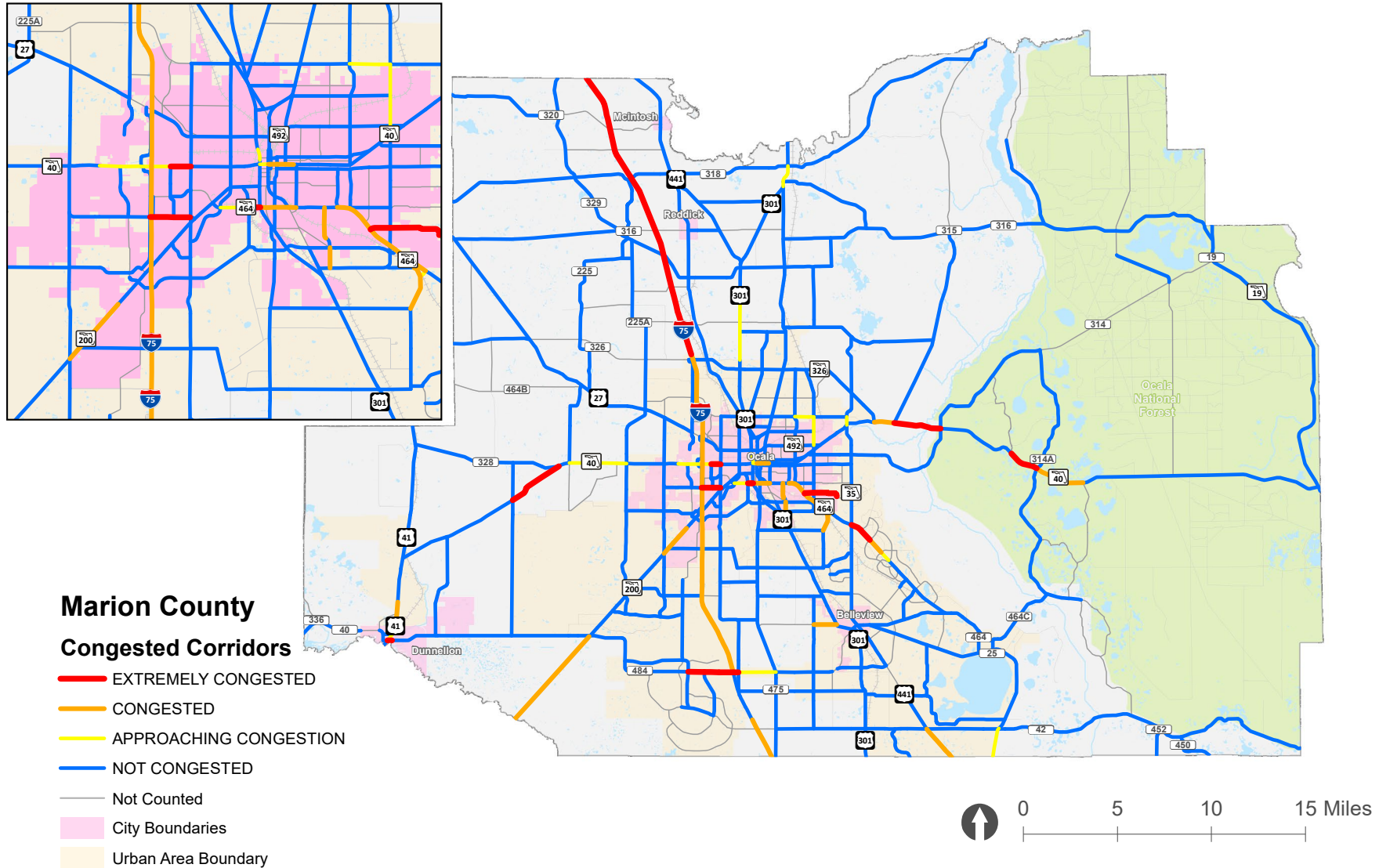


Table 16: Summary of Congested Corridors

Congestion Levels								
Name	From	To	LOS Std	2021 V/MSV	2021 LOS	2026 V/MSV	2026 LOS	2026 V/E+8%
CR 25	COUNTY LINE	CR 42	E	0.90	C	0.95	D	0.88
CR 35	SR 40	NE 35 ST	E	0.81	D	0.95	E	0.88
SR 464	SE 25 AV	SE 44 AV	D	0.95	C	1.06	F	0.98
CR 464	SR 35	EMERALD RD (N)	E	1.19	F	1.42	F	1.31
CR 484	SW 45 AV	I-75 RAMP (W)	E	0.98	D	1.19	F	1.10
CR 484	I-75 RAMP (E)	CR 475A	D	1.01	F	1.38	F	1.27
CR 484	CR 475A	CR 475	D	0.78	C	0.96	D	0.89
CR 484	US 41	LAKESHORE DR	E	1.08	F	1.18	F	1.09
I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	C	1.22	E	1.33	E	0.89
I-75	CR 484	SR 200	D	0.90	D	1.04	E	0.85
I-75	SR 200	SR 40	D	0.93	D	1.13	E	0.92
I-75	SR 40	US 27	D	0.81	C	1.03	E	0.84
I-75	US 27	SR 326	D	0.75	C	1.04	E	0.85
I-75	SR 326	URBAN AREA BOUNDARY	D	0.68	C	1.03	E	0.85
I-75	URBAN AREA BOUNDARY	CR 318	C	1.13	D	1.70	F	1.15
I-75	CR 318	COUNTY LINE (N)	C	1.12	D	1.57	F	1.06
NE 35 ST	NE 25 AV	NE 36 AV	E	0.77	D	0.90	D	0.83
NE 36 AV	NE 14 ST	NE 21 ST	E	0.86	C	0.90	C	0.84
NE 36 AV	NE 21 ST	NE 35 ST	E	0.89	C	0.93	C	0.86
SE 110 ST	CR 467	US 441	C	1.16	D	1.33	D	0.58
SR 464	SE 3 AV	SE 11 AV	D	0.98	D	1.02	E	0.91
SR 464	SE 22 AV	SE 25 AV	D	0.95	C	1.06	F	0.98
SE 19 AV	SE 38 ST	SE 31 ST	E	0.85	D	1.07	F	0.99
SE 24 ST	SR 464	SE 36 AV	E	0.96	E	1.31	F	1.21
SE 24 ST	SE 36 AV	SE 28 ST	E	0.96	E	1.31	F	1.21
SE 44 AV	SE 52 ST	SE 38 ST	C	1.50	D	1.69	D	0.73

Intersection added to LOPP 2022

Level of Congestion	Mitigation Strategy
Approaching	Add left-turn lanes at SE 175th Street, evaluate turn lane and signalization improvements at CR 42.
Approaching	Turn lanes at NE 35th Street, operational and safety improvements at SR 40, sidewalk extensions. Right-of-way would be needed for improvements along the corridor.
Congested (2026)	Bike lane improvements planned with resurfacing project (FDOT FM#4411411). Westbound right-turn lane at SE 25th Avenue. Signal timing/coordination between SE 36th Ave and SE 44th Ave Rd.
Extremely (2021)	Evaluate for intersection geometry / signal timing improvements. OPS37 in LRTP (ITS/Corridor Management).
Extremely (2026)	FDOT FM#433651-1 intersection improvements CST 2021. LRTP shows need to widen to 6L (unfunded need).
Extremely (2026)	FDOT FM#433651-1 intersection improvements CST 2021. LRTP shows need to widen to 6L (unfunded need).
Approaching	Monitor for growth patterns.
Extremely (2026)	Downtown Dunnellon - Capacity Constrained. Evaluate effect of railroad crossing in proximity to the traffic signal at US 41 for improvements and/or alternative roadway connections to US 41.
Congested (2021)	FDOT FM#443623-1 PD&E ongoing.
Congested (2026)	FDOT FM#443623-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
Extremely (2026)	FDOT FM#443624-1 PD&E ongoing.
Extremely (2026)	FDOT FM#443624-1 PD&E ongoing.
Approaching	Marion County Project #70, 100D planned for widening to 4 lanes.
Approaching	FDOT FM#431798-2 to widen to 4 lanes. LOPP Project 51.
Approaching	FDOT FM#431798-4 to widen to 4 lanes. LOPP Project 51.
Congested (2021)	Monitor development and growth trends.
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Congested (2026)	Evaluate for intersection geometry / signal timing improvements at SR 464 and SE 31st Street. Evaluate sidewalk gaps.
Extremely (2026)	Evaluate for intersection geometry / signal timing improvements at the intersection with SR 464.
Extremely (2026)	ARTPLAN / Corridor analysis to evaluate actual operating conditions of the roadway.
Congested (2021)	Evaluate for intersection improvements / potential roundabout at SE 44th Ave Rd and SE 52nd St.

Identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO.

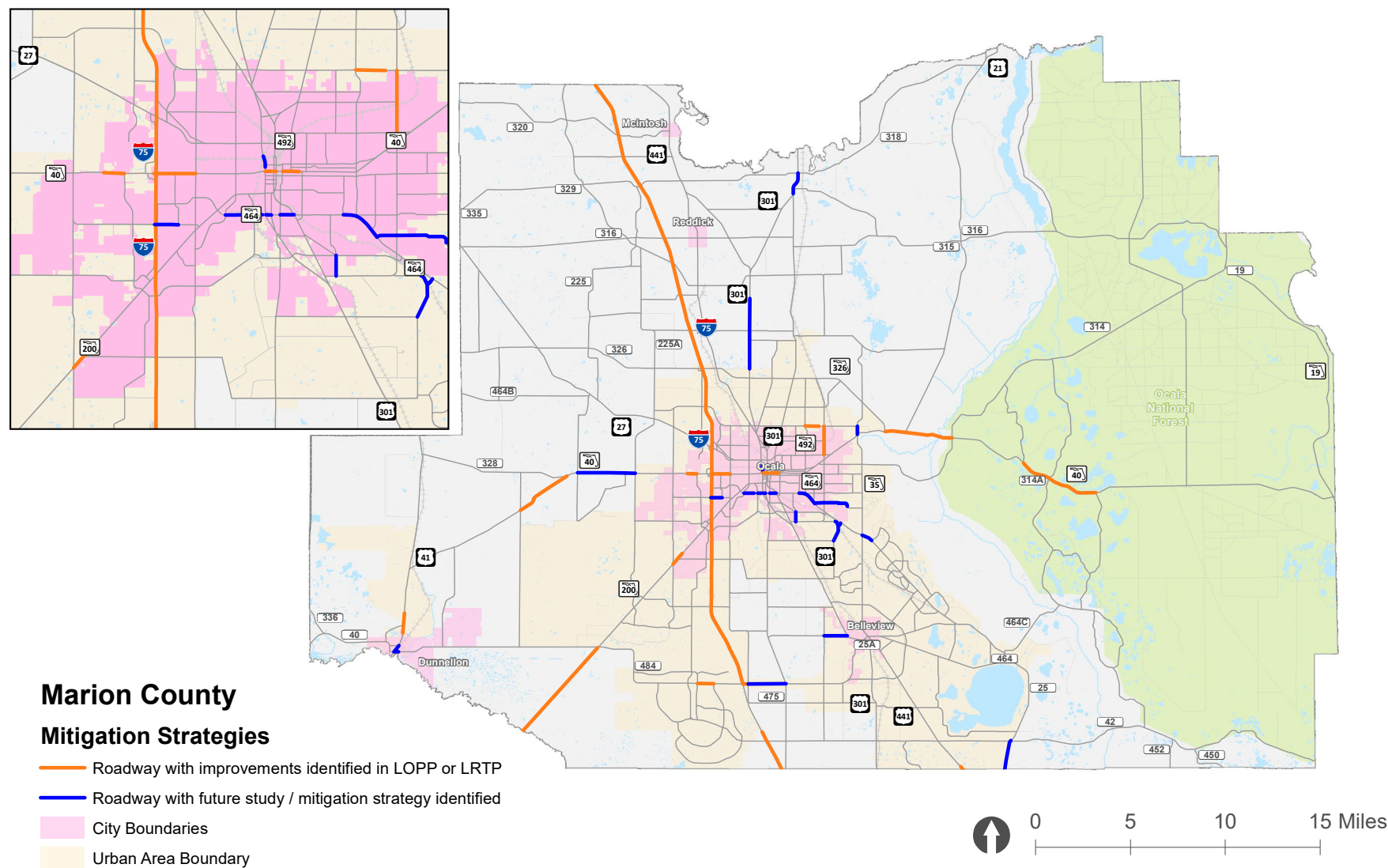
Congestion Levels (Continued)								
Name	From	To	LOS Std	2021 V/MSV	2021 LOS	2026 V/MSV	2026 LOS	2026 V/E+8%
SE 44 AV RD	SE 44 AV	SR 464	E	0.72	D	0.91	D	0.84
SR 200	COUNTY LINE	1/4 MI SW OF CR 484	C	1.12	D	1.34	D	0.69
SR 200	SW 60 AV	SW 48TH AVE	D	0.86	C	1.03	F	0.96
SR 40	SW 140 AV	CR 328	C	1.71	F	2.04	F	1.72
SR 40	SW 110 AV	SW 85 AV	C	0.76	C	0.92	C	0.82
SR 40	SW 85 AV	SW 80 AV	C	0.76	C	0.92	C	0.82
SR 40	SW 52 AV	I-75 RAMP (WEST)	D	0.81	C	0.90	C	0.84
SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	D	0.82	C	0.95	C	0.88
SR 40	I-75 RAMP (EAST)	SW 33 AV	D	0.86	C	1.00	D	0.92
SR 40	SW 33 AV	SW 27 AV	D	0.92	C	1.10	F	1.01
SR 40	US 441	NW 2 AV	D	0.89	D	0.94	D	0.83
SR 40	NW 2 AV	N MAGNOLIA AV	D	0.89	D	0.94	D	0.83
SR 40	N MAGNOLIA AV	NE WATULA AV	D	1.01	E	1.06	F	0.94
SR 40	NE WATULA AV	NE 8 AV	D	1.01	E	1.06	F	0.94
SR 40	NE 8 AV	NE 10TH ST	D	1.01	E	1.06	F	0.94
SR 40	SR 326	CR 315	C	0.97	C	1.11	D	0.57
SR 40	CR 315	CR 314	C	1.44	F	1.63	F	1.37
SR 40	NE 145 AV	CR 314A	C	1.42	F	1.80	F	1.52
SR 40	CR 314A	SE 183 AV	C	0.92	C	1.16	F	0.98
SR 464	SW 19 AV RD	SW 7 AV	D	0.92	C	0.99	D	0.91
SR 464	SW 7 AV	US 441	D	1.07	F	1.16	F	1.03
SR 464	US 441	SE 3 AV	D	0.98	D	1.02	E	0.91
SW 20 ST	SW 38 AV	SW 27 AV	E	1.03	F	1.26	F	1.17
US 301	NE JACKSONVILLE RD	CR 318	C	0.63	C	0.91	C	0.81
US 41	CR 484	SW ROBINSON RD	D	0.84	D	0.92	D	0.82
US 41	SW 110 ST	SW 99 PL	D	1.57	F	0.84	C	0.78
US 441	COUNTY LINE (S)	CR 42	D	0.96	D	1.01	F	0.94
US 441	NW 2 ST	NW 6TH ST	D	0.93	D	0.98	D	0.87
US 441	NW 77 ST	NW 117 ST	C	0.79	C	0.94	C	0.60

Added to LOPP 2022

Level of Congestion	Mitigation Strategy
Approaching	Evaluate for intersection improvements / potential roundabout at SE 44th Ave Rd and SE 52nd St.
Congested (2021)	FDOT FM# 238651-1 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 19.
Congested (2026)	SW 49th Avenue and SW 44th Avenue projects will alleviate traffic on this section of roadway. Monitor.
Extremely (2021)	FDOT FM# 238720-1. Project in design. ROW and CST not funded.
Approaching	Monitor for growth patterns.
Approaching	Monitor for growth patterns.
Approaching	LRTP Project R13 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R13 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R14 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Extremely (2026)	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R14 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Approaching	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2026)	FM# 410674-2 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 15.
Extremely (2021)	FM# 410674-2 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 15.
Extremely (2021)	FM# 410674-3 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 38.
Congested (2026)	FM# 410674-4 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 39.
Approaching	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Extremely (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17. Evaluate intersection improvements at SR 464/US 441. Evaluate alternate north-south corridors (SE 3rd, Magnolia Extension).
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17. Evaluate intersection improvements at SR 464/US 441.
Extremely (2026)	Evaluate for improvements at the intersections of SW 20th Street with SW 38th Avenue, SW 31st Avenue and SW 27th Avenue. Listed as an unfunded need in the LRTP to widen to 4 lanes.
Approaching	Monitor for growth patterns. High 5-year growth rate that may be stabilizing.
Approaching	Traffic signal timing / coordination. Four traffic signals within 1 mile. Listed as an OPS18 in the LRTP.
Congested (2021)	FDOT FM# 238648-1 construction funding in 2024 to widen to 4 lanes. Not congested in 2026 with the widening.
Congested (2026)	LRTP Project R5 Widening to 6 lanes in Cost Feasible Plan (2031-2035).
Approaching	Monitor for growth patterns. Stabilized traffic volume over past 5 years.
Approaching	Monitor for growth patterns. Potential signal improvements at NW 77th Street.

Identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO.
Congested Corridor Evaluation

Figure 18: Mitigation Strategy Segments





Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Ocala/Marion County Project Status Update as of April 29, 2022

The following is a brief status update on major FDOT road construction projects in Marion County as of the February cutoff. The next cutoff date is May 31, 2022. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

MARION COUNTY

Upcoming Projects:

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

Current Projects:

- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: Spring 2022
- Estimated Completion: Fall 2023

Current Projects:

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

- Contractor: Anderson Columbia Inc.
- Estimated Start: October 2021
- Estimated Completion: Fall 2022
- Project Cost: \$15.4 million
- Update: Contractor sub. Art Walker continues to work on median widening and sub. BKW is currently working on median drainage improvements. ACCI will begin the milling and resurfacing of side streets and TL beginning the first week of May as well as US&S to begin signalization operations the same week.

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

- Contract: T5675
- Contractor: C.W. Roberts Contracting, Inc.
- Start: January 2021
- Estimated Completion: Summer 2022
- Cost: \$15.7 million
- Update: Daytime and nighttime lane closures continue for drainage, widening, milling, and paving operations which continue at various locations throughout the project.

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov



TO: Committee Members

FROM: Rob Balmes, Director

RE: Commitment to Zero Update

Summary

The Commitment to Zero Stakeholder Workshop was held on May 12, 2022, and included participation from 20 members of partner agencies and jurisdictions in Ocala/Marion County.

Some of the next steps include a Transportation Disadvantaged Local Coordinating Board (TDLCB) Workshop on June 16; Working Group meeting on July 14 and release of a draft Action Plan by August.

The TPO will continue to solicit feedback to develop safety improvement strategies through conversations and meetings. The public survey and interactive comment map will also remain open through July 1. This information be may be accessed via the project website:

<https://ocalamariontpo.org/safety-plan>

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



TO: Board Members

FROM: Rob Balmes, Director

RE: FL Metropolitan Advisory Council (MPOAC) Update

Summary

The Florida Metropolitan Advisory Council (MPOAC) held Governing Board and Staff Directors meetings, along with Freight and Rail Committee meetings from April 27 to 28 in Ocoee at the Turnpike Enterprise Headquarters. Some of the highlights from the meeting of interest to our community are noted as follows. Meeting agendas can be found on the MPOAC website: <https://www.mpoac.org/2021/11/08/apr-28-2022/>

MPOAC Freight and Rail Committee

- The 2022 Freight Priorities Lists were reviewed and adopted
 - Projects already programmed in TIP/Work Program and are located on the National Highway Freight Network (I-75, US 27, US 301 in Marion County)
 - Ocala/Marion TPO Submission (1): SR 40 at I-75 intersection improvements from SW 40th to SW 27th Avenue - \$5.5 million needed for construction phase. Programmed in TIP, needs construction funding to complete project. TPO coordinated with Sarah Van Gundy of FDOT District 5 on submission.

MPOAC Governing Board and Staff Directors Meetings

- See attached FDOT Presentation for Florida Transportation Trends by Alison Stettner (with this memo). General trends and future considerations.
- FL MPOAC has been involved with an audit investigation with the Office of Inspector General. Process underway. The MPOAC Weekend Institute Training is being put on hold until audit process completed.
- State Funding: \$500 million in Florida General Fund reserves this year were applied to transportation project appropriations.

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

- Typically, all appropriations, if approved by the Governor, result in deductions from the FDOT Work Program and local MPO TIPs. This year, general funds will cover the full amount with no Work Program/ TIP reductions.
- 2020 Census – Urbanized areas and results of TMA status to be determined. Potential for fall 2022. Any adjustments to the urban areas and population impacts to budget formula will be applied to FY 24.
- The \$1Billion per year increase in federal funding to Florida from the IIJA/BIL Act not expected to impact state FDOT budget until FY 24.
- MPO/TPO’s expected to address Equity in TIP development. FHWA reviews to be conducted of MPO/TPO TIP process and FDOT STIP process for inclusion of equity considerations.
- Performance-based planning continued emphasis on all MPO/TPO work, including the TIP’s under development.
- FHWA will be conducting a prioritization process pilot as required by IIJA/BIL act.

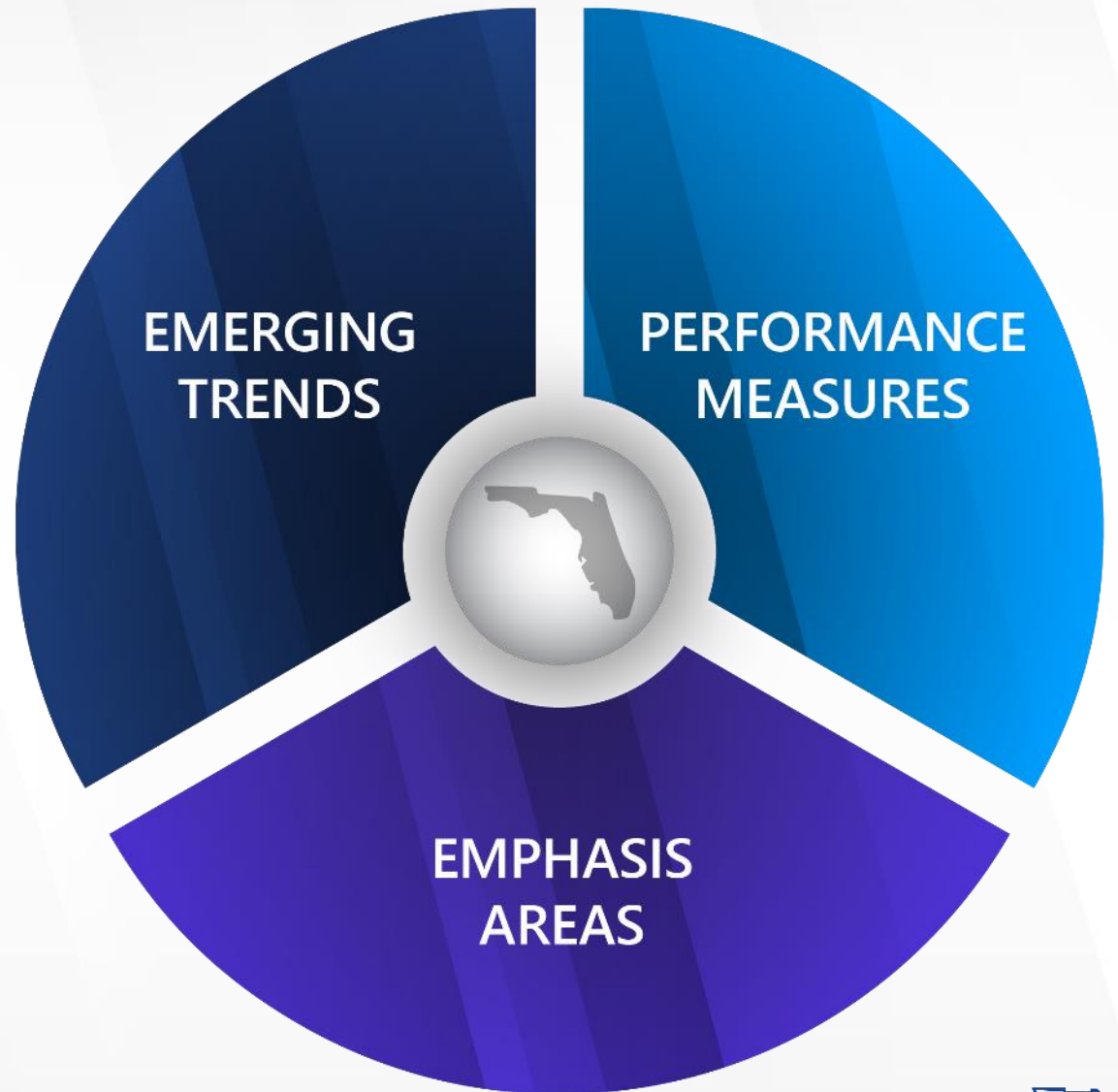
If you have any questions, please contact me at: 438-2631.



FLORIDA TRANSPORTATION TRENDS

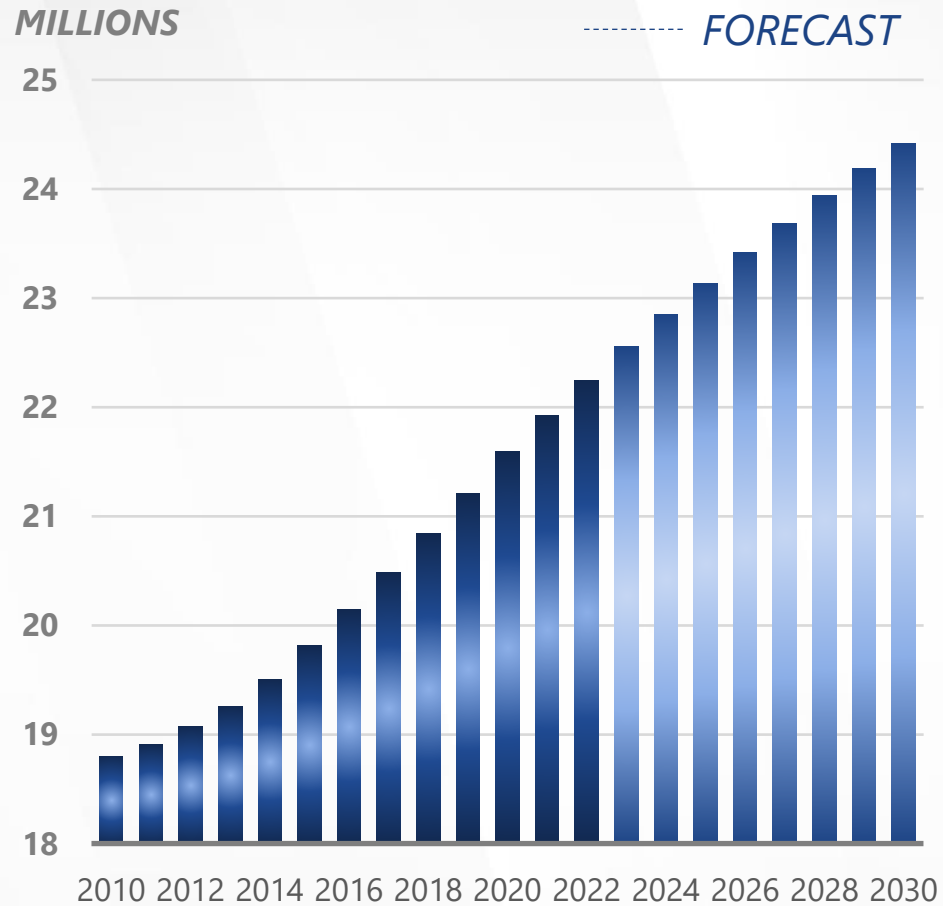
ALISON STETTNER
OFFICE OF POLICY PLANNING







FLORIDA POPULATION GROWTH



Source: Florida Economic Estimating Conference

FLORIDA'S FASTEST GROWING COUNTIES



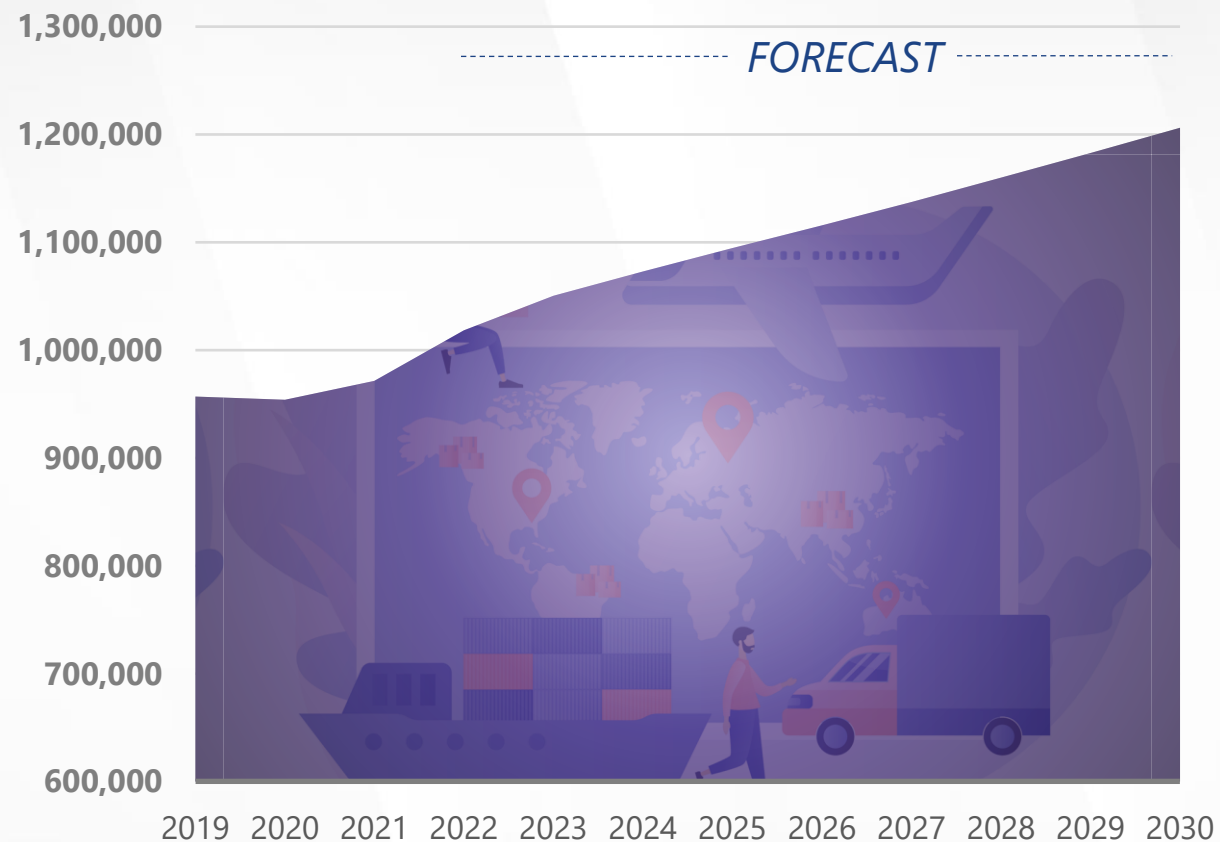
Source: Bureau of Economic and Business Research (BEBR)

Powered by Bing
© Australian Bureau of Statistics, GeoNames, Microsoft, Navinfo, OpenStreetMap, TomTom, Wikipedia



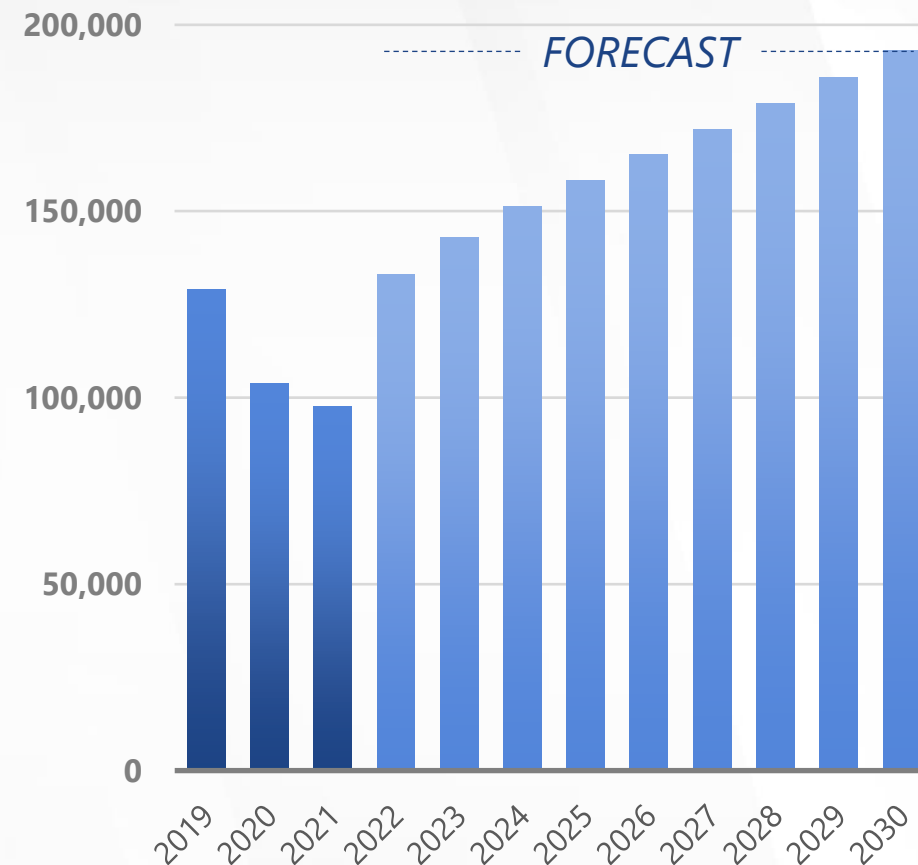
Population

FLORIDA'S GROSS DOMESTIC PRODUCT (GDP)



Source: Florida Economic Estimating Conference; \$2012

VISITORS



Source: Florida Economic Estimating Conference;



Economy

48 MILLION AMERICANS QUIT THEIR JOBS IN 2021



Source: U.S. Bureau of Labor Statistics.

Economy

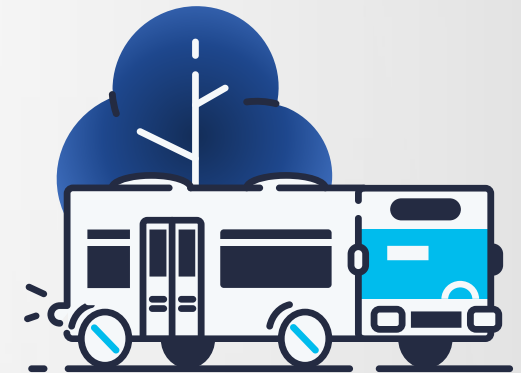


JOB ACCESSIBILITY BY MODE



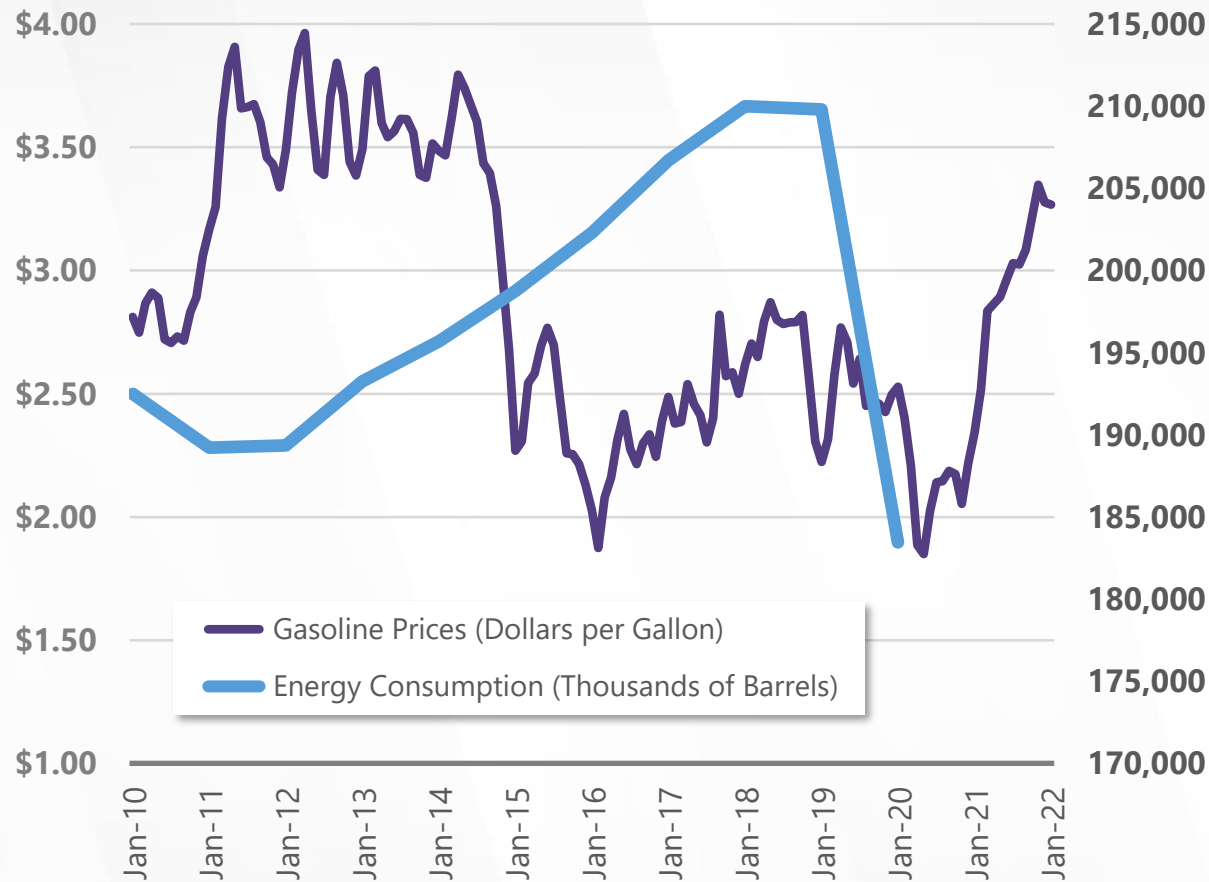
**383,000
JOBS**
WITHIN A
30-MINUTE
AUTOMOBILE TRIP

**7,400
JOBS**
WITHIN A
30-MINUTE
TRANSIT TRIP



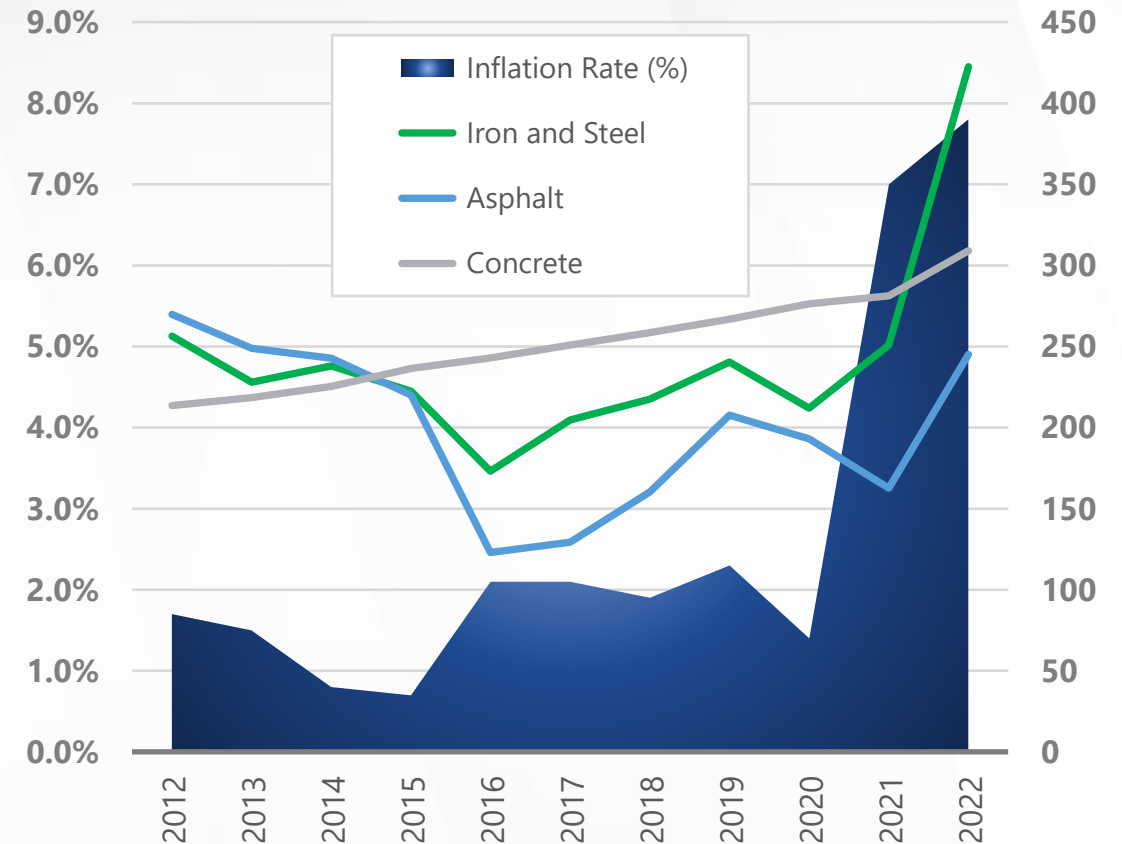
Source: FDOT Sourcebook.

FLORIDA FUEL PRICES INCREASE AS FUEL CONSUMPTION DECREASES



Source: U.S. Energy Information Administration.

U.S. INFLATION RATES AND CONSTRUCTION MATERIAL PRICES ARE SPIKING



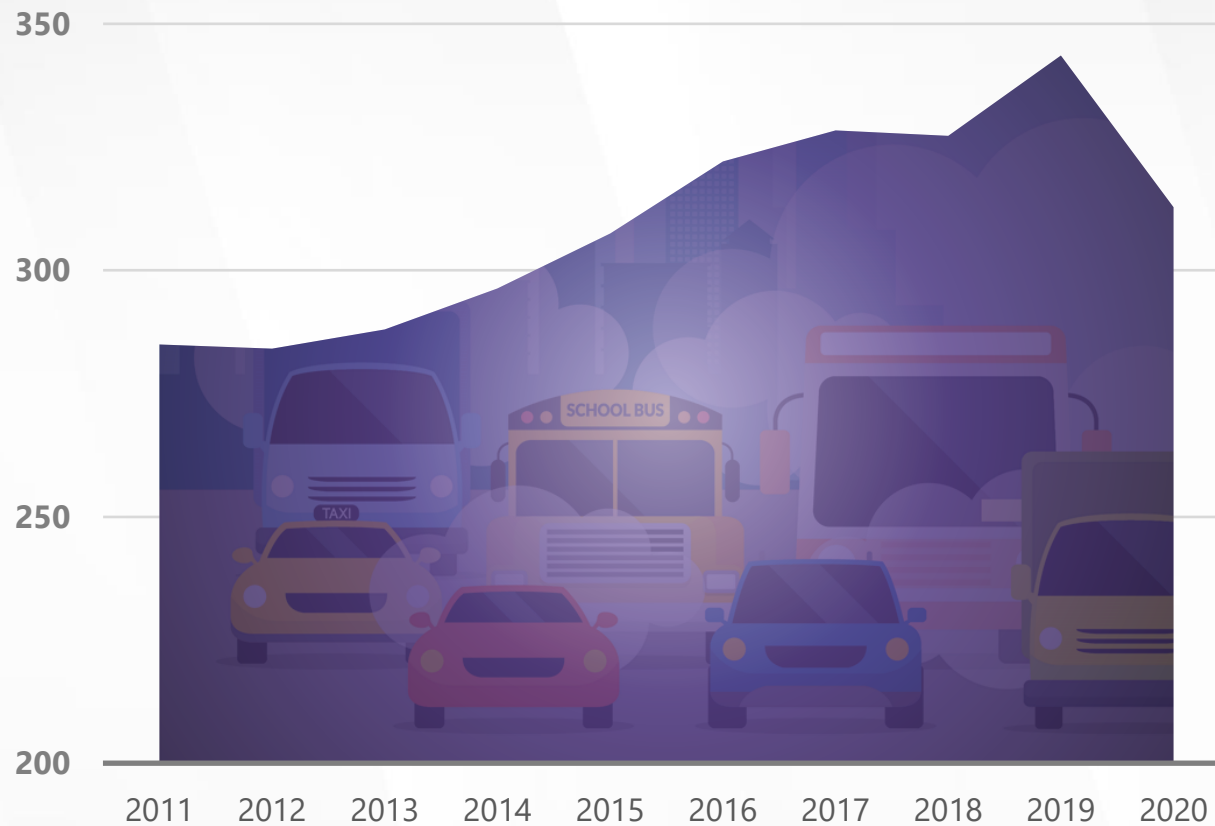
Source: U.S. Bureau of Labor Statistics.



Economy

DAILY VEHICLE MILES TRAVELED (MILLIONS)

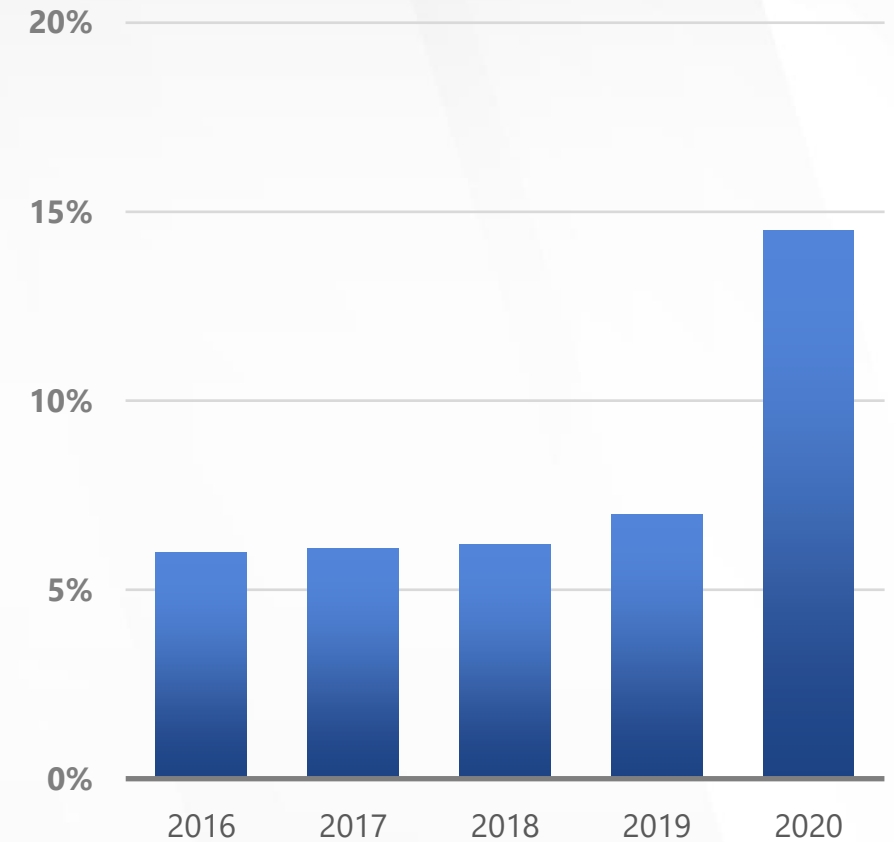
2011 through 2020



Source: FDOT Sourcebook

PERCENT WORKING FROM HOME

2016 THROUGH 2020



Source: U.S. Census Bureau Survey, American Community Survey



Mobility



TRUCK ACTIVITY
UP
7%

Source: FDOT Current Conditions Mobility Report



TRANSIT RIDERSHIP
DOWN
40%

Source: FDOT Current Conditions Mobility Report



AIR TRAVEL
RETURNED TO
PRE-PANDEMIC
LEVELS

Source: FDOT Current Conditions Mobility Report



Mobility

99% OF U.S. COUNTIES WERE IMPACTED BY A FLOODING EVENT FROM 1996-2019

Source: FEMA.



WEATHER-RELATED DAMAGES FOR FLORIDA IN 2020 WERE \$451.33 MILLION

Source: NOAA.



Environment



FLORIDA CAN EXPECT BETWEEN
2.2 TO 2.5
INCHES OF
SEA LEVEL RISE
BETWEEN 2020 AND 2030*

**Depending on location;
NOAA Low Projection*

Source: NOAA



FEDERAL PERFORMANCE MEASURE (FIVE-YEAR ROLLING AVERAGE)	2016	2017	2018	2019	2020	TREND	CALENDAR YEAR 2022 TARGET	TARGET MET?
<i>FATALITIES</i>	2,690.0	2,827.0	2,973.4	3,110.6	3,189.8		0	No
<i>FATALITY RATE (PER 100 MILLION VMT)</i>	1.33	1.36	1.40	1.43	1.47		0	No
<i>SERIOUS INJURIES</i>	20,877.2	20,943.0	20,737.0	20,166.4	18,975		0	No
<i>SERIOUS INJURY RATE (PER 100 MILLION VMT)</i>	10.37	10.14	9.77	9.29	8.71		0	No
<i>NON-MOTORIZED FATALITIES AND SERIOUS INJURIES</i>	3,361.6	3,371.4	3,410.4	3,401.8	3,282.2		0	No



Safety

BRIDGE CONDITION PERFORMANCE MEASURES	2017 (BASELINE)	2018	2019	2020	TREND	2019 TARGET	2021 TARGET
% OF NHS BRIDGES IN GOOD CONDITION	67.7%	66.2%	65.6%	N/A		≥50%	≥50%
% OF NHS BRIDGES IN POOR CONDITION	1.2%	1.2%	0.5%	N/A		≤10%	≤10%

PAVEMENT CONDITION PERFORMANCE MEASURES	2017 (BASELINE)	2018	2019	2020	TREND	2019 TARGET	2021 TARGET
% OF PAVEMENT ON THE INTERSTATE SYSTEM IN GOOD CONDITION	66.1%	54.2%	68.0%	68.8%		N/A	≥60%
% OF PAVEMENT ON THE INTERSTATE SYSTEM IN POOR CONDITION	0.0%	0.6%	0.5%	0.6%		N/A	≤5%
% OF PAVEMENT ON NON-INTERSTATE NHS IN GOOD CONDITION	44.0%	39.9%	41.0%	N/A		≥40%	≥40%
% OF PAVEMENT ON NON-INTERSTATE NHS IN POOR CONDITION	0.4%	0.4%	0.3%	N/A		≤5%	≤5%

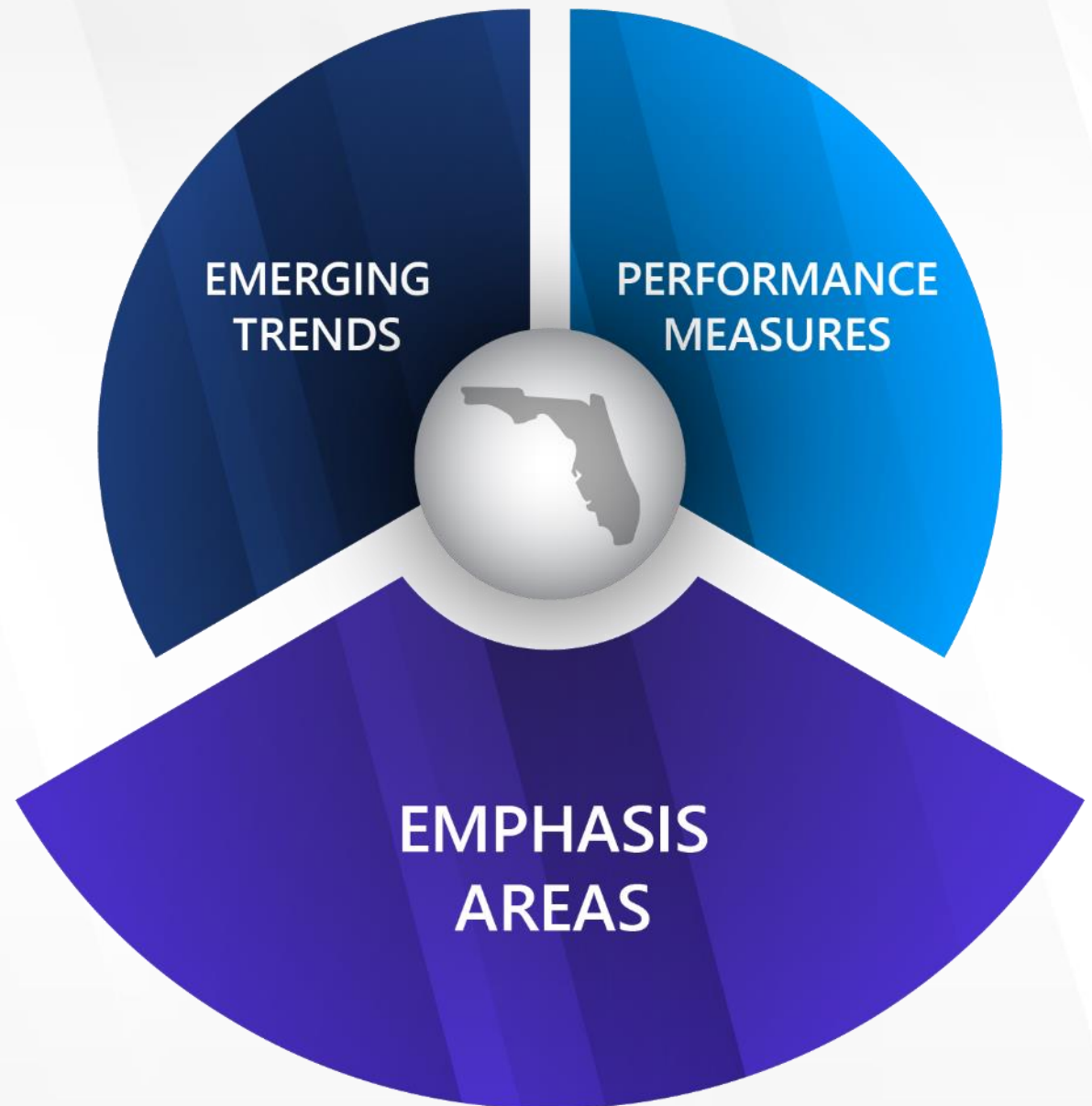


Infrastructure Condition

ADDITIONAL MEASURES	2017 (BASELINE)	2018	2019	2020	TREND	2019 TARGET	2021 TARGET
<i>PERSON-MILES ON THE INTERSTATE HIGHWAY SYSTEM THAT ARE RELIABLE</i>	82%	84%	83%	N/A		≥75%	≥70%
<i>PERSON-MILES ON THE NON-INTERSTATE NATIONAL HIGHWAY SYSTEM THAT ARE RELIABLE</i>	84%	86%	87%	N/A		≥50%	≥50%
<i>TRUCK TRAVEL TIME RELIABILITY INDEX ON THE INTERSTATE HIGHWAY SYSTEM</i>	1.43	1.43	1.45	N/A		≤1.75	≤2.00



System Performance

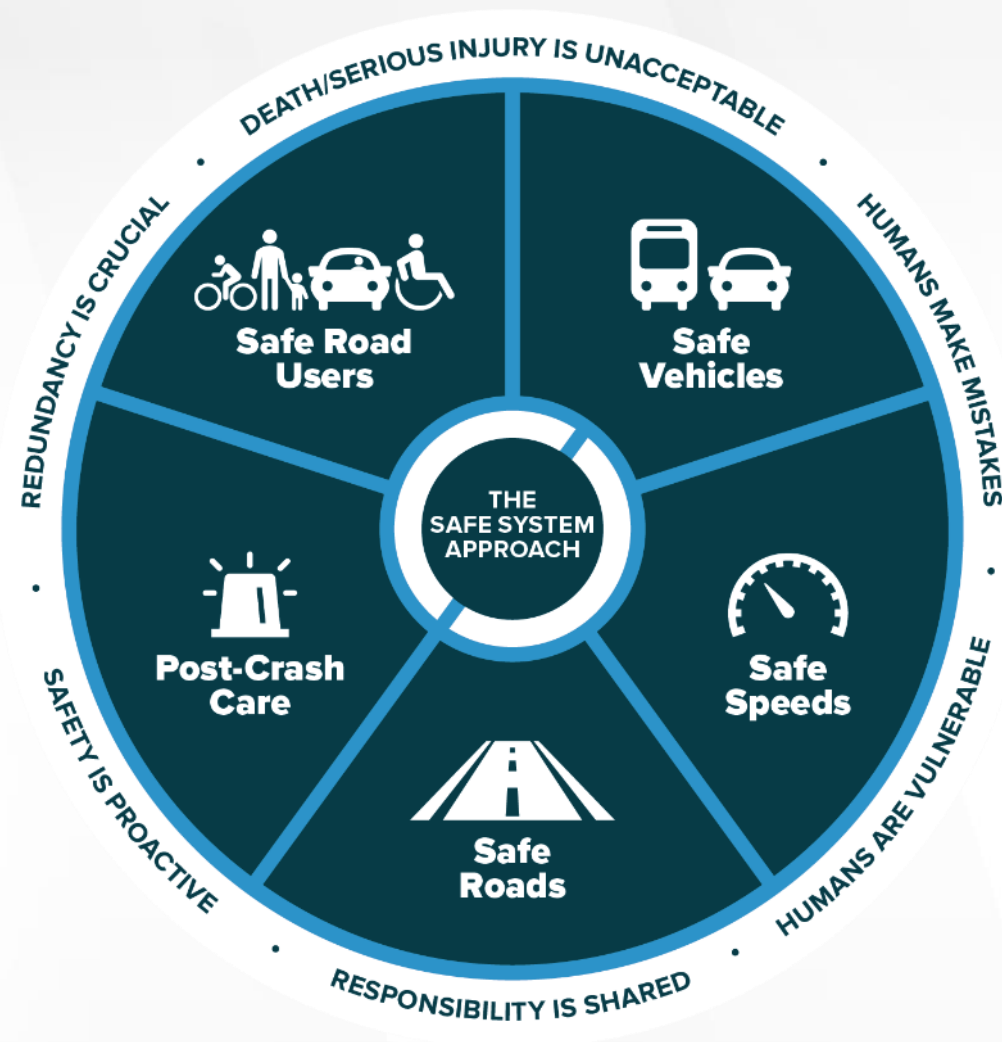




U.S. Department
of Transportation

National Roadway Safety Strategy

United States Department of Transportation | January 2022



Safety



NEW LAWS & REGULATIONS



NEW PLAN REQUIREMENTS



NEW FUNDING OPPORTUNITIES



REGIONAL & LOCAL EFFORTS



Resilience

BY 2030,
MINORITIES
WILL ACCOUNT FOR
23%
OF FLORIDA'S
POPULATION

Source: Bureau of Economic and Business Research.



NEARLY
1 IN 4
FLORIDIANS
WILL BE
65
OR OLDER
BY 2030

Source: Bureau of Economic and Business Research.



16M TRIPS
FOR
**TRANSPORTATION
DISADVANTAGED
PASSENGERS** IN 2020

12%
OF FLORIDIANS ARE LIVING
BELOW THE POVERTY LINE

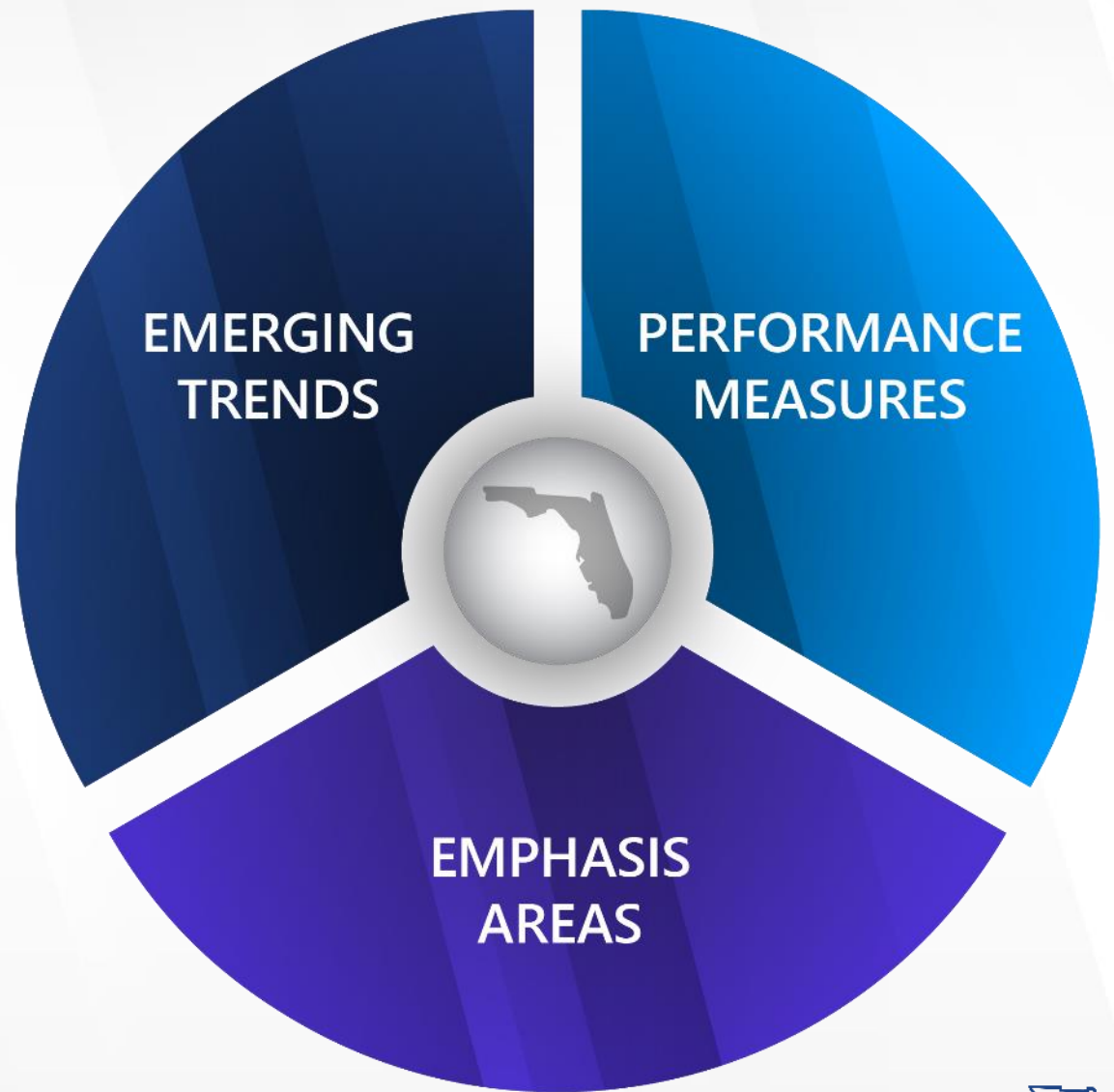


Equity





Innovation



Implications for Planning

SAFETY, RESILIENCE, EQUITY, & INNOVATION

PLANNING AND ENVIRONMENTAL LINKAGES

FUNDING OPPORTUNITIES

IMPLEMENTATION



Actions for Programming Cycle

*SAFETY, RESILIENCE,
EQUITY, & INNOVATION*

A NETWORK APPROACH

FEDERAL FUNDS

PARTNERSHIPS

FEDERAL DISCRETIONARY GRANTS

DO NOT DISTURB

'Do Not Disturb While Driving' features are increasingly common on cell phones and are often only disabled manually. Disabling this feature for access to your texts, emails, and voicemails while driving leaves you vulnerable to temptation that results in 1.6 million crashes each year*.

Put Your Phone Down.



THANK YOU!

Alison Stettner
Office of Policy Planning
Alison.Stettner@state.dot.fl.us
850-414-4814