



**TPO Board Meeting**

Marion County Commission Auditorium  
601 SE 25<sup>th</sup> Avenue, Ocala, FL 34471

**May 26, 2020**

**4:00 PM**

**AGENDA**

- 1. CALL TO ORDER AND ROLL CALL**
- 2. PLEDGE OF ALLIGENCE**
- 3. PROOF OF PUBLICATION**
- 4. PRESENTATIONS**
  - A. Florida Transportation Plan Update**  
*The Florida Department of Transportation (FDOT) will provide a presentation on the status of the Florida Transportation Plan.*
  - B. Draft Fiscal Years 2020/21 to 2024/25 Transportation Improvement Program (TIP)**  
*TPO staff will present the draft TIP, including a new document format and web-based mapping of projects.*
  - C. TPO Budget Status Update**  
*TPO staff will present a quarterly update.*
- 5. ACTION ITEMS**
  - A. Community Transportation Coordinator (CTC) Selection**  
*Staff will present a recommendation for the selection of the Community Transportation Coordinator (CTC) for the Transportation Disadvantaged program. Action requested.*
  - B. Fiscal Years 2019/20 to 2023/24 Transportation Improvement Program (TIP) Amendment**  
*Staff will present an amendment to the TIP per the request of the Florida Department of Transportation. Action requested.*

**C. List of Priority Projects (LOPP) Fiscal Year (FY) 2026**

*Staff will present and is requesting review and approval of the List of Priority Projects (LOPP) for FY 2026. Action requested.*

**6. CONSENT AGENDA**

**A. Minutes- April 28, 2020**

**B. TPO Staff Reclassification and Salary Adjustment**

**C. Title VI Plan Resolution**

**7. COMMENTS BY FDOT**

**8. COMMENTS BY TPO STAFF**

**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 23, 2020.*



**TO: TPO Board Members**

**FROM: Rob Balmes, Director**

**RE: Florida Transportation Plan Update Presentation by Florida Department of Transportation (FDOT)**

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The Florida Department of Transportation (FDOT) is in the process of updating the Florida Transportation Plan (FTP), which serves as the state's long-range plan for transportation. The FTP provides an overall framework for transportation decision-making and investments. As you may recall, Judy Pizzo with FDOT District 5 made a presentation to the TPO Board in September 2019. She will provide an update to the plan development process. If you have any questions, please contact me at 438-2631.

# Florida Transportation Plan

## Update

presented to  
Ocala/Marion Transportation  
Planning Organization – Board

presented by  
Judy Pizzo, M.S.URP

May 26, 2020

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Transportation Plan

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## What is the Florida Transportation Plan & Why it Matters?

- Florida's long-range transportation plan
- A plan for all of Florida
- Provides framework for transportation decisions and investments
- Guides state, regional, local transportation decisions & investments
- FTPs have advanced Florida
  - 2020 FTP (2000) – Strategic Intermodal System
  - 2025 FTP (2005) – Regional visioning and collaboration
  - 2060 FTP (2010) – Alignment with Florida Strategic Plan for Economic Development; Florida Mobility and Trade Plan
  - Current FTP (2015) – Resilience, Workforce, Choices



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# Florida Transportation Plan



## Vision Element

Trends, uncertainties, and themes that will shape the future of transportation in Florida (50 years)



## Policy Element

Goals and objectives to guide the Florida Department of Transportation and partners toward the vision (25 years)



## Implementation Element

Emphasis areas with key actions (5-25 years)



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# Cross-Cutting Topics

Technology	Resilience	State/Interregional	Regional/Local
<ul style="list-style-type: none"> <li>Automated, connected, electric, and shared vehicles</li> <li>Transportation system management and operations</li> <li>Big data</li> <li>New materials and processes</li> </ul>	<ul style="list-style-type: none"> <li>Extreme weather</li> <li>Emergency evacuation and response</li> <li>Sea level rise</li> <li>Flooding</li> <li>Economic and societal changes</li> </ul>	<ul style="list-style-type: none"> <li>SIS, including modal facilities</li> <li>Trade &amp; logistics</li> <li>Multi-use/multi-modal facilities</li> <li>Global, statewide, and interregional connectivity</li> <li>Florida's economic drivers and industries</li> </ul>	<ul style="list-style-type: none"> <li>Urbanized, non-urbanized, and rural</li> <li>Congestion relief</li> <li>Land use and community planning</li> <li>Regional visions</li> <li>Environment</li> <li>Economic development</li> </ul>



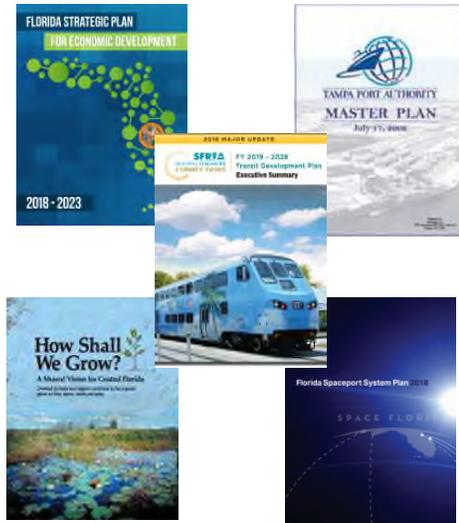
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## Related Partner Efforts

- **Metropolitan Planning Organizations (MPOs)**
  - Long Range Transportation Plans
- **State Agency Plans/Initiatives**
  - DEO, DEP, Enterprise Florida, Space Florida, etc.
- **Local Governments**
  - Comprehensive Plans, etc.
- **Regional Planning Councils**
  - Strategic Regional Policy Plans
- **Modal Partners**
  - Transit, expressway, seaport, airport and other authorities
- **Regional and Community Visions**



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## Sharing our Ideas

- **Poll Everywhere – multiple ways to access the polls:**
  - Visit [www.pollev.com/FTP2045](http://www.pollev.com/FTP2045) from your phone, tablet, or laptop to access the polling questions
  - Text “FTP2045” to 22333 to join the poll and respond to the polls via text message
  - Scan the QR code to the right to go directly to the website
  - Important note: A record of the poll responses will be kept for statutory records retention requirements



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## Who do you represent?

City/County Government

MPO/RPC/TPO

Other State Government

Private Industry Partner

Private Citizen

Non-Governmental Industry Organization

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## Florida Transportation Plan (FTP)

Home / FTP Update / Cross-Cutting Topics

### State/Interregional

**TECHNOLOGY**

Will technology change how and when we travel?

**RESILIENCE**

How do we prepare our transportation system for and recover from weather, environmental, economic, and operational disruptions?

**STATE/INTERREGIONAL**

How do we improve the state's most strategic transportation systems?

**REGIONAL/LOCAL**

What regional or local needs should we consider?

*We want to hear from you! Below is information about state and interregional trends and resources to enhance your understanding about why trends at the state and interregional level matter in planning the future of transportation. We invite you to share your thoughts and ideas on these trends and how they will change transportation in the future using the red button below.*

#### Why State and Interregional Trends Matter

Florida is a large, diverse, and growing state with many communities and regions. Florida's transportation system links these regions together into a single state and connects Florida to markets around the nation and world. As our population continues to grow, our economy becomes more diverse, and our society becomes more connected 24/7, the demands on Florida's transportation system will continue to evolve.

- FTP State and Interregional Kick-off Webinar Presentation, January 23, 2020
- FTP and State/Interregional Presentation
- State/Interregional trends handout

**What Are Your Thoughts and Ideas on State and Interregional Trends?**  
(click here)

Presented by  
Dr. Michael  
2020 Chief of Policy Planning

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**What are Florida's greatest infrastructure needs to continue to safely and efficiently move people and freight statewide?**

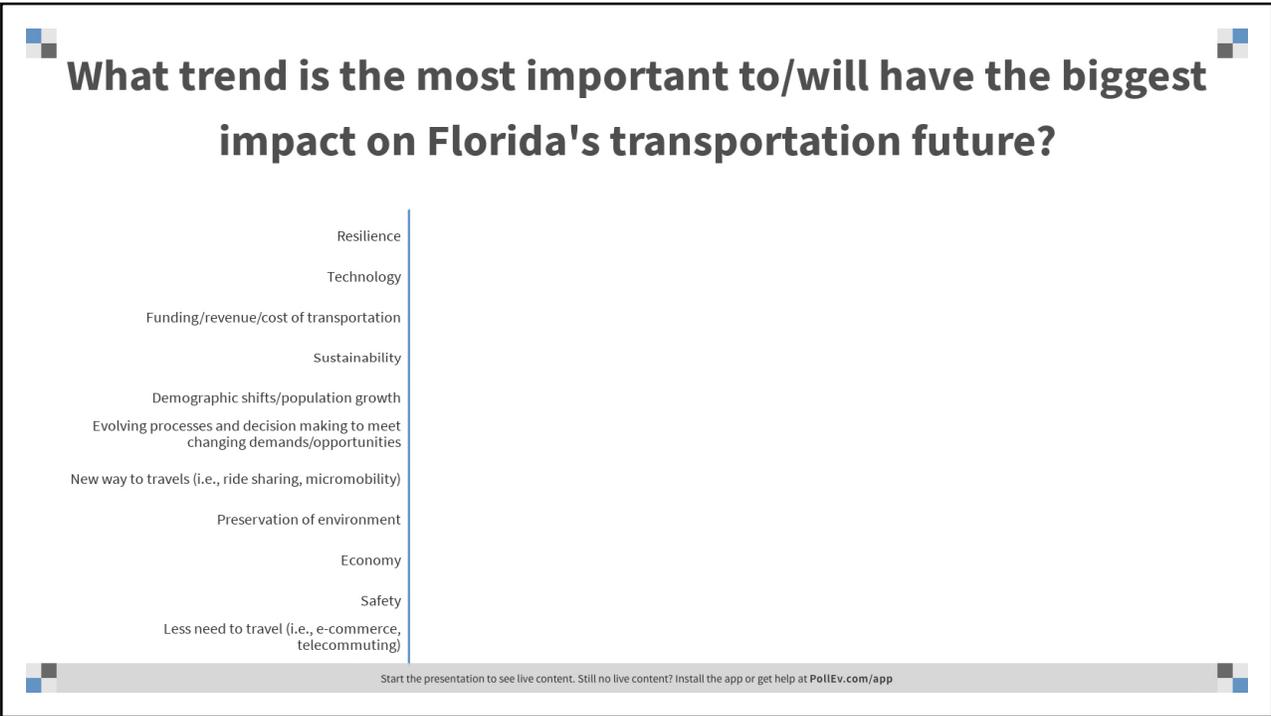
Start the presentation to see live content. Still no live content? Install the app or get help at [PollEv.com/app](https://PollEv.com/app)

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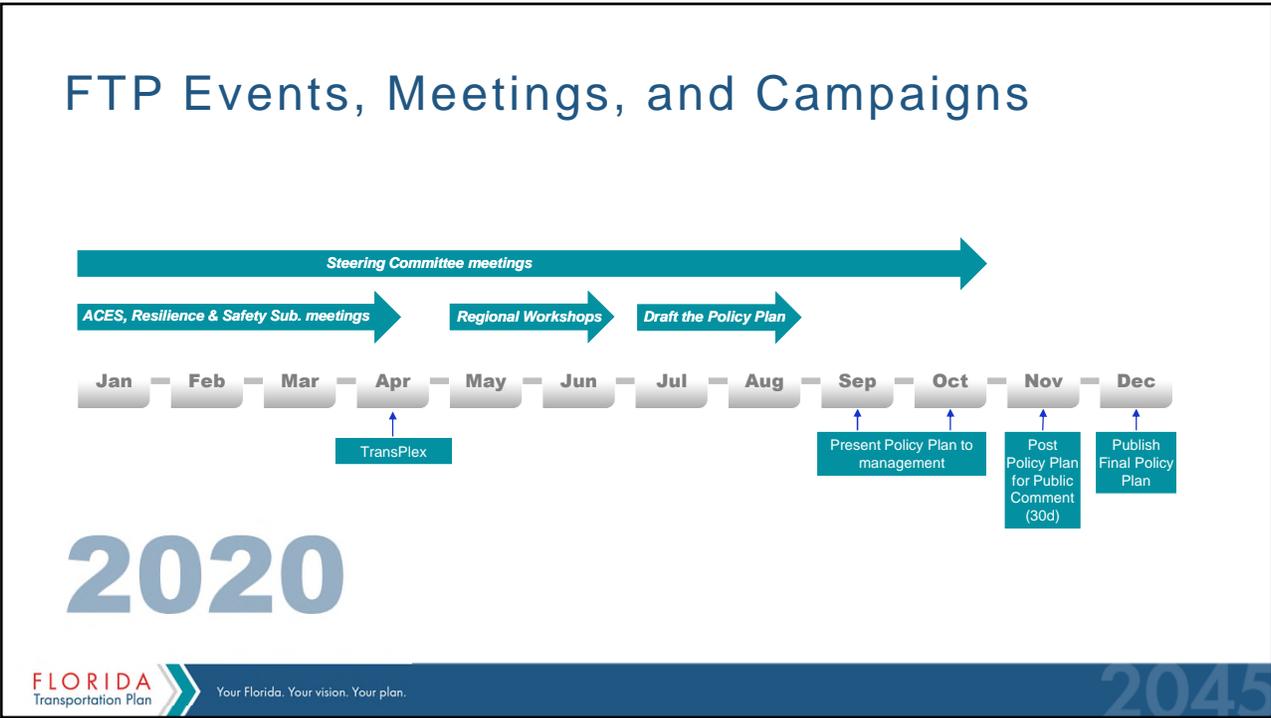
**What are some strategies to increase statewide mobility for people and freight in the next five to ten years?**

Start the presentation to see live content. Still no live content? Install the app or get help at [PollEv.com/app](https://PollEv.com/app)

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# Get Involved!

[www.floridatransportationplan.com](http://www.floridatransportationplan.com)

- Share your thoughts and ideas through our [values and preferences survey](#).**
- Respond to our [resilience](#) and [technology](#) surveys.**
- Join us at an [FTP event](#).**
- Become an [ACES](#), [Resilience](#), and/or [Safety](#) subcommittee friend.**
- Request a [presentation](#) from FDOT.**
- Provide [general feedback](#).**

**Florida Department of TRANSPORTATION**

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**Florida Transportation Plan (FTP)**

Home / **Summary**

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- FTP Update
  - Steering Committee
  - ACES Subcommittee
  - Resilience Subcommittee
  - Cross-Cutting Topics
  - Technology
  - Resilience
  - State/Interregional
  - Regional/Local
- Long Range Visioning Session
- Get Involved
  - Share Your Thoughts & Ideas
  - Join Us at an FTP Event
  - Become a Subcommittee Friend
  - Request a Presentation from FDOT
  - General Feedback Comment Form
- FTP Implementation Resources

**Florida Transportation Plan Overview**

The Florida Transportation Plan (FTP) is the state's long-range plan guiding Florida's transportation future. The FTP is a plan for all of Florida – and affects every resident, business, and visitor.

The FTP is important because it not only sets a long-range vision for the future, but it guides transportation decisions today. It considers how we will:

- Attain our goal of zero fatalities on Florida's transportation system.
- Provide a more efficient and mobile transportation system.
- Meet the needs of a growing and changing population.
- Make our economy more competitive.
- Enhance the quality of life and environment of Florida's communities.
- Increase opportunities for access to transit and other modes of transportation.
- Address emerging issues such as the rapid changes in technology.

The Florida Department of Transportation (FDOT) and its partners are updating the FTP, and we want you to **get involved**. As we develop the next FTP, we want to hear from you to understand the transportation issues and concerns that are most important to Floridians.

[Click here to share your values and preferences](#)

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# Questions?

JUDY PIZZO, M.S.URP

District 5  
 Florida Department of Transportation  
 Judy.Pizzo@dot.state.fl.us  
 386.943.5167

[www.fdot.gov/planning/policy](http://www.fdot.gov/planning/policy)

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**TO: TPO Board Members**

**FROM: Anton Schauerte, TPO Transportation Planner**

**RE: DRAFT FY 2019/20 – 2023/24 Transportation Improvement Program**

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Attached is a draft of the FY 2020/21 – 2024/25 Transportation Improvement Program (TIP) for your review. The listing of scheduled projects in this document are pulled from the Florida Department of Transportation’s Tentative Work Program.

Notable changes to this year’s update include:

- 435209-1: I-75 at NW 49<sup>th</sup> Street from end of NW 49<sup>th</sup> St. to end of NW 35<sup>th</sup> St. – Interchange (addition of \$57.1 million)
- 238648-1: US 41 from SW 110<sup>th</sup> St. to N. of SR 40 – Add Lanes and Reconstruct (reduction of \$10.4 million)
- 410674-2: SR 40 from end of 4 lanes to east of CR 314 – Add Lanes and Reconstruct (Construction delayed, estimated to begin in 2029)

In addition to the notable changes outlined above, the TPO staff have created a new layout to the TIP, reclassified projects, developed an interactive map of projects included in the TIP, and rewrote the entirety of the text. These modifications have been made to improve the readability of the document by the user and to encourage greater participation by the public in the transportation planning process. The addition of the interactive map is anticipated to better understand the status and location of planned transportation projects in Marion County.

TPO staff will present an overview of the 2020 TIP update to committee members at the May 26<sup>th</sup> board meeting. TPO staff is requesting feedback on this DRAFT TIP.

If you have any further questions or concerns feel free to reach out to me directly at (352) 438-2635 or at [anton.schauerte@marioncountyfl.org](mailto:anton.schauerte@marioncountyfl.org).

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



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

RESOLUTION OF THE OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION (TPO)  
ENDORISING THE TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) FOR FISCAL YEAR 2020/21 – 2024/25.

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the ‘Roll-Forward’ Transportation Improvement Program for FY 2020/21 – 2024/25.

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 23<sup>rd</sup> day of June 2020.

By: \_\_\_\_\_  
Jeff Gold, Chair

Attest: \_\_\_\_\_  
Robert Balmes, TPO Director



## Board Members

**Jeff Gold**, (Chair), Marion County  
**Brent Malever**, (Vice-Chair), City of Ocala  
**Kathy Bryant**, Marion County  
**Justin Grabelle**, City of Ocala  
**Kent Guinn**, City of Ocala  
**Valerie Hanchar**, City of Dunnellon  
**Ronald Livsey**, City of Belleview  
**David Moore**, Marion County  
**Jay Musleh**, City of Ocala  
**Michelle Stone**, Marion County  
**Carl Zalak**, Marion County  
**[Vacant]**, City of Ocala

## TPO Staff

**Rob Balmes**, Director  
**Derrick Harris**, Assistant Director  
**Anton Schauerte**, Transportation Planner  
**Liz Mitchell**, Grants Coordinator/ Fiscal Planner  
**Shakayla Irby**, Administrative Specialist III /  
Social Media Coordinator

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# INTRODUCTION

## PURPOSE

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

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



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

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

## TPO PLANNING AREA

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation,

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

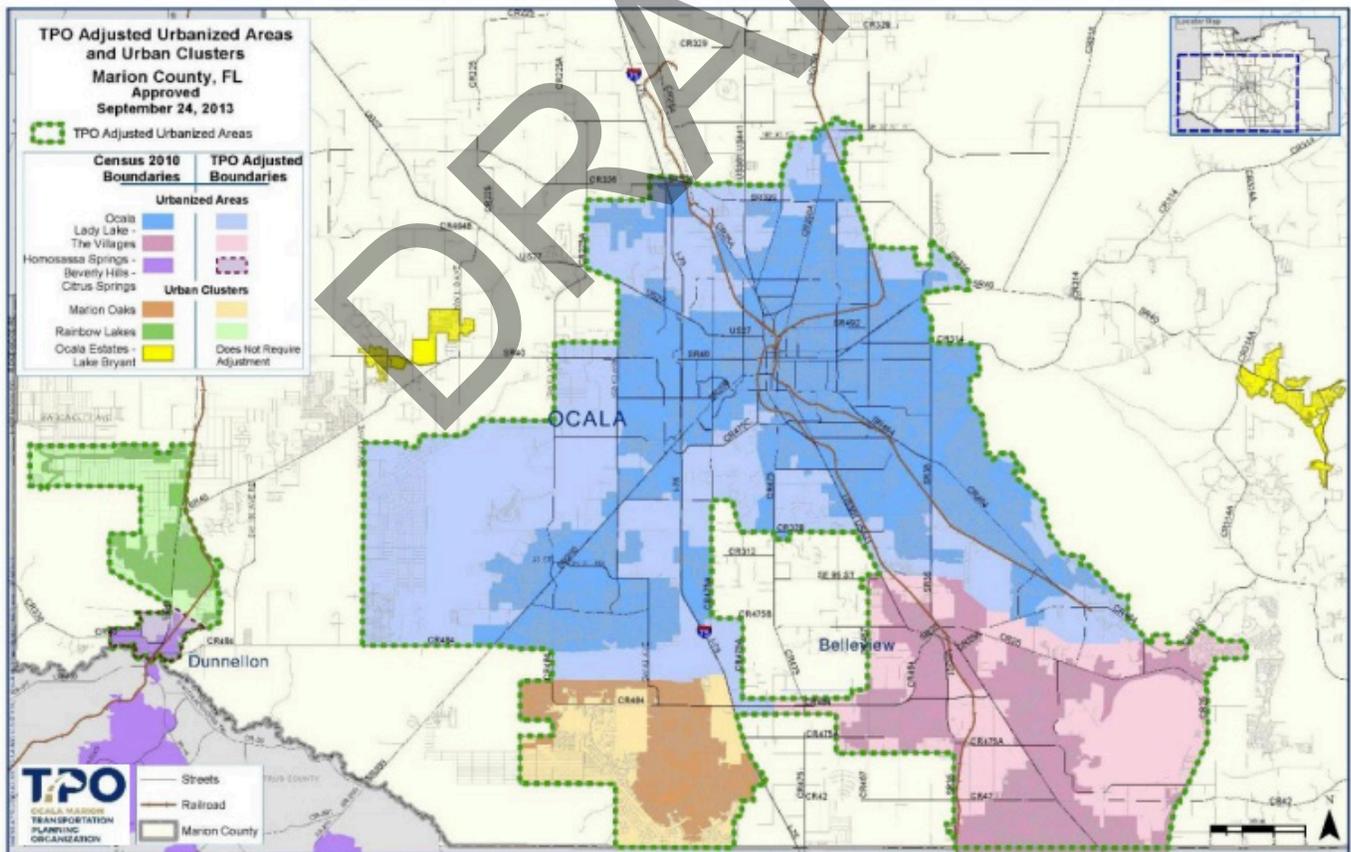


Figure 1: Map of TPO Planning Area

# DEVELOPMENT OF THE TIP

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

## TPO Boards and Committees

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

The TPO also submits its draft TIP to the TPO Board for review and to receive additional feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is presented to the TPO Board for adoption in May or June of each year.

## Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Involvement Plan (PIP). The public is provided the opportunity to comment on the draft TIP at the TAC and CAC's [Insert Dates Here] meetings, in addition to the TPO Board's [Insert Dates Here] meetings. These meetings will be held virtually and therefore are accessible to those with internet access. The TPO will also seek input from the public and other stakeholders by posting on its website and social media platforms, sending e-blast and press release notifications, and developing traditional print media. A legal notice of the draft version of the TIP will also be placed in the Star Banner for 30 days by the TPO. The public comment period for the TIP will begin on [Insert Date Here] and conclude on [Insert Date Here]. The legal notice will provide a website link to the document and invite the public to provide comments. A copy of the notice can be found in Appendix E and a list of public comments can be found in Appendix F.

## CERTIFICATION

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

# CONSISTENCY WITH OTHER PLANS

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

## 2040 Long Range Transportation Plan (LRTP)

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

## Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state's long-range transportation vision and policy plan. The FTP focuses on ways to improve safety, provide a more efficient transportation system, meet the needs of a changing population, create a more

competitive economy, enhance the overall quality of life and environment, increase access to transit and address emerging technologies.

## Strategic Intermodal System (SIS) Policy Plan

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

## Freight Mobility and Trade Plan (FMTP)

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

## Transportation Asset Management Plan (TAMP)

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

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

## Congestion Management Plan (CMP)

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

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

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

## Transportation Development Plan (TDP)

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

### TIP REVISIONS

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

### Administrative Modifications

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

## Minor Amendments

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

## Major Amendments

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

## TRANSPORTATION DISADVANTAGED

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

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

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

## EFFICIENT TRANSPORTATION DECISION MAKING

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

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

Figure 2: Transportation Disadvantaged Funding

# PERFORMANCE MANAGEMENT

## PERFORMANCE-BASED PLANNING

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

### #1- Safety

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

### #2- Infrastructure Condition

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

### #3- Congestion Reduction

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

#### #4- System Reliability

To improve the efficiency of the surface transportation system

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

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

#### #6- Environmental Sustainability

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

#### #7- Reduced Project Delivery Delays

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

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

## PERFORMANCE MEASURES & TARGETS

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

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

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



**Safety**



**Bridge and Pavement Condition**



**System Performance**



**Transit Asset Management**



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

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

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

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

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

Figure 3: Performance Measure Targets and Results - Safety



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

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

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

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

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

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

Bridge and Pavement Condition Performance Measures	FDOT/TPO Target (2022)	FDOT/TPO Target (2024)	Marion County Results (2018)
<b>Pavement Measures</b>			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	56%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	40%
Percent of non-Interstate NHS pavements in poor condition	≤ 5%	≤ 5%	0%
<b>Bridge Deck Area Measures</b>			
Percent of NHS bridges by deck area in good condition	≥ 50%	≥ 50%	79%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

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



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

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

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

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

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

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

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

Figure 5: Performance Measure Targets and Results - System Performance



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

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

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

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

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

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

# FINANCIAL PLAN

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

The 2020/21-2024/25 TIP is financially constrained for each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran, and Marion Transit. A summary of funds by funding source is included in Figure 8 ([23 CFR. 450.324(a) and Subsection 339.175(8), F. S.]).

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



Figure 7 provides a summary of the funding categories, associated acronyms, and whether the funding source is federal, state, or local.

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

Figure 7: List of Funding Categories and Associated Funding Sources

Figure 8 provides a summary of the distribution of funds by funding category and by Fiscal Year.

Funding Category	2020/21	2021/22	2022/23	2023/24	2024/25	TOTAL
ACFP	-	\$9,125,700	-	\$49,995	-	\$9,175,695
ACID	\$565,000	-	-	-	-	\$565,000
ACNP	-	\$32,312,804	-	-	-	\$32,312,804
ACSA	\$2,672,962	-	-	-	-	\$2,672,962
ACSL	\$19,747	-	-	-	-	\$19,747
ACSN	\$1,030,761	-	-	-	-	\$1,030,761
ACSS	\$1,353,218	\$407,200	\$4,102,536	\$786,286	-	\$6,649,240
CIGP	-	-	-	-	\$8,522,752	\$8,522,752
D	\$7,119,759	\$4,747,870	\$4,760,342	\$4,723,193	\$4,736,430	\$26,087,594
DDR	\$7,173,399	\$2,492,098	\$3,415,615	\$33,919,182	\$15,415,217	\$62,415,511
DIH	\$196,472	\$96,043	\$116,860	\$61,105	\$125,840	\$596,320
DPTO	\$845,820	\$733,150	\$769,342	\$807,344	\$832,375	\$3,988,031
DRA	-	-	\$25,348,332	-	-	\$25,348,332
DS	\$5,562,364	-	-	-	\$857,999	\$6,420,363
DU	\$1,008,079	\$1,041,831	\$1,090,203	\$1,140,993	\$1,346,686	\$5,627,792
DWS	-	\$2,170,339	-	-	-	\$2,170,339
FAA	-	\$1,800,000	\$5,850,000	-	-	\$7,650,000
FTA	\$2,325,554	\$2,395,321	\$2,467,181	\$2,541,196	\$2,617,431	\$12,346,683
LF	\$2,489,382	\$13,375,811	\$2,631,951	\$3,059,247	\$11,276,568	\$32,832,959
NHRE	-	-	\$5,522,605	-	-	\$5,522,605
PL	\$687,026	\$494,973	\$494,973	\$494,973	\$494,973	\$2,666,918
RHP	\$33,077	-	-	-	-	\$33,077
SA	\$12,696,779	-	\$20,695,207	-	-	\$33,391,986
SL	\$5,870,510	\$4,069,077	\$5,344,067	\$9,169,646	\$9,485,714	\$33,939,014
SN	\$1,077,160	\$3,105,650	\$236,113	\$2,794,946	-	\$7,213,869
TALL	-	\$772,678	-	\$24,932	\$253,001	\$1,050,611
TALN	-	\$252,377	-	\$252,270	-	\$504,647
TALT	\$826,584	\$1,923,087	-	\$2,224,590	-	\$4,974,261
TRIP	-	-	-	-	\$4,696,516	\$4,696,516
TRWR	-	-	-	-	\$3,407,729	\$3,407,729
<b>Total</b>	<b>\$53,553,653</b>	<b>\$81,316,009</b>	<b>\$82,845,327</b>	<b>\$62,049,898</b>	<b>\$64,069,231</b>	<b>\$343,834,118</b>

Figure 8: 5-Year Summary of Projects by Funding Category

Figure 9 provides a summary of the total funding over a five-year period by federal, state and local resources.

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

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

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# PROJECT SELECTION PROCESS

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

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

## RANKING CRITERIA

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



### 1. Multimodal:

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

### 2. Performance Measure:

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

### 3. Project Development:

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

### 4. Funding Availability:

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

### 5. Local Revenue/Funding Source:

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

### 6. Local Partnership:

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

[INSERT LIST OF  
PRIORITY PROJECTS  
HERE]

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Figure 10: List of Top 20 Priority Projects

# PROJECTS



This section of the TIP consists of a map of projects throughout Marion County and five smaller scale maps, two lists that indicate projects and their associated page number, a list of project phase acronyms and 61 individual project pages. Only projects tied to a location are shown in the Marion County map and Maps A-E.

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

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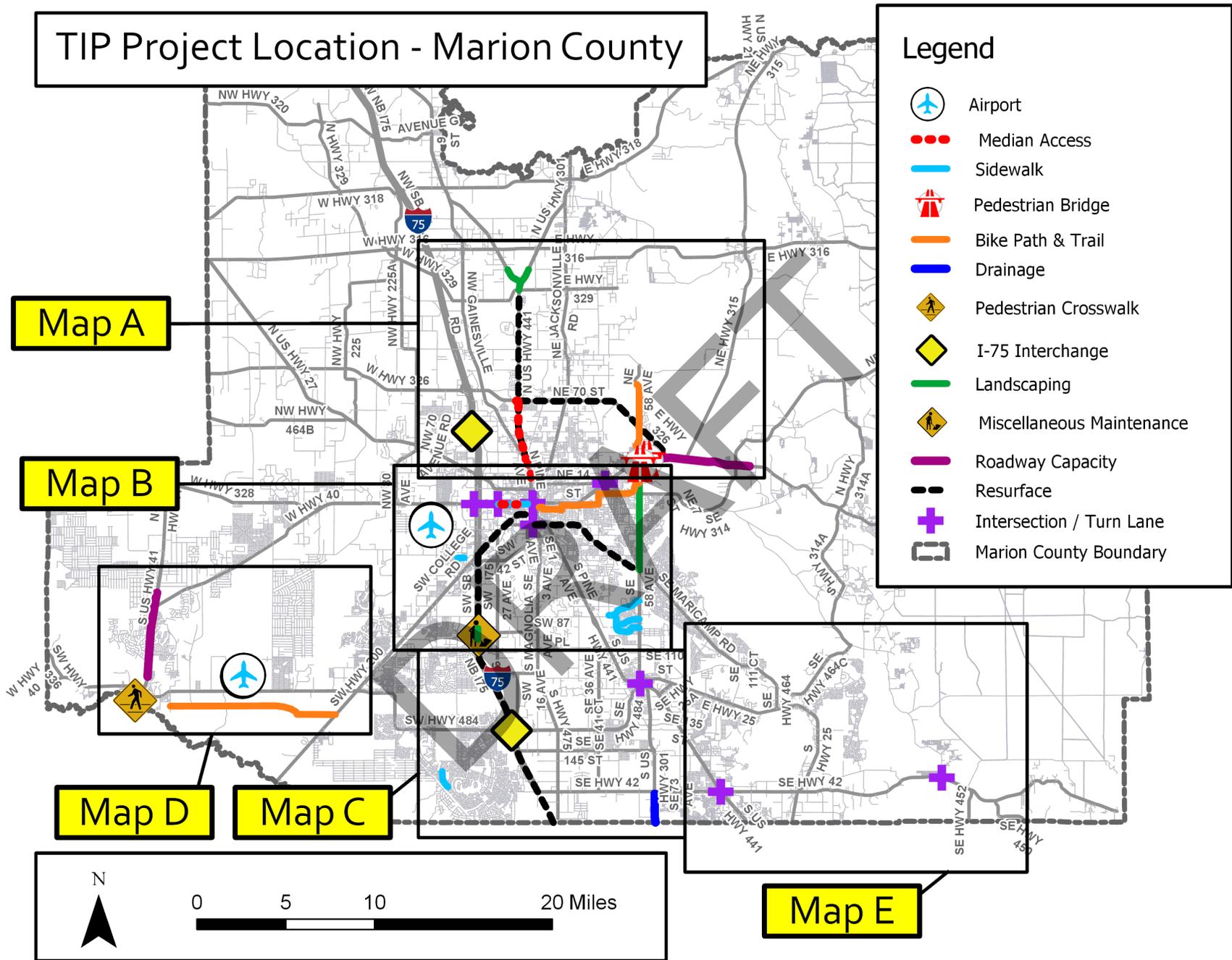


Figure 11: TIP Project Location Map - Marion County



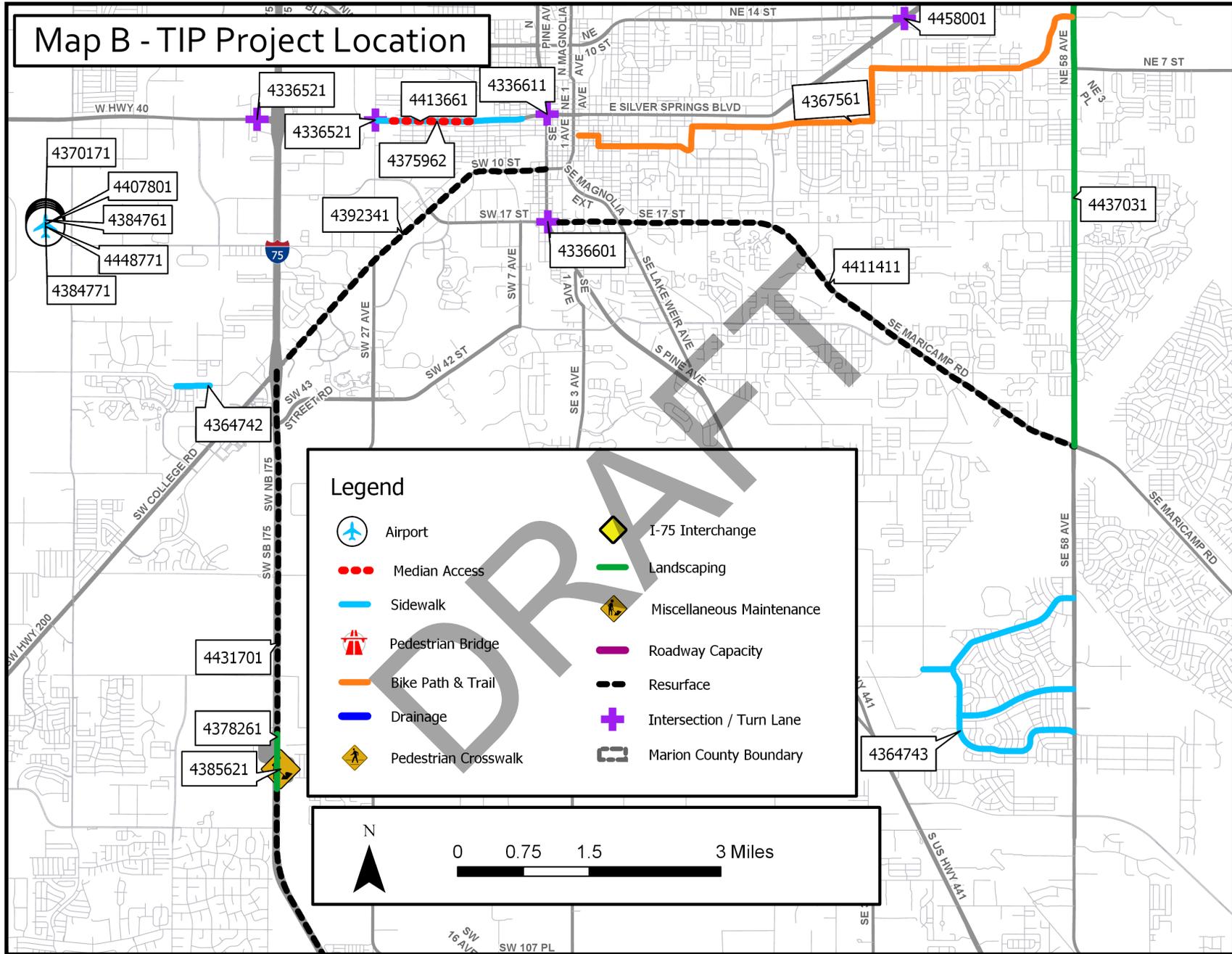


Figure 13: TIP Project Location - Map B



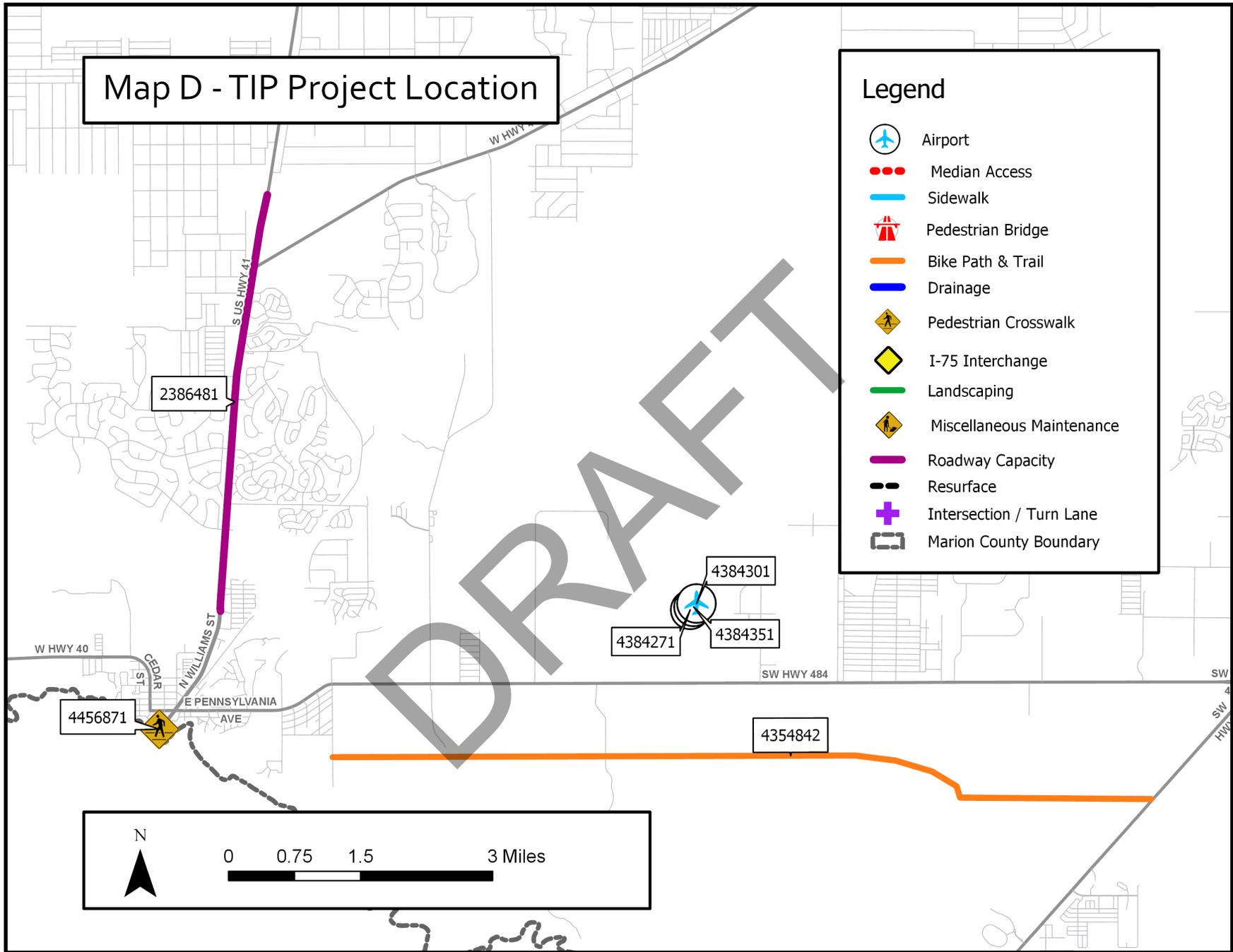


Figure 15: TIP Project Location - Map D

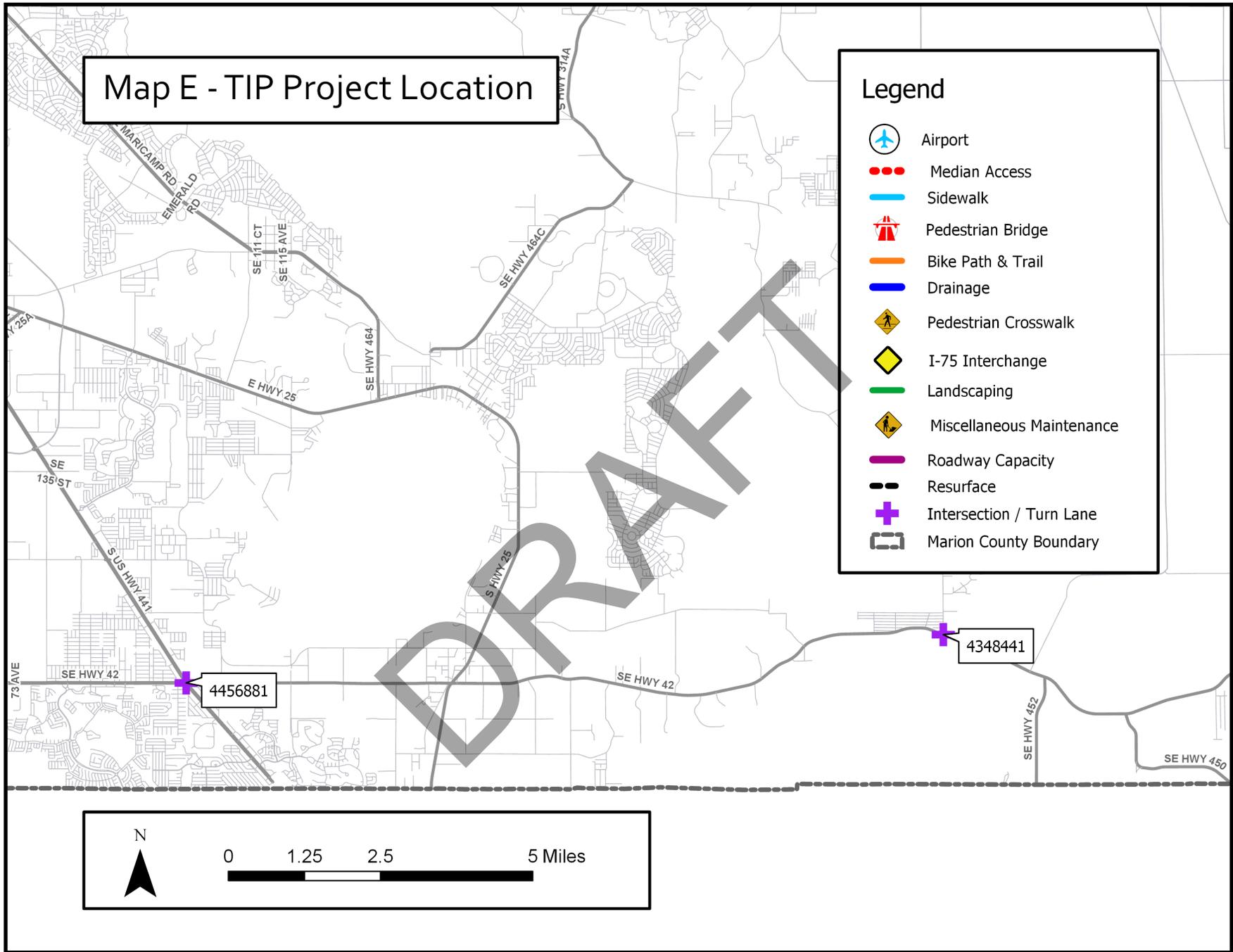


Figure 16: TIP Project Location - Map E



## Projects by Type

<b>Interstate Projects.....</b>	<b>33</b>		
4352091.....	34	4367551.....	67
4378261.....	35	4367561.....	68
4385621.....	36	4375962.....	69
4431701.....	37	4408801.....	70
4453211.....	38	4456871.....	71
<b>US Route Projects.....</b>	<b>39</b>	<b>Airport Projects.....</b>	<b>72</b>
2386481.....	40	4370171.....	73
4112565.....	41	4384271.....	74
4336601.....	42	4384301.....	75
4336611.....	43	4384351.....	76
4411361.....	44	4384761.....	77
4437301.....	45	4384771.....	78
4456881.....	46	4407801.....	79
4457011.....	47	4448771.....	80
<b>State &amp; Local Road Projects.....</b>	<b>48</b>	<b>Transit/Funding/Grants.....</b>	<b>81</b>
4106742.....	49	4271882.....	82
4336511.....	50	4314011.....	83
4336514.....	51	4333041.....	84
4336521.....	52	4333121.....	85
4348441.....	53	4393313.....	86
4392341.....	54	4393314.....	87
4411411.....	55	4393315.....	88
4413661.....	56	4407971.....	89
4437031.....	57	4424551.....	90
4452171.....	58	4424601.....	91
4458001.....	59	<b>Routine Maintenance.....</b>	<b>92</b>
4458021.....	60	4136153.....	93
<b>Bicycle Trails &amp; Sidewalk Projects.....</b>	<b>61</b>	4181071.....	94
4261791.....	62	4233912.....	95
4354842.....	63	4291781.....	96
4363751.....	64	4291821.....	97
4364742.....	65	4363611.....	98
4364743.....	66	4467911.....	99
		4469101.....	100

Figure 17 provides a list of project phases used in the individual project pages.

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

Figure 17: Project Phase Acronyms

# Interstate-75 Projects



**Project Description:**

I-75 at NW 49th St. from end of NW 49th St. to end of NW 35th St.

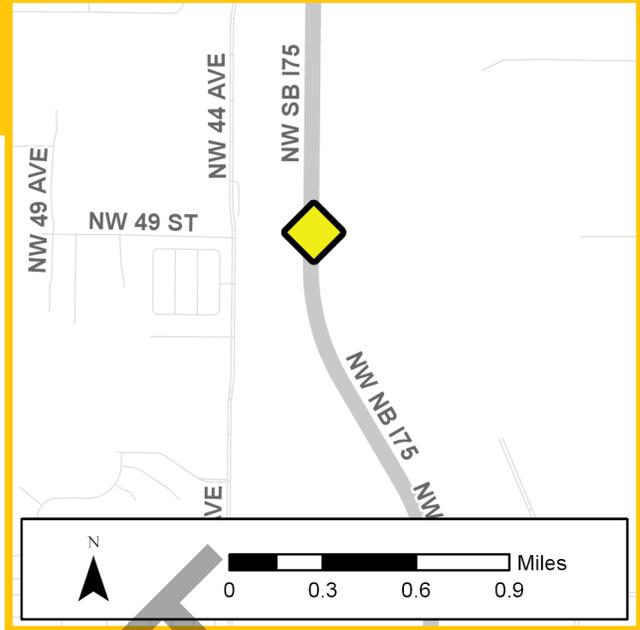
**Project Type:** Interchange

**FM Number:** 4352091

**Lead Agency:** FDOT

**Length:** 0.1 miles

**LRTP #:** Goal 3: Objective 3



**Prior Cost < 2020/21:**

\$3,921,477

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$63,138,866

**Additional Information:**

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

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

**Project Description:** I-75 from north of SR 484 to south of SR 200

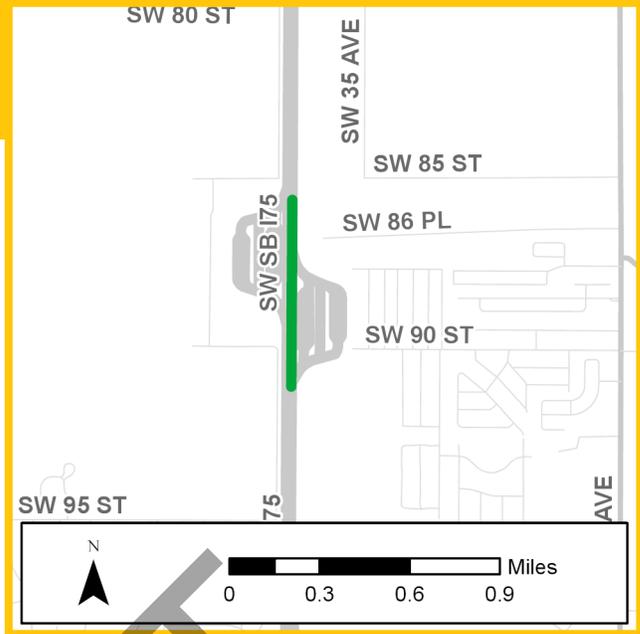
**Project Type:** Landscaping

**FM Number:** 4378261

**Lead Agency:** FDOT

**Length:** 0.6 miles

**L RTP #:** Goal 6: Objective 3



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$869,439

**Additional Information:**

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

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

**Project Description:** I-75 from north of CR 484 to south of SR 200

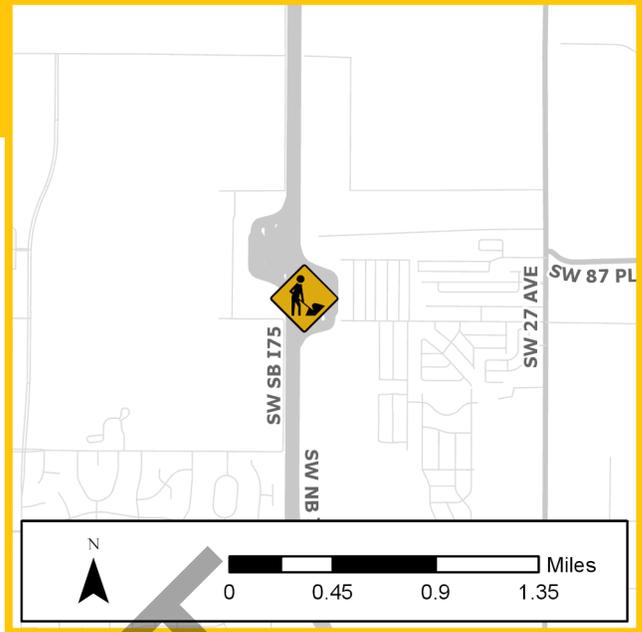
**Project Type:** Miscellaneous Maintenance

**FM Number:** 4385621

**Lead Agency:** FDOT

**Length:** 0.6 miles

**LRTP #:** Goal 6: Objective 3



**Prior Cost < 2020/21:**

\$2,775,190

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$28,177,572

**Additional Information:**

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

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



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

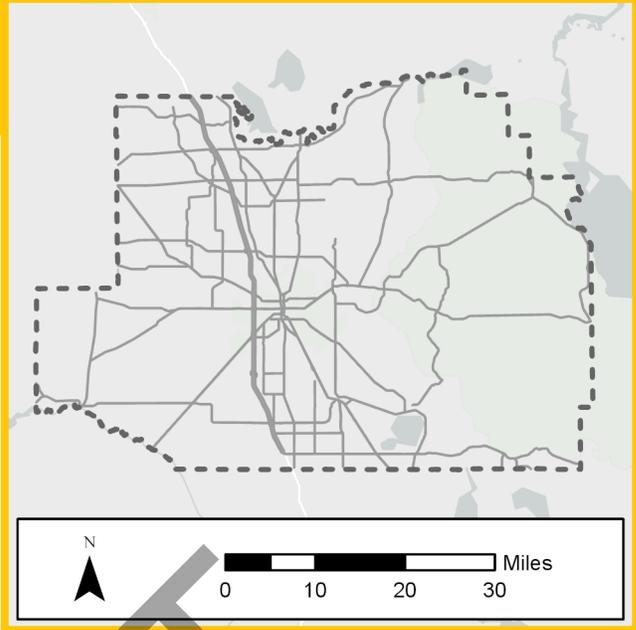
**Project Type:** Weigh Station

**FM Number:** 4453211

**Lead Agency:** FDOT

**Length:** 1.1 miles

**L RTP #:** Goal 6: Objective 2



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

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

**Total Project Cost**  
\$2,170,339

**Additional Information:**

No additional information.

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

# US Route Projects



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**Project Description:** US 41 from SW 110th St. to north of SR 40

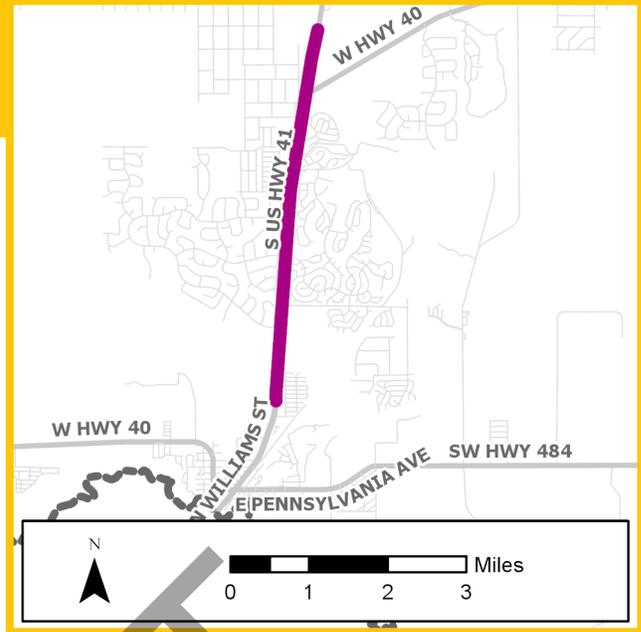
**Project Type:** Roadway Capacity

**FM Number:** 2386481

**Lead Agency:** FDOT

**Length:** 4.8 miles

**L RTP #:** Goal 3: Objective 3



**Prior Cost < 2020/21:**

\$27,464,790

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$71,271,622

**Additional Information:**

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

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

**Project Description:** US 301 from SE 165th St. to SE 180th St.

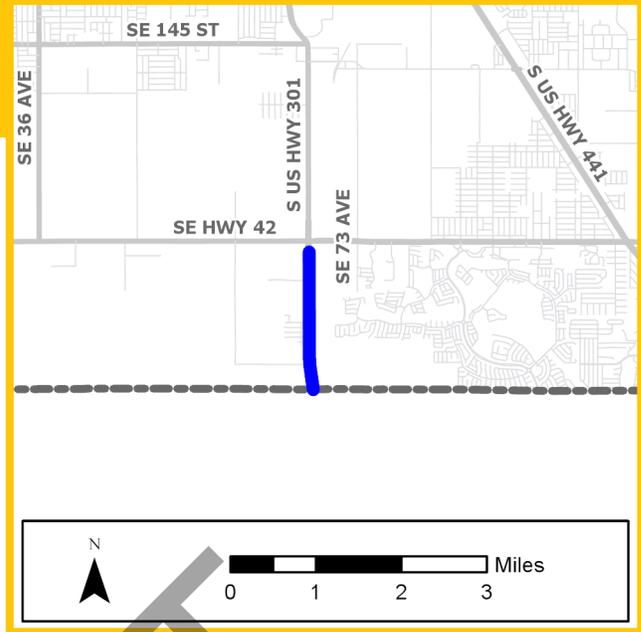
**Project Type:** Drainage

**FM Number:** 4112565

**Lead Agency:** FDOT

**Length:** 1.6 miles

**L RTP #:** Goal 5: Objective 1



**Prior Cost < 2020/21:**

\$425,229

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$892,144

**Additional Information:**

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

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

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

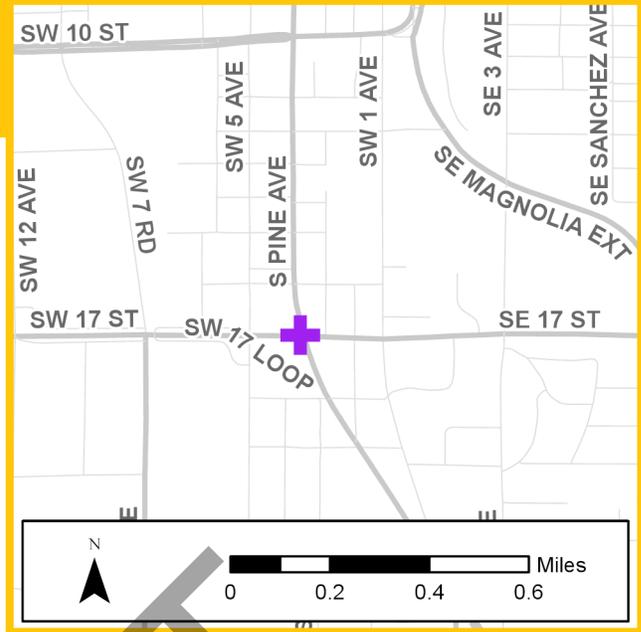
**Project Type:** Intersection / Turn Lane

**FM Number:** 4336601

**Lead Agency:** FDOT

**Length:** 0.5 miles

**LRTP #:** Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

\$1,249,934

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,644,934

**Additional Information:**

Operational improvements to include the addition of an added NB left-turn lane and a modified NB right-turn lane.

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

**Project Description:**

US 441/US 27/South Pine Avenue from SW 3rd St. to NW 2nd St.

**Project Type:**

Intersection / Turn Lane

**FM Number:**

4336611

**Lead Agency:**

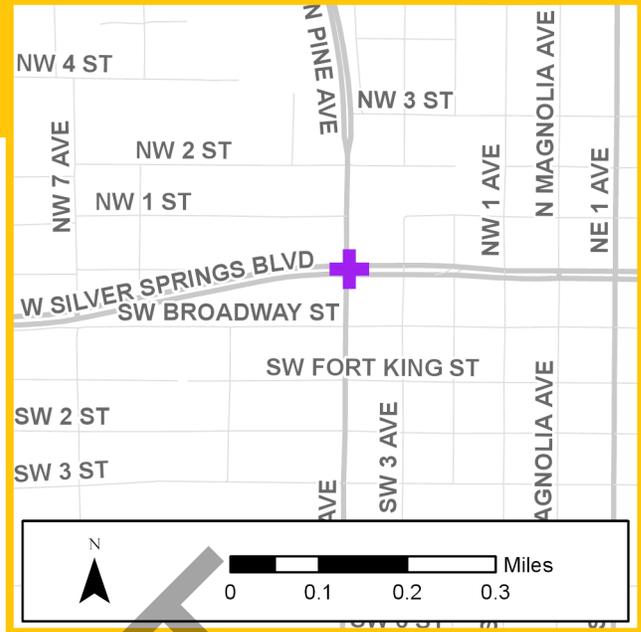
FDOT

**Length:**

0.5 miles

**L RTP #:**

Goal 6: Objective 1



**Prior Cost < 2020/21:**

\$1,159,697

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$5,968,094

**Additional Information:**

Extend northbound left-turn queue South Broadway Street to increase storage capacity.

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



**Project Description:**

US 301 / US 441 Split (The Y) from south of Split to north of Split

**Project Type:**

Landscaping

**FM Number:**

4437301

**Lead Agency:**

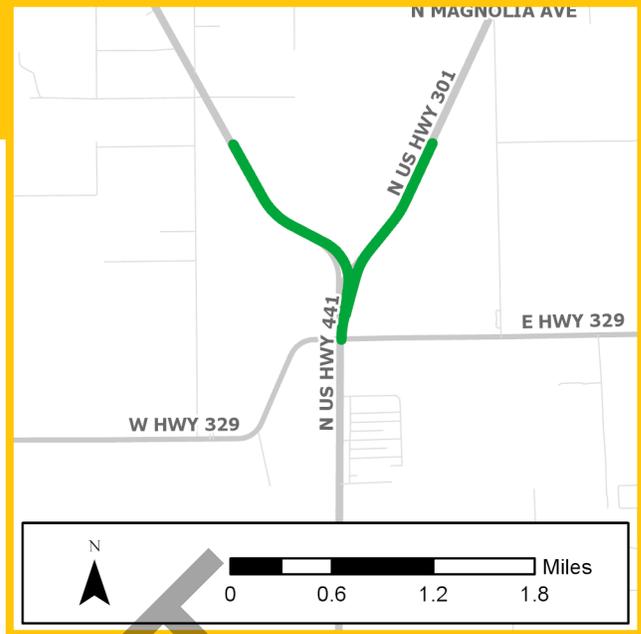
FDOT

**Length:**

2.6 miles

**LRTP #:**

Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total Project Cost**

\$626,635

**Additional Information:**

Landscaping between the two roads within the Split area.

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

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

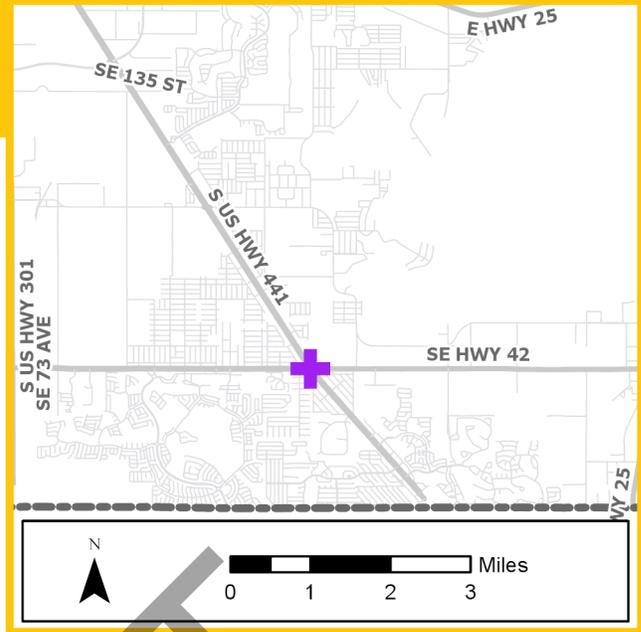
**Project Type:** Intersection / Turn Lane

**FM Number:** 4456881

**Lead Agency:** FDOT

**Length:** 0.1 miles

**L RTP #:** Goal 6: Objective 3



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$455,499

**Additional Information:**

Traffic signal maintenance.

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

**Project Description:**

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

**Project Type:**

Intersection / Turn Lane

**FM Number:**

4457011

**Lead Agency:**

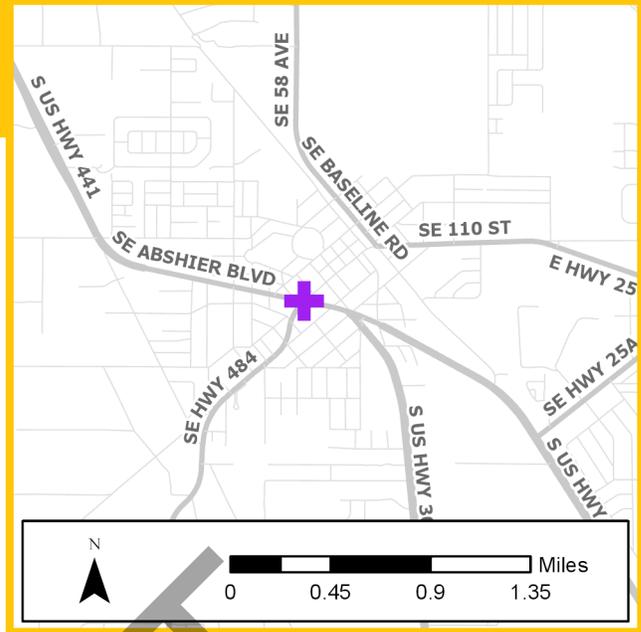
FDOT

**Length:**

0.2 miles

**L RTP #:**

Goal 6: Objective 1, 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,618,537

**Additional Information:**

Construct a traffic separator and conduct traffic signal maintenance.

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

# State & Local Road Projects



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

**Project Type:** Roadway Capacity

**FM Number:** 4106742

**Lead Agency:** FDOT

**Length:** 6.1 miles

**L RTP #:** Goal 2: Objective 2



**Prior Cost  
< 2020/21:**

\$12,328,612

**Future Cost  
> 2024/25:**

\$160,316,895

**Total  
Project Cost**

\$178,232,776

**Additional Information:**

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

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

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

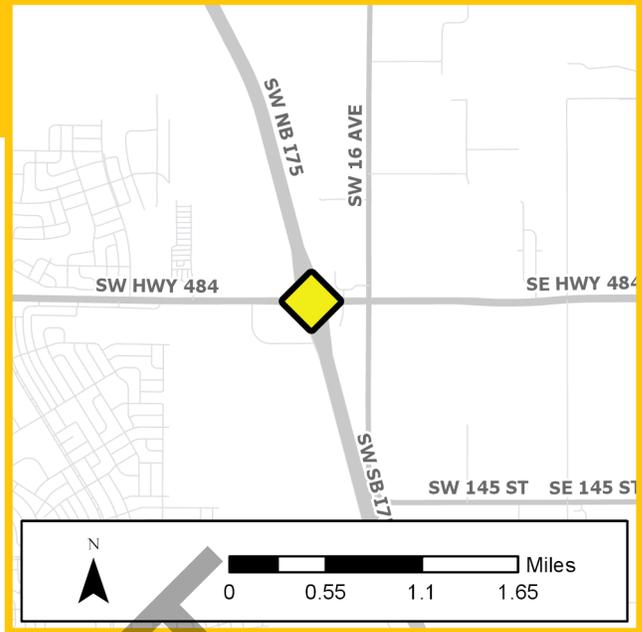
**Project Type:** Interchange

**FM Number:** 4336511

**Lead Agency:** FDOT

**Length:** 0.9 miles

**L RTP #:** Goal 6: Objective 1



**Prior Cost < 2020/21:**

\$6,006,887

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$17,453,874

**Additional Information:**

Improve safety and traffic flow by adding turn lanes and turn lane extensions at both the CR 484 and I-75 interchange and the CR 484 and CR475A intersection, reconstructing the westbound through lanes and modifying the existing I-75 bridge to accommodate the widening. Additionally, the project will improve bicycle lane and sidewalk connectivity within the project limits.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACFP	-	\$52,650	-	\$49,995	-	\$102,645
ROW	ACSN	\$650,000	-	-	-	-	\$650,000
ROW	SL	\$50,000	\$323,396	-	-	-	\$373,396
ROW	SN	\$527,924	\$310,079	\$68,558	-	-	\$906,561
CST	ACFP	-	\$9,073,050	-	-	-	\$9,073,050
CST	SL	-	\$318,799	-	-	-	\$318,799
CST	LF	-	\$22,536	-	-	-	\$22,536
<b>Total</b>		<b>\$1,227,924</b>	<b>\$10,100,510</b>	<b>\$68,558</b>	<b>\$49,995</b>	<b>-</b>	<b>\$11,446,987</b>

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

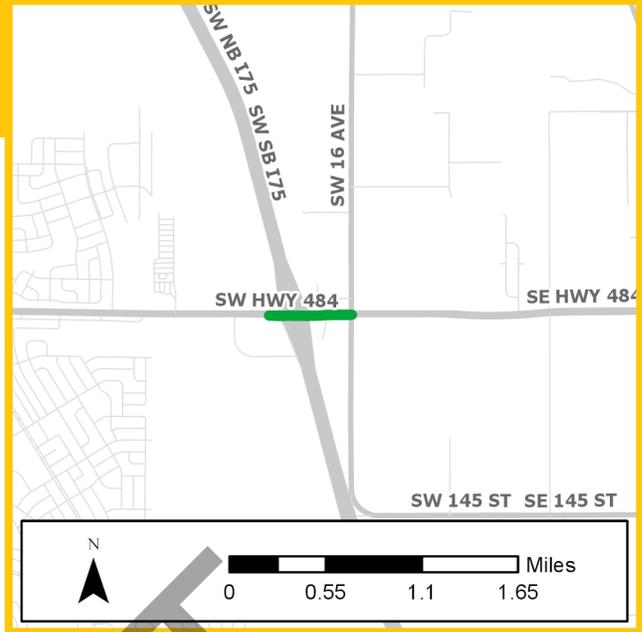
**Project Type:** Landscaping

**FM Number:** 4336514

**Lead Agency:** FDOT

**Length:** 0.5 miles

**LRTP #:** Goal 6: Objective 3



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$227,555

**Additional Information:**

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

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

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

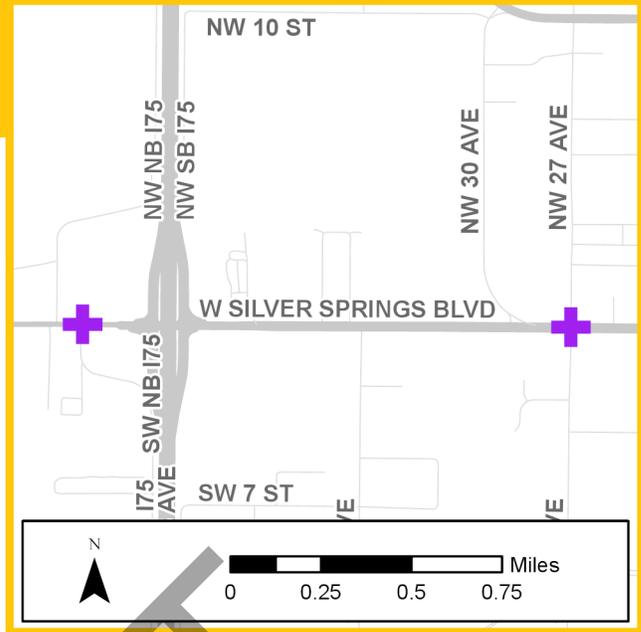
**Project Type:** Intersection / Turn Lane

**FM Number:** 4336521

**Lead Agency:** FDOT

**Length:** 0.8 miles

**L RTP #:** Goal 6: Objective 1



**Prior Cost < 2020/21:**

\$1,989,729

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$5,419,204

**Additional Information:**

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

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

**Project Description:** CR 42 at SE 182nd Ave. Rd.

**Project Type:** Intersection / Turn Lane

**FM Number:** 4348441

**Lead Agency:** FDOT

**Length:** 0.4 miles

**LRTP #:** Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

\$46,012

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$453,212

**Additional Information:**

Construct eastbound left-turn lane on CR 42.

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

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

**Project Type:** Resurface

**FM Number:** 4392341

**Lead Agency:** FDOT

**Length:** 3.8 miles

**L RTP #:** Goal 6: Objective 2,3



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$8,034,933

**Additional Information:**

Routine resurfacing.

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

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

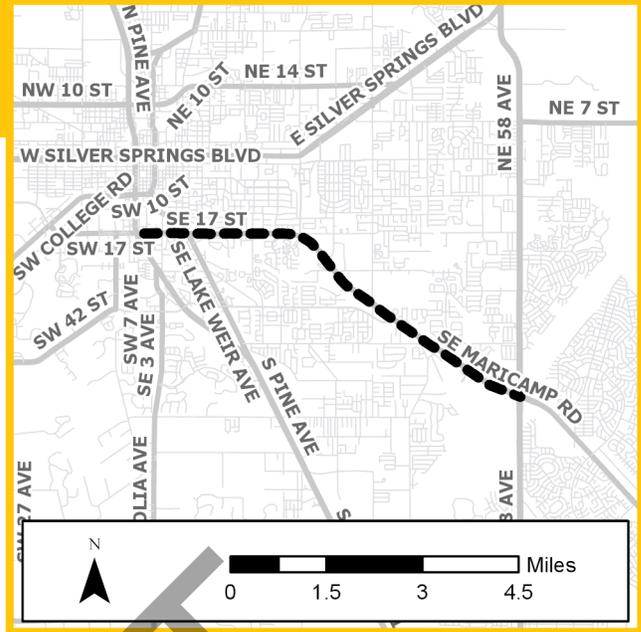
**Project Type:** Resurface

**FM Number:** 4411411

**Lead Agency:** FDOT

**Length:** 6.8 miles

**L RTP #:** Goal 6: Objective 2,3



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$18,016,873

**Additional Information:**

Routine resurfacing.

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

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

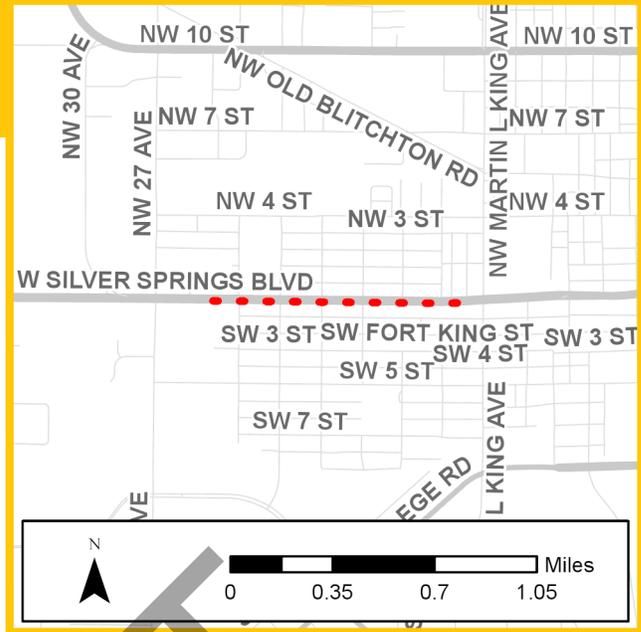
**Project Type:** Median Access

**FM Number:** 4413661

**Lead Agency:** FDOT

**Length:** 0.8 miles

**L RTP #:** Goal 6: Objective 1, 2



**Prior Cost < 2020/21:**

\$462,448

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$1,005,666

**Additional Information:**

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

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	\$532,958	-	-	-	-	\$532,958
CST	ACSS	\$10,260	-	-	-	-	\$10,260
<b>Total</b>		<b>\$543,218</b>	-	-	-	-	<b>\$543,218</b>

**Project Description:**

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

**Project Type:**

Landscaping

**FM Number:**

4437031

**Lead Agency:**

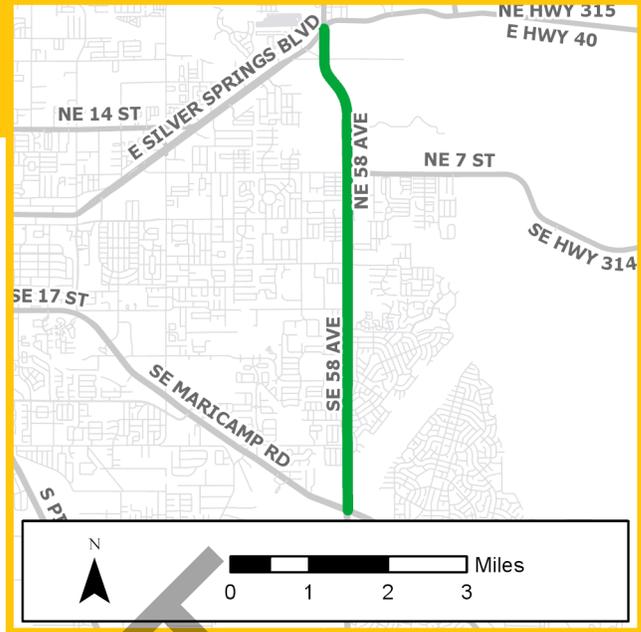
FDOT

**Length:**

6.2 miles

**L RTP #:**

Goal 5: Objective 3  
Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$623,871

**Additional Information:**

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

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

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

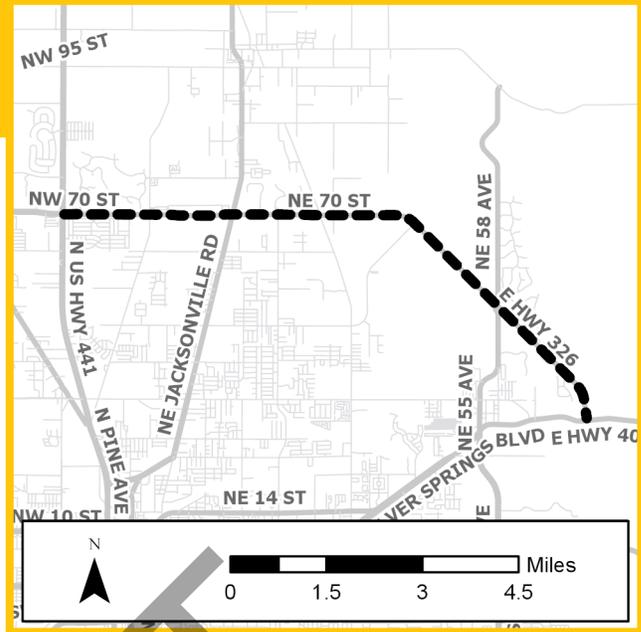
**Project Type:** Resurface

**FM Number:** 4452171

**Lead Agency:** FDOT

**Length:** 9.7 miles

**L RTP #:** Goal 6: Objective 2,3



**Prior Cost  
< 2020/21:**  
\$250,000

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

**Total  
Project Cost**  
\$9,795,855

**Additional Information:**

Routine resurfacing.

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

**Project Description:** E SR 40 at SR 492

**Project Type:** Intersection / Turn Lane

**FM Number:** 4458001

**Lead Agency:** FDOT

**Length:** 0.1 miles

**LRTP #:** Goal 3: Objective 2, 5



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$996,286

**Additional Information:**

Replace traffic signals and install pedestrian signals and crosswalks.

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

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

**Project Type:** Median Access

**FM Number:** 4458021

**Lead Agency:** FDOT

**Length:** 4.5 miles

**LRTP #:** Goal 3: Objective 2  
Goal 6: Objective 1



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$2,604,273

**Additional Information:**

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

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

# Bicycle & Pedestrian Projects



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

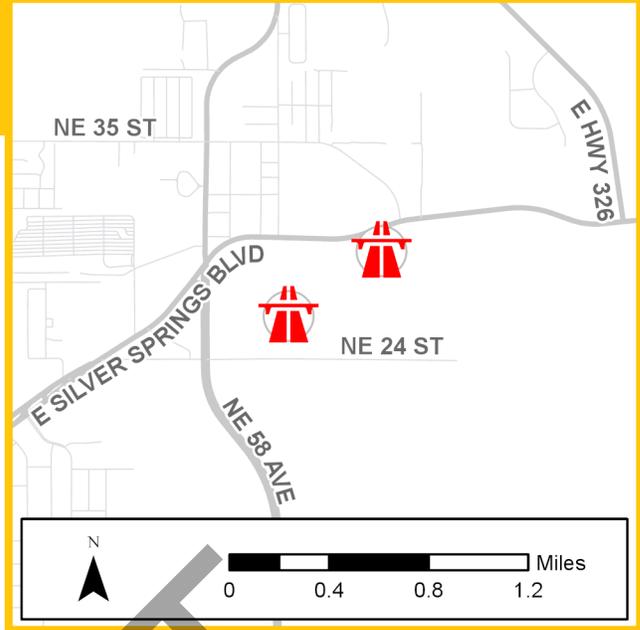
**Project Type:** Pedestrian Bridge

**FM Number:** 4261791

**Lead Agency:** FDOT

**Length:** N/A

**L RTP #:** Goal 1: Objective 2



**Prior Cost < 2020/21:**

\$1,446,412

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$4,105,251

**Additional Information:**

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

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

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

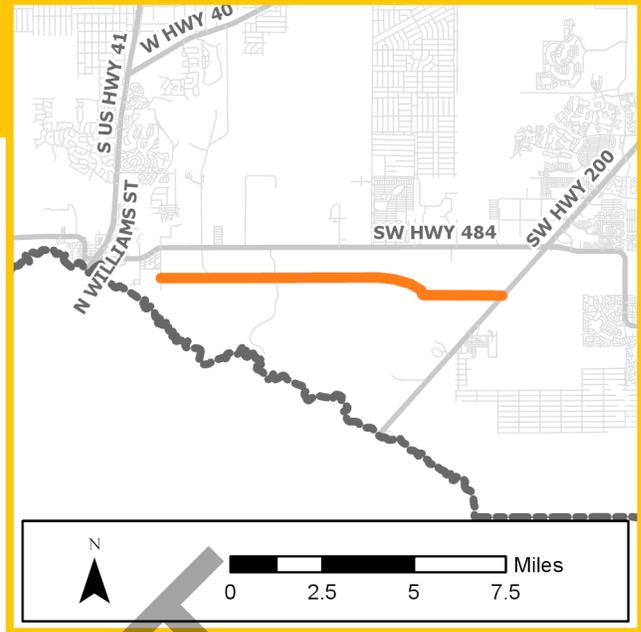
**Project Type:** Bike Path & Trail

**FM Number:** 4354842

**Lead Agency:** Marion County

**Length:** 9.5 miles

**L RTP #:** Goal 1: Objective 2



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$2,158,000

**Additional Information:**

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

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

**Project Description:** City of Ocala  
(Various Locations)

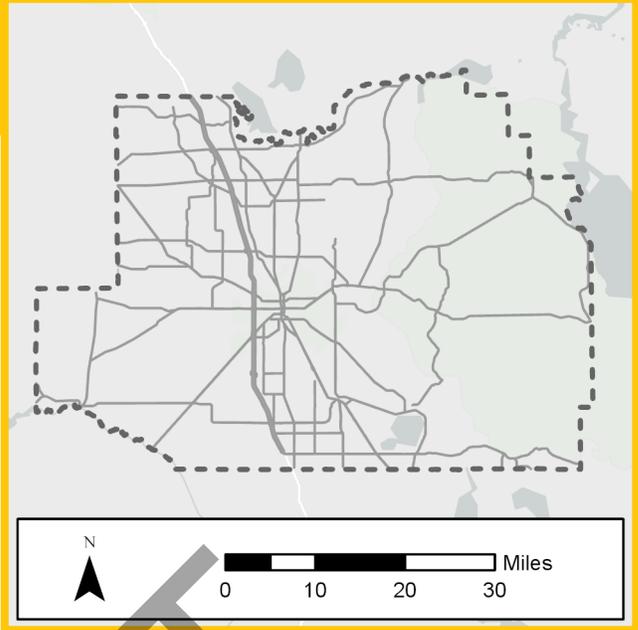
**Project Type:** Sidewalk

**FM Number:** 4363751

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$973,878

**Additional Information:**

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

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

**Project Description:** Saddlewood Elementary School

**Project Type:** Sidewalk

**FM Number:** 4364742

**Lead Agency:** Marion County

**Length:** 0.3 miles

**L RTP #:** Goal 1, Objective 2  
Goal 3, Objective 1



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$317,096

**Additional Information:**

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

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

**Project Description:** Legacy Elementary School

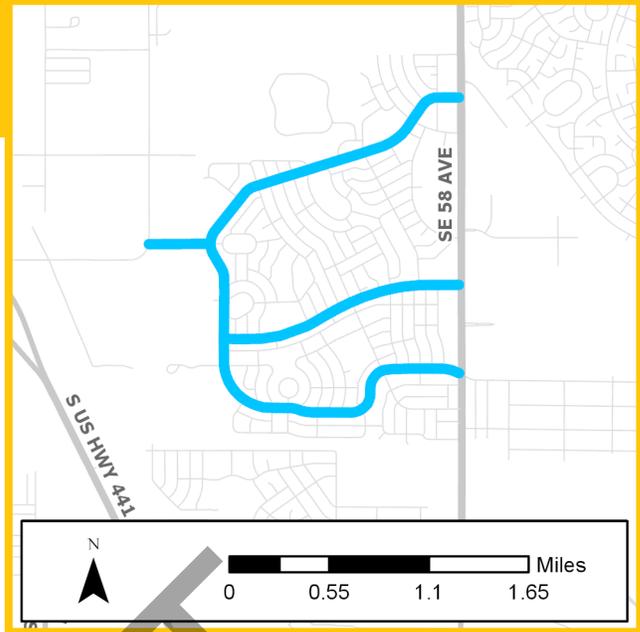
**Project Type:** Sidewalk

**FM Number:** 4364743

**Lead Agency:** Marion County

**Length:** 5.7 miles

**L RTP #:** Goal 1: Objective 2  
Goal 3: Objective 1



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

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

**Total Project Cost**  
\$1,441,659

**Additional Information:**

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

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

**Project Description:**

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

**Project Type:**

Bike Path & Trail

**FM Number:**

4367551

**Lead Agency:**

Marion County

**Length:**

4.8 miles

**LRTP #:**

Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$155,000

**Additional Information:**

Construct approximately five miles of a 12-foot wide multi-use trail to provide direct multimodal access to Indian Lake State Park.

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

**Project Description:**

Downtown Ocala Trail from SE Osceola Ave. to Silver Springs State Park

**Project Type:**

Bike Path & Trail

**FM Number:**

4367561

**Lead Agency:**

City of Ocala

**Length:**

7.0 miles

**L RTP #:**

Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$253,001

**Additional Information:**

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.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	-	-	-	-	\$253,001	\$253,001
<b>Total</b>		-	-	-	-	<b>\$253,001</b>	<b>\$253,001</b>



**Project Description:**

Marion Oaks Dr. from Marion Oaks Manor to Marion Oaks Golf Way

**Project Type:**

Sidewalk

**FM Number:**

4408801

**Lead Agency:**

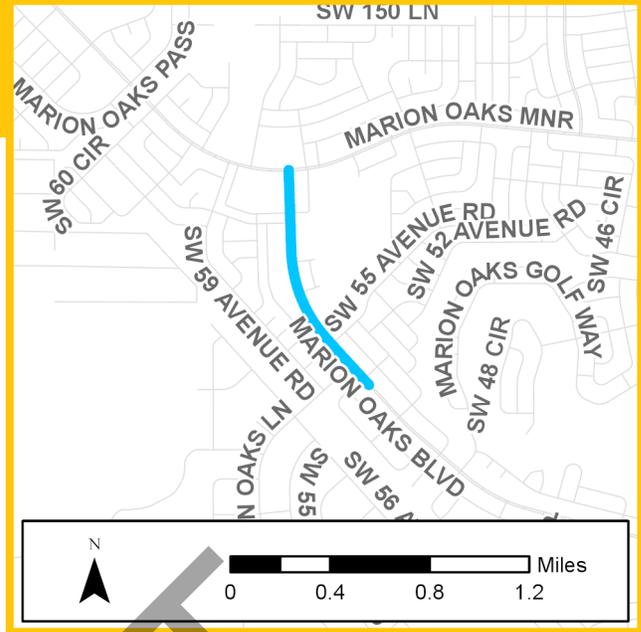
Marion County

**Length:**

1.0 miles

**L RTP #:**

Goal 1: Objective 2



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$36,210

**Additional Information:**

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

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

**Project Description:**

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

**Project Type:**

Pedestrian Crosswalk

**FM Number:**

4456871

**Lead Agency:**

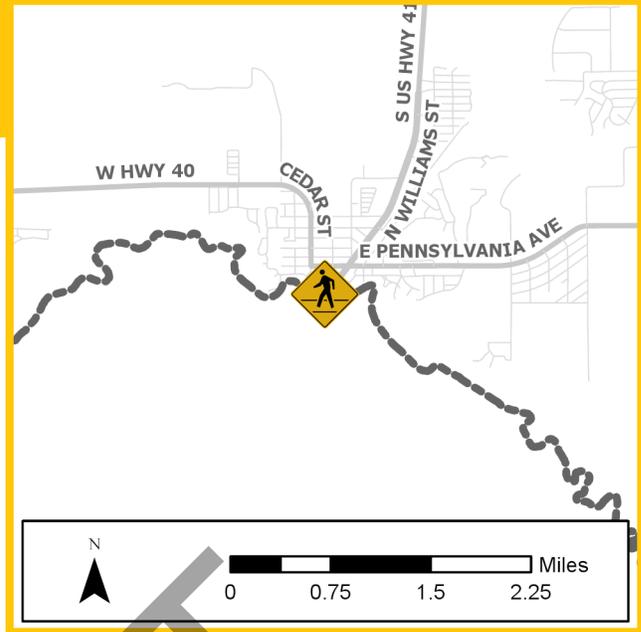
FDOT

**Length:**

0.1 miles

**L RTP #:**

Goal 1: Objective 2, 3  
Goal 3: Objective 1, 2, 5



**Prior Cost  
< 2020/21:**

\$5,000

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$594,227

**Additional Information:**

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

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



# Airport Projects

**Project Description:** Marion-Ocala Intl. Airport Drainage Improvements

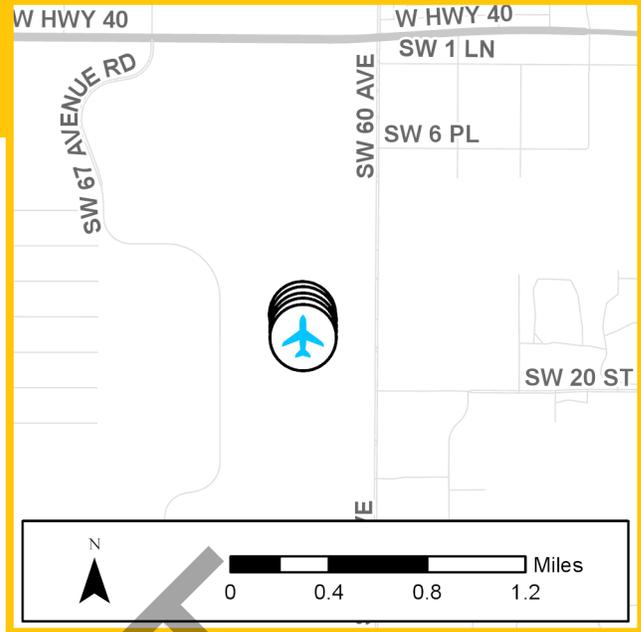
**Project Type:** Airport

**FM Number:** 4370171

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost < 2020/21:**  
\$1,098,602

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

**Total Project Cost**  
\$1,548,602

**Additional Information:**

Drainage improvements.

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

**Project Description:** Marion Airfield Pavement Improvements

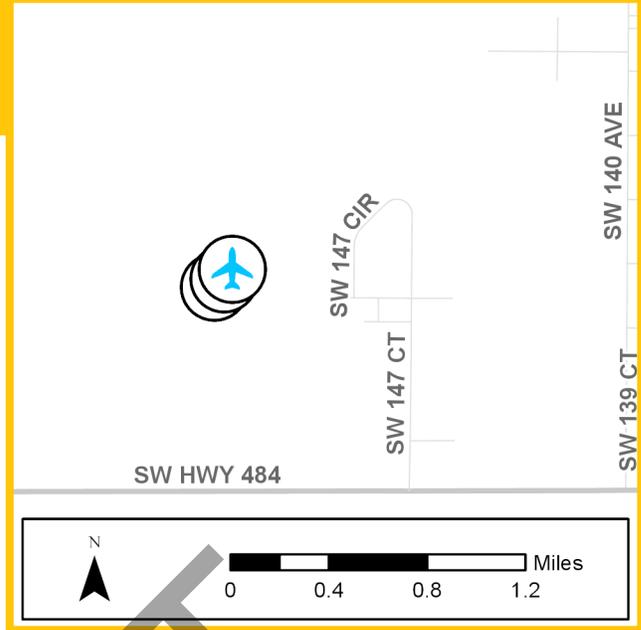
**Project Type:** Airport

**FM Number:** 4384271

**Lead Agency:** Marion County

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,625,000

**Additional Information:**

Airfield pavement improvement.

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

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

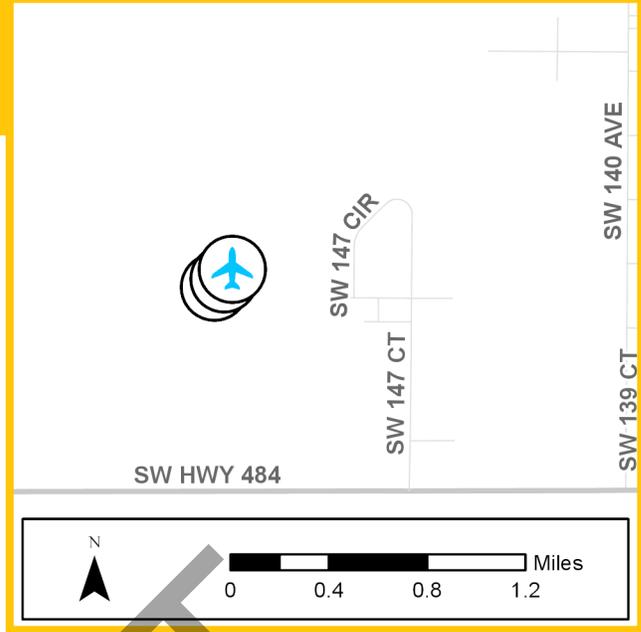
**Project Type:** Airport

**FM Number:** 4384301

**Lead Agency:** Marion County

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



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

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

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

**Additional Information:**

Hangar improvements.

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

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

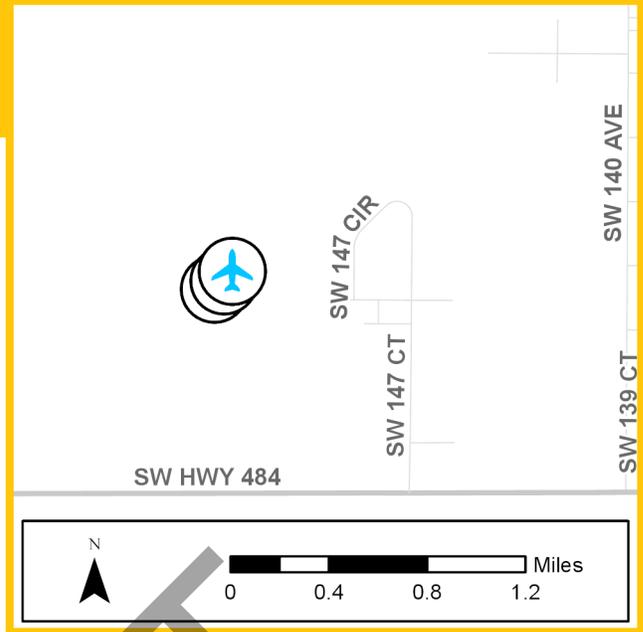
**Project Type:** Airport

**FM Number:** 4384351

**Lead Agency:** Marion County

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,000,000

**Additional Information:**

Runway rehabilitation.

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

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

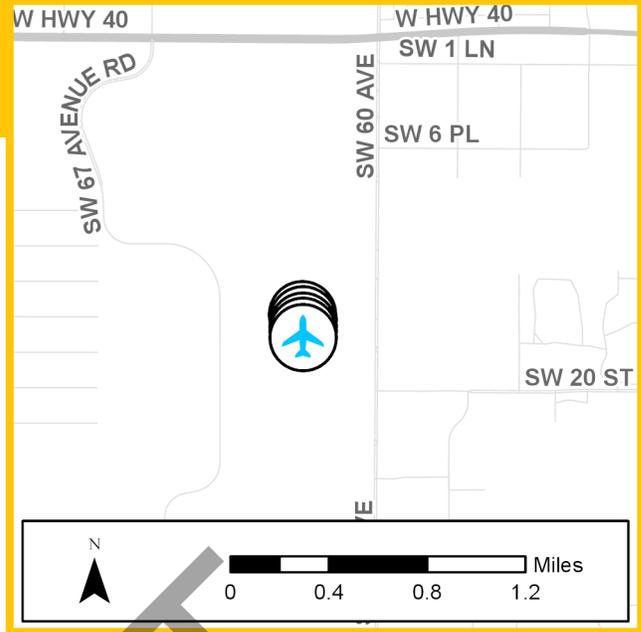
**Project Type:** Airport

**FM Number:** 4384761

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$2,000,000

**Additional Information:**

Airfield improvements.

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

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

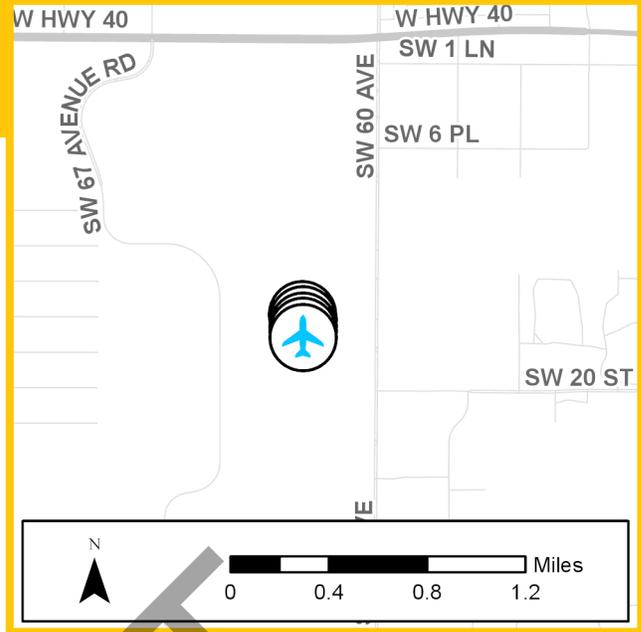
**Project Type:** Airport

**FM Number:** 4384771

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$6,500,000

**Additional Information:**

Taxiway improvements.

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

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

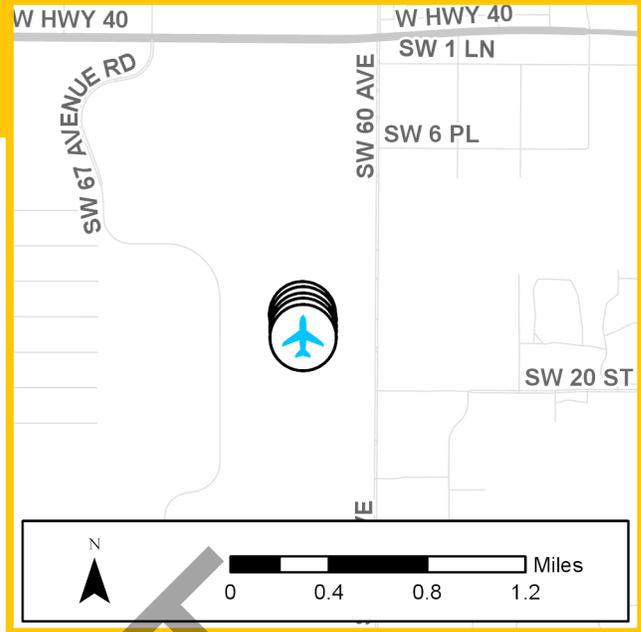
**Project Type:** Airport

**FM Number:** 4407801

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost < 2020/21:**

\$0

**Future Cost > 2024/25:**

\$0

**Total Project Cost**

\$1,625,000

**Additional Information:**

Airfield pavement improvements.

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

**Project Description:** Marion-Ocala Intl. Hangar

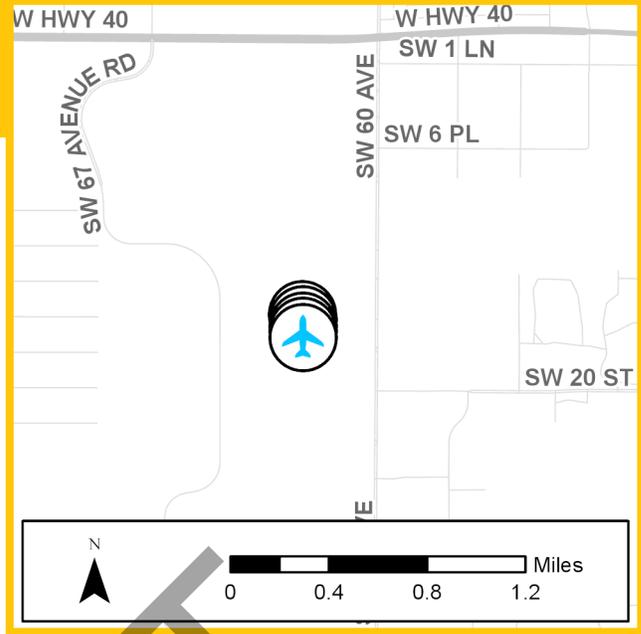
**Project Type:** Airport

**FM Number:** 4448771

**Lead Agency:** No Lead Agency

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,250,000

**Additional Information:**

Hangar improvements.

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

# Transit / Funding / Grants



**Project Description:** Marion County

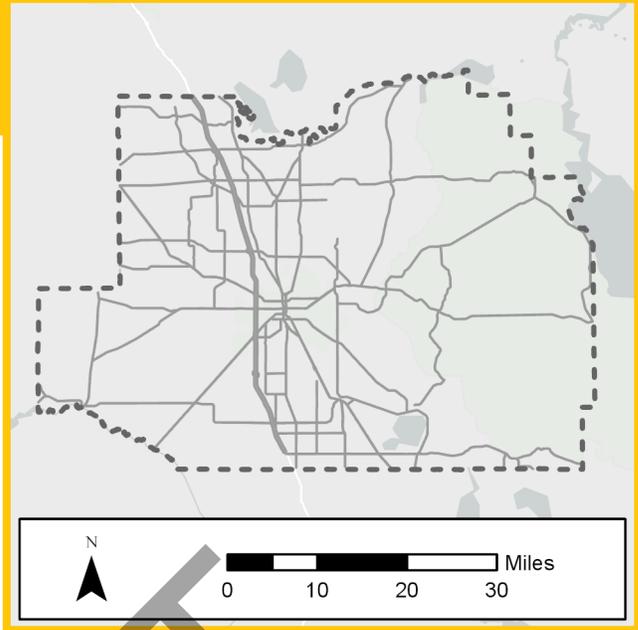
**Project Type:** Capital for Fixed Route

**FM Number:** 4271882

**Lead Agency:** City of Ocala

**Length:** N/A

**L RTP #:** Goal 1



**Prior Cost  
< 2020/21:**

\$14,676,277

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$30,109,671

**Additional Information:**

Capital Fixed Route FTA Section 5307-2009.

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

**Project Description:** Marion County

**Project Type:** TPO Studies

**FM Number:** 4314011

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

\$508,130

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$616,512

**Additional Information:**

Ocala Marion TPO Planning Studies, Section 5305.

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

**Project Description:** Marion County

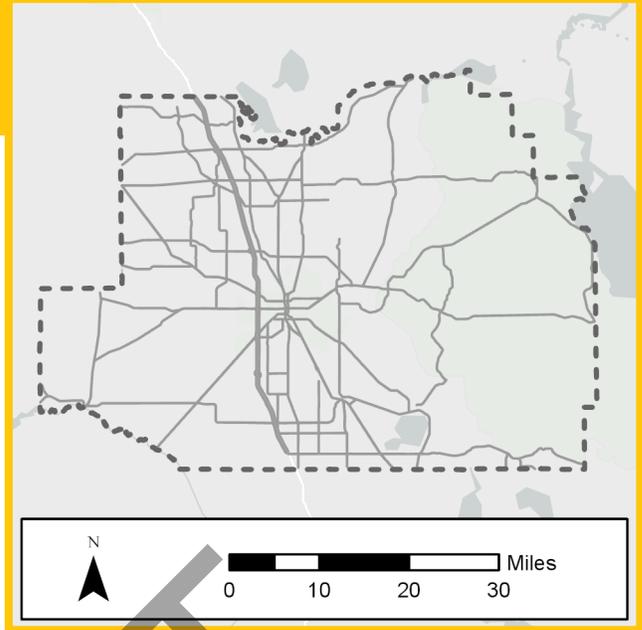
**Project Type:** Operating for Fixed Route

**FM Number:** 4333041

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 1



**Prior Cost  
< 2020/21:**  
\$3,528,695

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

**Total  
Project Cost**  
\$6,355,161

**Additional Information:**

Operating Assistance for Fixed Route Service, Section 5307.

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

**Project Description:** Marion County

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

**FM Number:** 4333121

**Lead Agency:** Marion Transit

**Length:** N/A

**LRTP #:** Goal 1



**Prior Cost  
< 2020/21:**

\$4,757,214

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$8,534,844

**Additional Information:**

Section 5311 Rural Transportation.

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

**Project Description:** Marion County

**Project Type:** Transportation Planning

**FM Number:** 4393313

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**L RTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,181,999

**Additional Information:**

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

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

**Project Description:** Marion County

**Project Type:** Transportation Planning

**FM Number:** 4393314

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$989,946

**Additional Information:**

Ocala Marion TPO FY 2022/2023 - 2023/2024 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	-	-	\$494,973	\$494,973	-	\$989,946
<b>Total</b>		-	-	<b>\$494,973</b>	<b>\$494,973</b>	-	<b>\$989,946</b>

**Project Description:** Marion County

**Project Type:** Transportation Planning

**FM Number:** 4393315

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$494,973

**Additional Information:**

Ocala Marion TPO FY 2024/2025 - 2025/2026 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	-	-	-	-	\$494,973	\$494,973
<b>Total</b>		-	-	-	-	<b>\$494,973</b>	<b>\$494,973</b>

**Project Description:** Marion County

**Project Type:** TPO Studies

**FM Number:** 4407971

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



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

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

**Total  
Project Cost**  
\$562,401

**Additional Information:**

Ocala Marion TPO Planning Studies.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	-	\$74,389	\$74,389	\$74,389	\$226,752	\$449,919
PLN	LF	-	\$9,299	\$9,299	\$9,299	\$28,344	\$56,241
PLN	DPTO	-	\$9,299	\$9,299	\$9,299	\$28,344	\$56,241
<b>Total</b>		-	<b>\$92,987</b>	<b>\$92,987</b>	<b>\$92,987</b>	<b>\$283,440</b>	<b>\$562,401</b>

**Project Description:** Marion County

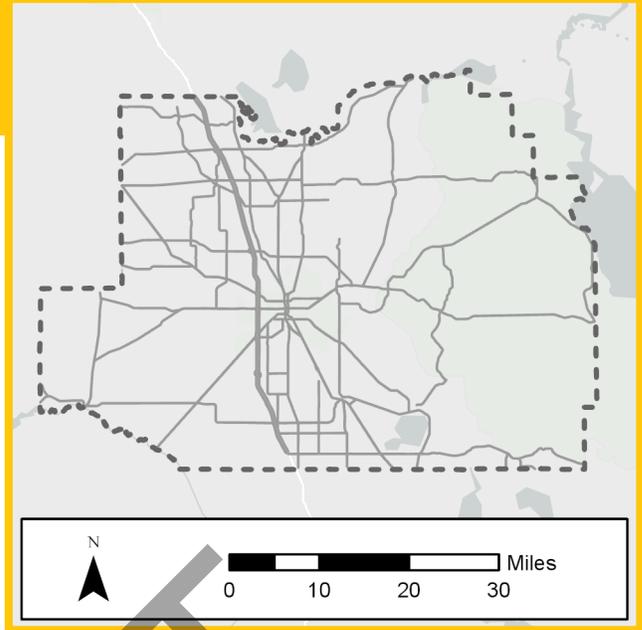
**Project Type:** Operating for Fixed Route

**FM Number:** 4424551

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal: 1



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$4,724,238

**Additional Information:**

Section 5307.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DPT0	-	-	\$760,043	\$798,045	\$804,031	\$2,362,119
OPS	LF	-	-	\$760,043	\$798,045	\$804,031	\$2,362,119
<b>Total</b>		-	-	<b>\$1,520,086</b>	<b>\$1,596,090</b>	<b>\$1,608,062</b>	<b>\$4,724,238</b>

**Project Description:** Marion County

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

**FM Number:** 4424601

**Lead Agency:** Marion Transit

**Length:** N/A

**LRTP #:** Goal 1



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$6,404,704

**Additional Information:**

Section 5311 Rural Transportation.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	-	-	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
OPS	LF	-	-	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
<b>Total</b>		-	-	<b>\$2,031,628</b>	<b>\$2,133,208</b>	<b>\$2,239,868</b>	<b>\$6,404,704</b>

# Routine Maintenance



**Project Description:** Marion County

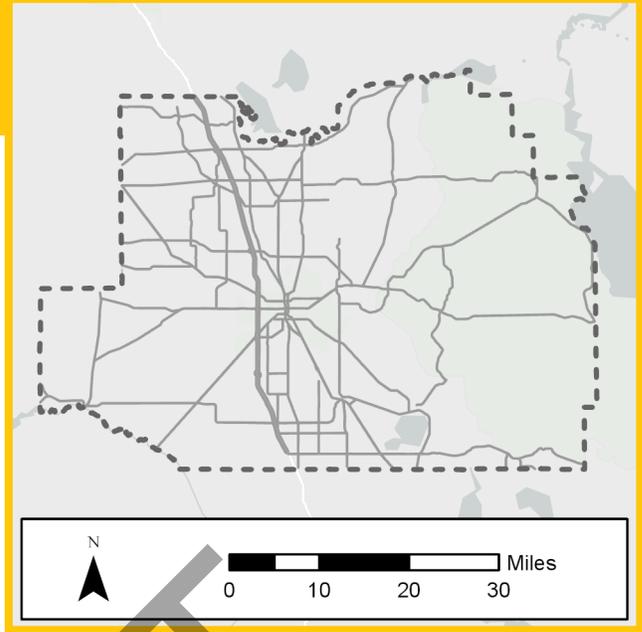
**Project Type:** Lighting

**FM Number:** 4136153

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 3: Objective 2  
Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

\$4,604,594

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$6,748,323

**Additional Information:**

Annual recurring funds to install and maintain illumination infrastructure on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$403,786	\$415,897	\$428,369	\$441,220	\$454,457	\$2,143,729
<b>Total</b>		<b>\$403,786</b>	<b>\$415,897</b>	<b>\$428,369</b>	<b>\$441,220</b>	<b>\$454,457</b>	<b>\$2,143,729</b>

**Project Description:** Marion County  
(Various Locations)

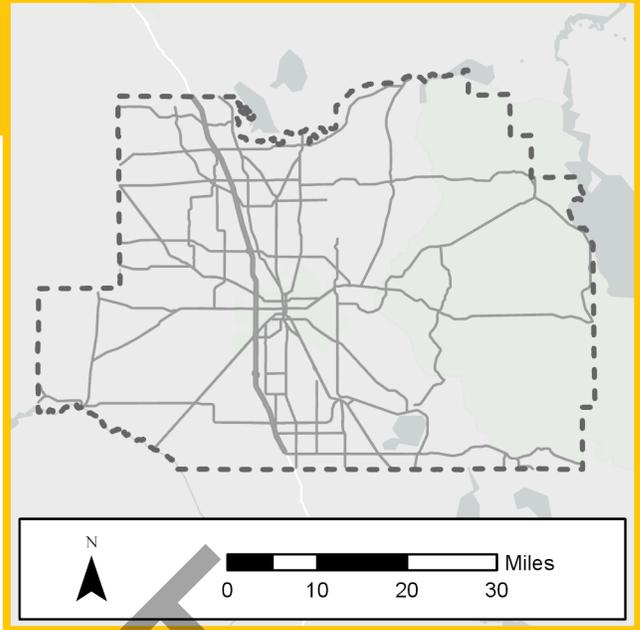
**Project Type:** Routine Maintenance

**FM Number:** 4181071

**Lead Agency:** FDOT

**Length:** N/A

**L RTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**  
\$35,459,872

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

**Total  
Project Cost**  
\$44,519,737

**Additional Information:**

Annual recurring funds for routine general maintenance of state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$1,831,973	\$1,831,973	\$1,831,973	\$1,781,973	\$1,781,973	\$9,059,865
<b>Total</b>		<b>\$1,831,973</b>	<b>\$1,831,973</b>	<b>\$1,831,973</b>	<b>\$1,781,973</b>	<b>\$1,781,973</b>	<b>\$9,059,865</b>

**Project Description:** Marion County  
(Various Locations)

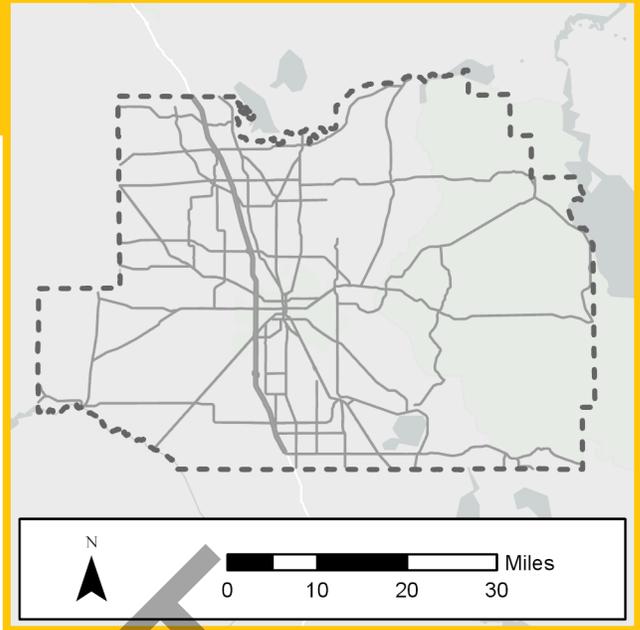
**Project Type:** Routine Maintenance

**FM Number:** 4233912

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**  
\$3,907,597

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

**Total  
Project Cost**  
\$4,157,597

**Additional Information:**

Annual recurring funds for asphalt resurfacing on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$250,000	-	-	-	-	\$250,000
<b>Total</b>		<b>\$250,000</b>	-	-	-	-	<b>\$250,000</b>

**Project Description:** Marion County

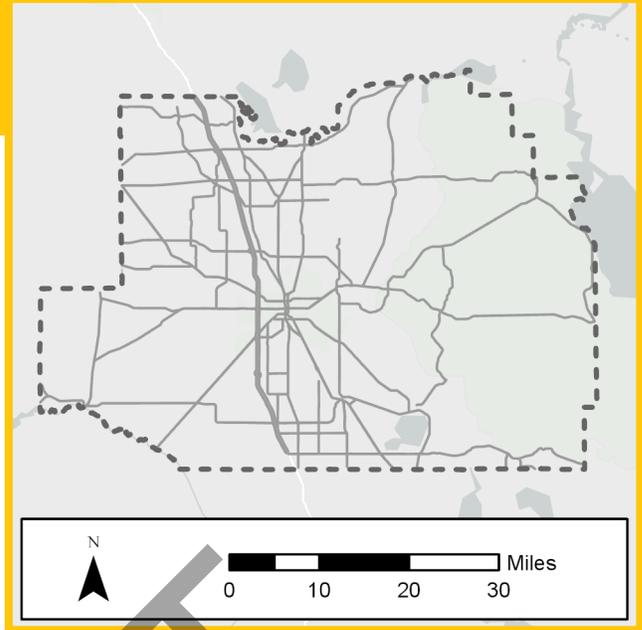
**Project Type:** Routine Maintenance

**FM Number:** 4291781

**Lead Agency:** FDOT

**Length:** N/A

**L RTP #:** Goal 6: Objective 2,3



**Prior Cost  
< 2020/21:**

\$1,411,063

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,631,063

**Additional Information:**

Unpaved shoulder repair for state corridors.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total Cost
MNT	D	\$220,000	-	-	-	-	\$220,000
<b>Total</b>		<b>\$220,000</b>	-	-	-	-	<b>\$220,000</b>

**Project Description:** Marion County

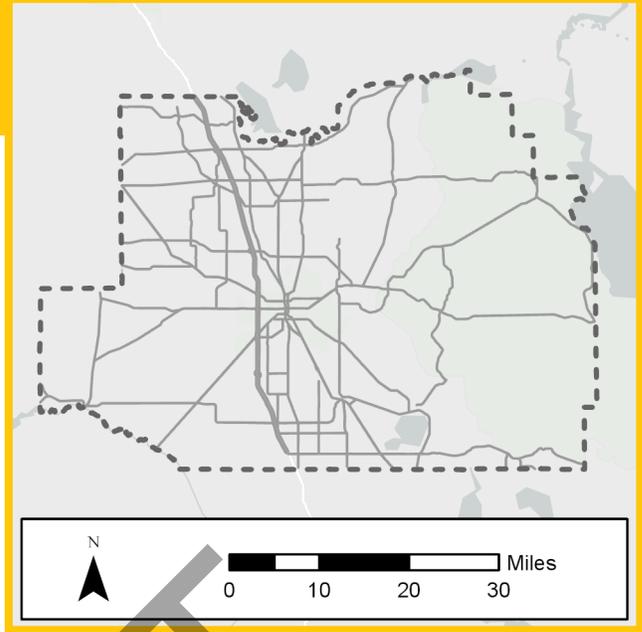
**Project Type:** Routine Maintenance

**FM Number:** 4291821

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 3: Objective 2  
Goal 6: Objective 3



**Prior Cost  
< 2020/21:**  
\$3,792,870

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

**Total  
Project Cost**  
\$4,506,870

**Additional Information:** Pavement markings.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$714,000	-	-	-	-	\$714,000
<b>Total</b>		<b>\$714,000</b>	-	-	-	-	<b>\$714,000</b>

**Project Description:** Marion County / City of Ocala

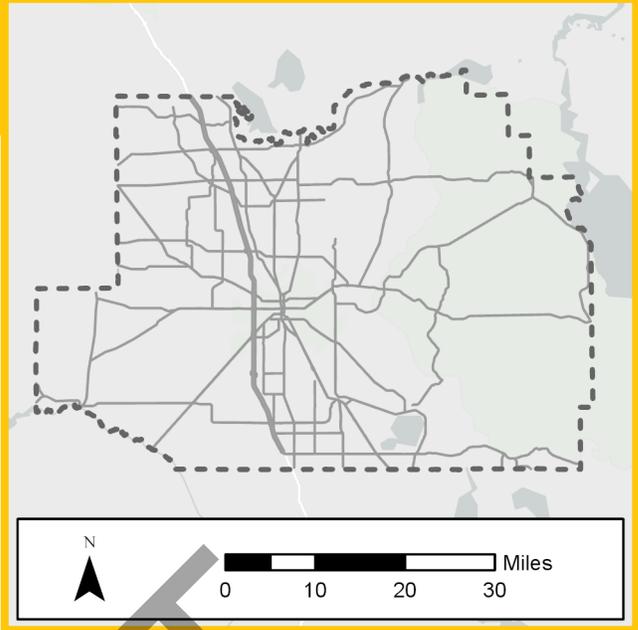
**Project Type:** ITS Communication System

**FM Number:** 4363611

**Lead Agency:** City of Ocala / Marion County

**Length:** N/A

**LRTP #:** Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$2,617,154

**Additional Information:**

Capital and operations support for Intelligent Transportation Systems (ITS) technology in Marion County and the City of Ocala.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	\$1,000,000	-	-	-	-	\$1,000,000
MNT	SL	\$508,577	-	-	-	-	\$508,577
OPS	SL	\$600,000	-	-	-	-	\$600,000
CAP	SL	\$508,577	-	-	-	-	\$508,577
<b>Total</b>		<b>\$2,617,154</b>	-	-	-	-	<b>\$2,617,154</b>

**Project Description:** LED Equipment Upgrades for 14 Crossings in Marion County

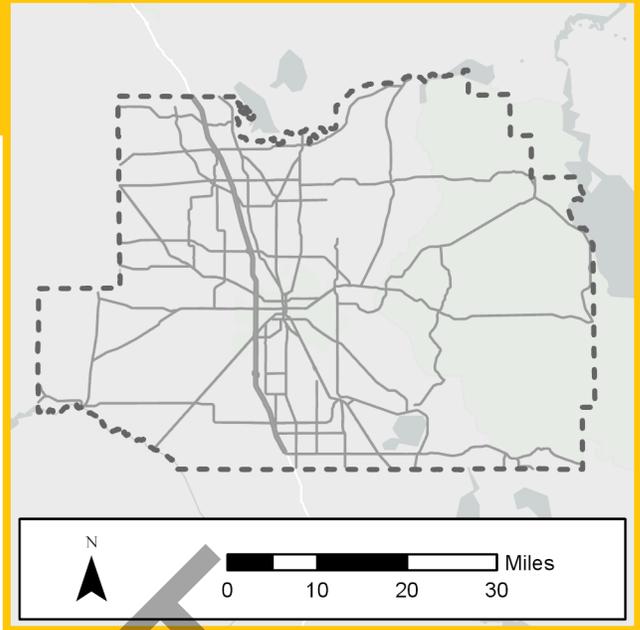
**Project Type:** Rail Project

**FM Number:** 4467911

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$33,077

**Additional Information:**

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RRU	RHP	\$33,077	-	-	-	-	\$33,077
<b>Total</b>		<b>\$33,077</b>	-	-	-	-	<b>\$33,077</b>

**Project Description:** Marion County

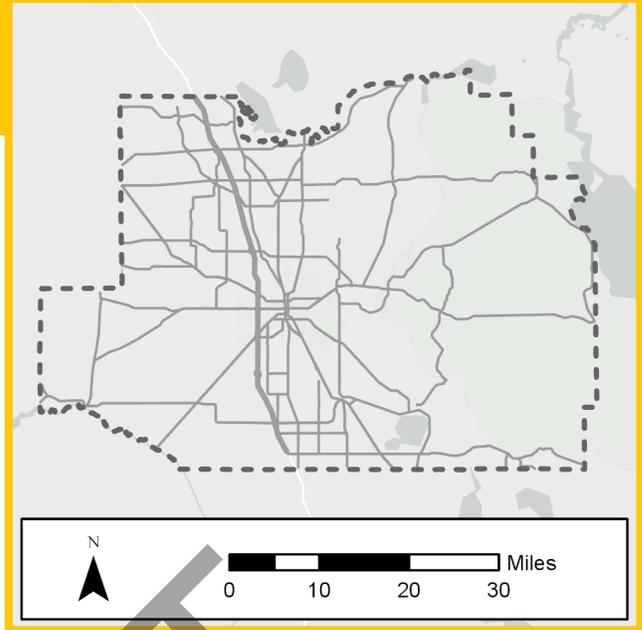
**Project Type:** Routine Maintenance

**FM Number:** 4469101

**Lead Agency:** FDOT

**Length:** N/A

**L RTP #:** Goal 6: Objective 1-3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$12,500,000

**Additional Information:**

Asset maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000
<b>Total</b>		<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$12,500,000</b>

## APPENDIX A: LIST OF FIGURES

DRAFT

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## APPENDIX B: LIST OF OBLIGATED PROJECTS

DRAFT

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

HIGHWAYS  
=====

ITEM NUMBER:238648 1  
DISTRICT:05  
ROADWAY ID:36060000

PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40  
COUNTY:MARION  
PROJECT LENGTH: 4.146MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	20,000
SN	-265
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	2,070,206
SL	-122,147
<b>TOTAL 238648 1</b>	<b>1,967,794</b>
<b>TOTAL 238648 1</b>	<b>1,967,794</b>

ITEM NUMBER:410674 2  
DISTRICT:05  
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314  
COUNTY:MARION  
PROJECT LENGTH: 5.327MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	20,000
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSN	125,211
SA	-527,425
SL	63,033
SN	2,633,059
<b>TOTAL 410674 2</b>	<b>2,313,878</b>
<b>TOTAL 410674 2</b>	<b>2,313,878</b>

ITEM NUMBER:410674 3  
DISTRICT:05  
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A  
COUNTY:MARION  
PROJECT LENGTH: 6.140MI

\*NON-SIS\*  
TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	10,000
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	394,187
<b>TOTAL 410674 3</b>	<b>404,187</b>
<b>TOTAL 410674 3</b>	<b>404,187</b>

ITEM NUMBER:430643 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 (SR 93) N OF SR 500/US27 INTCHG TO ALACHUA CO LINE  
COUNTY:MARION  
PROJECT LENGTH: 19.800MI

\*SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	-95,741
<b>TOTAL 430643 1</b>	<b>-95,741</b>
<b>TOTAL 430643 1</b>	<b>-95,741</b>

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

Ocala-Marion TPO

HIGHWAYS  
=====

ITEM NUMBER:430655 1 PROJECT DESCRIPTION:SR 492 SR25/200/500 US301/441 TO SR40 (SILVER SPRINGS)  
DISTRICT:05 COUNTY:MARION  
ROADWAY ID:36008000 PROJECT LENGTH: 3.719MI

\*NON-SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	-13,310
<b>TOTAL 430655 1</b>	<b>-13,310</b>
<b>TOTAL 430655 1</b>	<b>-13,310</b>

ITEM NUMBER:431797 1 PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET  
DISTRICT:05 COUNTY:MARION  
ROADWAY ID:36000041 PROJECT LENGTH: 1.597MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
EB	-78,755
SA	70,006
SL	2,818
<b>TOTAL 431797 1</b>	<b>-5,931</b>
<b>TOTAL 431797 1</b>	<b>-5,931</b>

ITEM NUMBER:431798 1 PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET  
DISTRICT:05 COUNTY:MARION  
ROADWAY ID:36000042 PROJECT LENGTH: 1.517MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
EB	-33,972
<b>TOTAL 431798 1</b>	<b>-33,972</b>
<b>TOTAL 431798 1</b>	<b>-33,972</b>

ITEM NUMBER:431798 2 PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 20TH PLACE  
DISTRICT:05 COUNTY:MARION  
ROADWAY ID:36000042 PROJECT LENGTH: .448MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	21,148
SL	8,982
<b>TOTAL 431798 2</b>	<b>30,130</b>
<b>TOTAL 431798 2</b>	<b>30,130</b>

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

Ocala-Marion TPO

HIGHWAYS  
=====

ITEM NUMBER:431798 4 PROJECT DESCRIPTION:NE 36TH AVENUE FROM NORTH OF NE 25TH STREET TO NE 35TH STREET  
DISTRICT:05 COUNTY:MARION  
ROADWAY ID:36000042 PROJECT LENGTH: .719MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1

FUND  
CODE

2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA 44,417  
TOTAL 431798 4 44,417  
TOTAL 431798 4 44,417

ITEM NUMBER:431935 1 PROJECT DESCRIPTION:SR 40 CORRIDOR FROM US 441 TO NE 8TH AVENUE  
DISTRICT:05 COUNTY:MARION  
ROADWAY ID:36080000 PROJECT LENGTH: .633MI

\*NON-SIS\*  
TYPE OF WORK:SIDEWALK  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND  
CODE

2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA -76,000  
TALL -5,722  
TALT 9,298  
TOTAL 431935 1 -72,424  
TOTAL 431935 1 -72,424

ITEM NUMBER:432421 1 PROJECT DESCRIPTION:SR 40 FROM NE 25TH AVENUE TO W OF NE 10TH ST  
DISTRICT:05 COUNTY:MARION  
ROADWAY ID:36080000 PROJECT LENGTH: 1.098MI

\*NON-SIS\*  
TYPE OF WORK:INTERSECTION IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND  
CODE

2019

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP -3,132  
SA -203  
SL -68,404  
TOTAL 432421 1 -71,739  
TOTAL 432421 1 -71,739

ITEM NUMBER:433651 1 PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A  
DISTRICT:05 COUNTY:MARION  
ROADWAY ID:36570000 PROJECT LENGTH: .741MI

\*NON-SIS\*  
TYPE OF WORK:INTERCHANGE IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND  
CODE

2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL 25,810  
SN 64,356

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT

GFSN 650,000  
SL 565,289  
SN 1,082,003  
TOTAL 433651 1 2,387,458  
TOTAL 433651 1 2,387,458

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=====

Ocala-Marion TPO

HIGHWAYS  
=====

ITEM NUMBER:434408 1 PROJECT DESCRIPTION:SR 40 FORT BROOKS RD FROM E OF NE 10TH ST RD TO E OF NE 145TH AVE RD \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING  
ROADWAY ID:36080000 PROJECT LENGTH: .860MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-8,424
SN	-5,669
<b>TOTAL 434408 1</b>	<b>-14,093</b>
<b>TOTAL 434408 1</b>	<b>-14,093</b>

ITEM NUMBER:435057 1 PROJECT DESCRIPTION:I-75 (SR 93) AT CR 484, SR 326, CR 318 \*SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LIGHTING  
ROADWAY ID:36210000 PROJECT LENGTH: 28.270MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-21,421
<b>TOTAL 435057 1</b>	<b>-21,421</b>
<b>TOTAL 435057 1</b>	<b>-21,421</b>

ITEM NUMBER:435484 1 PROJECT DESCRIPTION:PRUITT TRAIL FROM WITHLACOCHEE BRIDGE TRAIL AT S BRIDGES RD TO SR 200 \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-4,787
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
SL	-82,786
<b>TOTAL 435484 1</b>	<b>-87,573</b>
<b>TOTAL 435484 1</b>	<b>-87,573</b>

ITEM NUMBER:435486 1 PROJECT DESCRIPTION:SILVER SPRINGS FROM SE 64TH AVE RD TRAILHEAD TO SILVER SPRING STATE PK \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	-24,977
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
TALT	-489,187
<b>TOTAL 435486 1</b>	<b>-514,164</b>
<b>TOTAL 435486 1</b>	<b>-514,164</b>

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 =====  
**HIGHWAYS**  
 =====

ITEM NUMBER:435659 2 PROJECT DESCRIPTION:SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES \*SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)  
 ROADWAY ID:36100000 PROJECT LENGTH: .364MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 4

FUND CODE	2019	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		561
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		3,881,107
<b>TOTAL 435659 2</b>		<b>3,881,668</b>
<b>TOTAL 435659 2</b>		<b>3,881,668</b>

ITEM NUMBER:435660 2 PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) \*SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)  
 ROADWAY ID:36180000 PROJECT LENGTH: .216MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

FUND CODE	2019	
<hr/>		
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		500,000
<b>TOTAL 435660 2</b>		<b>500,000</b>
<b>TOTAL 435660 2</b>		<b>500,000</b>

ITEM NUMBER:436291 1 PROJECT DESCRIPTION:SANTOS GAP TRAIL FROM SW 49TH AVENUE TO SANTOS TRAILHEAD \*NON-SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		-8,475
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT		
TALL		401,675
<b>TOTAL 436291 1</b>		<b>393,200</b>
<b>TOTAL 436291 1</b>		<b>393,200</b>

ITEM NUMBER:436358 1 PROJECT DESCRIPTION:LAND BRIDGE TRAIL GAP FROM SR 200 TO SW 49TH AVENUE \*NON-SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		-1,837
<b>TOTAL 436358 1</b>		<b>-1,837</b>
<b>TOTAL 436358 1</b>		<b>-1,837</b>

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HIGHWAYS  
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ITEM NUMBER:436371 1  
DISTRICT:05  
ROADWAY ID:36030000

PROJECT DESCRIPTION:US 441 FROM S OF CR 318 TO ALACHUA COUNTY LINE  
COUNTY:MARION  
PROJECT LENGTH: 6.239MI

\*NON-SIS\*  
TYPE OF WORK:SIGNING/PAVEMENT MARKINGS  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-19,087
SN	-37,672
<b>TOTAL 436371 1</b>	<b>-56,759</b>
<b>TOTAL 436371 1</b>	<b>-56,759</b>

ITEM NUMBER:436879 1  
DISTRICT:05  
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE.  
COUNTY:MARION  
PROJECT LENGTH: 6.168MI

\*NON-SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	-1,300
<b>TOTAL 436879 1</b>	<b>-1,300</b>
<b>TOTAL 436879 1</b>	<b>-1,300</b>

ITEM NUMBER:436917 1  
DISTRICT:05  
ROADWAY ID:36000109

PROJECT DESCRIPTION:SE 80TH ST RAILROAD CROSSING # 625087-W  
COUNTY:MARION  
PROJECT LENGTH: .020MI

\*NON-SIS\*  
TYPE OF WORK:RAIL SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2019
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHP	-106,559
<b>TOTAL 436917 1</b>	<b>-106,559</b>
<b>TOTAL 436917 1</b>	<b>-106,559</b>

ITEM NUMBER:439887 1  
DISTRICT:05  
ROADWAY ID:36004000

PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A  
COUNTY:MARION  
PROJECT LENGTH: 1.234MI

\*SIS\*  
TYPE OF WORK:LIGHTING  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-1,641
<b>TOTAL 439887 1</b>	<b>-1,641</b>
<b>TOTAL 439887 1</b>	<b>-1,641</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
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=====

Ocala-Marion TPO

HIGHWAYS  
=====

ITEM NUMBER:440608 1 PROJECT DESCRIPTION:NW 6TH TERRACE / CROSSING #627179  
DISTRICT:05 COUNTY:MARION  
ROADWAY ID: PROJECT LENGTH: .000

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

FUND CODE	2019
-----	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-299
TOTAL 440608 1	-299
TOTAL 440608 1	-299

ITEM NUMBER:442769 1 PROJECT DESCRIPTION:OAK ROAD XG# 627226-W  
DISTRICT:05 COUNTY:MARION  
ROADWAY ID:36000119 PROJECT LENGTH: .002MI

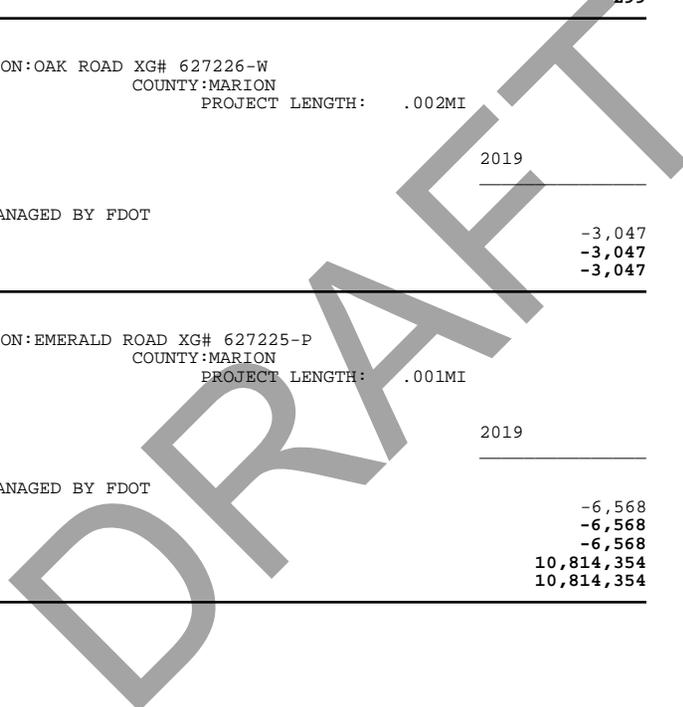
\*NON-SIS\*  
TYPE OF WORK:RAIL SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2019
-----	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-3,047
TOTAL 442769 1	-3,047
TOTAL 442769 1	-3,047

ITEM NUMBER:442770 1 PROJECT DESCRIPTION:EMERALD ROAD XG# 627225-P  
DISTRICT:05 COUNTY:MARION  
ROADWAY ID:36000162 PROJECT LENGTH: .001MI

\*NON-SIS\*  
TYPE OF WORK:RAIL SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2019
-----	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-6,568
TOTAL 442770 1	-6,568
TOTAL 442770 1	-6,568
TOTAL DIST: 05	10,814,354
TOTAL HIGHWAYS	10,814,354



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=====

**PLANNING**  
=====

ITEM NUMBER:439331 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2016/2017-2017/2018 UPWP  
COUNTY:MARION  
PROJECT LENGTH: .000

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

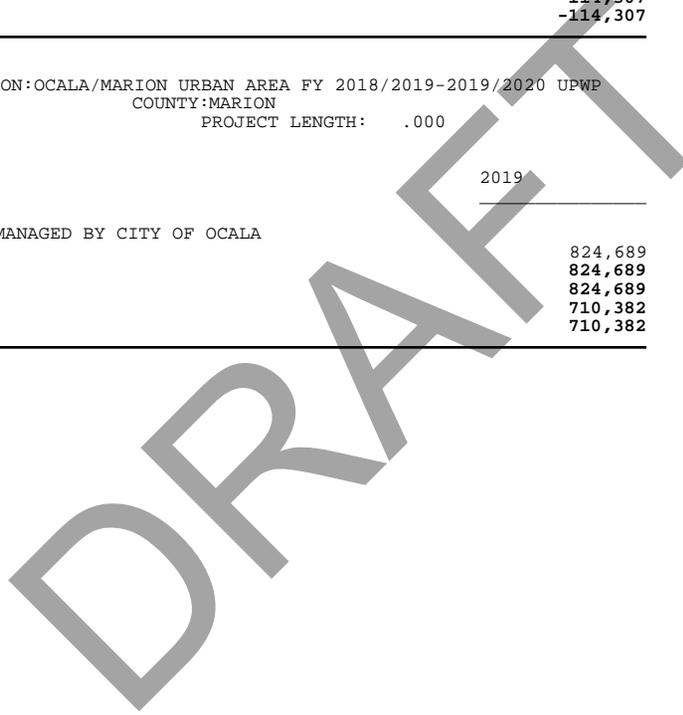
FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
PL	-70,989
SL	-43,318
<b>TOTAL 439331 1</b>	<b>-114,307</b>
<b>TOTAL 439331 1</b>	<b>-114,307</b>

ITEM NUMBER:439331 2  
DISTRICT:05  
ROADWAY ID:

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

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

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
PL	824,689
<b>TOTAL 439331 2</b>	<b>824,689</b>
<b>TOTAL 439331 2</b>	<b>824,689</b>
<b>TOTAL DIST: 05</b>	<b>710,382</b>
<b>TOTAL PLANNING</b>	<b>710,382</b>



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 =====  
**TRANSIT**  
 =====

ITEM NUMBER:435517 1  
 DISTRICT:05  
 ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION TPO REPLACEMENT OF 7 SUNTRAN BUSES  
 COUNTY:MARION  
 PROJECT LENGTH: .000

\*NON-SIS\*  
 TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
CM	680,327
SA	399,268
SL	2,520,405
<b>TOTAL 435517 1</b>	<b>3,600,000</b>
<b>TOTAL 435517 1</b>	<b>3,600,000</b>
<b>TOTAL DIST: 05</b>	<b>3,600,000</b>
<b>TOTAL TRANSIT</b>	<b>3,600,000</b>

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FLORIDA DEPARTMENT OF TRANSPORTATION  
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=====

OCALA-MARION TPO

MISCELLANEOUS  
=====

ITEM NUMBER:426179 1 PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:PEDESTRIAN/WILDLIFE OVERPASS  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALL	264,445
TALT	461,909
<b>TOTAL 426179 1</b>	<b>726,354</b>
<b>TOTAL 426179 1</b>	<b>726,354</b>

ITEM NUMBER:430252 1 PROJECT DESCRIPTION:OCALA ITS COUNTYWIDE MARION COUNTY \*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	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
SL	1,630,955
<b>TOTAL 430252 1</b>	<b>1,630,955</b>
<b>TOTAL 430252 1</b>	<b>1,630,955</b>

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 CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
TALL	-148,858
TALT	-25,471
<b>TOTAL 439310 1</b>	<b>-174,329</b>
<b>TOTAL 439310 1</b>	<b>-174,329</b>

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	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NFP	318,959
<b>TOTAL 440900 2</b>	<b>318,959</b>
<b>TOTAL 440900 2</b>	<b>318,959</b>
<b>TOTAL DIST: 05</b>	<b>2,501,939</b>
<b>TOTAL MISCELLANEOUS</b>	<b>2,501,939</b>

GRAND TOTAL 17,626,675

**APPENDIX C: MAP OF NATIONAL HIGHWAY SYSTEM: OCALA, FL**

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# National Highway System: Ocala, FL

U.S. Department of Transportation  
Federal Highway Administration

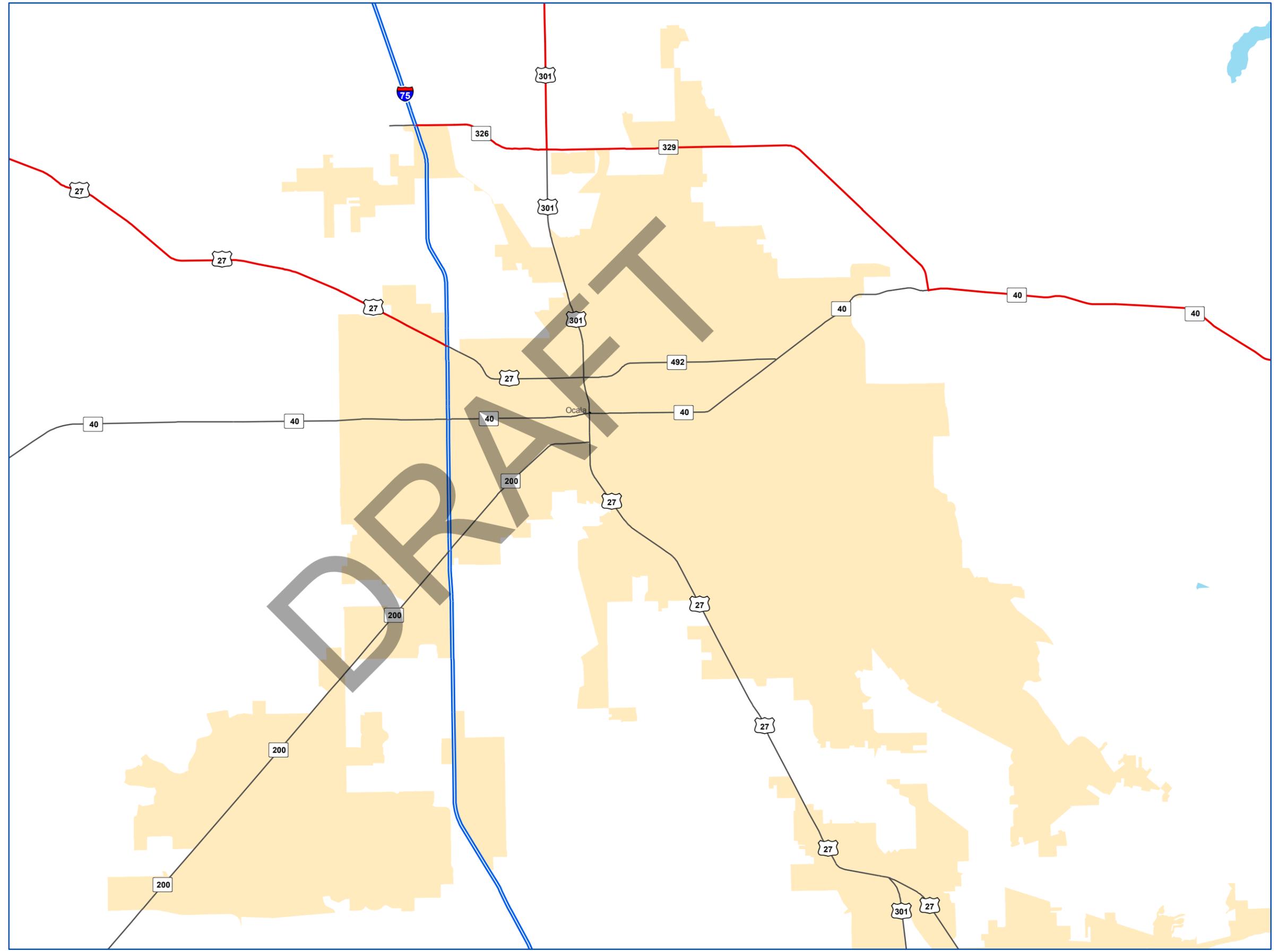
- Eisenhower Interstate System
- Other NHS Routes
- Non-Interstate STRAHNET Route
- STRAHNET Connector
- Intermodal Connector
- Intermodal/STRAHNET Connector
- Unbuilt NHS Routes
- MAP-21 NHS Principal Arterials

- Census Urbanized Areas
- Department of Defense
- Water

- Airport
- Intercity Bus Terminal
- Ferry Terminal
- Truck/Pipeline Terminal
- Multipurpose Passenger Facility
- Port Terminal
- Truck/Rail Facility
- AMTRAK Station
- Public Transit Station

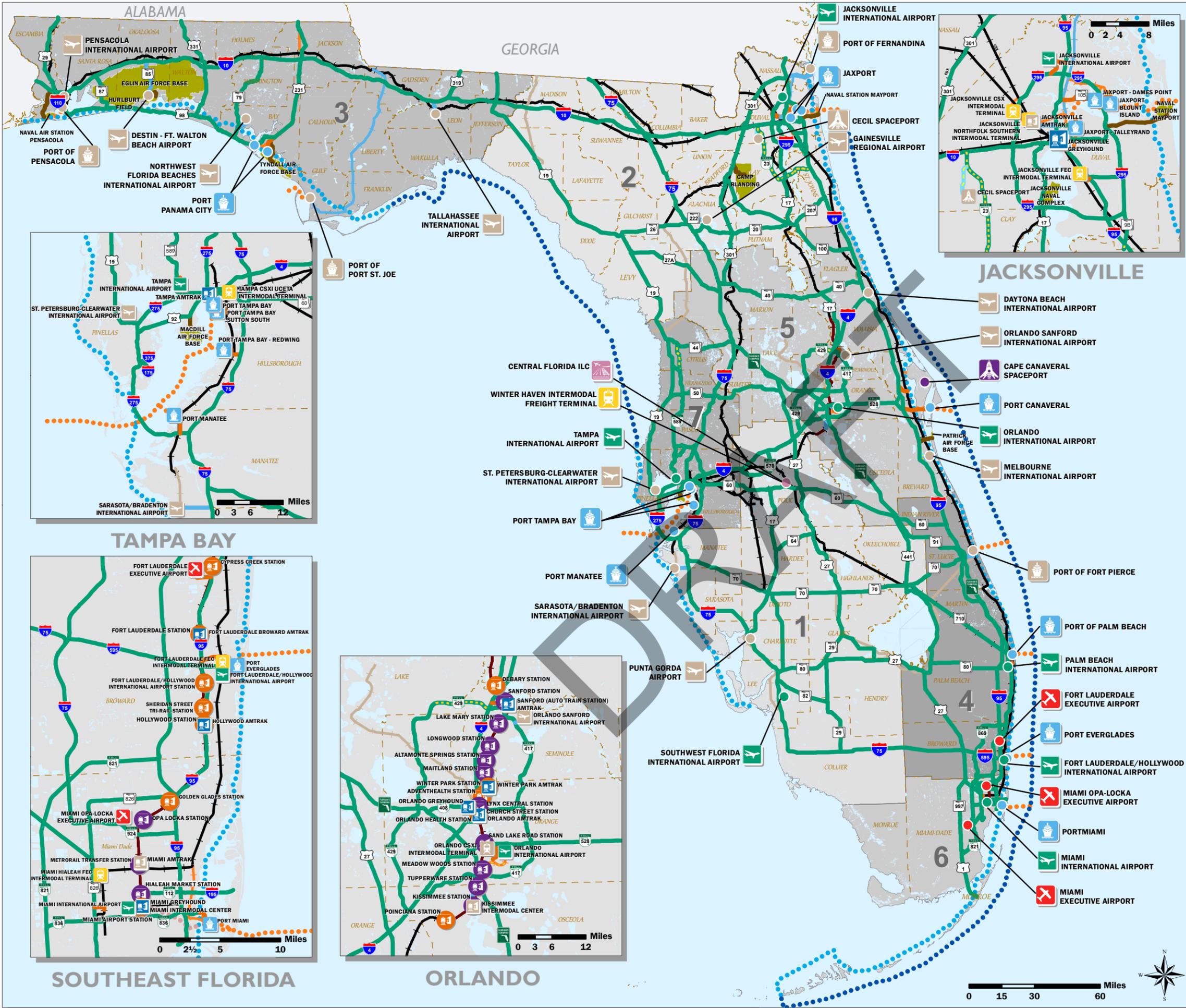


FHWA: March 25, 2015



**APPENDIX D: MAP OF STRATEGIC INTERMODAL SYSTEM**

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**SIS 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**

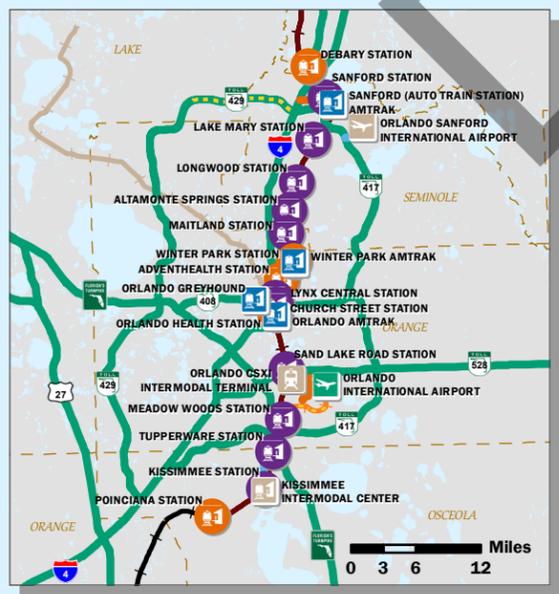
- SIS Highway Corridor
- Future SIS Highway Corridor
- Strategic Growth Highway Corridor
- SIS Highway Connector
- Strategic Growth Highway Connector
- Future Strategic Growth Highway Connector
- SIS Military Access Facility

**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



**APPENDIX E: PUBLIC NOTICE IN OCALA STAR-BANNER**

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## APPENDIX F: PUBLIC COMMENTS

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**APPENDIX G: GLOSSARY OF TERMS AND ACRONYMS**

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# Glossary of Terms and Acronyms



**OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION**

ACRYONYM	NAME	DESCRIPTION
3-C	Continuing, Cooperative, and Comprehensive	A Comprehensive, Cooperative, and Continuing (3-C) process is required for initiatives to be eligible for Federal transportation funding.
AADT	Annual Average Daily Traffic	The average volume of traffic per day on a particular road or section of road.
ACES	Automated, Connected, Electric, Shared Vehicles	Term used to describe vehicles that are self-driving, electronically-connected and powered, and/or used for ridesharing.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
AER	Actual Expenditure Report	An annual report, completed by the planning agency and the Community Transportation Coordinator (CTC), to inform the Commission for the Transportation Disadvantaged (CTD) of the specific amount of funds the agency expended for transportation disadvantaged services.
AMPO	Association of Metropolitan Planning Organizations	Organization that provides MPOs with technical assistance, transportation research and a variety of other transportation-related services.
AOR	Annual Operating Report	An annual report prepared by the Community Transportation Coordinator (CTC) that provides a summary of performance trends detailing its designated service area and operational statistics.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. It utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections.
BEBR	Bureau of Economics & Business Research	Research center at the University of Florida that performs economic and demographic research to inform public policy and business decision making (Definition taken from A2RU - <a href="https://www.a2ru.org/bebr-bureau-of-economics-business-research/">https://www.a2ru.org/bebr-bureau-of-economics-business-research/</a> )
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data.
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation-monitoring resources.

CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keep the composition of the CAC diverse in terms of geographic location and professions represented.
CBSA	Core Based Statistical Areas	CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel.
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - <a href="http://leempo.com/programs-products/transportation-disadvantaged/">http://leempo.com/programs-products/transportation-disadvantaged/</a> )
CTD	Commission for the Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities. (Definition taken from NCFRPC - <a href="http://www.ncfrpc.org/TD/td.html">http://www.ncfrpc.org/TD/td.html</a> )
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.

CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include “Walk Your Child to School Day”, a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - <a href="https://www.fhwa.dot.gov/civilrights/programs/dbe/">https://www.fhwa.dot.gov/civilrights/programs/dbe/</a> )
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
DOT	Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions.
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought.
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify what impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America’s Surface Transportation Act	The Fixing America’s Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation’s surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.

FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- <a href="https://jobs.myflorida.com/go/Department-of-Transportation/2817700/">https://jobs.myflorida.com/go/Department-of-Transportation/2817700/</a> )
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
F.S.	Florida Statute	Codified, statutory laws of Florida
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.
FTC	Florida Transportation Commission	An entity that reviews and recommends major transportation policies and serves as an oversight body to monitor the efficiency and productivity of transportation authorities.
FTE	Florida's Turnpike Enterprise	Unit of the Florida Department of Transportation (FDOT) that operates 461 miles of toll highways across the state.
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/Federal Fiscal Year	The TPO's Fiscal Year is from July 1-June 30. The Federal Fiscal Year is from Oct 1-Sept 30.
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HIS	Interstate Highway System	The specially designated system of highways, begun in 1956, which connects the principal metropolitan areas, cities, and industrial centers of the United States.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people.
HSIP	Highway Safety Improvement Program	The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

HUD	U.S. Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
JPA	Joint Planning Agreement	An agreement made between multiple organizations.
LAP	Local Agency Program	A program that establishes the regulations used by the Florida Department of Transportation (FDOT) to authorize federal funding to local agencies.
LOS	Level of Service	Level of Service is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LRTP/MTP	Long-Range Transportation Plan (also known as a Metropolitan Transportation Plan)	A document resulting from regional or statewide collaboration and consensus on a region's transportation system. It serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: <a href="https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/">https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/</a>
MAP-21	Moving Ahead for Progress in the 21st Century	The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPA	Metropolitan Planning Area	The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.
MPO	Metropolitan Planning Organization	An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
MPOAC	Metropolitan Planning Organization Advisory Council	A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process.

MSA	Metropolitan Statistical Areas	Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.
NEPA	National Environmental Policy Act of 1969	Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
NHPP	National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
NHPP (Bridge)	National Highway Performance Program (Bridge)	Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)]
NHS	National Highway System	This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b). (23CFR500)
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - <a href="https://www.fdotd7studies.com/what-is-a-pde-study.html">https://www.fdotd7studies.com/what-is-a-pde-study.html</a> )
PE	Preliminary Engineering	The analysis and design work performed by professionals for transportation projects that leads to the development of construction/roadway plans, specifications and cost estimates.
PEA	Planning Emphasis Area	Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs.
PIP	Public Involvement Plan	The Public Involvement Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.
PL Funds	Metropolitan Planning Funds	Funds made available to MPOs for transportation planning activities to provide for a continuing, comprehensive and cooperative (3-C) planning process.
ROW	Right of Way	An easement reserved on the land for transportation purposes, such as a highway, bike path, rail line, utility line, etc.

RPC	Regional Planning Council	Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration.
SHSP	Strategic Highway Safety Plan	This is a statewide-coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - <a href="https://www.fdot.gov/planning/sis/default.shtm">https://www.fdot.gov/planning/sis/default.shtm</a> )
SLRTP	Statewide Long-Range Transportation Plan	The official, statewide, multimodal transportation plan covering no less than 20 years and developed through the statewide transportation planning process.
SOV	Single-Occupancy Vehicle	Any motor vehicle not meeting the established occupancy requirement of a High-Occupancy (HOV) lane.
STBG	Surface Transportation Block Grant Program	The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and school officials.
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.

TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10-year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
TDSP	Transportation Disadvantaged Service Plan	A comprehensive analysis of the service area, identifies available transportation services, and provides local service standards. (Definition taken from FDOT - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
TIGER	Transportation Investment Generating Economic Recovery	The TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. (Definition taken from USDOT- <a href="http://www.transportation.gov/tiger/about">www.transportation.gov/tiger/about</a> )
TIP	Transportation Improvement Program	A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area.
TMIP	Travel Model Improvement Program	TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. (Definition taken from Reconnecting America- <a href="http://www.reconnectingamerica.org">www.reconnectingamerica.org</a> .)
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.

TSM&O	Transportation Systems Management and Operations	Florida Department of transportation (FDOT) program to measuring performance, streamlining and improving the existing system, promoting effective cooperation/collaboration, and delivering positive safety and mobility outcomes to the travelling public. (Definition taken from FDOT - <a href="http://www.cflsmartroads.com/tsmo.html">http://www.cflsmartroads.com/tsmo.html</a> )
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of the United States.
V/C	Volume to Capacity	A ratio used to determine whether a particular section of road warrants improvements. V/C compares roadway demand to roadway supply.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period. (Definition taken from Wikipedia)

DRAFT

**APPENDIX H: CHANGES TO REGIONALLY SIGNIFICANT  
TRANSPORTATION PROJECTS**

DRAFT

Project Number /FM Number	Project Description	Change from 19/20-23/24 TIP	Change In Total Funding (If Applicable)	Additional Changes
4348441	CR 42 at SE 182nd Ave. Rd	No Change	N/A	
4336511	CR 484 from SW 20th Ave. to CR 475A	No Change	N/A	
4443821	CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	Completed	N/A	
4352091	I-75 at NW 49th St. from end of NW 49th St. to end of NW 35th St.	Funding Increase	\$58,318,200	
4436231	I-75 (State Road 93)	No Change	N/A	PD&E
4436241	I-75 (State Road 93)	No Change	N/A	PD&E
4409002	I-75 FRAME OFF SYSTEM	Completed	N/A	
4385621	I-75 MARION COUNTY REST AREAS	Funding Decrease	\$20,221	
4378261	I-75 MARION COUNTY REST AREAS	Funding Decrease	\$88,377	
4363611	ITS OPERATIONAL SUPPORT	No Change	N/A	
4317983	NE 36TH AVENUE	Completed	N/A	
4443831	SE 36 AVE @ CROSSING # 627220-F	Completed	N/A	
4432701	SR 25 / 200 TO ALACH BRIDGE 360025 & 360026	Completed	N/A	
4356602	SR 326	Completed	N/A	
4437031	SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP RD) TO SR 40	No Change	N/A	
4112565	SR 35 (US 301) DALLAS POND REDESIGN	Funding Increase	\$236,597	
4336521	SR 40 from SW 40th Ave. to SW 27th Ave.	Funding Decrease	\$2,504,748	
4413661	SR 40 from SW 27th Ave. to MLK Jr. Ave.	Funding Increase	\$64,400	
4106742	SR 40 from end of 4 lanes to east of CR 314	Funding Decrease	\$23,963,634	Construction Delayed (Estimated to Begin 2029)
4431701	I-75 from Sumter County Line to SR 200	Funding Decrease	\$2,375,139	
4437301	US 301 / US 441 Split (The Y) from south of Split to north of Split	Funding Increase	\$26,680	
2386481	US 41 from SW 110th St. to north of SR 40	Funding Decrease	\$10,469,145	
4392381	US 441 from SR 35 to SR 200	Completed	N/A	
4336611	US 441/US 27/South Pine Avenue from SW 3rd St. to NW 2nd St.	Funding Decrease	\$107,604	
4411361	US 441 from CR 25A (NW Gainesville Rd.) to US 301/441 Interchange	Funding Increase	\$5,606,809	
4356861	US 441 at SE 98th Lane	Completed	N/A	
4336601	US 441 at SR 464	Funding Decrease	\$90,948	
4447671	US 441 SLOPES AT RR OVER PASS B/W SE 3RD AVE & SE 30TH ST	Completed	N/A	
4453211	Wildwood Mainline Weigh In Motion (WIM) Screening	Funding Decrease	\$57,711	



**TO: TPO Board Members**

**FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner**

**RE: Funding Update**

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On a quarterly basis the TPO updates the TPO Board to ensure they remain informed of funding status and the financial outlook throughout the year. A summary of the TPO funding through the end of the third quarter for the fiscal year 2020 and an estimate of fourth quarter expenses will be presented.

Any additional comments and/or suggestions please contact Liz Mitchell, [liz.mitchell@marioncountyfl.org](mailto:liz.mitchell@marioncountyfl.org).

<b>TPO FINANCIAL SNAPSHOT</b>				
<b>FIRST, SECOND &amp; THIRD QUARTER FY 19/20 (July 1 to March 31, 2020)</b>				
<b>Grant</b>	<b>Funds Available</b>	<b>Quarter 1, 2 &amp; 3 Expended</b>	<b>Funds Remaining</b>	<b>Percent Remaining</b>
<b>PL 112</b>	\$570,305.00	\$442,766.00	\$127,539.00	22%
<b>5305d</b>	\$303,917.00	\$75,731.00	\$228,186.00	75%
<b>TD</b>	\$26,738.00	\$10,200.00	\$16,538.00	62%
<b>TOTALS</b>	<b>\$900,960.00</b>	<b>\$528,697.00</b>	<b>\$372,263.00</b>	<b>41%</b>
285519.34				

<b>FIRST, SECOND &amp; THIRD QUARTER BREAKDOWN</b>	
<b>Salaries</b>	\$266,257.00
<b>Office Expenses &amp; Travel*</b>	\$69,774.00
<b>Cost Allocation</b>	\$25,547.00
<b>Logo/Website</b>	\$23,861.00
<b>Computers &amp; Software</b>	\$19,808.00
<b>Consultants**</b>	\$123,450.00
<b>Total</b>	<b>\$528,697.00</b>
<i>*Office Expenses include advertising, copier contract, phones, postage, supplies, and utilities</i>	
<i>**Consultants were paid for work on the Long-Range Transportation Plan, and Trail Study.</i>	

<b>FOURTH QUARTER ESTIMATES</b>	
<b>Salaries</b>	\$105,000.00
<b>Office Expenses &amp; Travel*</b>	\$9,000.00
<b>Cost Allocation</b>	\$12,774.00
<b>Cubicles &amp; Furniture</b>	\$8,000.00
<b>Computers &amp; Software</b>	\$6,715.00
<b>Consultants**</b>	\$50,000.00
<b>Total</b>	<b>\$191,489.00</b>
<i>*Office Expenses include advertising, copier contract, phones, postage, supplies, and utilities</i>	
<i>**Consultants will be paid for work on the website, and Long-Range Transportation Plan in this qtr.</i>	

<b>BUDGET TRACKER</b>	
<b>Total Revenue</b>	\$900,960.00
<b>First, Second &amp; Third Qtr. Expenditures</b>	\$528,697.00
<b>Fourth Quarter Expenditures Estimate</b>	\$191,489.00
<b>Total Revenue Remaining</b>	<b>\$180,774.00</b>



**TO: TPO Board Members**

**FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner**

**RE: FY 2020 Selection of Community Transportation Coordinator for the Transportation Disadvantaged**

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Every five years, it is the responsibility of the Local Planning Agency to arrange for a selection of the Community Transportation Coordinator (CTC) for their designated planning area. To complete this task, the Ocala Marion TPO staff issued a Request for Proposal (RFP), soliciting proposals from any and all interested professional firms to perform the functions of the CTC for Marion County.

The process began with Marion County Procurement working closely with us to acquire the details and verbiage in order to accurately convey all the components necessary for the RFP. We then put together a Selection Committee comprised of three members, Andrea Melvin with the Centers for Independent Living, Jeffrey Askew with Marion County Veterans Office, and Liz Mitchell with the TPO. The Selection Committee along with Marion County Procurement on April 3, 2020 held a Kickoff Meeting to review the final draft, assure the submittal requirements were accurate, and scoring criteria. They also discussed the Committee's responsibilities and general instructions. Later that afternoon the RFP was released advertising it on \*DemandStar for broadcast to applicable firms. Legal Ads to the Ocala Star Banner and Marion County Public Information Office was also sent as well as notifying applicable firms, the incumbent firm, and Solicitation Board for Procurement Services. On April 6, 2020 the RFP was advertised on the Ocala Marion TPO website and social media platform. There were fourteen days provided to any potential respondents for any questions. April 17, 2020 ended the question and answer period and none had been pursued.

The deadline for the RFP was May 4, 2020 at 1:00pm and two submittals were received. Marion County Procurement prepared a Respondent List, notice of the Selection Committee Meeting and posted on DemandStar. Procurement also provided the Selection Committee members instruction for pick-up of "hard" copies along with score sheets, and scoring instructions.

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The Selection Committee meeting was held at the Marion County Procurement office at 9:00am on May 11, 2020. Each Committee member reviewed their scoring and notes by category. Scores were finalized and totaled by Procurement determining that Marion Transit Services was the candidate selected for the CTC position. Marion Transit Services provided a very precise and thorough RFP complying with all requirements set forth in RFP 20P-128 advertised on April 3, 2020.

The CTC Selection is being submitted to the Board for review and approval. If approved, Marion Transit Services will continue to serve as the CTC for Marion County beginning the new contract on July 1, 2020.

If you have any questions regarding this designation please contact our office at (352) 438-2630.

*\*DemandStar is the nationwide service Marion County uses to inform firms that a new project is being advertised. The notice is 'broadcast to all firms in their data base that provide goods or services related to the project.*

A RESOLUTION OF THE OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
RECOMMENDING MARION SENIOR SERVICES AS THE  
DESIGNATED COMMUNITY TRANSPORTATION COORDINATOR  
FOR MARION COUNTY

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, the Ocala/Marion County Transportation Planning Organization is the designated official planning agency for the Marion County Transportation Service area; and

WHEREAS, the Ocala/Marion County Transportation Planning Organization Transportation Disadvantaged Local Coordinating Board and the Ocala/Marion County Transportation Planning Organization Board voted to request designation by the Florida Commission for the Transportation Disadvantaged that Marion Senior Services retain the designation as Community Transportation Coordinator; and

WHEREAS, pursuant to Chapter 427.015(2) F.S., the Metropolitan Planning Organization is the organization that "shall recommend to the commission a single community transportation coordinator."

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

Marion County Senior Services continue to serve as the single designated Community Transportation Coordinator for Marion County effective July 1, 2020.

Certificate

The undersigned duly qualified 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 this 26th day of May 2020.

By:

\_\_\_\_\_  
Jeff Gold, Chairman

Attest:

\_\_\_\_\_  
Robert Balmes, TPO Director



**TO: TPO Board Members**

**FROM: Anton Schauerte, TPO Transportation Planner**

**RE: FY 2019/20 – 2023/24 Transportation Improvement Program Amendment**

The Florida Department of Transportation (FDOT) requests the following changes to be made to Ocala/Marion County Transportation Planning Organization’s Adopted Fiscal Years 2019/2020 – 2023/2024 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department’s Adopted Work Program.

**MARION COUNTY**

**FM#447491-4 CARES ACT 5311 Marion Senior Services DBA Marion Transit – Transit Project - Sponsor: Marion County**

**Current TIP Status:**

Project phase is currently not in the TIP for Fiscal Years 2019/2020 – 2023/2024.

**Current TIP:**

Phase	Current Funding Type	Current Amount	Fiscal Year
Operations Grant	None	\$0.00	2020
	<b>TOTAL</b>	<b>\$0.00</b>	

**Proposed Amendment:**

Phase	Proposed Funding Type	Proposed Amended Amount	Fiscal Year
Operations Grant	DUCA (Federal)	\$2,668,689.00	2020
	<b>TOTAL</b>	<b>\$2,668,689.00</b>	

**Difference: \$2,668,689.00**

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**Explanation:** The Coronavirus Aid, Relief, and Economic Security (CARES) Act provides funding to transit agencies to help to prevent, prepare for and respond to the COVID-19 pandemic.

If you have any further questions or concerns feel free to reach out to me directly at (352) 438-2635 or at [anton.schauerte@marioncountyfl.org](mailto:anton.schauerte@marioncountyfl.org).



# OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2019/20—FY 2023/24

ADOPTED June 25, 2019

AMENDED: July 29, 2019; September 24, 2019; November 26, 2019; February 25, 2020; May 26, 2020

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

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the inclusion of FM#447491-4 for an amount of \$2,668,689.00 in FY 2019/20 into the Transportation Improvement Program for FY 2019/20 – 2023/24.

CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 26<sup>th</sup> day of May 2020.

By: \_\_\_\_\_  
Jeff Gold, Chair

Attest: \_\_\_\_\_  
Robert Balmes, TPO Director

OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION (TPO)

2710 E. Silver Springs Blvd.  
Ocala, Florida 34470  
(352) 438-2630

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*Director*

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*Assistant Director*

Anton Schauerte  
*Transportation Planner*

Elizabeth Mitchell  
*Grants Coordinator/Fiscal Planner*

Shakayla Pullings  
*Administrative Assistant III*

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## GLOSSARY OF ABBREVIATIONS

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

ADA	-	American's with Disabilities Act
CAC	-	Citizen's Advisory Committee
CFR	-	Code of Federal Regulations
CTC	-	Community Transportation Coordinator
CTD	-	Commission for the Transportation Disadvantaged
CTST	-	Community Traffic Safety Team
DCA	-	Department of Community Affairs
DEP	-	Department of Environmental Protection
DOT	-	Department of Transportation
DEO	-	Department of Economic Opportunity
EPA	-	Environmental Protection Agency
FAA	-	Federal Aviation Administration
FAST	-	Fixing America's Surface Transportation Act
FDOT	-	Florida Department of Transportation
FHWA	-	Federal Highway Administration

FMTTP	-	Freight Mobility and Trade Plan
FTA	-	Federal Transit Administration
FTP	-	Florida Transportation Plan
FSUTMS	-	Florida Standard Urban Transportation Modeling Structure
HSIP	-	Highway Safety Improvement Program
ISTEA	-	Intermodal Surface Transportation Efficiency Act of 1991
JPA	-	Joint Participation Agreement
LRTP	-	Long Range Transportation Plan
MPO	-	Metropolitan Planning Organization
MPOAC	-	Metropolitan Planning Organization Advisory Council
NHS	-	National Highway System
NPMRDS	-	National Performance Management Research Dataset
PL	-	Planning-federal funds provided for the administration of the TPO
RATPDEV	-	A multimodal public transportation infrastructure, provides operations and maintenance of passenger transport services
RPC	-	Regional Planning Council
RSA	-	Road Safety Audit
SHSP	-	Strategic Highway Safety Plan

SIS	-	Strategic Intermodal System
SIT	-	Strategic Investment Tool
SRTS	-	Safe Routes to School
STEER	-	Safety through Engineering, Education, and Responsibility
STIP	-	Statewide Transportation Program
STP	-	Surface Transportation Program
TAC	-	Technical Advisory Committee
TDLCB	-	Transportation Disadvantaged Local Coordinating Board
TDP	-	Transit Development Plan
TDTF	-	Transportation Disadvantaged Trust Funds
TIP	-	Transportation Improvement Program
TMA	-	Transportation Management Area (TPO's with a population >200,000)
TPO	-	Transportation Planning Organization
UPWP	-	Unified Planning Work Program
USC	-	United States Code
VMT	-	Vehicle Miles Traveled

## EXECUTIVE SUMMARY

### PURPOSE

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

### FEDERAL AND STATE FUNDED HIGHWAY PROJECTS

This chapter contains project descriptions for the FDOT District Five 2019/2020 - 2023/2024 Tentative Work Program for federal and state road, enhancement, intersection, and railroad

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

### PUBLIC TRANSPORTATION ELEMENT

On April 15, 1997, the City of Ocala and Marion County signed an inter-local agreement for the development of a fixed route transit system in Ocala, named SunTran. By December 1998, SunTran had purchased vehicles, established a route network, and contracted with a management company to establish a fixed route transit system and complementary paratransit system in Ocala and Marion County. On December 15, 1998 SunTran began service to the community. Within weeks SunTran had surpassed its six-month ridership goals. SunTran currently operates a fleet of nine vehicles on six routes. Daily ridership currently averages 1,410 passengers per weekday and 1,108 passengers per Saturday.

Until 2019, the TPO staff operated as SunTran's administrative staff and the TPO board served as its policy board. On April 23, 2019 the TPO board approved an interlocal agreement that transferred its duties as the SunTran policy board to the Ocala

City Council, effective July 1, 2019. The new agreement was subsequently approved by the Marion County Commission and the Ocala City Council on May 7, 2019. SunTran contracts with RATP Development (RATPDev), which directly operates and maintains the fixed-route buses. RATPDev subcontracts for Americans with Disabilities (ADA) paratransit services with Marion Transit Services, the local Community Transportation Coordinator (CTC) under the Florida Transportation Disadvantaged Program. This arrangement has proved to provide a complete, comprehensive and cost-effective transportation system for the citizens of Ocala and Marion County.

The SunTran service consists of six routes. In downtown Ocala, five of the six routes meet at the Central Transfer Station and provide service to Ocala. The Central Transfer Station is a multi-modal terminal providing connections to Greyhound services and formerly to AMTRAK. The sixth route operates from southeast Ocala to the community of Silver Springs Shores. A transfer station located at the Marion County Public Health Unit provides access to the downtown routes from this route. SunTran's routes were developed to provide the greatest access for passengers to local hospitals, major employers, shopping sites, medical offices, schools and housing opportunities. Service operates from approximately 5:00 a.m. to 10:00 p.m. Monday through Saturday. The basic adult fare for SunTran is \$1.50. A reduced fare of \$0.75 is offered throughout the day for seniors, persons with disabilities, and persons with Medicare cards as well as retired and active duty military. Youth and students pay \$1.10. Children five years of age or lower ride free. SunTran also has discounted monthly passes for all categories of passengers. Fares for Marion

Transit Service paratransit services are \$2.00.

The National Transit Database Report for FY 2018 showed that SunTran provided 30,064 revenue hours and 479,908 revenue miles of service to 416,242 unlinked passengers. Total annual operating expenses for the period were \$1.82 million.

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

## **AVIATION ELEMENT**

The TIP's Aviation Element addresses the next five years of scheduled FDOT programmed improvements to the Ocala Regional Airport and the Dunnellon/Marion County Airport. The Federal Aviation Administration (FAA) and FDOT are currently involved in numerous planned improvements for both of these

regionally significant airports. The FAA general aviation terminal study forecasts that Marion County will experience rapid aviation growth over the next several years.

## **FINANCIAL PLAN**

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

## **PROJECT SELECTION PROCESS**

The project selection process is carried out annually by the TPO in accordance with federal requirements (23 C.F.R. 450.322(c)). This requires the Ocala/Marion County TPO to complete its project selection with the support and cooperation of the FDOT District Planning Office in conformance with the TIP process. When a project in the TPO planning area has been identified as a potential project, the TPO requests that FDOT and the FHWA actively pursue the appropriate funding.

The FDOT shall give priority to those projects that are:

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

335.20 or to be funded pursuant to the provisions of Section 339.12;

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

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

## **AMENDMENTS TO OR REMOVAL FROM TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

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

## **PERFORMANCE MANAGEMENT MEASURES**

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving

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

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

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

## **SAFETY**

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule was finalized and published in the *Federal Register*. The rule requires

TPOs/MPOs to set targets for the following safety-related performance measures and report progress to the State (DOT):

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

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (TPO/MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in TPO plans. The SHSP guides FDOT, TPOs/MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance measures toward that zero deaths vision. The TPO adopted their own safety targets on February 25, 2020. The safety targets are as follows:

- Number of Fatalities – 88\*
- Rate of Fatalities per 100 Million VMT – 1.86\*

- Number of Serious Injuries – 433\*
- Rate of Serious Injuries per 100 Million VMT – 9.19
- Number of Non-Motorized Fatalities/Serious Injuries – 55\*

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

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

The TIP includes specific investment priorities that support all of the TPO's goals including safety, using a prioritization and project selection process established in the LRTP. This process evaluates

projects that have an anticipated effect of reducing both fatal and injury crashes. The TPO’s goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The TPO will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.

**BRIDGE AND PAVEMENT CONDITION / SYSTEM PERFORMANCE**

On May 18, 2018, FDOT established statewide performance targets for the system performance, pavement condition and bridge condition performance measures. On October 23, 2018, the Ocala/Marion County TPO agreed to support FDOT’s statewide system performance targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the statewide targets. Table 5.1, 5.2 and 5.3 present the statewide and TPO targets.

Performance Measure	2-year Statewide Target (2022)	4-year Statewide Target (2024)
Percent of Interstate pavements in Good condition	Not Required <sup>5</sup>	≥ 60%
Percent of Interstate pavements in Poor condition	Not Required <sup>5</sup>	≤ 5%
Percent of non-Interstate pavements in Good condition	≥ 40%	≥ 40%
Percent of non-Interstate pavements in Poor condition	≤ 5%	≤ 5%

For comparative purposes, current conditions in Marion County are as follows:

- 56% of Interstate pavements are in Good condition;
- 0.0% of Interstate pavements are in Poor condition;
- 40.2% of non-Interstate pavements are in Good Condition; and,
- 0.0 percent of non-Interstate pavements are in Poor condition

Performance Measure	2-year Statewide Target (2022)	4-year Statewide Target (2024)
Percent of NHS Bridges classified as in Good condition	≥ 50%	≥ 50%
Percent of NHS Bridges classified as in Poor condition	≤ 10%	≤ 10%

For comparative purposes, current conditions in Marion County are as follows:

- 78.5% of NHS Bridges are classified in Good condition; and
- 0.0% of NHS Bridges are classified in Poor condition

Performance Measure	2-year Statewide Target (2022)	4-year Statewide Target (2024)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	75%	70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required <sup>5</sup>	50%
Truck travel time reliability (TTTR)	1.75	2.00

For comparative purposes, current conditions in Marion County are as follows:

- 100 percent of person-miles traveled on the Interstate are reliable;
- 96 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.31 truck travel time reliability index.

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

The federal travel time reliability measures follow a new methodology that differ from prior Florida efforts. In addition,

beginning in 2017, the NPMRDS expanded its coverage of travel segments, and a new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

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

- Florida’s Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT’s capacity investments and is Florida’s primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida’s transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT’s focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA’s TPM program.

The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).

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

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

Pedestrian Bridges, the Pruitt Trail and the Downtown Ocala Trail.

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

## Transportation Performance Measures

### Consensus Planning Document

The FDOT in collaboration with Florida's 27 TPOs/MPOs through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), developed the Transportation Performance Measures Consensus document. The primary purpose of the document is to outline the roles of FDOT, TPOs/MPOs and public transportation providers for meeting transportation performance management requirements promulgated by federal laws and regulations.

The document is included in this section of TIP in following pages.



## **Transportation Performance Measures Consensus Planning Document**

### **Purpose and Authority**

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”
- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

## Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

### 1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.<sup>12</sup> FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

### 2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

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<sup>1</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

<sup>2</sup> If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
  - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
  - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either<sup>3</sup>:
  - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
  - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

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<sup>3</sup> When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
  - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
  - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

### 3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
  - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
  - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
  - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
  - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
  - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
- c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
  - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
  - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

*For more information, contact:*

*Mark Reichert, Administrator for Metropolitan Planning, Office of Policy Planning, Florida Department of Transportation, 850-414-4901, mark.reichert@dot.state.fl.us*

*Carl Mikyska, Executive Director, MPOAC, 850-414-4062, carl.mikyska@mpoac.org*

## CONSISTENCY WITH OTHER PLANS

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

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

### **STATE & FEDERAL CONSISTENCY**

#### Ocala/Marion County LRTP

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

#### FDOT Freight Plan

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

#### FDOT Asset Management Plan

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

### **ADMINISTRATIVE AMENDMENTS**

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

## PROJECT PRIORITY SELECTION PROCESS

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

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

In recent years, the TIP has included three separate lists of priority projects: SIS, off-system and trail projects. Per FDOT directive, these lists have been consolidated into one list for clarity on relative priority.

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

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

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

After the CAC and TAC reviewed the priority recommendation developed according to this ranking methodology, the TPO Board reviewed the resulting recommendation for the final list of Federal and State Priorities. This recommendation was transmitted to FDOT for the development of the next FDOT Tentative Work Program for Marion County. **Page 15** displays the **FY 2025 List of Priority Projects (LOPP)** adopted by the TPO Board on June 25, 2019.

## ANNUAL LIST OF OBLIGATED PROJECTS

The FDOT Annual List of Obligated Projects and provided in the following pages, and can be found at:

[www.fdot.gov/workprogram/federal/fa-mpo-obligdet.shtm](http://www.fdot.gov/workprogram/federal/fa-mpo-obligdet.shtm)

## PUBLIC INVOLVEMENT

The Ocala/Marion County TPO strives to involve the public in all phases of the planning process, from the development of the long-range plans to the review of PD&E documents. Public information meetings and hearings are conducted for all FDOT projects throughout the PD&E process to enhance public awareness. Notices of the public information meetings and hearings are mailed to all affected property owners and published in local newspapers. The TIP is also reviewed and approved through a two-stage process wherein the TPO Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC) comprise the first stage and the TPO Board offers reviews and offers final approval in the second stage. The CAC and TAC are made up of many representatives from local planning and land development agencies, engineering offices, the local school district, office of the greenways and trails, and the fixed-route public transportation provider. Therefore, all of these agencies are made aware of any changes, and are able to provide feedback throughout the TIP development process.

The TIP is made available to the public through the various committees (TAC, CAC) and board meeting notifications posted

on the websites of the City of Ocala, Marion County, Belleview, Dunnellon, and the TPO, prior to the committee review and through the TPO Board review. In addition, the TPO placed a legal advertisement calling for public review and comments through the Ocala Star Banner for a minimum of 30 days. This advertisement gave the contact information of TPO staff on how to give an official comment on the TIP process. However, no comments were received. If any comments were submitted, significant or otherwise, they would have been presented to the Project Manager and the TPO Director. The TPO Director would have determined the best course of action in addressing such comments. Any comments that were made on a repetitive basis or any comments of significance, would have been presented to the TPO Board prior to approval. Therefore, the TPO Board would have any and all information that the public provided, prior to approving the TIP. Once the document is approved by the TPO Board, it is posted on the TPO website. A physical copy of the document is also available to any citizen who requests one.

All meetings of the TPO, CAC, and TAC are conducted in accordance with the Sunshine Law, Chapter 286, Florida Statute. The TPO updates and adopts a formal Public Involvement Plan in accordance with 23 USC 450.316(b)(1) of March 28, 1995. The Ocala/Marion TPO's Public Involvement Plan was most recently adopted in July, 2018. The link to the Ocala/Marion TPO Public Involvement Plan is provided for more information and/or convenience, [www.ocalamariontpo.org/what-we-do/plans-and-programs/public-involvement-plan](http://www.ocalamariontpo.org/what-we-do/plans-and-programs/public-involvement-plan)

## CERTIFICATION

The most recent certification review was conducted by the Florida Department of Transportation in February 2019. The Department recommended that the urban transportation planning process be certified for fiscal year 2019/2020. The next certification review will be performed in the spring of 2020.

## FY 2025 List of Priority Projects (LOPP)

FY 2025 List of Priority Projects (LOPP)								
New Rank	Previous Rank	Previous List	FM Number	Project Name	From	To	Description	Phase
1	1	MAIN	435209-1	NW 49th Street Interchange	-	-	New Interchange	ROW
2	2A	OFF - SYSTEM	-	SW 49th Avenue Phase 1	SW 66th St	SW 42nd St	Capacity project	CST
3	7	TRAIL	-	Bellevue Greenway Trail	Lake Lillian	Cross Florida Greenway	Heart of Florida	CST
4	1	OFF - SYSTEM	-	SW 44th Avenue	SR 200	SW 20th Street	New 4 Lane Capacity Project	CST
5	5	MAIN	433660-1	US 441 Intersection Op Improvement II	SR 464	SR 464	Add dedicated turn lanes and pedestrian improvements	CST
6	4	TRAIL	-	CR 484 - Pennsylvania Ave Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	Pedestrian Bridge over Rainbow Springs and Multi-Modal Improvements along CR 484	ROW
7	2B	MAIN	431935-1	SR 40 Downtown Operational Improvement	US 441	NE 8th Ave	Pedestrian and Traffic Operation Improvements	ROW
8	12	MAIN	433651-1, 2, &3	CR 484/I-75 Interchange Operational Improvements	SW 20th Ave	CR 475A	Operations and Capacity Improvements	CST
9	4	MAIN	433661-1	SR 40/US 441 Intersection Operational Improvement	NW 2nd St	SW Broadway St	Add Dedicated Turn Lanes, Pedestrian Improvements, & Enhanced Illumination	CST
10	11	MAIN	433652-1	SR 40/I-75 Interchange Operational Improvements	SW 40th Ave	SW 27th Ave	Operations Improvement at I-75 Interchange & SW 27th Ave Intersection	CST
11	10	MAIN	238651-1	SR 200	CR 484	Citrus County Line	Adding 2 Lanes	CST
12	1	TRAIL	435484-1	Pruitt Trail	Pruitt Trailhead	SR 200	Heart of Florida	CST
13	9	TRAIL	-	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	Heart of Florida	CST
14	5	OFF - SYSTEM	-	Countywide ITS Operations & Maintenance	-	-	Operation & Maintenance	CST
15	28	MAIN	-	CR 484	SW 49th Ave	Marion Oaks Pass	Add 2 Lanes	CST
16	2B	OFF - SYSTEM	-	SW 49th Avenue	Marion Oaks Trail	Marion Oaks Manor	Capacity project	ROW
17	15	MAIN	-	Emerald Road Extension	SE 92nd Loop	Emerald Road	New 2 Lane Road	ROW
18	9	MAIN	238648-1	US 41	SW 111th Pl Ln	SR 40	Add 2 Lanes	CST
19	19	MAIN	410674-2	SR 40 - EAST	NE 60th Ct	CR 314	Add 2 Lanes, and 2 Bridge Structures	CST
20	2	TRAIL	-	SR 200 Trails/Wildlife Underpass	-	-	Heart of Florida	CST

ANNUAL LIST OF OBLIGATED PROJECTS

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Ocala-Marion TPO

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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 CODE		2018
-----		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
EB		6,851
SN		49,000
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HPP		81,259
SL		132,884
<b>TOTAL 238648 1</b>		<b>269,994</b>
<b>TOTAL 238648 1</b>		<b>269,994</b>

ITEM NUMBER:238693 1	PROJECT DESCRIPTION:SR 35 BASELINE ROAD FROM SE 92PL/BELLEVIEW BY PASS TO SR 464/MARICAMP	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36009000	PROJECT LENGTH: 3.758MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE		2018
-----		
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL		-312,050
SN		-5,436
<b>TOTAL 238693 1</b>		<b>-317,486</b>
<b>TOTAL 238693 1</b>		<b>-317,486</b>

ITEM NUMBER:410674 2	PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:36080000	PROJECT LENGTH: 5.327MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE		2018
-----		
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		527,425
SL		359,186
SN		379,356
<b>TOTAL 410674 2</b>		<b>1,265,967</b>
<b>TOTAL 410674 2</b>		<b>1,265,967</b>

ITEM NUMBER:410674 3	PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY
ROADWAY ID:36080000	PROJECT LENGTH: 6.140MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE		2018
-----		
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT		80,000
<b>TOTAL 410674 3</b>		<b>80,000</b>
<b>TOTAL 410674 3</b>		<b>80,000</b>



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ITEM NUMBER:430656 1  
DISTRICT:05  
ROADWAY ID:36110000

PROJECT DESCRIPTION:SR 40 FR NW/SW 52ND AVE TO 500' E OF I-75 BRIDGE  
COUNTY:MARION  
PROJECT LENGTH: 1.391MI

\*NON-SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2018
-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	-23,548
SL	-25,806
<b>TOTAL 430656 1</b>	<b>-49,354</b>
<b>TOTAL 430656 1</b>	<b>-49,354</b>

ITEM NUMBER:431797 1  
DISTRICT:05  
ROADWAY ID:36000041

PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET  
COUNTY:MARION  
PROJECT LENGTH: 3.194MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 4

FUND CODE	2018
-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-277,818
SL	4,264
<b>TOTAL 431797 1</b>	<b>-273,554</b>
<b>TOTAL 431797 1</b>	<b>-273,554</b>

ITEM NUMBER:431798 2  
DISTRICT:05  
ROADWAY ID:36000042

PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 20TH PLACE  
COUNTY:MARION  
PROJECT LENGTH: .448MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1

FUND CODE	2018
-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-77,539
SL	10,000
<b>TOTAL 431798 2</b>	<b>-67,539</b>
<b>TOTAL 431798 2</b>	<b>-67,539</b>

ITEM NUMBER:431798 4  
DISTRICT:05  
ROADWAY ID:36000042

PROJECT DESCRIPTION:NE 36TH AVENUE FROM NORTH OF NE 25TH STREET TO NE 35TH STREET  
COUNTY:MARION  
PROJECT LENGTH: .719MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1

FUND CODE	2018
-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	27,000
<b>TOTAL 431798 4</b>	<b>27,000</b>
<b>TOTAL 431798 4</b>	<b>27,000</b>

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OCALA-MARION TPO

ITEM NUMBER:431935 1 PROJECT DESCRIPTION:SR 40 CORRIDOR FROM US 441 TO NE 8TH AVENUE \*NON-SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:SIDEWALK  
 ROADWAY ID:36080000 PROJECT LENGTH: .633MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2018
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	31,734
<b>TOTAL 431935 1</b>	<b>31,734</b>
<b>TOTAL 431935 1</b>	<b>31,734</b>

ITEM NUMBER:432421 1 PROJECT DESCRIPTION:SR 40 FROM NE 25TH AVENUE TO W OF NE 10TH ST \*NON-SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:INTERSECTION IMPROVEMENT  
 ROADWAY ID:36080000 PROJECT LENGTH: 1.098MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2018
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	90,070
<b>TOTAL 432421 1</b>	<b>90,070</b>
<b>TOTAL 432421 1</b>	<b>90,070</b>

ITEM NUMBER:433651 1 PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A \*NON-SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:INTERCHANGE IMPROVEMENT  
 ROADWAY ID:36570000 PROJECT LENGTH: .414MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2018
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	15,000
SN	333,550
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	241,178
SN	572,155
<b>TOTAL 433651 1</b>	<b>1,161,883</b>
<b>TOTAL 433651 1</b>	<b>1,161,883</b>

ITEM NUMBER:433665 1 PROJECT DESCRIPTION:SR 40 CORRIDOR OPERATIONAL IMPROVEMENTS FROM US 441 TO NW 1ST AVE \*NON-SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:INTERSECTION IMPROVEMENT  
 ROADWAY ID:36080000 PROJECT LENGTH: .212MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2018
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	446
TALL	-10,125
<b>TOTAL 433665 1</b>	<b>-9,679</b>
<b>TOTAL 433665 1</b>	<b>-9,679</b>

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OCALA-MARION TPO

ITEM NUMBER:434408 1 PROJECT DESCRIPTION:SR 40 FORT BROOKS RD FROM E OF NE 10TH ST RD TO E OF NE 145TH AVE RD \*NON-SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING  
 ROADWAY ID:36080000 PROJECT LENGTH: .860MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2018
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	-204,342
SN	20,000
<b>TOTAL 434408 1</b>	<b>-184,342</b>
<b>TOTAL 434408 1</b>	<b>-184,342</b>

ITEM NUMBER:434844 1 PROJECT DESCRIPTION:CR 42 AT SE 182ND \*NON-SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD LEFT TURN LANE(S)  
 ROADWAY ID:36130000 PROJECT LENGTH: .307MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1

FUND CODE	2018
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-2,425
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
HSP	-8,036
<b>TOTAL 434844 1</b>	<b>-10,461</b>
<b>TOTAL 434844 1</b>	<b>-10,461</b>

ITEM NUMBER:435057 1 PROJECT DESCRIPTION:I-75 (SR 93) AT CR 484, SR 326, CR 318 \*SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:LIGHTING  
 ROADWAY ID:36210000 PROJECT LENGTH: 28.270MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2018
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	34,289
<b>TOTAL 435057 1</b>	<b>34,289</b>
<b>TOTAL 435057 1</b>	<b>34,289</b>

ITEM NUMBER:435484 1 PROJECT DESCRIPTION:PRUITT TRAIL FROM WITHLACOOCHEE BRIDGE TRAIL AT S BRIDGES RD TO SR 200 \*NON-SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2018
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
EB	-7,916
<b>TOTAL 435484 1</b>	<b>-7,916</b>
<b>TOTAL 435484 1</b>	<b>-7,916</b>

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OCALA-MARION TPO

ITEM NUMBER:435659 2 PROJECT DESCRIPTION:SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES \*SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)  
 ROADWAY ID:36100000 PROJECT LENGTH: .364MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 4

FUND CODE	2018
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	8,616
<b>TOTAL 435659 2</b>	<b>8,616</b>
<b>TOTAL 435659 2</b>	<b>8,616</b>

ITEM NUMBER:435660 2 PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) \*SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)  
 ROADWAY ID:36180000 PROJECT LENGTH: .216MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

FUND CODE	2018
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	393,270
SA	86,179
<b>TOTAL 435660 2</b>	<b>479,449</b>
<b>TOTAL 435660 2</b>	<b>479,449</b>

ITEM NUMBER:436291 1 PROJECT DESCRIPTION:SANTOS GAP TRAIL FROM SW 49TH AVENUE TO SANTOS TRAILHEAD \*NON-SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2018
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	10,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
SL	899,000
<b>TOTAL 436291 1</b>	<b>909,000</b>
<b>TOTAL 436291 1</b>	<b>909,000</b>

ITEM NUMBER:436358 1 PROJECT DESCRIPTION:LAND BRIDGE TRAIL GAP FROM SR 200 TO SW 49TH AVENUE \*NON-SIS\*  
 DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2018
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	4,150
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
SA	30,666
SL	-167,978
<b>TOTAL 436358 1</b>	<b>-133,162</b>
<b>TOTAL 436358 1</b>	<b>-133,162</b>

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OCALA-MARION TPO

HIGHWAYS  
=====

ITEM NUMBER:436371 1 PROJECT DESCRIPTION:US 441 FROM S OF CR 318 TO ALACHUA COUNTY LINE \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:SIGNING/PAVEMENT MARKINGS  
ROADWAY ID:36030000 PROJECT LENGTH: 6.239MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2018
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	30,000
SN	-56
<b>TOTAL 436371 1</b>	<b>29,944</b>
<b>TOTAL 436371 1</b>	<b>29,944</b>

ITEM NUMBER:436407 1 PROJECT DESCRIPTION:SUNSET HARBOR ROAD AT US 441 \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:INTERSECTION IMPROVEMENT  
ROADWAY ID:36000013 PROJECT LENGTH: .100MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2018
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALL	-1,977
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
TALL	-11,756
<b>TOTAL 436407 1</b>	<b>-13,733</b>
<b>TOTAL 436407 1</b>	<b>-13,733</b>

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

FUND CODE	2018
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	1,731,375
<b>TOTAL 436879 1</b>	<b>1,731,375</b>
<b>TOTAL 436879 1</b>	<b>1,731,375</b>

ITEM NUMBER:438567 1 PROJECT DESCRIPTION:CR 42 FROM SE 58TH AVE TO .17 MILES W OF US 301 & FROM US 441 TO CR 25 \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING  
ROADWAY ID:36130000 PROJECT LENGTH: 7.700MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2018
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	392
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
SA	53,898
<b>TOTAL 438567 1</b>	<b>54,290</b>
<b>TOTAL 438567 1</b>	<b>54,290</b>

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OCALA-MARION TPO

HIGHWAYS  
=====

ITEM NUMBER:440594 1  
DISTRICT:05  
ROADWAY ID:36030000

PROJECT DESCRIPTION:NW 56TH ST / CROSSING #627164-B  
COUNTY:MARION  
PROJECT LENGTH: .010MI

\*NON-SIS\*  
TYPE OF WORK:RAIL SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2018
<hr/>	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHP	-917
TOTAL 440594 1	-917
TOTAL 440594 1	-917

ITEM NUMBER:440597 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:SE 5TH ST / CROSSING # 627209-F  
COUNTY:MARION  
PROJECT LENGTH: .000

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

FUND CODE	2018
<hr/>	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHP	-1,211
TOTAL 440597 1	-1,211
TOTAL 440597 1	-1,211

ITEM NUMBER:440608 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:NW 6TH TERRACE / CROSSING #627179  
COUNTY:MARION  
PROJECT LENGTH: .000

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

FUND CODE	2018
<hr/>	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	217,884
TOTAL 440608 1	217,884
TOTAL 440608 1	217,884

ITEM NUMBER:440609 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:SE 9TH AVE / CROSSING #627217-X  
COUNTY:MARION  
PROJECT LENGTH: .000

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

FUND CODE	2018
<hr/>	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	167,876
TOTAL 440609 1	167,876
TOTAL 440609 1	167,876

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OCALA-MARION TPO

HIGHWAYS  
=====

ITEM NUMBER:442769 1  
DISTRICT:05  
ROADWAY ID:36000119

PROJECT DESCRIPTION:OAK ROAD XG# 627226-W  
COUNTY:MARION  
PROJECT LENGTH: .002MI

\*NON-SIS\*  
TYPE OF WORK:RAIL SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND  
CODE

2018

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

RHH

42,573

TOTAL 442769 1  
TOTAL 442769 1

42,573  
42,573

ITEM NUMBER:442770 1  
DISTRICT:05  
ROADWAY ID:36000162

PROJECT DESCRIPTION:EMERALD ROAD XG# 627225-P  
COUNTY:MARION  
PROJECT LENGTH: .001MI

\*NON-SIS\*  
TYPE OF WORK:RAIL SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND  
CODE

2018

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

RHH

77,751

TOTAL 442770 1  
TOTAL 442770 1  
TOTAL DIST: 05  
TOTAL HIGHWAYS

77,751  
77,751  
13,753,965  
13,753,965

FLORIDA DEPARTMENT OF TRANSPORTATION  
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 =====  
 PLANNING  
 =====

ITEM NUMBER:439331 1  
 DISTRICT:05  
 ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2016/2017-2017/2018 UPWP  
 COUNTY:MARION  
 PROJECT LENGTH: .000

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

FUND CODE	2018
-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
PL	36,943
<b>TOTAL 439331 1</b>	<b>36,943</b>
<b>TOTAL 439331 1</b>	<b>36,943</b>

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	2018
-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
PL	147,944
<b>TOTAL 439331 2</b>	<b>147,944</b>
<b>TOTAL 439331 2</b>	<b>147,944</b>
<b>TOTAL DIST: 05</b>	<b>184,887</b>
<b>TOTAL PLANNING</b>	<b>184,887</b>

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OCALA-MARION TPO

MISCELLANEOUS  
=====

ITEM NUMBER:426179 1	PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:PEDESTRIAN/WILDLIFE OVERPASS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2018	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	10,999	
<b>TOTAL 426179 1</b>	<b>10,999</b>	
<b>TOTAL 426179 1</b>	<b>10,999</b>	

ITEM NUMBER:430252 1	PROJECT DESCRIPTION:OCALA ITS COUNTYWIDE MARION COUNTY	*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	2018	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT		
SL	345,288	
<b>TOTAL 430252 1</b>	<b>345,288</b>	
<b>TOTAL 430252 1</b>	<b>345,288</b>	

ITEM NUMBER:436474 1	PROJECT DESCRIPTION:COUNTYWIDE SIDEWALK IMPROVEMENTS, MARION COUNTY	*NON-SIS*
DISTRICT:05	COUNTY:MARION	TYPE OF WORK:SIDEWALK
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2018	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALL	-5,917	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT		
TALL	-5,254	
<b>TOTAL 436474 1</b>	<b>-11,171</b>	
<b>TOTAL 436474 1</b>	<b>-11,171</b>	

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 CODE	2018	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA		
TALL	799,175	
TALT	263,245	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	25,000	
<b>TOTAL 439310 1</b>	<b>1,087,420</b>	
<b>TOTAL 439310 1</b>	<b>1,087,420</b>	

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 =====  
 MISCELLANEOUS  
 =====

ITEM NUMBER:440900 2  
 DISTRICT:05  
 ROADWAY ID:

PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS  
 COUNTY:MARION  
 PROJECT LENGTH: .000

\*NON-SIS\*  
 TYPE OF WORK:ITS COMMUNICATION SYSTEM  
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2018
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	10,000
TOTAL 440900 2	10,000
TOTAL 440900 2	10,000
TOTAL DIST: 05	1,442,536
TOTAL MISCELLANEOUS	1,442,536
<hr/>	
GRAND TOTAL	15,381,388

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

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

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

**FEDERAL FUNDING TYPES**  
NATIONAL HIGHWAY SYSTEM

<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
ACNH/NH I	75% Federal 85% Federal	On any eligible National Highway System Project. Interstate Resurfacing, Rehabilitating, & Reconstruction on the approved Federal Interstate System.
IM	85% Federal	Interstate Maintenance.
<u>SURFACE TRANSPORTATION PROGRAM</u>		
SU	75% Federal	Urban Area Funds. These funds must be used in areas with a population of over 200,000. Consists of Surface Transportation Program (STP) funds, Minimum Allocation Funds, and Donor Bonus Funds.
SL	75% Federal	Non-Urban Area Funds. These funds must be used in areas with a population of 200,000 or less. Consists of STP funds, Minimum Allocation Funds, and Donor Bonus Funds.
SA	75% Federal	Any Area Funds. These funds may be used in any area of the State on Federal-Aid Roads. There are no restrictions as to population area. Consists of STP funds, Minimum Allocation Funds, and Donor Bonus Funds.
SN	100% Federal	Mandatory Rural Funds. This fund must be used exclusively in rural areas with populations of 5,000 or less. Consists of STP funds.
SE	100% Federal	Transportation Enhancements. 10% set aside of STP funds for Transportation Enhancement activities. There are no geographic location restrictions.

<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
MG	75% Federal	Minimum Guarantee – ensures each state will be guaranteed a percent of apportionment, which is at least 90.5% of the state percent contributions to the Highway Trust Fund in the previous year.
PLH	100% Federal	Available for projects on unappropriated or unreserved public land.
<u>SAFETY CONSTRUCTION ACTIVITIES</u>		
SH	85% Federal	High Hazard Elimination.
SS	85% Federal	Any Safety Improvement, Railroad-Highway Crossings, & Hazard Elimination Program.
SR	85% Federal	Railroad Hazard Elimination.
SP	85% Federal	Railroad Protection Devices.
<u>BRIDGE REPLACEMENT PROGRAM</u>		
BRT	73% Federal	Bridge Replacement and Rehabilitation on the Federal System plus 15% of this allocation must be spent off the Federal System as required by the 1978 Highway Act.
BRTZ	73% Federal	Bridge Replacement and Rehabilitation off the Federal System.
BRTD	73% Federal	Discretionary Bridge Replacement and Rehabilitation on the Federal System with construction cost in excess of 10 million.
<u>OTHER FEDERAL ACTIVITIES</u>		
ARRA	100% Federal	American Recovery & Reinvestment Act

CM	75% Federal	Congestion Mitigation
<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
HP	80% Federal	Highway Planning
HR	75% Federal	Highway Research
PL	100% Federal	Metropolitan Planning
HPP	100% Federal	High-Priority Project – SAFETEALU Appropriation
SR2S	100% Federal	Safe Route to School (ROW acquisition funding under this program)

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

### STATE OF FLORIDA FUNDING

<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
BNDS		Bonds
BRRP	100% State	Bridge Repair and Rehabilitation Program.
BRP	100% State	Bridge Replacement
CIGP	50% State	County Incentive Grant Program offers 50/50 county/state match.
D	100% State	

DDR	100% State	District Dedicated Revenue
DIH	100% State	District In-House
<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
DPE	100% State	For Preliminary Engineering (PE) and Construction Engineering Inspection (CEI) on all state funded projects and certain federal-aid projects which qualify.
DPTO	100% State	Aviation, Transit, and Rail
DS	100% State	Primary funds for use on the state highway system for new construction, preservation, traffic operations type projects, and right-of-way acquisitions.
<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
DSB	100% State	Primary - Reimbursed by bonds
DSL	100% State	Local Government Cooperative Assistance Program for transportation projects which meet both local and state transportation needs that call for construction, reconstruction, or expansion of any state, county, or city road which would improve traffic flow and reduce congestion on the state system.
DU	100% Federal	Pass-thru funds administered by FDOT.
FCO	100% State	Fixed Capital Outlay for purchase, construction or improvement to FDOT real property.
FTA	100% Federal	Federal Transit Administration
LF	100% Local	Funds from sources other than state or federal.
TDTF	90% State	Transportation Disadvantaged Trust Fund

PKYI	100% State	Parkway Improvement Funds for roadway construction, building construction, and other necessary improvements.
<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
PKYF	100% Tnpk	For use on feeder roads to the turnpike.
PKYR	100% State	Parkway Maintenance Funds for roadway maintenance, building and other necessary maintenance.
TRIP	50% State	Transportation Regional Incentive Program (Requires a 50/50 match with local funds)

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>ACFP - AC FREIGHT PROG (NFP)</b>							
4336511	CR 484	0	8,918,881	0	49,995	0	8,968,876
4409002	I-75 FRAME OFF SYSTEM	1,352,911	0	0	0	0	1,352,911
<b>Total</b>		<b>1,352,911</b>	<b>8,918,881</b>	<b>0</b>	<b>49,995</b>	<b>0</b>	<b>10,321,787</b>
<b>ACNP - ADVANCE CONSTRUCTION NHPP</b>							
4356602	SR 326	1,484,963	121,550	0	0	0	1,606,513
4431701	SR 93 (I-75) FROM SUMTER COUNTY TO SR 200	1,310,000	0	34,990,930	0	0	36,300,930
4436231	I-75 (State Road 93)	6,300,000	0	0	0	0	6,300,000
4436241	I-75 (State Road 93)	7,590,000	0	0	0	0	7,590,000
<b>Total</b>		<b>16,684,963</b>	<b>121,550</b>	<b>34,990,930</b>	<b>0</b>	<b>0</b>	<b>51,797,443</b>
<b>ACSA - ADVANCE CONSTRUCTION (SA)</b>							
4106742	SR 40	2,717,094	0	0	0	0	2,717,094
<b>Total</b>		<b>2,717,094</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,717,094</b>
<b>ACSN - ADVANCE CONSTRUCTION (SN)</b>							
2386481	US 41	500,000	0	0	0	0	500,000
4106742	SR 40	254,019	0	0	0	0	254,019
4336511	CR 484	2,242,411	0	0	0	0	2,242,411
<b>Total</b>		<b>2,996,430</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,996,430</b>
<b>ACSS - ADVANCE CONSTRUCTION (SS)</b>							
4348441	CR 42	404,200	0	0	0	0	404,200
4398872	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE	165,000	0	0	0	0	165,000
4413661	SR 40	0	504,287	0	0	0	504,287
<b>Total</b>		<b>569,200</b>	<b>504,287</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,073,487</b>
<b>ACTN - ADVANCE CONSTRUCTION TALN</b>							
4261791	SILVER SPRINGS STATE PARK	650,000	0	0	0	0	650,000

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>ACTN - ADVANCE CONSTRUCTION TALN</b>							
<b>Total</b>		<b>650,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650,000</b>
<b>BRRP - STATE BRIDGE REPAIR &amp; REHAB</b>							
4432701	SR 25 / 200 TO ALACH BRIDGE 360025 & 360026	494,318	0	0	0	0	494,318
<b>Total</b>		<b>494,318</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>494,318</b>
<b>D - UNRESTRICTED STATE PRIMARY</b>							
4136153	LIGHTING AGREEMENTS	375,770	387,041	398,649	410,604	422,922	1,994,986
4181071	PRIMARY IN HOUSE	1,767,734	1,831,973	1,831,973	1,831,973	1,781,973	9,045,626
4233912	ASPHALT RESURFACING	229,000	0	0	0	0	229,000
4278392	PERFORMANCE AESTHETICS	740,000	740,000	740,000	740,000	740,000	3,700,000
4291781	UNPAVED SHOULDER REPAIR	581,000	0	0	0	0	581,000
4291821	PAVEMENT MARKINGS -	900,000	0	0	0	0	900,000
4425721	OCALA OPERATIONS COMPLEX CONTRACTED	8,000	0	0	0	0	8,000
<b>Total</b>		<b>4,601,504</b>	<b>2,959,014</b>	<b>2,970,622</b>	<b>2,982,577</b>	<b>2,944,895</b>	<b>16,458,612</b>
<b>DDR - DISTRICT DEDICATED REVENUE</b>							
2386481	US 41	0	0	0	0	41,933,380	41,933,380
4106742	SR 40	68,445	759,363	0	0	0	827,808
4112565	SR 35 (US 301) DALLAS POND REDESIGN	160,000	50,000	171,318	0	0	381,318
4261791	SILVER SPRINGS STATE PARK	0	0	0	0	723,730	723,730
4336521	SR 40	0	1,671,885	74,618	17,395	0	1,763,898
4336601	US 441	360,000	80,000	30,000	0	0	470,000
4336611	US 441	650,000	1,113,000	39,565	174,230	0	1,976,795
4352091	I-75 (AT NW 49TH STREET)	0	0	442,990	0	0	442,990
4356602	SR 326	8,208	0	0	0	0	8,208
4356861	US 441	1,433,128	0	0	0	0	1,433,128

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>DDR - DISTRICT DEDICATED REVENUE</b>							
4370171	OCALA INTERNATIONAL AIRPORT	1,000,000	0	0	0	0	1,000,000
4384271	MARION COUNTY AIRPORT	0	0	0	300,000	1,000,000	1,300,000
4384301	MARION-DUNNELLON	0	1,000,000	0	0	0	1,000,000
4384351	MARION-DUNNELLON PARALLEL TAXIWAY TO	0	0	1,280,000	0	0	1,280,000
4384761	OCALA INTERNATIONAL AIRPORT	0	140,000	160,000	0	0	300,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	520,000	0	520,000
4392381	US 441	2,697,544	0	0	0	0	2,697,544
4407801	OCALA INTERNATIONAL	0	0	0	360,000	760,000	1,120,000
4411361	US 441	0	1,367,147	0	0	0	1,367,147
4437031	SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP	0	0	540,500	0	0	540,500
4437301	US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF US	0	0	589,145	0	0	589,145
4447671	441 SLOPES AT RR OVER PASS B/W SE 3RD	596,061	0	0	0	0	596,061
4448771	MARION-OCALA INTL HANGAR	0	0	0	0	1,000,000	1,000,000
<b>Total</b>		<b>6,973,386</b>	<b>6,181,395</b>	<b>3,328,136</b>	<b>4,219,527</b>	<b>45,417,110</b>	<b>63,271,652</b>
<b>DIH - STATE IN-HOUSE PRODUCT SUPPORT</b>							
2386481	US 41	0	0	0	0	57,200	57,200
4112565	SR 35 (US 301) DALLAS POND REDESIGN	17,000	16,000	5,000	0	0	38,000
4261791	SILVER SPRINGS STATE PARK	0	0	0	0	5,720	5,720
4336521	SR 40	0	42,500	42,500	42,308	0	127,308
4336601	US 441	38,000	34,000	0	0	0	72,000
4336611	US 441	17,200	17,200	17,100	0	0	51,500
4356861	US 441	64,302	0	0	0	0	64,302
4378261	I-75 MARION COUNTY REST AREAS	0	0	0	0	99,817	99,817

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>DIH - STATE IN-HOUSE PRODUCT SUPPORT</b>							
4385621	I-75 MARION COUNTY REST AREAS	20,221	0	0	54,050	0	74,271
4392381	US 441	5,130	0	0	0	0	5,130
4411361	US 441	0	10,530	0	0	0	10,530
4432701	SR 25 / 200 TO ALACH BRIDGE 360025 & 360026	2,052	0	0	0	0	2,052
4437031	SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP	0	0	77,410	0	0	77,410
4437301	US 301 / US 441 SPLIT (THE Y) JUST SOUTH OF	0	0	10,810	0	0	10,810
4447671	US 441 SLOPES AT RR OVER PASS B/W SE 3RD	5,130	0	0	0	0	5,130
<b>Total</b>		<b>148,814</b>	<b>120,230</b>	<b>152,820</b>	<b>97,858</b>	<b>162,737</b>	<b>701,180</b>
<b>DPTO - STATE - PTO</b>							
4314011	TPO PLANNING STUDIES	7,810	8,543	0	0	0	16,353
4333041	SUNTRAN	653,195	685,858	720,151	0	0	2,059,204
4370111	MARION COUNTY AIRPORT	289,664	0	0	0	0	289,664
4370311	OCALA INTERNATIONAL AIRPORT	275,000	0	0	0	0	275,000
4384171	MARION COUNTY AIRPORT	0	145,600	0	0	0	145,600
4384281	MARION COUNTY AIRPORT	209,402	0	0	0	0	209,402
4384301	MARION-DUNNELLON	360,000	0	0	0	0	360,000
4384331	MARION COUNTY AIRPORT	93,573	0	0	0	0	93,573
4407971	TRANSIT PLANNING STUDIES	0	0	9,299	9,299	9,299	27,897
4424551	SUNTRAN	0	0	0	761,310	793,966	1,555,276
4448761	MARION-OCALA INTL INFRASTRUCTURE	200,000	0	0	0	0	200,000
<b>Total</b>		<b>2,088,644</b>	<b>840,001</b>	<b>729,450</b>	<b>770,609</b>	<b>803,265</b>	<b>5,231,969</b>
<b>DRA - REST AREAS - STATE 100%</b>							
4385621	I-75 MARION COUNTY REST AREAS	0	0	0	25,402,382	0	25,402,382
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>25,402,382</b>	<b>0</b>	<b>25,402,382</b>

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>DS - STATE PRIMARY HIGHWAYS &amp; PTO</b>							
4106742	SR 40	0	1,120,508	0	0	0	1,120,508
4112565	SR 35 (US 301) DALLAS POND REDESIGN	0	8,000	0	0	0	8,000
4378261	I-75 MARION COUNTY REST AREAS	0	0	0	0	857,999	857,999
4411361	US 441	0	210,600	0	0	0	210,600
<b>Total</b>		<b>0</b>	<b>1,339,108</b>	<b>0</b>	<b>0</b>	<b>857,999</b>	<b>2,197,107</b>
<b>DU - STATE PRIMARY/FEDERAL REIMB</b>							
4314011	TPO PLANNING STUDIES	62,478	68,344	0	0	0	130,822
4333121	MARION TRANSIT	843,946	886,143	930,450	0	0	2,660,539
4407971	TRANSIT PLANNING STUDIES	0	0	74,389	74,389	74,389	223,167
4424601	MARION TRANSIT	0	0	0	976,973	1,025,822	2,002,795
4469131	SunTran	37,690	0	0	0	0	37,690
4469141	SunTran	18,624	0	0	0	0	18,624
<b>Total</b>		<b>906,424</b>	<b>954,487</b>	<b>1,004,839</b>	<b>1,051,362</b>	<b>1,100,211</b>	<b>5,073,637</b>
<b>DUCA</b>							
4474914	CARES ACT 5311 MARION SENIOR SERVICES DBA MARION TRANSIT - TRANSIT PROJECT	2,668,689	0	0	0	0	2,668,689
		<b>2,668,689</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,668,689</b>
<b>DWS - WEIGH STATIONS - STATE 100%</b>							
4453211	WILDWOOD MAINLINE WEIGH IN MOTION (WIM)	0	0	2,228,050	0	0	2,228,050
<b>Total</b>		<b>0</b>	<b>0</b>	<b>2,228,050</b>	<b>0</b>	<b>0</b>	<b>2,228,050</b>
<b>FAA - FEDERAL AVIATION ADMIN</b>							
4370311	OCALA INTERNATIONAL AIRPORT	4,950,000	0	0	0	0	4,950,000
4384761	OCALA INTERNATIONAL AIRPORT	0	1,575,000	1,800,000	0	0	3,375,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	5,850,000	0	5,850,000
<b>Total</b>		<b>4,950,000</b>	<b>1,575,000</b>	<b>1,800,000</b>	<b>5,850,000</b>	<b>0</b>	<b>14,175,000</b>
<b>FCO - PRIMARY/FIXED CAPITAL OUTLAY</b>							
4425722	OCALA OPERATIONS COMPLEX FCO PROJECTS	250,000	0	0	0	0	250,000
<b>Total</b>		<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>
<b>FTA - FEDERAL TRANSIT ADMINISTRATION</b>							
4271881	SunTran	2,132,968	0	0	0	0	2,132,968

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>FTA - FEDERAL TRANSIT ADMINISTRATION</b>							
4271882	SUNTRAN	2,257,820	2,325,554	2,395,321	2,467,181	2,541,196	11,987,072
4453771	FTA Section 5339	281,434	0	0	0	0	281,434
<b>Total</b>		<b>4,672,222</b>	<b>2,325,554</b>	<b>2,395,321</b>	<b>2,467,181</b>	<b>2,541,196</b>	<b>14,401,474</b>
<b>GFSN - GF STPBG</b>							
4106742	SR 40	125,211	0	0	0	0	125,211
4336511	CR 484	650,000	0	0	0	0	650,000
<b>Total</b>		<b>775,211</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>775,211</b>
<b>LF - LOCAL FUNDS</b>							
4271881	SunTran	733,242	0	0	0	0	733,242
4271882	SUNTRAN	564,455	581,389	598,830	616,795	635,299	2,996,768
4314011	TPO PLANNING STUDIES	7,810	8,543	0	0	0	16,353
4333041	SUNTRAN	653,195	685,858	720,151	0	0	2,059,204
4333121	MARION TRANSIT	843,946	886,143	930,450	0	0	2,660,539
4336611	US 441	0	0	630,175	0	0	630,175
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	103,226	0	0	0	103,226
4370171	OCALA INTERNATIONAL AIRPORT	250,000	0	0	0	0	250,000
4370311	OCALA INTERNATIONAL AIRPORT	275,000	0	0	0	0	275,000
4384171	MARION COUNTY AIRPORT	0	36,400	0	0	0	36,400
4384271	MARION COUNTY AIRPORT	0	0	0	75,000	250,000	325,000
4384281	MARION COUNTY AIRPORT	52,350	0	0	0	0	52,350
4384301	MARION-DUNNELLON	90,000	250,000	0	0	0	340,000
4384331	MARION COUNTY AIRPORT	23,393	0	0	0	0	23,393
4384351	MARION-DUNNELLON PARALLEL TAXIWAY TO	0	0	320,000	0	0	320,000
4384761	OCALA INTERNATIONAL AIRPORT	0	35,000	40,000	0	0	75,000

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>LF - LOCAL FUNDS</b>							
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	130,000	0	130,000
4407801	OCALA INTERNATIONAL	0	0	0	90,000	190,000	280,000
4407971	TRANSIT PLANNING STUDIES	0	0	9,299	9,299	9,299	27,897
4424551	SUNTRAN	0	0	0	761,310	793,966	1,555,276
4424601	MARION TRANSIT	0	0	0	976,973	1,025,822	2,002,795
4448761	MARION-OCALA INTL INFRASTRUCTURE	50,000	0	0	0	0	50,000
4448771	MARION-OCALA INTL HANGAR	0	0	0	0	250,000	250,000
4453771	FTA Section 5339	70,359	0	0	0	0	70,359
4469131	SunTran	37,690	0	0	0	0	37,690
4469141	SunTran	18,624	0	0	0	0	18,624
<b>Total</b>		<b>3,670,064</b>	<b>2,586,559</b>	<b>3,248,905</b>	<b>2,659,377</b>	<b>3,154,386</b>	<b>15,319,291</b>
<b>NHRE - NAT HWY PERFORM - RESURFACING</b>							
4392381	US 441	2,705,901	0	0	0	0	2,705,901
<b>Total</b>		<b>2,705,901</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,705,901</b>
<b>PL - METRO PLAN (85% FA; 15% OTHER)</b>							
4393312	OCALA/MARION URBAN AREA FY <del>2019/20</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>
4393313	OCALA/MARION URBAN AREA FY	0	499,316	499,316	0	0	998,632
4393314	OCALA/MARION URBAN AREA FY	0	0	0	499,316	0	499,316
<b>Total</b>		<b>570,305</b>	<b>499,316</b>	<b>499,316</b>	<b>499,316</b>	<b>0</b>	<b>2,068,253</b>
<b>RHP - RAIL HIGHWAY X-INGS - PROT DEV</b>							
4443821	CR 484 / PENNSYLVANIA AVE @ CROSSING #	400,058	0	0	0	0	400,058
4443831	SE 36 AVE @ CROSSING # 627220-F	320,189	0	0	0	0	320,189
<b>Total</b>		<b>720,247</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>720,247</b>
<b>SA - STP, ANY AREA</b>							
4106742	SR 40	0	20,693	0	0	0	20,693
4363601	SR 40 (BLACK BEAR TRAIL)	1,100,000	0	0	0	0	1,100,000

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>SA - STP, ANY AREA</b>							
4392381	US 441	18,756,088	0	0	0	0	18,756,088
4409002	I-75 FRAME OFF SYSTEM	9,288	0	0	0	0	9,288
4411361	US 441	0	12,964,993	0	0	0	12,964,993
<b>Total</b>		<b>19,865,376</b>	<b>12,985,686</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32,851,062</b>
<b>SL - STP, AREAS &lt;= 200K</b>							
2386481	US 41	0	0	0	0	8,913,430	8,913,430
4106742	SR 40	0	606,093	19,476	0	0	625,569
4336511	CR 484	144,599	645,436	0	0	0	790,035
4336521	SR 40	0	168,115	2,095,382	1,542,605	236,915	4,043,017
4336611	US 441	0	0	2,696,349	0	39,870	2,736,219
4352091	I-75 (AT NW 49TH STREET)	0	0	1,661,141	0	0	1,661,141
4363611	ITS OPERATIONAL SUPPORT	0	2,617,154	0	0	0	2,617,154
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	8,353	0	0	0	8,353
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	4,455	0	0	4,455
4364743	LEGACY ELEMENTARY SCHOOL SIDEWALKS	0	0	28,181	0	0	28,181
<b>Total</b>		<b>144,599</b>	<b>4,045,151</b>	<b>6,504,984</b>	<b>1,542,605</b>	<b>9,190,215</b>	<b>21,427,554</b>
<b>SN - STP, MANDATORY NON-URBAN &lt;= 5K</b>							
2386481	US 41	0	0	0	0	2,803,369	2,803,369
4106742	SR 40	164,055	93,343	203,888	0	0	461,286
4336511	CR 484	0	1,000,000	106,000	0	0	1,106,000
4348441	CR 42	3,000	0	0	0	0	3,000
4354841	PRUITT TRAIL	0	0	1,145,710	0	0	1,145,710
<b>Total</b>		<b>167,055</b>	<b>1,093,343</b>	<b>1,455,598</b>	<b>0</b>	<b>2,803,369</b>	<b>5,519,365</b>
<b>TALL - TRANSPORTATION ALTS- &lt;200K</b>							
4354841	PRUITT TRAIL	0	0	292,891	0	0	292,891

### 5-Year Summary of Projects by Funding Category

Project #	Project Name	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>TALL - TRANSPORTATION ALTS- &lt;200K</b>							
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	285,794	0	0	285,794
4367551	INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE	0	0	155,000	0	0	155,000
4367561	DOWNTOWN OCALA TO SILVER SPRINGS TRAIL	253,000	0	0	0	0	253,000
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	35,605	0	0	35,605
<b>Total</b>		<b>253,000</b>	<b>0</b>	<b>769,290</b>	<b>0</b>	<b>0</b>	<b>1,022,290</b>
<b>TALN - TRANSPORTATION ALTS- &lt; 5K</b>							
4261791	SILVER SPRINGS STATE PARK	0	0	0	0	251,497	251,497
4354841	PRUITT TRAIL	0	0	251,388	0	0	251,388
<b>Total</b>		<b>0</b>	<b>0</b>	<b>251,388</b>	<b>0</b>	<b>251,497</b>	<b>502,885</b>
<b>TALT - TRANSPORTATION ALTS- ANY AREA</b>							
4261791	SILVER SPRINGS STATE PARK	0	0	0	0	1,713,389	1,713,389
4354841	PRUITT TRAIL	0	0	2,020,011	0	0	2,020,011
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	763,647	0	0	0	763,647
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	26,847	0	0	26,847
4364743	LEGACY ELEMENTARY SCHOOL SIDEWALKS	0	0	1,413,478	0	0	1,413,478
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	605	0	0	605
<b>Total</b>		<b>0</b>	<b>763,647</b>	<b>3,460,941</b>	<b>0</b>	<b>1,713,389</b>	<b>5,937,977</b>
<b>TRIP - TRANS REGIONAL INCENTIVE PROGM</b>							
4317983	NE 36TH AVENUE	3,440,000	347,000	0	0	0	3,787,000
<b>Total</b>		<b>3,440,000</b>	<b>347,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,787,000</b>

### 5-Year Summary of Funding Source

<b>Funding Source</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>Total</b>
<b>Federal</b>	\$63,369,627	\$33,786,902	\$53,132,607	\$11,460,459	\$17,599,877	<b>\$179,349,472</b>
<b>Local</b>	\$3,613,750	\$2,586,559	\$3,248,905	\$2,659,377	\$3,154,386	<b>\$15,262,977</b>
<b>State</b>	\$17,996,666	\$11,786,748	\$9,409,078	\$48,504,807	\$50,186,006	<b>\$137,883,305</b>
<b>Total</b>	<b>\$84,980,043</b>	<b>\$48,160,209</b>	<b>\$65,790,590</b>	<b>\$62,624,643</b>	<b>\$70,940,269</b>	<b>\$332,495,754</b>

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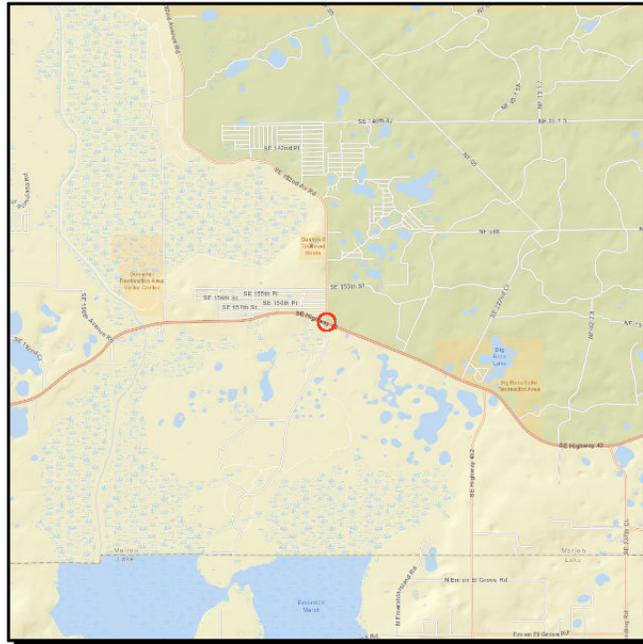
**Section 1 - Federal / State Projects**

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**CR 42**

**4348441**

**Non-SIS**



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

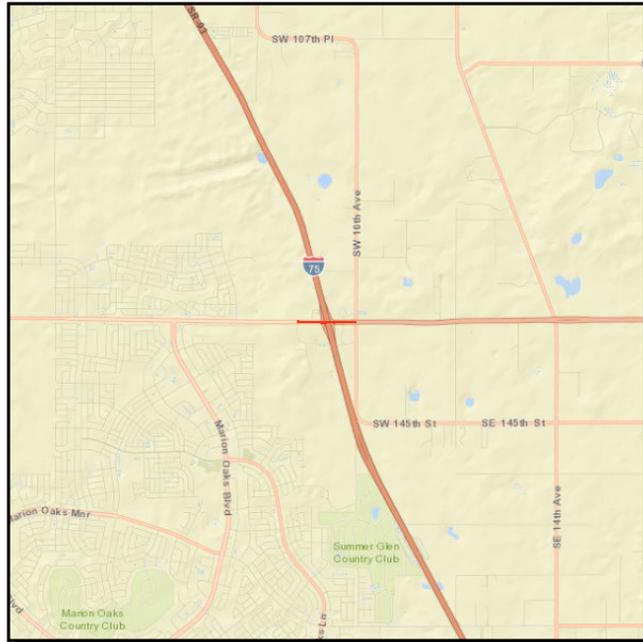
Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	ACSS	54,200	0	0	0	0	<b>54,200</b>
CST	ACSS	350,000	0	0	0	0	<b>350,000</b>
CEI	SN	3,000	0	0	0	0	<b>3,000</b>
<b>Total</b>		<b>407,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>407,200</b>

**Prior Cost < 2019/20:** \$25,012  
**Future Cost > 2023/24:** \$0  
**Total Project Cost:** \$432,212  
**Project Description:** Add eastbound turn lane on CR 42.

**CR 484**

**4336511**

**Non-SIS**



**Work Summary:** INTERCHANGE IMPROVEMENT  
**From:** SW 20TH AVENUE  
**To:** CR 475A  
**Lead Agency:** Managed by FDOT  
**Length:** .414  
**LRTP #:** Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	ACSN	1,150,000	0	0	0	0	1,150,000
CST	ACSN	792,411	0	0	0	0	792,411
ROW	GFSN	650,000	0	0	0	0	650,000
PE	ACSN	300,000	0	0	0	0	300,000
ROW	SL	144,599	50,000	0	0	0	194,599
CEI	ACFP	0	746,146	0	49,995	0	796,141
ROW	SN	0	1,000,000	106,000	0	0	1,106,000
CST	SL	0	595,436	0	0	0	595,436
CST	ACFP	0	8,172,735	0	0	0	8,172,735
<b>Total</b>		<b>3,037,010</b>	<b>10,564,317</b>	<b>106,000</b>	<b>49,995</b>	<b>0</b>	<b>13,757,322</b>

**Prior Cost < 2019/20:** \$3,195,898

**Future Cost > 2023/24:** \$0

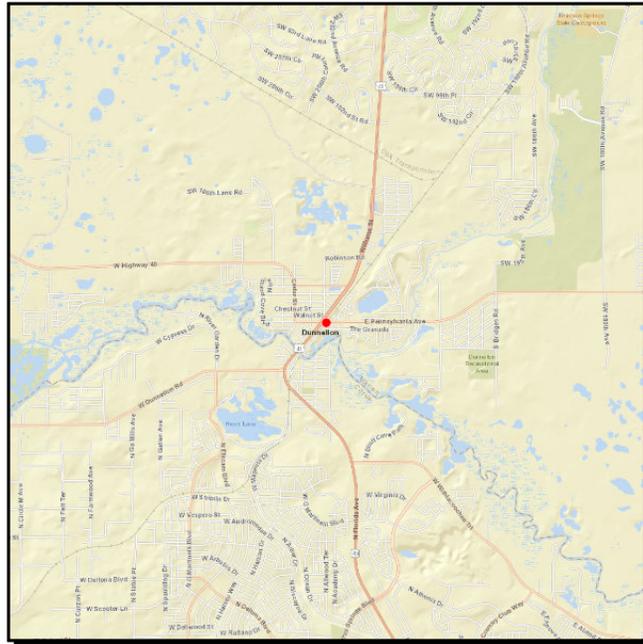
**Total Project Cost:** \$16,953,220

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

**CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D**

**4443821**

**Non-SIS**



**Work Summary:** RAIL SAFETY PROJECT **From:**

**To:**

**Lead Agency:** Managed by FDOT

**Length:** .014

**LRTP #:** Goal 6: Objective 3 - Page 2-11

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

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

**I-75 (AT NW 49TH STREET)**

**4352091**

**SIS**



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

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	DDR	0	0	442,990	0	0	<b>442,990</b>
PE	SL	0	0	1,661,141	0	0	<b>1,661,141</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>2,104,131</b>	<b>0</b>	<b>0</b>	<b>2,104,131</b>

**Prior Cost < 2019/20:** \$2,716,535

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$4,820,666

**Project Description:** Construct new interchange at NW 49th Street and I-75 to facilitate projected increases in freight traffic

**I-75 (State Road 93)**

**4436231**

**SIS**



**Work Summary:** PD&E/EMO STUDY      **From:** FL Turnpike (SR 91)  
**To:** SR 200  
**Lead Agency:** FDOT      **Length:** 22.496  
**LRTP #:** PAGE 3-4

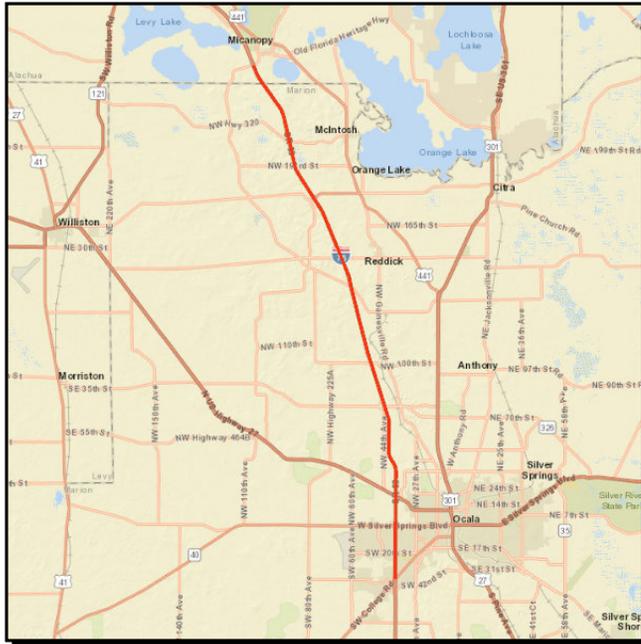
Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PDE	ACNP	6,300,000	0	0	0	0	6,300,000
<b>Total</b>		<b>6,300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,300,000</b>

**Prior Cost < 2019/20:** \$10,000  
**Future Cost > 2023/24:** \$0  
**Total Project Cost:** \$6,310,000  
**Project Description:** PD&E Study

**I-75 (State Road 93)**

**4436241**

**SIS**



**Work Summary:** PD&E/EMO STUDY      **From:** SR 200  
**To:** CR 234  
**Lead Agency:** FDOT  
**Length:** 25.282  
**LRTP #:** PAGE 3-4

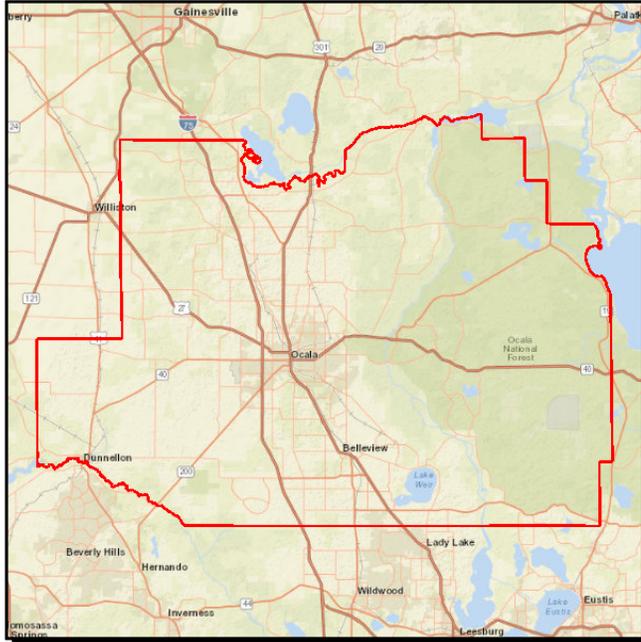
Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PDE	ACNP	7,590,000	0	0	0	0	7,590,000
<b>Total</b>		<b>7,590,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,590,000</b>

**Prior Cost < 2019/20:** \$10,000  
**Future Cost > 2023/24:** \$0  
**Total Project Cost:** \$7,600,000  
**Project Description:** PD&E Study

**I-75 FRAME OFF SYSTEM**

**4409002**

**Non-SIS**



**Work Summary:** ITS COMMUNICATION SYSTEM

**From:**

**To:**

**Lead Agency:** Managed by FDOT

**Length:** .000

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

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ADM	ACFP	1,352,911	0	0	0	0	1,352,911
ADM	SA	9,288	0	0	0	0	9,288
<b>Total</b>		<b>1,362,199</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,362,199</b>

**Prior Cost < 2019/20:** \$2,422,056

**Future Cost > 2023/24:** \$0

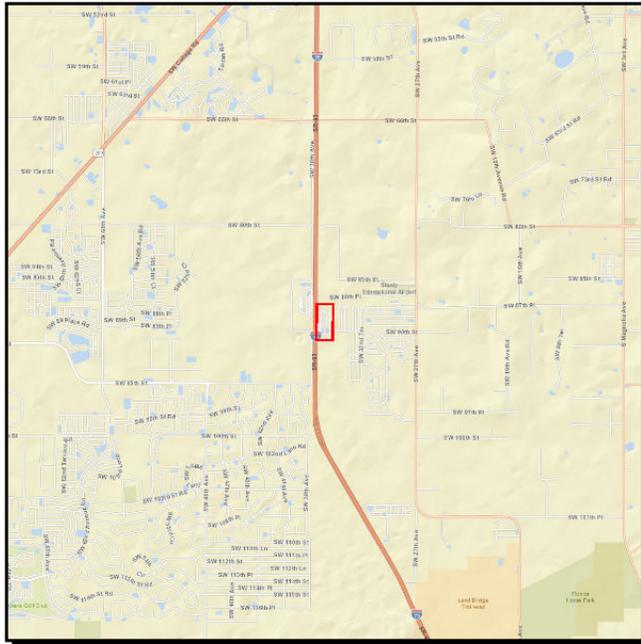
**Total Project Cost:** \$3,784,255

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

**I-75 MARION COUNTY REST AREAS**

**4385621**

**SIS**



**Work Summary:** REST AREA  
**From:** N OF CR 484  
**To:** S OF SR 200  
**Lead Agency:** FDOT  
**Length:** .547  
**LRTP #:** Goal 6: Objective 3 - Page 2-11

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CST	DRA	0	0	0	25,348,332	0	<b>25,348,332</b>
CEI	DIH	20,221	0	0	54,050	0	<b>74,271</b>
<b>Total</b>		<b>20,221</b>	<b>0</b>	<b>0</b>	<b>25,402,382</b>	<b>0</b>	<b>25,422,603</b>

**Prior Cost < 2019/20:** \$2,775,190

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$25,422,603

**Project Description:** Funding to expand services at the I-75 North Rest Area in Marion County.

**I-75 MARION COUNTY REST AREAS**

**4378261**

**SIS**



**Work Summary:** LANDSCAPING

**From:**

**To:**

**Lead Agency:** FDOT

**Length:** .542

**LRTP #:** Goal 6: Objective 3 -  
Page 2-11

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

**Prior Cost < 2019/20:** \$0

**Future Cost > 2023/24:** \$0

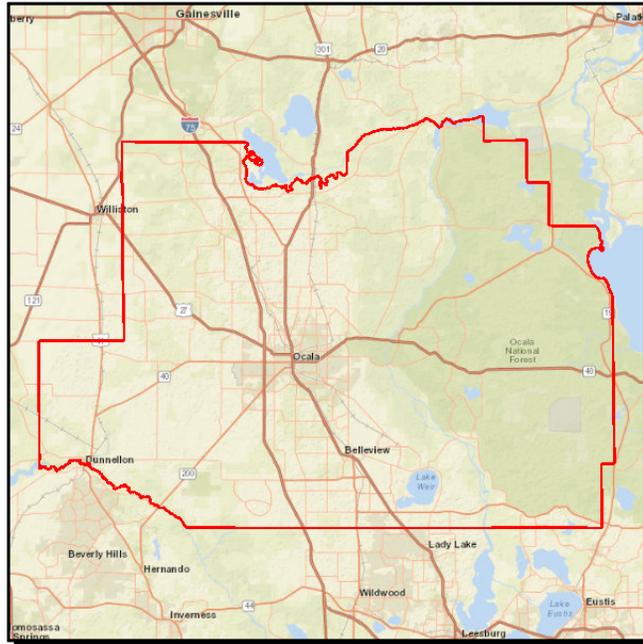
**Total Project Cost:** \$957,816

**Project Description:** Vegetative installation and maintenance.

**ITS OPERATIONAL SUPPORT**

**4363611**

**Non-SIS**



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

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
OPS	SL	0	2,617,154	0	0	0	2,617,154
<b>Total</b>		<b>0</b>	<b>2,617,154</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,617,154</b>

**Prior Cost < 2019/20:** \$0  
**Future Cost > 2023/24:** \$0  
**Total Project Cost:** \$2,617,154  
**Project Description:** ITS capital and operations support for City of Ocala and Marion County.

**NE 36TH AVENUE**

**4317983**

**SIS**



**Work Summary:** RAIL CAPACITY PROJECT

**From:** NE 20TH PL

**To:** NORTH OF NE 25TH ST

**Lead Agency:** FDOT

**Length:** .350

**LRTP #:** Goal 3: Objective 2 - Page 2-9

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	TRIP	3,440,000	347,000	0	0	0	3,787,000
<b>Total</b>		<b>3,440,000</b>	<b>347,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,787,000</b>

**Prior Cost < 2019/20:** \$37,246,170

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$41,033,170

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

**SE 36 AVE @ CROSSING # 627220-F**

**4443831**

**Non-SIS**

**Work Summary:** RAIL SAFETY PROJECT **From:**  
**To:**  
**Lead Agency:** Managed by FDOT **Length:** .008  
**LRTP #:** Goal 6: Objective 3 -  
 Page 2-11



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

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

**SR 25 / 200 TO ALACH BRIDGE 360025 & 360026**

**4432701**

**Non-SIS**



**Work Summary:**

**From:**

**To:**

**Lead Agency:** Managed by FDOT

**Length:** .790

**LRTP #:** Goal 6: Objective 3  
-Page 2-11

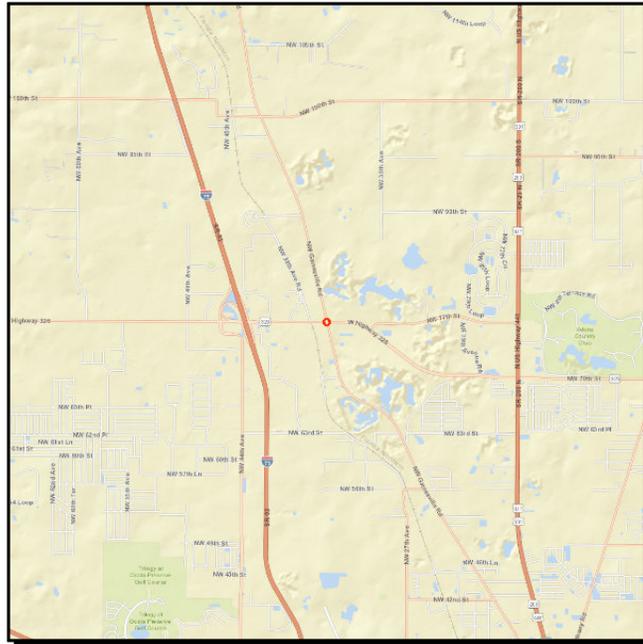
Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	DIH	2,052	0	0	0	0	<b>2,052</b>
CST	BRRP	448,920	0	0	0	0	<b>448,920</b>
CEI	BRRP	45,398	0	0	0	0	<b>45,398</b>
<b>Total</b>		<b>496,370</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>496,370</b>

**Prior Cost < 2019/20:** \$64,469  
**Future Cost > 2023/24:** \$0  
**Total Project Cost:** \$560,839  
**Project Description:**

**SR 326**

**4356602**

**SIS**



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

**To:**

**Lead Agency:** FDOT

**Length:** 0.034

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

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

**Prior Cost < 2019/20:** \$2,107,388

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$3,722,109

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

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

**4437031**

**Non-SIS**



**Work Summary:** LANDSCAPING

**From:**

**To:**

**Lead Agency:** Managed by FDOT

**Length:** 5.393

**LRTP #:** Goal 6: Objective 3 - Page 2-11

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

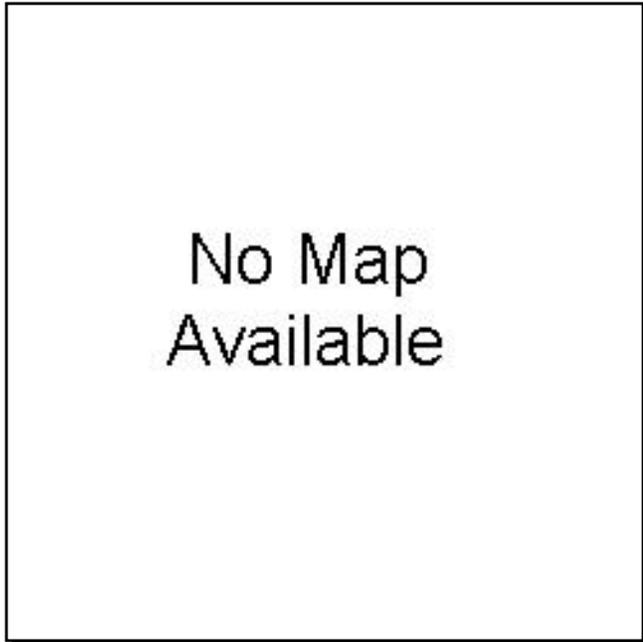
**Prior Cost < 2019/20:** \$0  
**Future Cost > 2023/24:** \$0  
**Total Project Cost:** \$617,910  
**Project Description:**

**SR 35 (US 301) DALLAS POND REDESIGN**

**4112565**

**Non-SIS**

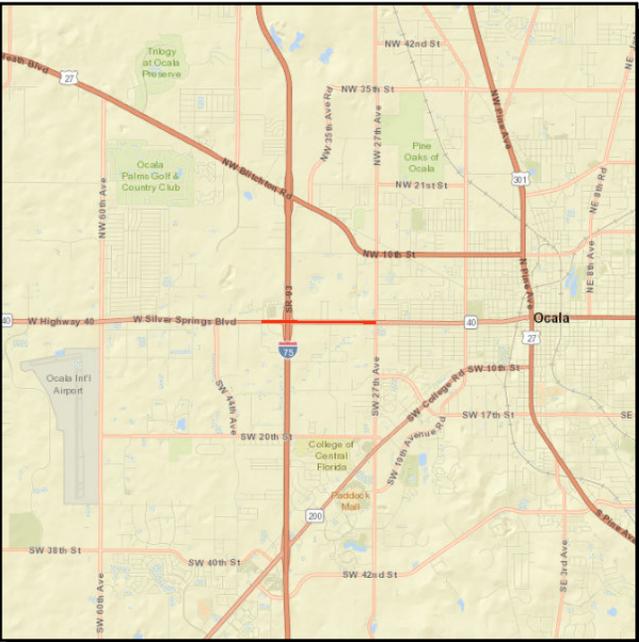
**Work Summary:** PRELIMINARY ENGINEERING      **From:**  
**Lead Agency:** Managed by FDOT      **To:**  
**Length:** 1.404



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

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

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



**Work Summary:** ADD TURN LANE(S) **From:** SW 40TH AVENUE  
**To:** SW 27TH AVENUE  
**Lead Agency:** FDOT **Length:** 1.337 MI  
**LRTP #:** Goal 6: Objective 1 - Page 2-11

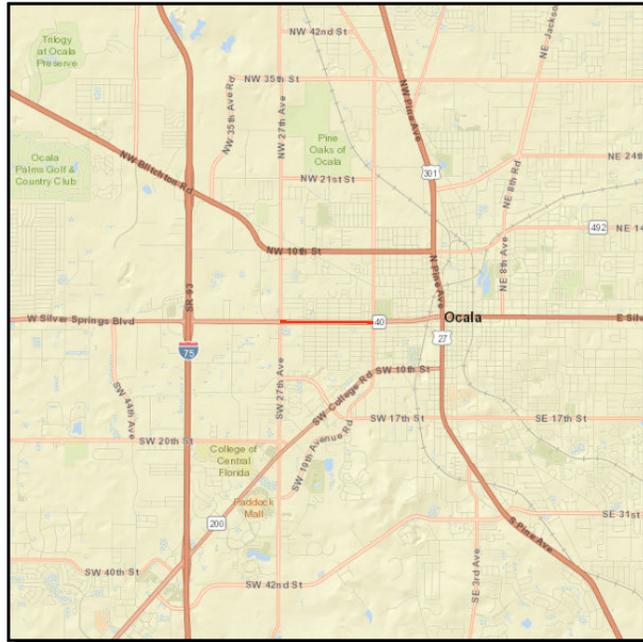
Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
ROW	DIH	0	42,500	42,500	42,308	0	127,308
ROW	DDR	0	1,671,885	74,618	17,395	0	1,763,898
ROW	SL	0	168,115	2,095,382	1,542,605	236,915	4,043,017
<b>Total</b>		<b>0</b>	<b>1,882,500</b>	<b>2,212,500</b>	<b>1,602,308</b>	<b>236,915</b>	<b>5,934,223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

**Prior Cost < 2019/20:** \$1,989,729  
**Future Cost > 2023/24:** \$0  
**Total Project Cost:** \$7,923,952  
**Project Description:** Upgrade existing interchange including additional turn-lanes

**SR 40**

**4413661**

**Non-SIS**



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

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	ACSS	0	82,701	0	0	0	82,701
CST	ACSS	0	421,586	0	0	0	421,586
<b>Total</b>		<b>0</b>	<b>504,287</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>504,287</b>

**Prior Cost < 2019/20:** \$436,979

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$941,266

**Project Description:** Access management project to modify median openings.

**SR 40**

**4106742**

**SIS**



**Work Summary:** ADD LANES & RECONSTRUCT

**From:** END OF 4 LANES

**To:** TO CR 314

**Lead Agency:** FDOT

**Length:** 5.327 mi

**LRTP #:** Goal 2: Objective 2 - Page 2-9

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

**Prior Cost < 2019/20:** \$10,740,820

**Future Cost > 2023/24:** \$185,303,402

**Total Project Cost:** \$202,196,410

**Project Description:** Capacity expansion project to widen SR 40 from two to four lanes.

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

**4431701**

**SIS**



**Work Summary:** RESURFACING

**From:**

**To:**

**Lead Agency:** Managed by FDOT

**Length:** 13.993

**LRTP #:** Goal 6: Objective 3 - Page 2-11

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	ACNP	1,310,000	0	0	0	0	1,310,000
CEI	ACNP	0	0	2,324,150	0	0	2,324,150
CST	ACNP	0	0	32,666,780	0	0	32,666,780
<b>Total</b>		<b>1,310,000</b>	<b>0</b>	<b>34,990,930</b>	<b>0</b>	<b>0</b>	<b>36,300,930</b>

**Prior Cost < 2019/20:** \$10,000  
**Future Cost > 2023/24:** \$0  
**Total Project Cost:** \$36,310,930  
**Project Description:**

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

**SIS**



**Work Summary:** LANDSCAPING

**From:**

**To:**

**Lead Agency:** Managed by FDOT

**Length:** 2.262

**LRTP #:** Goal 6: Objective 3 - Page 2-11

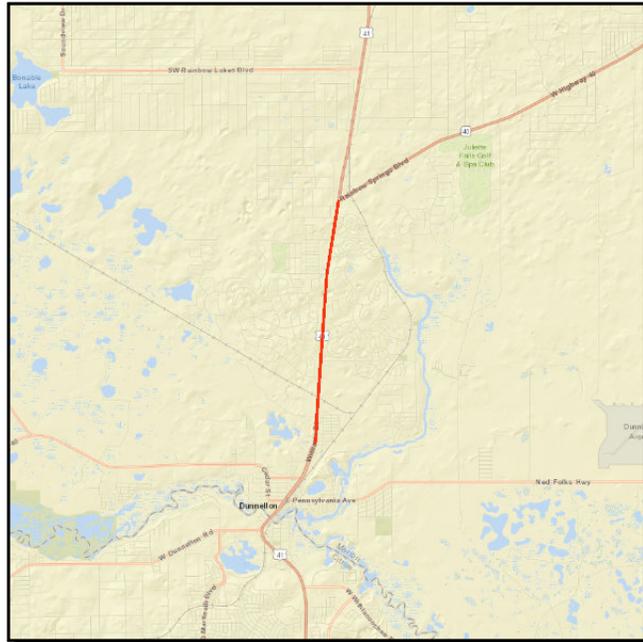
Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	DIH	0	0	10,810	0	0	<b>10,810</b>
CEI	DDR	0	0	54,050	0	0	<b>54,050</b>
CST	DDR	0	0	535,095	0	0	<b>535,095</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>599,955</b>	<b>0</b>	<b>0</b>	<b>599,955</b>

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

**US 41**

**2386481**

**Non-SIS**



**Work Summary:** ADD LANES & RECONSTRUCT

**From:** SW 111TH PLACE LANE

**To:** SR 40

**Lead Agency:** FDOT

**Length:** 3.585 mi

**LRTP #:** Goal 3: Objective 3 - Page 2-9

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

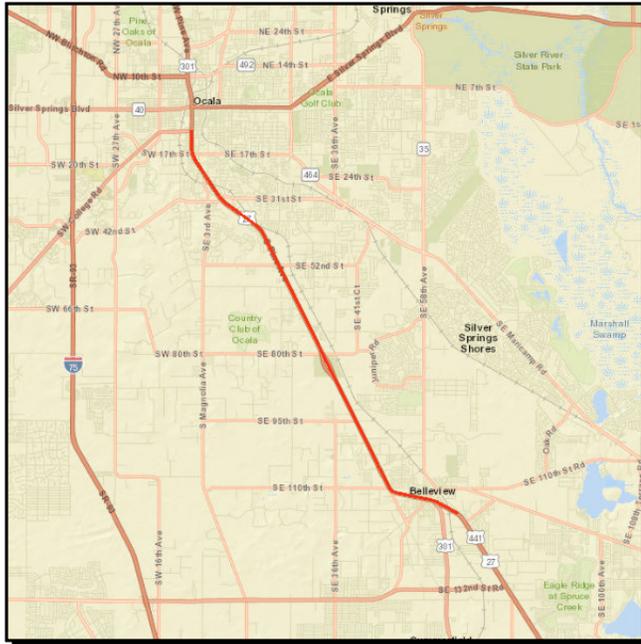
**Prior Cost < 2019/20:** \$27,533,388

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$81,740,767

**Project Description:** Capacity expansion project to widen the US 41 corridor from two to four-lanes

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

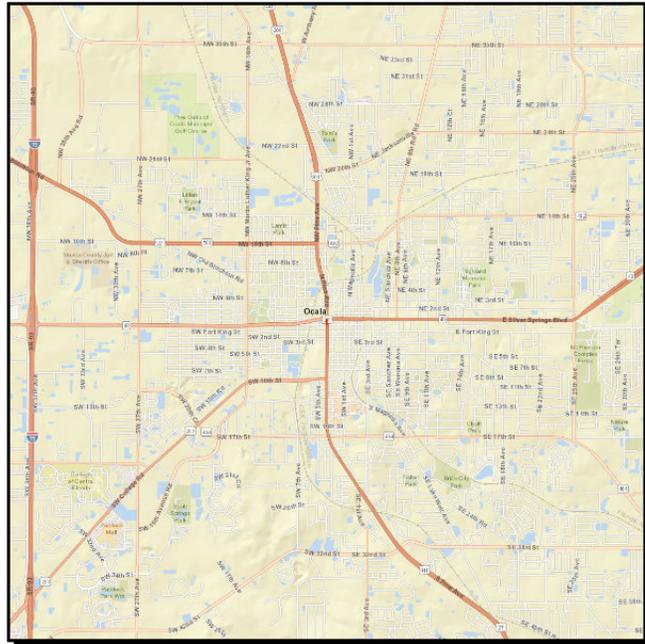


**Work Summary:** RESURFACING **From:** SR 35  
**To:** SR 200  
**Lead Agency:** Managed by FDOT **Length:** 10.612  
**LRTP #:** Goal 6: Objective 3 - Page 2-11

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

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

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



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

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

**Prior Cost < 2019/20:** \$681,009

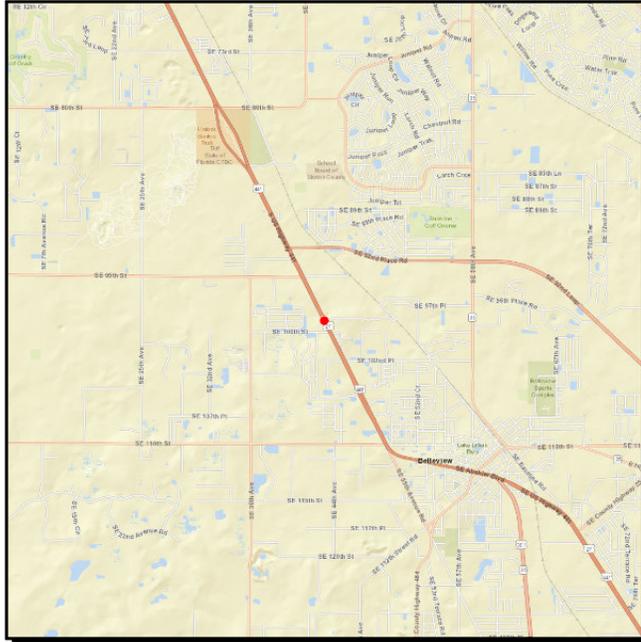
**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$6,075,698

**Project Description:** Extend NB left-turn queue South Broadway Street to increase storage capacity



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



**Work Summary:** ADD LEFT TURN LANE(S)  
**From:** SE 98TH LANE  
**To:**  
**Lead Agency:** Managed by FDOT  
**Length:** .189  
**LRTP #:** Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	DIH	64,302	0	0	0	0	<b>64,302</b>
CEI	DDR	31,806	0	0	0	0	<b>31,806</b>
CST	DDR	1,401,322	0	0	0	0	<b>1,401,322</b>
<b>Total</b>		<b>1,497,430</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,497,430</b>

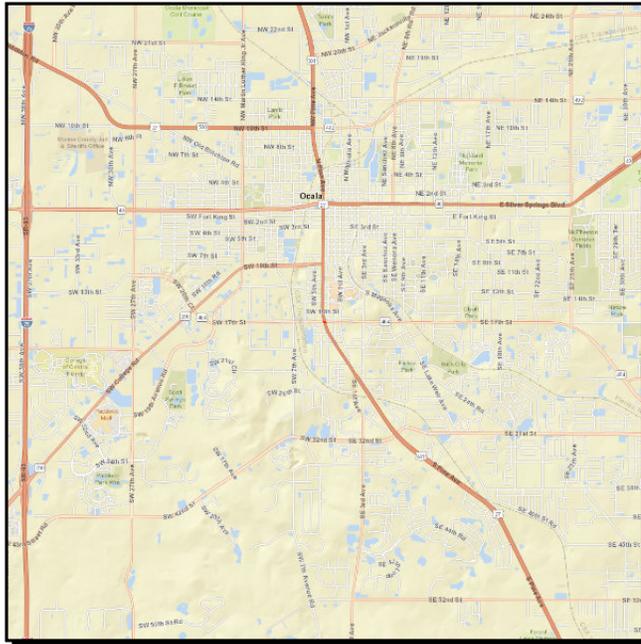
**Prior Cost < 2019/20:** \$259,695

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$1,757,125

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

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



**Work Summary:** TRAFFIC OPS IMPROVEMENT  
**From:** AT SR 464  
**To:**  
**Lead Agency:** FDOT  
**Length:** 0.433  
**LRTP #:** Goal 6: Objective 1 - Page 2-11

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

**Prior Cost < 2019/20:** \$1,193,882

**Future Cost > 2023/24:** \$0

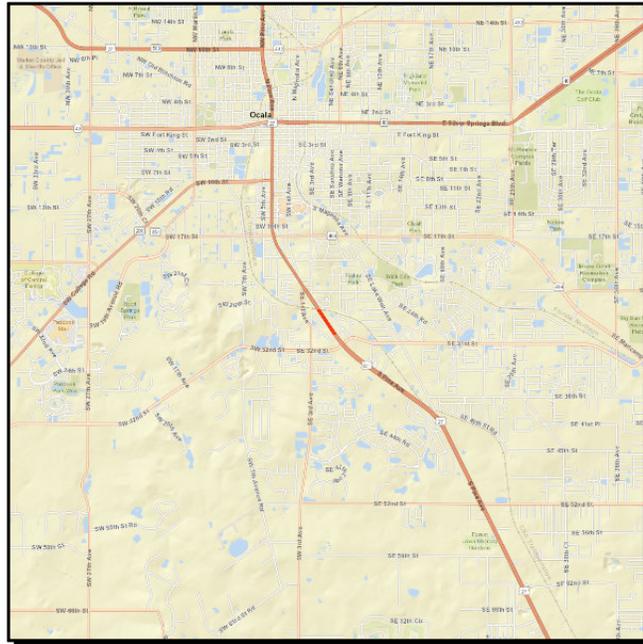
**Total Project Cost:** \$1,735,882

**Project Description:** Operational improvements to include the addition of an added NB left-turn lane and a modified NB right-turn lane

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

**4447671**

**Non-SIS**



**Work Summary:** LANDSCAPING

**From:**

**To:**

**Lead Agency:** Managed by FDOT

**Length:** .318

**LRTP #:** Goal 6: Objective 3 -  
Page 2-11

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

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

**WILDWOOD MAINLINE WEIGH IN MOTION (WIM) SCREENING**

**4453211**

**SIS**



**Work Summary:** MCCO WEIGH STATION From: STATIC/WIM  
**To:**  
**Lead Agency:** Managed by FDOT **Length:** 1.136  
**LRTP #:** Goal 3: Objective 3 - Page 2-9

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

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

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**Section 2 - TPO Funding**

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Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP - 4393312</b>							<b>*Non-SIS*</b>
<b>TRANSPORTATION PLANNING</b>		<b>LRTP No: Goal 1 - 6: Page 2-8 - 2-11; Page 2-2 to 2-12 Length: .000</b>					
<b>Responsible Agency: Ocala/Marion TPO</b>							
PLN	PL	570,305	0	0	0	0	<b>570,305</b>
<b>Total</b>		<b>570,305</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>570,305</b>
<i>Prior Cost &lt; 2019/20</i>		<i>807,110</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,377,415</i>

<b>OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP - 4393313</b>							<b>*Non-SIS*</b>
<b>TRANSPORTATION PLANNING</b>		<b>LRTP No: Goal 1 - 6: Page 2-8 - 2-11; Page 2-2 to 2-12 Length: .000</b>					
<b>Responsible Agency: Ocala/Marion TPO</b>							
PLN	PL	0	499,316	499,316	0	0	<b>998,632</b>
<b>Total</b>		<b>0</b>	<b>499,316</b>	<b>499,316</b>	<b>0</b>	<b>0</b>	<b>998,632</b>
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>998,632</i>

<b>OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP - 4393314</b>							<b>*Non-SIS*</b>
<b>TRANSPORTATION PLANNING</b>		<b>LRTP No: Goal 1 - 6: Page 2-8 - 2-11; Page 2-2 to 2-12 Length: .000</b>					
<b>Responsible Agency: Ocala/Marion TPO</b>							
PLN	PL	0	0	0	499,316	0	<b>499,316</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>499,316</b>	<b>0</b>	<b>499,316</b>
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>499,316</i>

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>TPO PLANNING STUDIES FROM TO SECTION 5303 - 4314011</b>							<b>*Non-SIS*</b>
<b>PTO STUDIES</b>		<b>LRTP No: Goal 1 - 6: Page 2-8 - 2-11; LRTP Page 2-3</b>					
<b>Responsible Agency: Ocala/Marion TPO</b>							
PLN	DU	62,478	68,344	0	0	0	<b>130,822</b>
PLN	DPTO	7,810	8,543	0	0	0	<b>16,353</b>
PLN	LF	7,810	8,543	0	0	0	<b>16,353</b>
<b>Total</b>		<b>78,098</b>	<b>85,430</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>163,528</b>
<i>Prior Cost &lt; 2019/20</i>		<i>299,712</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>463,240</i>

<b>TRANSIT PLANNING STUDIES - 4407971</b>							<b>*Non-SIS*</b>
<b>PTO STUDIES</b>		<b>LRTP No: Goal 1 - 6: Page 2-8 - 2-11; LRTP Page 2-3 Length: .000</b>					
<b>Responsible Agency: Ocala/Marion TPO</b>							
PLN	DU	0	0	74,389	74,389	74,389	<b>223,167</b>
PLN	DPTO	0	0	9,299	9,299	9,299	<b>27,897</b>
PLN	LF	0	0	9,299	9,299	9,299	<b>27,897</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>92,987</b>	<b>92,987</b>	<b>92,987</b>	<b>278,961</b>
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>278,961</i>

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**Section 3 - Countywide**

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Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>ASPHALT RESURFACING AT VARIOUS LOCATIONS - 4233912</b>							<b>*Non-SIS*</b>
<b>ROUTINE MAINTENANCE CONTRACTS</b>							
<b>Responsible Agency: FDOT</b>							
MNT	D	229,000	0	0	0	0	<b>229,000</b>
<b>Total</b>		<b>229,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>229,000</b>
<i>Prior Cost &lt; 2019/20</i>		<i>3,080,559</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,309,559</i>
<b>LIGHTING AGREEMENTS AT DDR FUNDS - 4136153</b>							<b>*Non-SIS*</b>
<b>LIGHTING</b>							
<b>Responsible Agency: FDOT</b>							
MNT	D	375,770	387,041	398,649	410,604	422,922	<b>1,994,986</b>
<b>Total</b>		<b>375,770</b>	<b>387,041</b>	<b>398,649</b>	<b>410,604</b>	<b>422,922</b>	<b>1,994,986</b>
<i>Prior Cost &lt; 2019/20</i>		<i>4,228,824</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>6,223,810</i>
<b>MARION COUNTY PEDESTRIAN LIGHTING BUNDLE - 4398872</b>							<b>*SIS*</b>
<b>LIGHTING</b>							
<b>Length: 1.234</b>							
<b>Responsible Agency: FDOT</b>							
CST	ACSS	165,000	0	0	0	0	<b>165,000</b>
<b>Total</b>		<b>165,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165,000</b>
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>165,000</i>

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>OCALA OPERATIONS COMPLEX CONTRACTED SERVICES PROJECT - 4425721</b>							<b>*Non-SIS*</b>
<b>FIXED CAPITAL OUTLAY</b>							<b>Length: .000</b>
<b>Responsible Agency: Managed by FDOT</b>							
MNT	D	8,000	0	0	0	0	<b>8,000</b>
<b>Total</b>		<b>8,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,000</b>
<i>Prior Cost &lt; 2019/20</i>		<i>25,537</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>33,537</i>

<b>OCALA OPERATIONS COMPLEX FCO PROJECTS - 4425722</b>							<b>*Non-SIS*</b>
<b>FIXED CAPITAL OUTLAY</b>							<b>Length: .000</b>
<b>Responsible Agency: Managed by FDOT</b>							
CST	FCO	250,000	0	0	0	0	<b>250,000</b>
<b>Total</b>		<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>250,000</i>

<b>PAVEMENT MARKINGS - AT THERMOPLASTIC AND RPM'S - 4291821</b>							<b>*Non-SIS*</b>
<b>ROUTINE MAINTENANCE CONTRACTS</b>							
<b>Responsible Agency: FDOT</b>							
MNT	D	900,000	0	0	0	0	<b>900,000</b>
<b>Total</b>		<b>900,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>900,000</b>
<i>Prior Cost &lt; 2019/20</i>		<i>2,808,904</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,708,904</i>

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>PERFORMANCE AESTHETICS - 4278392</b>							<b>*Non-SIS*</b>
<b>ROUTINE MAINTENANCE CONTRACTS</b>							<b>Length: .000</b>
<b>Responsible Agency: FDOT</b>							
MNT	D	740,000	740,000	740,000	740,000	740,000	<b>3,700,000</b>
<b>Total</b>		<b>740,000</b>	<b>740,000</b>	<b>740,000</b>	<b>740,000</b>	<b>740,000</b>	<b>3,700,000</b>
<i>Prior Cost &lt; 2019/20</i>		<i>4,020,641</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>7,720,641</i>
<b>PRIMARY IN HOUSE AT VARIOUS ROADWAYS - 4181071</b>							<b>*Non-SIS*</b>
<b>ROUTINE MAINTENANCE CONTRACTS</b>							
<b>Responsible Agency: FDOT</b>							
MNT	D	1,767,734	1,831,973	1,831,973	1,831,973	1,781,973	<b>9,045,626</b>
<b>Total</b>		<b>1,767,734</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,781,973</b>	<b>9,045,626</b>
<i>Prior Cost &lt; 2019/20</i>		<i>33,596,544</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>42,642,170</i>
<b>UNPAVED SHOULDER REPAIR - 4291781</b>							<b>*Non-SIS*</b>
<b>ROUTINE MAINTENANCE CONTRACTS</b>							
<b>Responsible Agency: FDOT</b>							
<b>LRTP No: Objective 1.53 - Pg 2-6</b>							
MNT	D	581,000	0	0	0	0	<b>581,000</b>
<b>Total</b>		<b>581,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>581,000</b>
<i>Prior Cost &lt; 2019/20</i>		<i>1,411,063</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,992,063</i>

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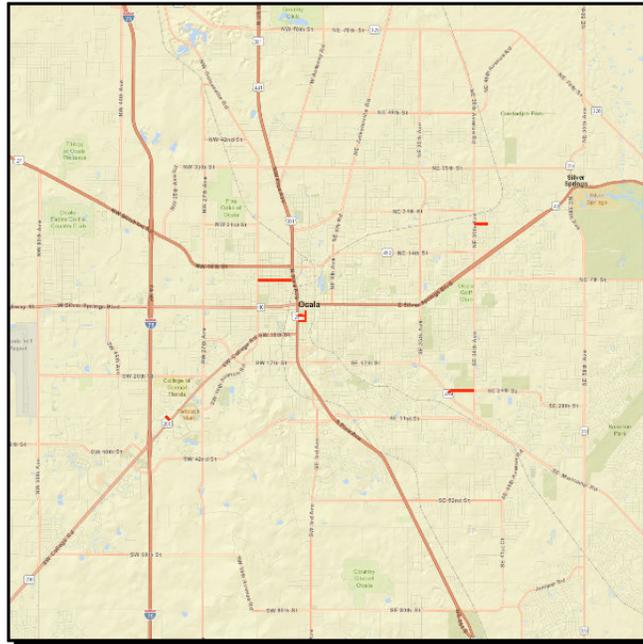
**Section 4 - Bike / Ped Projects**

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**CITYWIDE SIDEWALK IMPROVEMENTS**

**4363751**

**Non-SIS**



**Work Summary:** SIDEWALK

**From:**

**To:**

**Lead Agency:** City of Ocala

**Length:** .000

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

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

**Prior Cost < 2019/20:** \$0

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$875,226

**Project Description:** Downtown sidewalk construction (Various locations).

**DOWNTOWN OCALA TO SILVER SPRINGS TRAIL**

**4367561**

**Non-SIS**



**Work Summary:** BIKE PATH

**From:** OSCEOLA AVE

**To:** SILVER SPRINGS STATE PARK

**Lead Agency:** City of Ocala

**Length:** .000

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

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	TALL	253,000	0	0	0	0	253,000
<b>Total</b>		<b>253,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>253,000</b>

**Prior Cost < 2019/20:** \$0

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$253,000

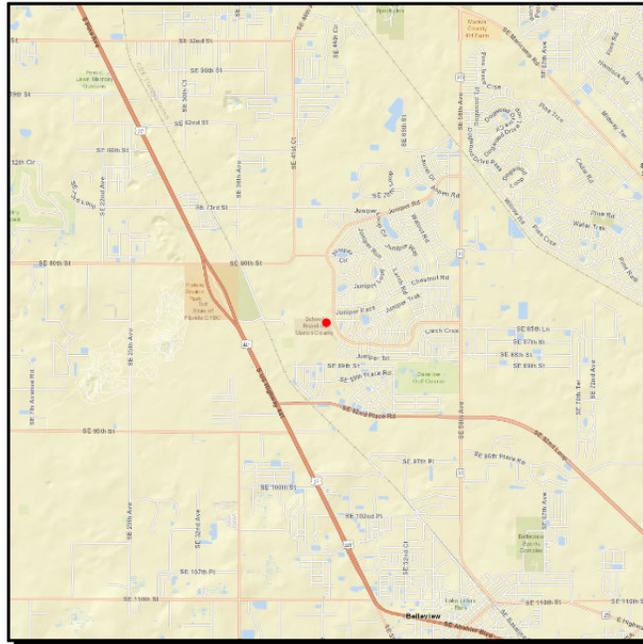
**Project Description:** Construct/designate an eight to twelve-foot multi-use path from Osceola Avenue to Silver Springs State Park.



**LEGACY ELEMENTARY SCHOOL SIDEWALKS**

**4364743**

**Non-SIS**



**Work Summary:** SIDEWALK **From:** CHESTNUT RD, LARCH RD, JUNIPER RD & SE 79TH ST

**To:**

**Lead Agency:** Managed by MARION COUNTY

**Length:** .000

**LRTP #:** Goal 1 & 3: Page 2-8 & 2-9

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CEI	TALT	0	0	12,819	0	0	12,819
CST	TALT	0	0	1,400,659	0	0	1,400,659
CEI	SL	0	0	28,181	0	0	28,181
<b>Total</b>		<b>0</b>	<b>0</b>	<b>1,441,659</b>	<b>0</b>	<b>0</b>	<b>1,441,659</b>

**Prior Cost < 2019/20:** \$0

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$1,441,659

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

**MARION OAKS-SUNRISE/HORIZON SIDEWALKS**

**4408801**

**Non-SIS**



**Work Summary:** SIDEWALK  
**From:** MARION OAKS GOLF WAY  
**To:** MARION OAKS MANOR  
**Lead Agency:** Managed by MARION COUNTY  
**Length:** .840  
**LRTP #:** GOAL 1: Objective 2 - Page 2-8

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PE	TALT	0	0	605	0	0	<b>605</b>
PE	TALL	0	0	35,605	0	0	<b>35,605</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>36,210</b>	<b>0</b>	<b>0</b>	<b>36,210</b>

**Prior Cost < 2019/20:** \$0

**Future Cost > 2023/24:** \$0

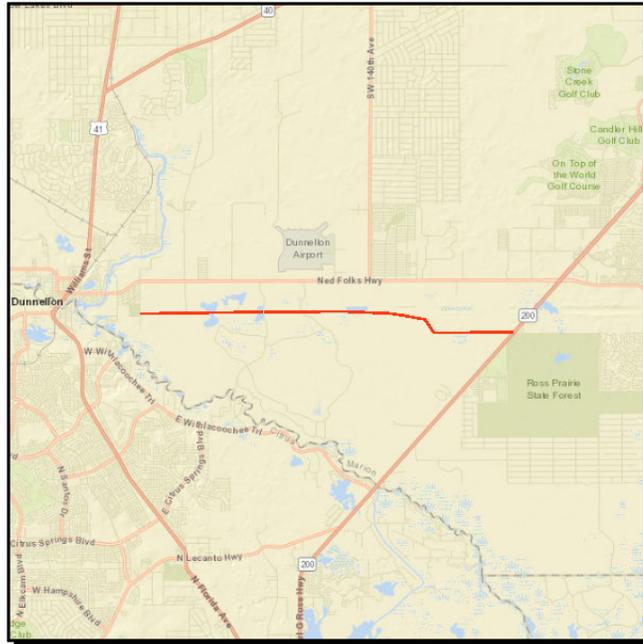
**Total Project Cost:** \$36,210

**Project Description:** Construct 0.84 miles of five-foot sidewalks from Marion Oaks Country Club to Marion Oaks Manor.

**PRUITT TRAIL**

**4354841**

**Non-SIS**



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

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

**Prior Cost < 2019/20:** \$72,009

**Future Cost > 2023/24:** \$0

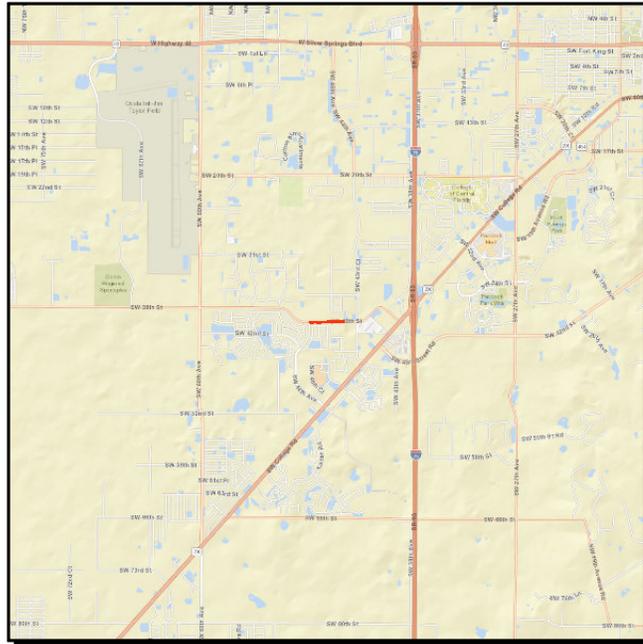
**Total Project Cost:** \$3,782,009

**Project Description:** Construct a twelve-foot wide paved multi-use path from SR 200 to the Bridges Road Trailhead.

**SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS**

**4364742**

**Non-SIS**



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

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

**Prior Cost < 2019/20:** \$0

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$317,096

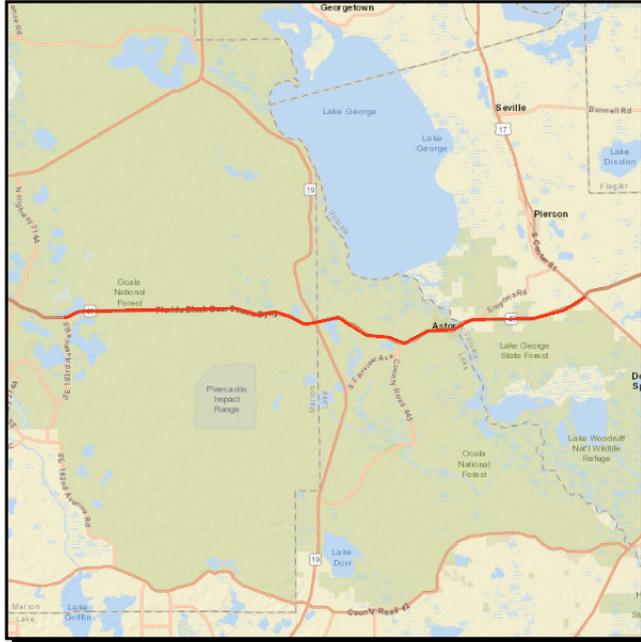
**Project Description:** Construct five-foot wide sidewalks from the Fore Ranch Community to Saddlewood Elementary School.



**SR 40 (BLACK BEAR TRAIL)**

**4363601**

**Non-SIS**



**Work Summary:** BIKE PATH

**From:** SE 183RD AVENUE ROAD

**To:** US 17 (VOLUSIA COUNTY)

**Lead Agency:** FDOT

**Length:** Approx. 27 Miles

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

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PDE	SA	1,100,000	0	0	0	0	1,100,000
<b>Total</b>		<b>1,100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,100,000</b>

**Prior Cost < 2019/20:** \$0

**Future Cost > 2023/24:** \$0

**Total Project Cost:** \$1,100,000

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

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**Section 5 - Aviation Projects**

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Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total	
<b>MARION COUNTY AIRPORT FROM LANDSIDE ACCESS &amp; PARKING IMPROVEMENTS TO PHASE II - 4384271</b>							<b>*Non-SIS*</b>	
<b>AVIATION REVENUE/OPERATIONAL</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2:</b>						
<b>Responsible Agency: Marion County</b>								
CAP	DDR	0	0	0	300,000	1,000,000	<b>1,300,000</b>	
CAP	LF	0	0	0	75,000	250,000	<b>325,000</b>	
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>375,000</b>	<b>1,250,000</b>	<b>1,625,000</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,625,000</i>	
<b>MARION COUNTY AIRPORT AT HANGAR CONSTRUCTION - 4370111</b>							<b>*Non-SIS*</b>	
<b>AVIATION REVENUE/OPERATIONAL</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</b>						
<b>Responsible Agency: Marion County</b>								
CAP	DPTO	289,664	0	0	0	0	<b>289,664</b>	
<b>Total</b>		<b>289,664</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>289,664</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>1,100,000</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,389,664</i>	
<b>MARION COUNTY AIRPORT AT CONSTRUCT AIRCRAFT PARKING APRON - 4384281</b>							<b>*Non-SIS*</b>	
<b>AVIATION CAPACITY PROJECT</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</b>						
<b>Responsible Agency: Marion County</b>								
CAP	DPTO	209,402	0	0	0	0	<b>209,402</b>	
CAP	LF	52,350	0	0	0	0	<b>52,350</b>	
<b>Total</b>		<b>261,752</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>261,752</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>500,000</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>761,752</i>	

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total	
<b>MARION COUNTY AIRPORT AT OVERLAY RUNWAY 9/27 - 4384171</b>							<b>*Non-SIS*</b>	
<b>AVIATION PRESERVATION PROJECT</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</b>						
<b>Responsible Agency: Marion County</b>								
CAP	DPTO	0	145,600	0	0	0	<b>145,600</b>	
CAP	LF	0	36,400	0	0	0	<b>36,400</b>	
<b>Total</b>		<b>0</b>	<b>182,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>182,000</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>	<i>0</i>	<i>Total Project Cost</i>		<i>182,000</i>	

<b>MARION COUNTY AIRPORT AT SECURITY IMPROVEMENTS - 4384331</b>							<b>*Non-SIS*</b>	
<b>AVIATION SECURITY PROJECT</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</b>						
<b>Responsible Agency: Marion County</b>								
CAP	DPTO	93,573	0	0	0	0	<b>93,573</b>	
CAP	LF	23,393	0	0	0	0	<b>23,393</b>	
<b>Total</b>		<b>116,966</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116,966</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>	<i>0</i>	<i>Total Project Cost</i>		<i>116,966</i>	

<b>MARION-DUNNELLON AT LANDSIDE ACCESS &amp; PARKING IMPROVEMENTS - 4384301</b>							<b>*Non-SIS*</b>	
<b>AVIATION REVENUE/OPERATIONAL</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</b>						
<b>Responsible Agency: Marion County</b>								
CAP	DPTO	360,000	0	0	0	0	<b>360,000</b>	
CAP	LF	90,000	250,000	0	0	0	<b>340,000</b>	
CAP	DDR	0	1,000,000	0	0	0	<b>1,000,000</b>	
<b>Total</b>		<b>450,000</b>	<b>1,250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,700,000</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,700,000</i>	

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total	
<b>MARION-DUNNELLON PARALLEL TAXIWAY TO RUNWAY 9-27 AT PARALLEL TAXIWAY TO RUNWAY 9-27 - 4384351</b>							<b>*Non-SIS*</b>	
<b>AVIATION CAPACITY PROJECT</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</b>						
<b>Responsible Agency: Marion County</b>								
CAP	DDR	0	0	1,280,000	0	0	<b>1,280,000</b>	
CAP	LF	0	0	320,000	0	0	<b>320,000</b>	
<b>Total</b>		<b>0</b>	<b>0</b>	<b>1,600,000</b>	<b>0</b>	<b>0</b>	<b>1,600,000</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,600,000</i>	

<b>MARION-OCALA INTL HANGAR - 4448771</b>							<b>*Non-SIS*</b>	
<b>AVIATION REVENUE/OPERATIONAL</b>		<b>LRTP No: Goal 3: Objective 3 - Page 2-9 Length: .000</b>						
<b>Responsible Agency: Responsible</b>								
CAP	DDR	0	0	0	0	1,000,000	<b>1,000,000</b>	
CAP	LF	0	0	0	0	250,000	<b>250,000</b>	
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,250,000</b>	<b>1,250,000</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,250,000</i>	

<b>MARION-OCALA INTL INFRASTRUCTURE IMPROVEMENTS - 4448761</b>							<b>*Non-SIS*</b>	
<b>AVIATION REVENUE/OPERATIONAL</b>		<b>LRTP No: Goal 3: Objective 3 - Page 2-9 Length: .000</b>						
<b>Responsible Agency: Responsible</b>								
CAP	DPTO	200,000	0	0	0	0	<b>200,000</b>	
CAP	LF	50,000	0	0	0	0	<b>50,000</b>	
<b>Total</b>		<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>250,000</i>	

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total	
<b>OCALA INTERNATIONAL AT EXPAND FUEL FARM - 4407801</b>							<b>*Non-SIS*</b>	
<b>AVIATION PRESERVATION PROJECT</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</b>					<b>Length: .000</b>	
<b>Responsible Agency: City of Ocala</b>								
CAP	DDR	0	0	0	360,000	760,000	<b>1,120,000</b>	
CAP	LF	0	0	0	90,000	190,000	<b>280,000</b>	
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>450,000</b>	<b>950,000</b>	<b>1,400,000</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,400,000</i>	

<b>OCALA INTERNATIONAL AIRPORT AT LAND ACQUISITION - 4370171</b>							<b>*Non-SIS*</b>	
<b>AVIATION ENVIRONMENTAL PROJECT</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</b>						
<b>Responsible Agency: City of Ocala</b>								
CAP	DDR	1,000,000	0	0	0	0	<b>1,000,000</b>	
CAP	LF	250,000	0	0	0	0	<b>250,000</b>	
<b>Total</b>		<b>1,250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,250,000</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,250,000</i>	

<b>OCALA INTERNATIONAL AIRPORT AT NORTH INDUSTRIAL PARK ACCESS ROAD - 4384771</b>							<b>*Non-SIS*</b>	
<b>AVIATION REVENUE/OPERATIONAL</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</b>						
<b>Responsible Agency: City of Ocala</b>								
CAP	DDR	0	0	0	520,000	0	<b>520,000</b>	
CAP	LF	0	0	0	130,000	0	<b>130,000</b>	
CAP	FAA	0	0	0	5,850,000	0	<b>5,850,000</b>	
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>6,500,000</b>	<b>0</b>	<b>6,500,000</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>6,500,000</i>	

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total	
<b>OCALA INTERNATIONAL AIRPORT AT WEST INDUSTRIAL PARK ACCESS ROAD - 4384761</b>							<b>*Non-SIS*</b>	
<b>AVIATION REVENUE/OPERATIONAL</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</b>						
<b>Responsible Agency: City of Ocala</b>								
CAP	DDR	0	140,000	160,000	0	0	<b>300,000</b>	
CAP	LF	0	35,000	40,000	0	0	<b>75,000</b>	
CAP	FAA	0	1,575,000	1,800,000	0	0	<b>3,375,000</b>	
<b>Total</b>		<b>0</b>	<b>1,750,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>3,750,000</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,750,000</i>	

<b>OCALA INTERNATIONAL AIRPORT AT TAXIWAY "A" REHABILITATION - 4370311</b>							<b>*Non-SIS*</b>	
<b>AVIATION PRESERVATION PROJECT</b>		<b>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</b>						
<b>Responsible Agency: City of Ocala</b>								
CAP	DPTO	275,000	0	0	0	0	<b>275,000</b>	
CAP	LF	275,000	0	0	0	0	<b>275,000</b>	
CAP	FAA	4,950,000	0	0	0	0	<b>4,950,000</b>	
<b>Total</b>		<b>5,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,500,000</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>417,680</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>5,917,680</i>	

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**Section 6 - Transit Projects**

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Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total	
<b>FTA Section 5339 FROM TO Transit - 4453771</b>							<b>*Non-SIS*</b>	
<b>TRANSIT IMPROVEMENT</b>							<b>L RTP No: Goal 1: Page 2-8</b>	
		<b>Responsible Agency: CAPITAL</b>						
CAP	FTA	281,434	0	0	0	0	<b>281,434</b>	
CAP	LF	70,359	0	0	0	0	<b>70,359</b>	
<b>Total</b>		<b>351,793</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>351,793</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>351,793</i>	

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

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

<b>CARES ACT 5311 MARION SENIOR SERVICES DBA MARION TRANSIT - 4474914</b>							<b>*Non-SIS*</b>	
							<b>L RTP No: Goal 1: Page 2-8</b>	<b>Length: .000</b>
		<b>Responsible Agency: Marion County</b>						
OPS	DUCA	2,668,689	0	0	0	0	<b>2,668,689</b>	
<b>Total</b>		<b>2,668,689</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,668,689</b>	
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>2,668,689</i>	

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>SUNTRAN FROM OPERATING FIXED ROUTE TO SECTION 5307 - 4333041</b>							<b>*Non-SIS*</b>
<b>OPERATING FOR FIXED ROUTE</b>						<b>LRTP No: Goal 1: Page 2-8</b>	<b>Length: .000</b>
<b>Responsible Agency: Ocala/Marion TPO</b>							
OPS	DPTO	653,195	685,858	720,151	0	0	<b>2,059,204</b>
OPS	LF	653,195	685,858	720,151	0	0	<b>2,059,204</b>
<b>Total</b>		<b>1,306,390</b>	<b>1,371,716</b>	<b>1,440,302</b>	<b>0</b>	<b>0</b>	<b>4,118,408</b>
<i>Prior Cost &lt; 2019/20</i>		<i>3,491,669</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>7,610,077</i>

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

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

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
<b>SunTran FROM TO FTA Section 5307 - 4271881</b>							<b>*Non-SIS*</b>
<b>OPERATING FOR FIXED ROUTE</b>				<b>LRTP No: Goal 1: Page 2-8</b>			
OPS	LF	733,242	0	0	0	0	<b>733,242</b>
OPS	FTA	2,132,968	0	0	0	0	<b>2,132,968</b>
<b>Total</b>		<b>2,866,210</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,866,210</b>
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>2,866,210</i>
<b>SunTran FROM TO FTA Section 5310 - 4469131</b>							<b>*Non-SIS*</b>
<b>ELDERLY AND INDIVIDUALS WITH DISABILITIES</b>				<b>LRTP No: Goal 1: Page 2-8</b>			
OPS	DU	37,690	0	0	0	0	<b>37,690</b>
OPS	LF	37,690	0	0	0	0	<b>37,690</b>
<b>Total</b>		<b>75,380</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75,380</b>
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>75,380</i>
<b>SunTran FROM TO FTA Section 5310 - 4469141</b>							<b>*Non-SIS*</b>
<b>ELDERLY AND INDIVIDUALS WITH DISABILITIES</b>				<b>LRTP No: Goal 1: Page 2-8</b>			
OPS	LF	18,624	0	0	0	0	<b>18,624</b>
OPS	FTA	18,624	0	0	0	0	<b>18,624</b>
<b>Total</b>		<b>37,248</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37,248</b>
<i>Prior Cost &lt; 2019/20</i>		<i>0</i>	<i>Future Cost &gt; 2023/24</i>		<i>0</i>	<i>Total Project Cost</i>	<i>37,248</i>

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**Fiscal Years (FY) 2019/20 through 2023/24  
"Roll Forward" Transportation Improvement Program**

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLL-FORWARD REPORT

DATE RUN: 07/05/2019  
TIME RUN: 07.32.35  
MRRMPOTP

OCALA-MARTON TPO

=====
HIGHWAYS
=====

ITEM NUMBER:238677 4 PROJECT DESCRIPTION:SR 35 / BELLEVUE BYPASS FROM US 27/441 TO SR 35 TYPE OF WORK:NEW ROAD CONSTRUCTION \*NON-SIS\*
DISTRICT:05 COUNTY:MARION LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
ROADWAY ID:36050000 PROJECT LENGTH: .001MI

Table with 10 columns: FUND CODE, LESS THAN 2020, 2020, 2021, 2022, 2023, 2024, GREATER THAN 2024, ALL YEARS. Rows include PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT, DIH, and TOTAL 238677 4.

ITEM NUMBER:238678 2 PROJECT DESCRIPTION:SR 500 (US 27) FROM CR 225 TO 500' WEST OF NW 95TH AVE TYPE OF WORK:DRAINAGE IMPROVEMENTS \*SIS\*
DISTRICT:05 COUNTY:MARION LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
ROADWAY ID:36070000 PROJECT LENGTH: .682MI

Table with 10 columns: FUND CODE, LESS THAN 2020, 2020, 2021, 2022, 2023, 2024, GREATER THAN 2024, ALL YEARS. Rows include PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT (DDR, DIH) and PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT (DDR, DIH).

ITEM NUMBER:238719 1 PROJECT DESCRIPTION:SR 40 FROM CR 328 TO SW 80TH AVE(CR 225A) TYPE OF WORK:ADD LANES & RECONSTRUCT \*NON-SIS\*
DISTRICT:05 COUNTY:MARION LANES EXIST/IMPROVED/ADDED: 3/ 2/ 2
ROADWAY ID:36110000 PROJECT LENGTH: 4.035MI

Table with 10 columns: FUND CODE, LESS THAN 2020, 2020, 2021, 2022, 2023, 2024, GREATER THAN 2024, ALL YEARS. Rows include PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT (DC, DDR, DIH, DS), PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT (DDR, DIH), PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT (DDR), PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT (DDR, DIH, DS), and PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT (DS).











FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 MPO ROLL-FORWARD REPORT

Ocala-Marion TPO

HIGHWAYS

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
ITEM NUMBER:439238 1 PROJECT DESCRIPTION:SR 25/500/US441/ FROM SR 35/SE BASLINE RD TO SR 200/SW 10TH STREET *NON-SIS*								
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING								
ROADWAY ID:36010000 PROJECT LENGTH: 10.612MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	2,241,110	0	0	0	0	0	0	2,241,110
DIH	83,742	6,119	0	0	0	0	0	89,861
DS	464,133	118,225	0	0	0	0	0	582,358
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	6,000	229,000	0	0	0	0	0	235,000
DIH	865	9,135	0	0	0	0	0	10,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	30,000	0	0	0	0	0	0	30,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	3,884,000	0	0	0	0	0	3,884,000
DIH	0	5,130	0	0	0	0	0	5,130
NHRE	0	2,705,901	0	0	0	0	0	2,705,901
SA	0	17,569,632	0	0	0	0	0	17,569,632
<b>TOTAL 439238 1</b>	<b>2,825,850</b>	<b>24,527,142</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,352,992</b>
<b>TOTAL PROJECT:</b>	<b>2,825,850</b>	<b>24,527,142</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,352,992</b>

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
ITEM NUMBER:439887 2 PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A *SIS*								
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LIGHTING								
ROADWAY ID:36004000 PROJECT LENGTH: 1.234MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0								
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY DUKE ENERGY								
ACSS	0	165,000	0	0	0	0	0	165,000
<b>TOTAL 439887 2</b>	<b>0</b>	<b>165,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165,000</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>165,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165,000</b>
<b>TOTAL DIST: 05</b>	<b>72,733,466</b>	<b>30,646,971</b>	<b>2,714,000</b>	<b>253,364</b>	<b>0</b>	<b>0</b>	<b>185,303,402</b>	<b>291,651,203</b>
<b>TOTAL HIGHWAYS</b>	<b>72,733,466</b>	<b>30,646,971</b>	<b>2,714,000</b>	<b>253,364</b>	<b>0</b>	<b>0</b>	<b>185,303,402</b>	<b>291,651,203</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 MPO ROLLFORWARD REPORT

DATE RUN: 07/05/2019  
 TIME RUN: 07.32.35  
 MBRMPOTP

OCALA-MARTON TPO

MAINTENANCE

ITEM NUMBER:418107 1  
 DISTRICT:05  
 ROADWAY ID:

PROJECT DESCRIPTION:MARION PRIMARY IN-HOUSE  
 COUNTY:MARION  
 PROJECT LENGTH: .000

\*NON-SIS\*  
 TYPE OF WORK:ROUTINE MAINTENANCE  
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	33,509,117	1,767,734	1,831,973	1,831,973	1,831,973	1,781,973	0	42,554,743
<b>TOTAL 418107 1</b>	<b>33,509,117</b>	<b>1,767,734</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,781,973</b>	<b>0</b>	<b>42,554,743</b>
<b>TOTAL PROJECT:</b>	<b>33,509,117</b>	<b>1,767,734</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,781,973</b>	<b>0</b>	<b>42,554,743</b>
<b>TOTAL DIST: 05</b>	<b>33,509,117</b>	<b>1,767,734</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,781,973</b>	<b>0</b>	<b>42,554,743</b>
<b>TOTAL MAINTENANCE</b>	<b>33,509,117</b>	<b>1,767,734</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,831,973</b>	<b>1,781,973</b>	<b>0</b>	<b>42,554,743</b>





FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO R.O.I.FORWARD REPORT

OCALA-MARION TPO

=====  
TRANSIT  
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ITEM NUMBER:427188 1 PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION /URBAN CAPITAL/FIXED ROUT ES/FTA SECTION 5307-200 \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY Ocala								
FTA	0	2,132,968	0	0	0	0	0	2,132,968
LF	0	733,242	0	0	0	0	0	733,242
<b>TOTAL 427188 1</b>	<b>0</b>	<b>2,866,210</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,866,210</b>

ITEM NUMBER:427188 2 PROJECT DESCRIPTION:SUNTRAN/OCALA/MARION URBAN CAPITAL FIXED ROUTE FTA SECTION 5307-2009 \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY TRANSIT								
FTA	0	11,815,033	2,325,554	2,395,321	2,467,181	2,541,196	0	21,544,285
LF	0	2,953,758	581,389	598,830	616,795	635,299	0	5,386,071
<b>TOTAL 427188 2</b>	<b>0</b>	<b>14,768,791</b>	<b>2,906,943</b>	<b>2,994,151</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>0</b>	<b>26,930,356</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>17,635,001</b>	<b>2,906,943</b>	<b>2,994,151</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>0</b>	<b>29,796,566</b>

ITEM NUMBER:433304 1 PROJECT DESCRIPTION:MARION-BLOCK GRANT OPERATING ASSIST FOR FIXE D ROUTE SERVICE SEC 5307 \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:OPERATING FOR FIXED ROUTE  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY Ocala								
DPTO	0	1,260,629	685,858	720,151	0	0	0	2,666,638
FTA	400,000	0	0	0	0	0	0	400,000
LF	607,437	1,260,629	685,858	720,151	0	0	0	3,274,075
<b>TOTAL 433304 1</b>	<b>1,007,437</b>	<b>2,521,258</b>	<b>1,371,716</b>	<b>1,440,302</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,340,713</b>
<b>TOTAL PROJECT:</b>	<b>1,007,437</b>	<b>2,521,258</b>	<b>1,371,716</b>	<b>1,440,302</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,340,713</b>

ITEM NUMBER:445377 1 PROJECT DESCRIPTION:MARION Ocala SECTION 5339 SMALL URBAN CAPITAL \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY Ocala								
FTA	0	281,434	0	0	0	0	0	281,434
LF	0	70,359	0	0	0	0	0	70,359
<b>TOTAL 445377 1</b>	<b>0</b>	<b>351,793</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>351,793</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>351,793</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>351,793</b>
<b>TOTAL DIST: 05</b>	<b>1,007,437</b>	<b>20,508,052</b>	<b>4,278,659</b>	<b>4,434,453</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>0</b>	<b>36,489,072</b>
<b>TOTAL TRANSIT</b>	<b>1,007,437</b>	<b>20,508,052</b>	<b>4,278,659</b>	<b>4,434,453</b>	<b>3,083,976</b>	<b>3,176,495</b>	<b>0</b>	<b>36,489,072</b>



FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 MPO ROLL-FORWARD REPORT  
 =====  
 MISCELLANEOUS  
 =====

Ocala-Marion TPO

ITEM NUMBER:430252 1		PROJECT DESCRIPTION:OCAJA ITS COUNTYWIDE MARION COUNTY					*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	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DRPT								
ACSL	0	1,129,340	0	0	0	0	0	1,129,340
SL	1,976,243	0	0	0	0	0	0	1,976,243
<b>TOTAL 430252 1</b>	<b>1,976,243</b>	<b>1,129,340</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,105,583</b>
<b>TOTAL PROJECT:</b>	<b>1,976,243</b>	<b>1,129,340</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,105,583</b>

ITEM NUMBER:438328 1		PROJECT DESCRIPTION:NATURAL DISASTER MARION COUNTYWIDE - TROPICAL STORM HERMINE					*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	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DER	2,607	600	0	0	0	0	0	3,207
<b>TOTAL 438328 1</b>	<b>2,607</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,207</b>
<b>TOTAL PROJECT:</b>	<b>2,607</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,207</b>

ITEM NUMBER:438329 1		PROJECT DESCRIPTION:NATURAL DISASTER MARION COUNTYWIDE EMERGENCY SIGN REPAIR					*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	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	0	101	0	0	0	0	0	101
<b>TOTAL 438329 1</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>
<b>TOTAL DIST: 05</b>	<b>1,978,850</b>	<b>1,130,041</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,108,891</b>
<b>TOTAL MISCELLANEOUS</b>	<b>1,978,850</b>	<b>1,130,041</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,108,891</b>

<b>GRAND TOTAL</b>	<b>144,028,088</b>	<b>59,067,474</b>	<b>9,171,632</b>	<b>6,519,790</b>	<b>4,915,949</b>	<b>4,958,468</b>	<b>185,303,402</b>	<b>413,964,803</b>
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RESOLUTION OF THE OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION (TPO)  
AMENDING THE TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) FOR FISCAL YEAR 2019/20 – 2023/24.

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization amends the Transportation Improvement Program for FY 2019/20 – 2023/24.

CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 26<sup>th</sup> day of May 2020.

By: \_\_\_\_\_  
Jeff Gold, Chair

Attest: \_\_\_\_\_  
Robert Balmes, TPO Director



**TO: TPO Board Members**

**FROM: Derrick Harris, TPO Assistant Director**

**RE: List of Priority Projects**

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At the May 2019 TPO Board Meeting, staff received direction regarding how to formally proceed with ranking of the List of Priority Projects (LOPP). It was determined that staff should use a ranking system that was developed by TPO staff. Therefore, to give better insight on the ranking criteria, the following memo was created.

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

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

associated with it, and/or a lower cost still needed for completion, the project can receive one additional point.

5. Local Revenue/Funding Source: An additional category that staff thought was pertinent to the ranking system was local revenue. Therefore, if a project has local revenue being added to the project it receives an additional point.
6. Local Partnership: The ranking criteria considers whether a project has a formal partnership between two agencies. For example, a project could be a Local Agency Program (LAP) project, or a project that FDOT manages or helps manage for another jurisdiction. In this case, the project would receive an additional point.

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

TPO staff spent the month of April coordinating with both the City of Ocala and Marion County Engineering staff to revise/modify the list since last year's adoption. In addition, staff presented to both the Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) on May 12<sup>th</sup>, where a formal recommendation for approval was made by both committees. Therefore, TPO staff is presenting and recommending the Top **20** projects from the list be transmitted to FDOT as the current list of the TPO's Top Priorities. Staff is requesting action for the ultimate approval of this list or some modification thereof.

If you have any further questions or concerns feel free to reach out to me directly at (352) 438-2632 or at [derrick.harris@marioncountyfl.org](mailto:derrick.harris@marioncountyfl.org).

**FY 2026 List of Priority Projects (LOPP)**

New Rank	Previous Rank	FM Number	Project Name	From	To	Description	Phase
1	1	435209-1	NW 49th Street Interchange		-	New Interchange	ROW
2	2	-	SW 49th Avenue Phase 1	SW 66th St	SW 42nd St	Capacity project	CST
3	8	433651-1, 2, &3	CR 484/I-75 Interchange Operational Improvements	SW 20th Ave	CR 475A	Operations and Capacity Improvements	CST
4	16	-	SW 49th Avenue	CR 484	Marion Oaks Trail	Capacity project	CST
5	17	-	Emerald Road Extension	SE 92nd Loop	Emerald Road	New 2 Lane Road	CST
6	12	435484-1	Pruitt Trail	SR 200	Trailhead	Heart of Florida	CST
7	4	-	SW 44th Avenue	SR 200	SW 20th Street	New 4 Lane Capacity Project	CST
8	5	433660-1	US 441 Intersection Op Improvement II	SR 464	SR 464	Add dedicated turn lanes and pedestrian improvements	CST
9	7	431935-1	SR 40 Downtown Operational Improvement	US 441	NE 8th Ave	Pedestrian and Traffic Operation Improvements	ROW
10	11	238651-1	SR 200	CR 484	Citrus County Line	Adding 2 Lanes	CST
11	9	433661-1	SR 40/US 441 Intersection Operational Improvement	NW 2nd St	SW Broadway St	Add Dedicated Turn Lanes, Pedestrian Improvements, & Enhanced Illumination	CST
12	10	433652-1	SR 40/I-75 Interchange Operational Imprvemnts	SW 40th Ave	SW 27th Ave	Operations Improvement at I-75 Interchange & SW 27th Ave Intersection	CST
13	14	-	Countywide ITS Operations & Maintenance		-	Operation & Maintenance	CST
14	21	436755-1	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	Local Trail Project	ROW
15	18	238648-1	US 41	SW 111th Pl Ln	SR 40	Add 2 Lanes	CST
16	19	410674-2	SR 40 East (End of 4 Lanes to E. of 314)	End of 4 Lanes	East of 314	Add 2 Lanes, and 2 Bridge Structures	CST
17	13	-	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	Heart of Florida	DES
18	12	-	Pruitt Trail	Trailhead	Bridges Road	Heart of Florida	DES
19	15	-	SW 49th Avenue	CR 484	Marion Oaks Manor	Add 2 Lanes	DES
20	6	-	CR 484 - Pennsylvania Ave Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	Pedestrian Bridge over Rainbow Springs and Multi-Modal Improvements along CR 484	DES
21	3	-	Bellevue Greenway Trail	Lake Lillian	Cross Florida Greenway	Heart of Florida	ROW
22	20	-	SR 200 Trails/Wildlife Underpass		-	Heart of Florida	CST
23	22	435208-1	SR 35 Intersection Operational Improvement	SR 25	Foss Rd.; Robinson Rd		ROW
24	23	238720-1	SR 40 - WEST	CR 328	US 41	Add 2 Lanes	ROW
25	24	-	US 301	SE 62nd Ave	SE 115th Ln	Add sidewalks on the north side of the corridor	ROW
26	25	-	Sunrise/Horizon Schools	Marion Oaks Manor	Marion Golf Way	Sidewalk Project	ROW
27	26	436756-1	Ocala to Silver Springs Trail	Osceola Trail	Silver Springs State Park	Local Trail Project	DES
28	27	-	Watula & NE 8th Road Trail	Tuscawilla Art Park	CR 200A	Local Trail Project	DES
29	29	431798-4	NE 36th Avenue	14th	35th	Add 2 Lanes	ROW
30	30	238395-8	US 441	CR 42	Sumter County Line	Add 2 Lanes	ROW
31	31	411256-4	US 301 South	SE 143rd Pl	CR 42	Add 2 Lanes	ROW
32	32	410674-3	SR 40 - EAST	CR 314	CR 314A	Add 2 Lanes	DES
33	33	-	SE 113th St	Hames Road	SE 56th Ave	Add sidewalks on the north side of the corridor	DES
34	34	-	NE 19th Avenue	SR 492	NE 28th St	Add sidewalks	DES
35	35	-	NE 7th Street	NE 36th Ave	NE 44th Ave	Add sidewalks	DES
36	36	-	Black Bear Trail	Silver Springs State Park	Wildcat Lake Boat Ramp	Heart of Florida	DES
37	37	-	Silver Springs to Hawthorne Trail	Silver Springs State Park		Local Trail Project	DES
38	38	-	NE 8th Avenue	SR 40	SR 492	Remove 2 Lanes & Add Multi-modal Enhancements	DES
39	41	-	Marion Oaks Boulevard	Marion Oaks Boulevard	CR 484	Reconfigure Intersection	DES
40	54	431798-1	NE 36th Avenue	SR 492	NE 35th St	Add 2 Lanes	DES
41	39	431798-2	NE 36th Avenue	SR 492	NE 20th Pl	Add 2 Lanes	DES
42	40	431797-1	NE 25th Avenue	SR 492	NE 35th St	Add 2 Lanes	DES
43	42	433680-1	US 27/I-75 Interchange Operational Improvements	NW 44th Ave	NW 35th Ave	Interchange Operational Improvements	PD&E/PL
44	43	429582-1	SW 95th Street Interchange		-	New Interchange	PD&E/PL
45	44	-	Nature Coast Trail	Levy County Line	CR 484	Regional Trail Connection that will extend north to Chiefland and to Tallahassee	PD&E/PL
46	45	435490-1	SR 40 - East Multi-Modal Improvement	NE 49th Terrace	NE 60th Ct	Add Turn-Lanes, Enhanced Illumination, & Pedestrian Safety Measures	-
47	46	435490-1	SR 40 - West Multi-Modal Improvement	CSX Rail Bridge	I-75	Sidewalk Widening & Reconditioning	-
48	47	-	Marion Oaks Extension and Flyover	SW 18th Ave	CR 475/I-75	New 2 Lane Road w/New Overpass	PD&E/PL
49	48	-	SR 40	SW 60th Ave	27th Ave	New 2 Lane Road	PD&E/PL
50	49	-	NW 37th Avenue	SR 40	US 27	New 2 Lane Road	PD&E/PL
51	50	-	SW 40th Avenue Realignment		-	Add 2 Lanes	PD&E/PL
52	51	435490-1	SR 40/SR 35 Intersection Improvement	SR 40	SR 35	Intersection reconstruction at SR 35	-
53	52	410674-4	SR 40 - EAST	CR 314A	Levy Hammock Road	Add 2 Lanes	-
54	53	-	CR 484 (Long Term Solution)	CR 475A	SW 49th Ave	Add 2 Lanes	-
55	55	433633-1	US 27	NW 27th Ave	NW 44th Ave	Add 2 Lanes	-
56	56	-	SR 326	US 441	CR 200A	Add 2 Lanes	-
57	N/A	-	80th Improvements	North of SR 200	US 27		-
58	N/A	-	SW 20th Interchange			New Interchange	-



**TPO Board Meeting**

Marion County Commission Auditorium  
601 SE 25<sup>th</sup> Avenue, Ocala, FL 34471  
April 28, 2020  
4:00 PM

**MINUTES**

**Members Present:**

Commissioner Kathy Bryant  
Commissioner Jeff Gold  
Mayor Kent Guinn  
Councilwoman Valerie Hanchar  
Councilman Brent Malever  
Commissioner David Moore  
Councilman Jay Musleh  
Commissioner Michelle Stone  
Commissioner Carl Zalak

**Members Not Present:**

Commissioner Ronald Livsey  
Councilman Justin Grabelle

**Others Present:**

Rob Balmes, TPO  
Derrick Harris, TPO  
Elizabeth Mitchell, TPO  
Shakayla Irby, TPO  
Anton Schauerte, TPO  
Vickie Wyche, FDOT  
Mike McCammon, FDOT  
Mary McGehee, FDOT

Teresa Donaldson, HDR  
Ralph Bove, Volkert  
Steve Schnell, HDR  
Tracy Straub, Marion County  
Ken Odom, Marion County  
Jon Barber  
Katie Habgood  
Stephanie Moss  
Amber Gartner, Kimley-Horn

### **Item 1. Call to Order and Roll Call**

Chairman Gold called the meeting to order at 4:00pm. Secretary Shakayla Irby called the roll and a quorum was present.

### **Item 2. Pledge of Allegiance**

Chairman Gold led the board in the Pledge of Allegiance.

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

Secretary Shakayla Irby stated that the meeting had been published online on the TPO website, the City of Ocala, Belleview, and Dunnellon websites on April 21, 2020. The meeting was also published to the TPO's Facebook and Twitter page.

### **Item 4a. I-75 Forward Project Development and Environment (PD&E) Study Presentation**

Mr. Steve Schnell gave a presentation to the board on the I-75 Forward PD&E Study.

The Florida Department of Transportation (FDOT) had been conducting two PD&E studies to evaluate transportation improvements and upgrades to I-75 in Sumter, Marion and Alachua Counties. Both studies were to take place simultaneously. The outcomes for both studies could result in different recommendations to address transportation corridor issues for each specific area.

The two PD&E study segments include:

- Southern Segment: Florida Turnpike (SR 91) to SR 200
  - Approx. 22.5 miles
  - 4 interchanges
- Northern Segment: SR 200 to CR 234
  - Approx. 25.3 miles
  - 6 interchanges

The PD&E studies were scheduled to be conducted from 2020 to 2023.

The study overview consisted of three elements: Engineering, Environmental, and Public Involvement.

The purpose and need of the study was to evaluate corridor and interchange improvements to increase the capacity of I-75 within the study areas to accommodate area growth, freight activity, traffic and safety, and hurricane evacuation.

Mr. Schnell shared some graphs with the board that showed historic and projected area growth.

The scheduled next steps for the study were data collection, in the year 2021 the department would start to develop alternatives, toward quarter 4 of the year 2021 and the year of 2022 evaluation of alternatives and by the year 2023 the department had plans of preparing final reports.

#### **Item 4b. 2045 Long Range Transportation Plan (LRTP) Status Update**

Mr. Harris presented and said the TPO was currently working on an update to our Long-Range Transportation Plan (LRTP). At the board meeting earlier in the year the board had passed the Goals and Objectives for the plan, along with the associated weights to those Goals and Objectives.

TPO staff coordinated the Goals and Objectives and their weights with our LRTP consultant. A final document, known as the Goals and Objectives Technical Memo had been given to the board for informational purposes.

Also, the TPO was anticipating having a great deal of public outreach where staff would go out to various locations in the community and discuss any transportation needs the public had. However, with the sudden global pandemic, staff found that it would not be wise to have public meetings. Therefore, staff was planning on setting up virtual meetings and an interactive map. Those tools would replace what would had been in person public meetings. The virtual meetings would include short presentations, documents, and an overall explanation on how to submit comments and transportation needs to staff directly. The interactive map would be a visual representation of the needs that had been demonstrated in other local plans, including the current LRTP. Staff hoped to have the meetings take place around the last week or two of May.

#### **Item 5a. Fiscal Years 2018/19 to 2019/20 Unified Planning Work Program (UPWP) Amendment**

Mr. Balmes presented the Fiscal Years 2018/19 to 2019/20 UPWP Amendment.

Mr. Balmes explained that the UPWP was a federally required two-year document that served as the TPO's working budget. The Fiscal Year (FY) 2018/19 to 2019/20 UPWP was authorized to June 30, 2020.

Based on an analysis of the current FY 2019/20 and remaining tasks to be completed through

June 30, 2020, the TPO had proposed an amendment to move funds among tasks to ensure no negative balances. The changes in particular reflected an emphasis on completing tasks related to administrative and long-range planning.

Mr. Balmes provided a summary of the funding changes proposed by task for Federal Highway Administration (FHWA) Planning (PL) funds in FY 19/20. There was no net change to the current PL balance. A summary of the changes included:

	<u>Prior to Revision</u>	<u>After Revision</u>
• Task 1 Administration:	\$340,909	\$362,608 (+)
• Task 2 Data Collection:	\$36,120	\$14,120 (-)
• Task 3 Long Range Planning:	\$89,079	\$110,700 (+)
• Task 4 Short Range Planning:	\$47,005	\$39,005 (-)
• Task 5 Public Transportation:	\$2,806	\$1,106 (-)
• Task 6 Public Involvement:	\$48,320	\$41,300 (-)
• Task 7 Special Projects:	\$6,066	\$1,466 (-)
<u>Total PL Balance FY 19/20</u>	<u>\$570,305</u>	<u>\$570,305</u>

TPO staff requested the TPO Board to approve a UPWP amendment the FY 2018/19 to 2019/20 UPWP for funding of tasks in FY 2019/20.

TPO staff also proposed to include a new task to update the Disadvantaged Business Enterprise (DBE) Plan. Staff had plans to update the DBE Plan by June to coincide with the Public Participation Plan update.

Mr. Moore made a motion to approve the Fiscal Years 2018/19 to 2019/20 UPWP Amendment. Mr. Malever seconded, and the motion passed unanimously.

### **Item 5b. Draft Fiscal Years 2020/21 to 2021/22 UPWP**

Mr. Balmes presented the Draft Fiscal Years 2020/21 to 2021/22 UPWP.

The Ocala Marion Transportation Planning Organization (TPO) was required by the Florida Department of Transportation (FDOT), Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) to produce a budgetary document that outlined all tasks, activities, and responsibilities TPO staff would conduct over a two-year period. In addition, the document had to be cost feasible based on appropriated funds set by FHWA, FTA and FDOT.

The TPO's fiscal year ran from July 1st through June 30th. Therefore, the document covered activities and expenditures beginning July 1st, 2020 through June 30th, 2022.

Based on a 30-day public comment period from March 24 to April 24, the TPO received direct feedback and comments from the FHWA, FTA, FDOT and SunTran. Comments, along with TPO responses and how the document was edited/modified had been included in the TPO meeting packet for public and board review.

Based off of the comments and feedback received a revised draft UPWP document was included with the meeting packet for further review.

The draft document had been presented to the TPO Board on March 24, and two financial updates were made.

1. FDOT Transit Administration notified the TPO on 4/15 the 5305(d) funding allocation for FY 20/21 would change from \$87,028 to \$108,382 (including state, local match).
2. Marion County Health Benefit costs would increase from \$10,032 to \$11,306 per staff member, effective October 1, 2020. The changes were incorporated into the UPWP for staff salaries/benefits and consulting services (Task 7), and were highlighted during the board meeting.

Ms. Stone made a motion to approve the Draft Fiscal Years 2020/21 to 2021/22 UPWP as presented. Ms. Hanchar seconded, a roll-call vote was called and the motion passed unanimously.

#### **Item 5c. Title VI Non-Discrimination Plan Update**

Ms. Mitchell gave a brief overview of the Title VI Non-Discrimination Plan Update.

Ms. Mitchell stated the Ocala Marion TPO had been committed to ensuring that no person was excluded from the transportation planning process, regardless of background, income level or cultural identity. The TPO complied with the Title VI of the Civil Rights Act of 1964, and other Non-Discrimination statutes, regulations and authorities.

The document was presented to the TPO board for review.

Ms. Hanchar made a motion to accept the Title VI Non-Discrimination Plan Update as presented. Mr. Guinn seconded, and the motion passed unanimously.

#### **Item 5d. Public Involvement Resolution**

Mr. Harris presented and said that in an effort to provide reasonable opportunities for citizens, partners and stakeholders to participate in TPO planning activities, staff were proposing a formal resolution to outline alternative public participation procedures during emergency situations, such as the COVID-19 health crisis.

The procedures were meant to be used temporarily as the primary methods of public participation; however, they could also be used in the future to compliment or supplement in-person public meetings and workshops.

Chairman Gold suggested that the Marion County Board of County Commissioners Auditorium could also be used for public meetings and was still accessible for safe meetings.

*A roll-call vote was called and the Public Involvement Resolution passed.*

### **Item 6. Consent Agenda**

*Mr. Moore made a motion to approve the Consent Agenda. Mr. Malever seconded, and the motion passed unanimously.*

### **Item 7. Comments by FDOT**

Ms. Wyche said that FDOT had no comments at the time and the construction report had been provided in the TPO meeting packet.

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

Ms. Irby gave a brief overview of the TPO's Social Media and TPO Website Plan Layout.

A few highlighted areas were:

- Plan Layout
- Steps for the up keeping of Facebook, Twitter, and LinkedIn
- Associated Hours per Week
- Local Community Partners to follow
- Archiving
- TPO Website Administration

Mr. Balmes made comments that FDOT District Five had reached out to him regarding a list being put together called the "Routes of Significance". FDOT would support the routes that were on the list. For Marion County, SR 200 from SW 66<sup>th</sup> to 301 was selected for the Routes of Significance list as a corridor of information and would be monitored in real-time to collect traffic data that would be compiled over a matter of time.

Mr. Balmes also informed the board that the TPO had not heard any new information on the FDOT audit since the last board meeting.

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

Councilwoman Hanchar informed the board that City of Dunnellon Councilmember Linda Fernandez had passed away the morning of April 28, 2020.

**Item 10. Public Comment**

Jon Barber, 1908 SE 5<sup>th</sup> Street, Ocala, FL addressed the board with typed comments he provided and are attached to this set of minutes for the record.

Mr. Balmes along with City of Ocala staff would follow up on Mr. Barber's comments.

**Item 11. Adjournment**

Chairman Gold adjourned the meeting at 5:13pm.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant

## Presentation Notes - 04/28/2020 FNOR/CSX Rail Spur

Thank you for allowing me to spend a couple of minutes to present an idea that is gaining growing support in our community.

Of course, first and foremost on our minds right now is the Covid-19 pandemic and the impact it has had on all of our lives. Local and state governments as well as our federal government are all consumed with its social and economic consequences.

With that said, we must look forward for opportunities to improve our economy and promote a better quality of life for our community and our visitors. I'm here today to suggest a means for improving our local economy and producing a tremendous return on our investment by converting the downtown rail corridor to a multi-use trail corridor. This would benefit all of our citizens, and draw even more visitors to Marion County which would benefit local businesses as well as create new businesses.

With an ever growing trail network and major trailheads at Baseline, Santos and Dunnellon, Marion County is already on the national map for its amazing trail system. The FNOR rail spur running through downtown Ocala is the only corridor that can feasibly connect these three trailheads and Ocala to the Marjorie Harris Carr Cross Florida Greenway. Connecting Ocala with this existing system would provide tremendous economic and recreational opportunities for our citizens and our visitors.

It would truly be a game-changer for our community.

According to data from the Florida Office of Greenways & Trails:

- The Cross Florida Greenway had the greatest local economic impact of all the FLorida State Parks in 2019. The CFG generated nearly \$264 million in local economic impact. (ADDING MORE TRAIL CONNECTIONS TO THE CFG, ESPECIALLY FROM DOWNTOWN, WOULD ENHANCE THIS ECONOMIC IMPACT EVEN MORE BENEFITTING LOCAL HOTELS, RESTAURANTS, SHOPS, ETC.)
- Florida tourists spend \$70 billion on outdoor recreation annually;
- Paved bicycle trails brings in more than \$6 billion in FLorida annually;
- Every \$1 million spent on trails yields 9.6 jobs
- Trails add value to new homes and are among the top 4 community amenities sought by prospective homeowners of ALL ages
- Every dollar spent on walking paths saves \$3 in medical expenses (American Heart Association).
- People who live near safe, high quality biking and walking infrastructure tend to get more exercise than people who don't (American Journal of Public Health).
- Fitness walking/jogging is the most popular outdoor activity among Florida residents.

I recently shared with you a feasibility study done by Kimley Horn in 2007± that contemplated utilizing this rail line as a rails with trails corridor shared by humans and trains. The study revealed problems with that concept and the effort went no further.

Representing a rapidly growing group of Ocala/Marion County residents, I am asking this board to commission a new study to determine the feasibility of the conversion of the spur rail line running through downtown Ocala to a pedestrian / bicycle / alternative transportation trail. The study should identify the major stakeholders, trail connections and potential economic impacts. There could be a variety of funding sources for the trails and alternative transportation projects. I strongly encourage the inclusion of this on the new long range plan.

The conversion of rail corridors to trails is such a powerful economic engine that a national organization, The Rails-to-Trails Conservancy, has been established to help support these causes.

Jon Barber - Ocala, FL  
jnbrbr8@gmail.com  
352-812-2093



**TO: TPO Board Members**

**FROM: Rob Balmes, Director**

**RE: Proposed TPO Staff Modification and Salary Adjustment**

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**Anton Schauerte, Transportation Planner**, became an employee on October 28, 2019. He recently took over the full-time responsibilities of managing the TPO's federally required Transportation Improvement Program, and the Trends and Conditions reports. Based on his six-month performance, he is recommended to receive a 3% salary adjustment. His current hourly rate is \$25.54. The proposed hourly rate is \$26.31, effective May 11, 2020. Budget impact (Loaded) is approximately \$1,865 annual.

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

A RESOLUTION OF THE OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
RECOMMENDING ADOPTING THE NONDISCRIMINATION PLAN  
AS IT RELATES TO TITLE VI OF THE 1964 CIVIL RIGHTS ACT

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

WHEREAS, the Ocala/Marion County Transportation Planning Organization strives to maintain a continuing, comprehensive, and coordinated planning process; and

WHEREAS, any program receiving federal funds is subject to the provisions of Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color or national origin; and

WHEREAS, it is the policy of the Ocala/Marion County Transportation Planning Organization that all persons have an equal opportunity to participate in public involvement activities.

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

The Ocala/Marion County Transportation Planning Organization hereby adopts the Title VI plan as attached.

Certificate

The undersigned duly qualified Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies 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 this 26th day of May 2020.

By:

\_\_\_\_\_  
Jeff Gold, Chairman

Attest:

\_\_\_\_\_  
Robert Balmes, TPO Director